



**Planning Committee
Electronic Meeting**

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

April 20, 2022

Immediately following Public Works and Transportation

Pg. # ITEM

MINUTES

PLN-4 *Motion to adopt the **minutes** of the meeting of the Planning Committee held on April 5, 2022.*



NEXT COMMITTEE MEETING DATE

May 3, 2022, (tentative date) at 4:00 p.m. in the Council Chambers

PLANNING AND DEVELOPMENT DIVISION

- 1. REQUEST TO REVISE REZONING CONSIDERATIONS FOR THE APPLICATION BY BENE (NO. 3) ROAD DEVELOPMENT LTD. FOR REZONING OF THE PROPERTY AT 4700 NO. 3 ROAD FROM THE “AUTO-ORIENTED COMMERCIAL (CA)” ZONE TO A NEW “HIGH RISE OFFICE COMMERCIAL (ZC44) – ABERDEEN VILLAGE” ZONE (ITEM DEFERRED FROM APRIL 5, 2022 PLANNING COMMITTEE)**
(File Ref. No. RZ 14-672055) (REDMS No. 6822556)

PLN-8

See Page PLN-8 for full report

Designated Speakers: Wayne Craig and Sara Badyal

STAFF RECOMMENDATION

That the request to revise the rezoning considerations associated with Richmond Zoning Bylaw 8500, Amendment Bylaw 9216, for the creation of a new “High Rise Office Commercial (ZC44) – Aberdeen Village” zone, and for the rezoning of 4700 No. 3 Road from the “Auto-Oriented Commercial (CA)” zone to the new “High Rise Office Commercial (ZC44) – Aberdeen Village” zone, to remove the rezoning consideration limiting the subdivision of office space, be denied.



2. **REFERRAL RESPONSE ON RESIDENTIAL USES ALONG THE STEVESTON WATERFRONT AND PROPOSED AMENDMENTS TO THE STEVESTON AREA PLAN AND ZONING BYLAW**

(File Ref. No. 08-4060-05-01) (REDMS No. 6858844)

PLN-66

See Page PLN-66 for full report

Designated Speaker: John Hopkins

STAFF RECOMMENDATION

- (1) *That Richmond Official Community Plan Bylaw 7100, Amendment Bylaw 10371, to revise the land use policies to no longer permit residential uses in the Steveston Village Riverfront area contained in Section 2.4 of the Official Community Plan (Steveston Area Plan), be introduced and granted first reading;*
- (2) *That Richmond Official Community Plan Bylaw 7100, Amendment Bylaw 10371, having been considered in conjunction with:*
 - (a) *the City’s 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 programs and plans, in accordance with Section 477(3)(a) of the Local Government Act;*
- (3) *That Richmond Official Community Plan Bylaw 7100, Amendment Bylaw 10371, 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 Richmond Zoning Bylaw 8500, Amendment Bylaw 10372, which revises the:*
- (a) *“Steveston Commercial (CS2)” zoning district to not permit residential and related land uses on a site-specific basis at 3866 and 3900 Bayview Street;*
 - (b) *“Light Industrial (IL)” zoning district to not permit a residential security/operator unit on a site-specific basis at 3540 and 3880 Bayview Street and 12551 No. 1 Road; and*
 - (c) *“Steveston Commercial and Pub (ZMU10)” zoning district to remove residential and related land uses from the zone;*
- be introduced and granted first reading.*



3. **2019–2029 CULTURAL HARMONY PLAN PROGRESS REPORT FOR 2019–2021**

(File Ref. No. 07-3300-01) (REDMS No. 6860331)

PLN-81

See Page PLN-81 for full report

Designated Speaker: Dorothy Jo

STAFF RECOMMENDATION

- (1) *That the 2019–2029 Cultural Harmony Plan Progress Report for 2019–2021 (Attachment 1) as outlined in the staff report titled, “2019–2029 Cultural Harmony Plan Progress Report for 2019–2021,” dated March 28, 2022, from the Director, Community Social Development, be received for information; and*
- (2) *That the 2019–2029 Cultural Harmony Plan Progress Report for 2019–2021 be distributed to key stakeholders, local Members of Parliament, local Members of the Legislative Assembly and be posted on the City website.*



4. **MANAGER’S REPORT**

ADJOURNMENT





Planning Committee

Date: Tuesday, April 5, 2022

Place: Council Chambers
Richmond City Hall

Present: Councillor Bill McNulty, Chair
Councillor Alexa Loo
Councillor Chak Au
Councillor Carol Day
Councillor Andy Hobbs
Councillor Harold Steves (by teleconference)

Also Present: Councillor Linda McPhail (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 March 22, 2022, be adopted as circulated.

CARRIED

PLANNING AND DEVELOPMENT DIVISION

1. REQUEST TO REVISE REZONING CONSIDERATIONS FOR THE APPLICATION BY BENE (NO. 3) ROAD DEVELOPMENT LTD. FOR REZONING OF THE PROPERTY AT 4700 NO. 3 ROAD FROM THE “AUTO-ORIENTED COMMERCIAL (CA)” ZONE TO A NEW “HIGH RISE OFFICE COMMERCIAL (ZC44) – ABERDEEN VILLAGE” ZONE

(File Ref. No. RZ 14-672055) (REDMS No. 6822556)

Staff provided a brief summary highlighting that the proposed rezoning application is at 3rd Reading. The applicant has requested that Council remove the existing rezoning considerations that limits office space subdivision which was secured by providing an additional density bonus. Staff recommend the applicant's request be denied. The City Centre Area Plan includes an incentive based policy approved by Council that provides an allowance for additional density exclusively for office use, provided subdivision of the office space is limited in order to encourage the development of large floor plate leasable office space in the City Centre. Large floor plate leasable office space is well suited to the needs of both large and small businesses as the space is easily adjusted to suit tenant needs. Having large floor plate leasable office space helps ensure a resilient and diversified economy. If the City objective of achieving large floor plate leasable office space is not achieved, there is no rationale for providing the density bonus, which is why staff are recommending the application be denied.

In reply to queries from the Committee staff noted that (i) if the office space subdivision restriction is removed, the project should be redesigned to remove the additional density bonus, which would require the removal of the top floor of the building, (ii) there are currently two other rezoning applications that have been provided additional density in exchange for creating leasable large floor plan office space, (iii) the policy permits the provision of additional density in exchange for restricting all the office space in the development, (iv) there is a lack of large floor plate leasable office space being constructed in the City Centre and (v) the Council policy was developed to encourage the creation and large floor plate leasable office space in the City Centre.

Planning Committee
Tuesday, April 5, 2022

Discussion ensued regarding (i) voluntary cash contributions, (ii) vacancy rates, (iii) waiving the policy will set a precedent for other current or future developments, (iv) the need to create large leasable floor plate office space in the City Centre near amenities such as the Canada Line has been identified in the Resilient Economy Strategy, (v) the incentive based OCP policy has been effective at getting new large floor plate leasable office development in the City Centre, and (vi) the main objective of the economic strategy and OCP policy is to create quality large floor plate leasable office space not to create small unit stratified office space.

Danny Leung, the applicant's representative, spoke about the challenges the project has faced, the increased construction costs, and making a cash contribution to the City in exchange for the added density.

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

That the staff report titled "Request to Revise Rezoning Considerations for the Application by Bene (No. 3) Road Development Ltd. for Rezoning of the Property at 4700 No. 3 Road from the "Auto-Oriented Commercial (CA)" Zone to a New "High Rise Office Commercial (ZC44) – Aberdeen Village" Zone, dated March 16, 2022 be deferred until the next Planning Committee Meeting on April 20, 2022.

CARRIED

2. **APPLICATION BY PRAISE DESIGN & CONSTRUCTION INC. FOR REZONING AT 7420/7440 LANGTON ROAD FROM THE "TWO-UNIT DWELLINGS (RD1)" ZONE TO THE "SINGLE DETACHED (RS2/B)" ZONE**

(File Ref. No. RZ 21-927633; 12-8060-20-010369) (REDMS No. 6853570)

It was moved and seconded

That Richmond Zoning Bylaw 8500, Amendment Bylaw 10369, for the rezoning of 7420/7440 Langton Road from the "Two-Unit Dwellings (RD1)" zone to the "Single Detached (RS2/B)" zone, be introduced and given first reading.

CARRIED

3. **APPLICATION BY DOUG LOEWEN FOR REZONING AT 4880 GARRY STREET FROM THE "SINGLE DETACHED (RS1/E)" ZONE TO THE "SINGLE DETACHED (RS2/A)" ZONE**

(File Ref. No. RZ 21-936277; 12-8060-20-010370) (REDMS No. 6854836)

It was moved and seconded

That Richmond Zoning Bylaw 8500, Amendment Bylaw 10370, for the rezoning of 4880 Garry Street from the "Single Detached (RS1/E)" zone to the "Single Detached (RS2/A)" zone, be introduced and given first reading.

CARRIED

3.

Planning Committee
Tuesday, April 5, 2022

4. **MANAGER'S REPORT**

(i) ***Richmond Heritage Awards***

Staff advised Committee that nominations for the Richmond Heritage awards are now open. All nominations will be reviewed by an awards committee which will include members of the Richmond Heritage Commission. The deadline for submissions is April 24, 2022. More information and nominations forms can be found on the city's website.

(ii) ***Sequoia Tree Update***

Staff advised Committee that the property owner at 11560 Williams Road has done the work to remove the dead sequoia tree and preparation to plant the new nine metre tree is under way.

(iii) ***Vancouver Sun Article***

Staff advised Committee that the Vancouver Sun has written an article with comments from Minister David Eby, the Minister Responsible for Housing, recognizing Richmond as one of the municipalities that is expediting affordable housing approvals. Staff will circulate the article to Council.

ADJOURNMENT

It was moved and seconded

That the meeting adjourn (5:22 p.m.).

CARRIED

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 5, 2022.

Councillor Bill McNulty
Chair

Raman Grewal
Legislative Services Associate



City of Richmond

Report to Committee

To: Planning Committee
From: Wayne Craig
Director, Development

Date: March 16, 2022
File: RZ 14-672055

Re: Request to Revise Rezoning Considerations for the Application by
Bene (No. 3) Road Development Ltd. for Rezoning of the Property at
4700 No. 3 Road from the "Auto-Oriented Commercial (CA)" Zone to a New "High
Rise Office Commercial (ZC44) – Aberdeen Village" Zone

Staff Recommendation

That the request to revise the rezoning considerations associated with Richmond Zoning Bylaw 8500, Amendment Bylaw 9216, for the creation of a new "High Rise Office Commercial (ZC44) – Aberdeen Village" zone and for the rezoning of 4700 No. 3 Road from the "Auto-Oriented Commercial (CA)" zone to the new "High Rise Office Commercial (ZC44) – Aberdeen Village" zone, to remove the rezoning consideration limiting the subdivision of office space, be denied.

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

WC/SB:js
Att. 3

REPORT CONCURRENCE		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Policy Planning	<input checked="" type="checkbox"/>	

Staff Report

Origin

Bene (No. 3) Road Development Ltd. has requested a revision to the rezoning considerations associated with the rezoning of 4700 No. 3 Road from the “Auto-oriented Commercial (CA)” zone to a new site-specific zone, “High Rise Office Commercial (ZC44) – Aberdeen Village”. The rezoning is to facilitate development of a 10-storey commercial and office mixed use building on a property in the Aberdeen Village of the City Centre Area Plan (CCAP). The rezoning included the provision of additional density in exchange for ensuring the development would provide large floorplate leasable office space. The rezoning considerations include registration of a legal agreement limiting subdivision (including stratification and/or air space parcels) of the office floor area within the proposed building to not more than one strata lot or one air space parcel per storey.

The applicant is requesting the rezoning consideration limiting subdivision be removed to allow office floor area to be subdivided. If this restriction is removed, the applicant would be permitted to subdivide the office space into distinct legal lots of any area (strata lot or air space parcel) without any City input. Effectively, the applicant is requesting the ability to keep the additional density granted without having to fulfill the primary condition (i.e. creation of large floorplate leasable office space) that was secured in exchange for the increase in density.

Findings of Fact

Background

On December 11, 2017, Council granted First Reading to Official Community Plan (OCP) Bylaw 7100, Amendment Bylaw 9215, and Richmond Zoning Bylaw 8500, Amendment Bylaw 9216 associated with the subject rezoning application. The purpose of the OCP and Zoning Amendment Bylaw is to increase the Village Centre Bonus (VCB) permitted density bonus allowed on the subject site to facilitate the creation of large floorplate leasable office space. The bylaws were granted Second and Third Reading at the Public Hearing on January 22, 2018. The original Report to Council, dated November 20, 2017, is provided (Attachment AA – Attachment A).

The applicant was required to enter into a legal agreement prohibiting any form of subdivision (including stratification and/or air space parcels) of office space within the proposed building as a consideration of rezoning in exchange for the additional density granted through the VCB increase. Maintaining the office floor area as a single real estate entity was secured to facilitate large floorplate leasable office space in close proximity to transit and amenities. Leasable office space is well-suited to the needs of both large and small businesses as the space is easily adjusted to suit tenant needs and is thus attractive to firms looking to minimize capital investment and accommodate future growth. Firms in key City economic sectors such as Information Technology, Clean Tech and Digital Creatives are examples of industries that seek leasable office space in close proximity to transit. Providing large floorplate leasable office space in the City Centre can help to ensure a diversified and resilient local economy by facilitating the attraction, retention and expansion of a wide range of businesses with varying space needs.

On June 17, 2019, Council adopted OCP Bylaw 7100, Amendment Bylaw 10034, which amended the VCB provisions in the City Centre Area Plan. This policy requires that subdivision of office use within the VCB area be limited to one strata lot or one air space parcel per storey or a minimum floor area of 1,858 m² (20,000 ft²) where the VCB is increased beyond the 1.0 floor area ratio (FAR) allowed or when the VCB is added to a site that does not currently have this designation. This restriction is applied on sites that benefit from the provision of additional density as a way of encouraging the creation of large floorplate leasable office space close to transit and city centre amenities.

In light of adoption of the above referenced OCP Bylaw (Bylaw 10034), the applicant requested that the original rezoning consideration be amended to be consistent with the newly adopted OCP Policy. On July 22, 2019, Council approved the revision of the rezoning consideration from prohibiting any form of subdivision (stratification and/or air space parcels) of office space within the proposed building to limiting the subdivision of the office space to no more than one strata lot or one air space parcel per storey. The Report to Council regarding the revision request, dated June 24, 2019, is provided (Attachment AA).

The Development Permit application (DP 16-754766) associated with the rezoning application was endorsed by Development Permit Panel on January 29, 2020.

The applicant is now requesting a further revision to the rezoning considerations to allow any form of subdivision of the proposed office space within the proposed building (Attachment BB). No modifications are proposed to the development design as a result of the request.

Recently, on January 24, 2022, Council reaffirmed the existing OCP Policy limiting the subdivision of office space in situations where additional density is provided as part of the consideration of the report titled “Referral Response: Review of Office Stratification Regulations” and dated December 18, 2021. The Report indicated that within the City Centre, office space in close proximity to the Canada Line provides attractive and viable opportunities for leased office space. Council endorsed the staff recommendations that no further restrictions on the stratification and airspace subdivision of office space be considered at this time and that staff continue to monitor the effectiveness of the existing incentive based Office Stratification Policy and report back in two years. The applicant’s request is in direct contradiction to the incentive based policy for achieving leasable office space in exchange for additional density.

Related Policies & Studies

Official Community Plan/City Centre Area Plan

The CCAP includes an incentive based density bonus approach to encourage the creation of large floorplate leasable office space close to transit and city centre amenities by limiting subdivision of all office use to one strata lot or one air space parcel per storey or a minimum floor area of 1,858 m² (20,000 ft²) where the VCB is increased beyond 1.0 FAR or when the VCB is added to a site that does not currently have this designation.

The request to remove office space subdivision limitations while maintaining the additional density granted through the rezoning application is inconsistent with the CCAP as the proposed development involves increasing the VCB from 1.0 FAR to 1.5 FAR.

Should the applicant wish to pursue the development without the limitations on subdivision of the office space they should remove the additional density permitted by the additional 0.5 FAR density bonus (1,041 m² [11,205 ft²]) to comply with the requirements of the CCAP.

Analysis

As noted in the original Staff Report (Attachment AA – Attachment A), the CCAP amendment and rezoning propose a total density of 3.5 FAR, including a VCB of 1.5 FAR limited to office floor area only. The development proposal includes total floor area of approximately 7,285 m² (78,416 ft²) comprised of commercial space on the bottom two floors and 5,897.4 m² (63,478.5 ft²) office space on the top six floors. The upper floor plate sizes are approximately 799 m² (8,600 ft²) on the 5th floor, and 1,002 m² (10,791 ft²) on the 6th to 10th floors.

Applicant Requested Change

The applicant submitted a letter, dated August 18, 2021 (Attachment BB) requesting the removal of the rezoning consideration limiting subdivision of office space (item #7 of the rezoning considerations).

The applicant advises that in the midst of the Covid-19 pandemic, they have not been able to secure sales for the current floor size office units and construction costs have further increased.

The applicant also advises that in response to market demand for smaller office units, the rezoning consideration change is requested to provide smaller office units and conceptual draft strata subdivision sketches (Attachment CC) have been provided. The proposed office space is located on the 5th to 10th floor levels and the applicant proposes to create office space strata lots with approximate sizes of between 58.1 m² (625 ft²) and 173.6 m² (1,869 ft²).

Next Steps

In response to the applicant request, staff provide the following three options for Council consideration:

1. That the applicant's request to amend the rezoning considerations be denied (recommended). This option is consistent with the OCP incentive based policy to secure large floorplate leasable office space close to rapid transit and city centre amenities when additional density is granted. The applicant would be required to satisfy the rezoning considerations prior to final adoption of the rezoning bylaw.
2. Remove the additional 0.5 FAR density bonus from the project. Without the provision of bonus density, there is no policy basis to limit subdivision of the office floor area. This option is consistent with the CCAP. The proposed zoning and OCP bylaws, rezoning considerations and proposed Development Permit would need to be amended accordingly. A new Public Hearing would be required on the revised rezoning bylaw and the Development Permit would need to be revised and represented to the Development Permit Panel for their consideration.

3. Amend the rezoning considerations to remove the limitation on the subdivision of office space while maintaining the currently proposed density. This option is not recommended as it is inconsistent with the CCAP. Proceeding in this fashion will undermine the current incentive based office stratification policy and likely generate similar requests from other developments that are proceeding in accordance with the policy. There are currently two other rezoning applications in the City Centre (RZ 18-807640 and RZ 18-821103) that could seek similar amendments to their rezoning considerations should the applicant's request be approved. In order to proceed in accordance with this option, Council must provide direction to staff direction to amend the rezoning considerations associated with Richmond Zoning Bylaw 8500, Amendment Bylaw 9216 by removing the rezoning consideration limiting subdivision of office space within the building (item #7 of the rezoning considerations). An additional Public Hearing would not be required, as this option would not change land use or density. The applicant would be required to satisfy the revised rezoning considerations prior to final adoption of the rezoning bylaw.

Conclusion

Bene (No. 3) Road Development Ltd. has requested to revise the rezoning considerations associated with the application to rezone the property at 4700 No. 3 Road from the "Auto-oriented Commercial (CA)" zone to a new site-specific zone, "High Rise Office Commercial (ZC44) – Aberdeen Village", in order to remove limitations on the subdivision (including stratification and/or air space parcels) of office floor area, and proceed with the development of a high-density, mixed commercial and office use building in City Centre's Aberdeen Village.

Council granted Second and Third Reading to the Richmond Zoning Bylaw 8500, Amendment Bylaw 9216, associated with the subject application, at the Public Hearing on January 22, 2018.

The rezoning consideration revision requested by the applicant is not consistent with OCP Policy, which requires that subdivision of office use within the VCB area be limited to one strata lot or one air space parcel per storey or a minimum floor area of 1,858 m² (20,000 ft²) where the VCB is increased beyond the 1.0 FAR allowed or when the VCB is added to a site that does not currently have this designation. On this basis, it is recommended that the applicant request to amend rezoning considerations be denied.



Sara Badyal
Planner 3
(604-276-4282)

SB:js

Attachments:

- Attachment AA: Report to Council dated June 24, 2019 (including Original Staff Report, dated November 20, 2017, Location Map, Aerial Photo)
- Attachment BB: Letter from Applicant dated August 18, 2021
- Attachment CC: Draft Strata Subdivision Sketches dated January 10, 2022



City of Richmond

Report to Committee

To: Planning Committee
From: Wayne Craig
Director, Development

Date: June 24, 2019
File: RZ 14-672055

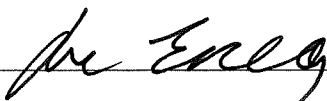
Re: **Revised Rezoning Considerations for the Application by Bene (No. 3) Road Development Ltd. for Rezoning of the Property at 4700 No. 3 Road from the "Auto-Oriented Commercial (CA)" Zone to a New "High Rise Office Commercial (ZC44) – Aberdeen Village" Zone**

Staff Recommendation

That the rezoning considerations associated with Richmond Zoning Bylaw 8500, Amendment Bylaw 9216, for the creation of a new "High Rise Office Commercial (ZC44) – Aberdeen Village" zone and for the rezoning of 4700 No. 3 Road from the "Auto-Oriented Commercial (CA)" zone to the new "High Rise Office Commercial (ZC44) – Aberdeen Village" zone, be revised to change the rezoning consideration from prohibiting subdivision (including stratification and/or air space parcels) of office space within the proposed building to limiting the subdivision of office space to no more than one strata lot or one air space parcel per storey.


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

WC:sb
Att. 2

REPORT CONCURRENCE
CONCURRENCE OF GENERAL MANAGER 

Staff Report

Origin

Bene (No. 3) Road Development Ltd. has requested to revise the rezoning considerations associated with Richmond Zoning Bylaw 8500, Amendment Bylaw 9216, for the rezoning of 4700 No. 3 Road from “Auto-oriented Commercial (CA)” to a new site-specific zone, “High Rise Office Commercial (ZC44) – Aberdeen Village”. The rezoning is to facilitate development of a 10-storey commercial and office mixed use building on a property in the City Centre’s Aberdeen Village. The rezoning considerations include a restriction prohibiting subdivision (including stratification and/or air space parcels) of office floor area (single owner for office space). The applicant is requesting the rezoning consideration be revised to allow office floor area to be subdivided to no more than one strata lot or one air space parcel per storey.

On December 11, 2017, Council granted first reading to Richmond Zoning Bylaw 8500, Amendment Bylaw 9216, to rezone the subject property to permit the development of a high-density, mixed commercial and office use building. Amendment Bylaw 9216 was subsequently granted Second and Third Reading at the Public Hearing on January 22, 2018. The original Report to Council, dated November 20, 2017, is provided (Attachment B). The Development Permit application (DP 16-754766) associated with the rezoning application is currently being reviewed by staff.

As a consideration of rezoning, the applicant was required to enter into a legal agreement prohibiting subdivision (including stratification and/or air space parcels) of the office space. However, the City Centre Area Plan was subsequently recently revised on June 17, 2019, allowing limited subdivision of office use within the higher density Village Centre Bonus area and construction costs have increased, resulting in the applicant requesting revised rezoning considerations to allow limited subdivision of the proposed office space. No modifications are proposed to the development design as a result of the request.

The applicant has requested that Council revise the original rezoning considerations prior to the rezoning application proceeding to final adoption. Due to the proposed changes being minor and not impacting land use or density, the revised proposal does not require a new Public Hearing.

Findings of Fact

Please refer to the original Staff Report dated November 20, 2017 (Attachment A) for detailed information regarding the rezoning application.

Analysis

Original Proposal

As noted in the original Staff Report (Attachment A), the City Centre Area Plan (CCAP) amendment and rezoning include a total density of 3.5 floor area ratio (FAR), including a Village Centre Bonus of 1.5 FAR limited to office floor area only. The development proposal includes total floor area of approximately 7,285.4 m² (78,415.5 ft²) comprised of approximately 1,387.7 m² (14,937 ft²) or 0.67 FAR of commercial space and 5,897.4 m² (63,478.5 ft²) or 2.83 FAR of office space. The office space is proposed over six storeys on the 5th to 10th floors, with floor plate sizes of approximately 799 m² (8,600 ft²) on the 5th floor, and 1,002 m² (10,791 ft²) on the 6th to 10th floors.

The original rezoning considerations included the requirement to enter into a legal agreement prohibiting subdivision of the office floor area (including stratification and/or air space parcels).

Proposed Changes

Subsequent to the Public Hearing for the subject rezoning application, the City Centre Area Plan was amended. On June 17, 2019, Council adopted Official Community Plan Bylaw 7100, Amendment Bylaw 10034, which amended the “Village Centre Bonus” definition, requiring that subdivision of all office use within the Village Centre Bonus (VCB) area be limited to one strata lot or one air space parcel per storey or a minimum floor area of 1,858 m² (20,000 ft²) where the VCB exceeds 1.0 FAR.

As the City Centre Area Plan has recently changed, and construction costs have increased significantly, the applicant has requested the rezoning considerations be amended to allow for limited subdivision of the proposed office floor area to one strata lot or one air space parcel per storey (Attachment B). A red-lined version of the proposed revised rezoning considerations is provided in Attachment C, which revises the office floor area subdivision prohibition requirement (item #7 of the rezoning considerations) to allow limited office floor area subdivision to no more than one strata lot or one air space parcel per storey, consistent with the City Centre Area Plan.

In order to move forward with the development, the applicant has requested to revise the rezoning considerations. An additional Public Hearing is not required, as the revised proposal does not impact land use or density and is relatively minor. No additional conditions from the previous rezoning considerations are proposed to change, other than that identified in this Report and the revised rezoning considerations provided in Attachment C.

Next Steps

Should Council wish to proceed with the revised rezoning considerations, the applicant would be required to satisfy the revised rezoning considerations prior to final adoption of the Rezoning Bylaw.

The Development Permit application (DP 16-754766) associated with the rezoning application is currently being reviewed by staff. A Staff Report will be forwarded to the Development Permit Panel in the future and public notification, consistent with City procedures, will be provided through the Development Permit process to notify surrounding residents of the Development Permit application.

Conclusion

Bene (No. 3) Road Development Ltd. has requested to revise the rezoning considerations associated with the application to rezone the property at 4700 No. 3 Road from “Auto-oriented Commercial (CA)” to a new site-specific zone, “High Rise Office Commercial (ZC44) – Aberdeen Village”, in order to allow limited subdivision (including stratification and/or air space parcels) of office floor area, and proceed with the development of a high-density, mixed commercial and office use building in City Centre’s Aberdeen Village.

Council granted Second and Third Reading to the Richmond Zoning Bylaw 8500, Amendment Bylaw 9216, associated with the subject application, at the Public Hearing on January 22, 2018.

The revised rezoning considerations are consistent with recent amendments to the City Centre Area Plan to allow limited subdivision of all office use within the Village Centre Bonus (VCB) area.

On this basis, it is recommended the rezoning considerations be amended.



Sara Badyal, M. Arch, MCIP, RPP
Planner 2
(604-276-4282)

SB:blg

Attachment A: Original Report to Council dated November 20, 2017

Attachment B: Letter from Applicant dated July 3, 2019

Attachment C: Red-lined Version of the Revised Rezoning Considerations



Report to Committee
Planning and Development Division

To: Planning Committee **Date:** November 20, 2017
From: Wayne Craig **File:** RZ 14-672055
Director, Development
Re: **Application by Bene (No. 3) Road Development Ltd. for Rezoning of the Property at 4700 No. 3 Road from the "Auto-Oriented Commercial (CA)" Zone to a New "High Rise Office Commercial (ZC44) – Aberdeen Village" Zone**

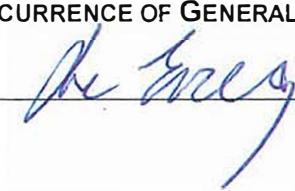
Staff Recommendation

1. That Official Community Plan Bylaw 7100, Amendment Bylaw 9215, to amend the Schedule 2.10 (City Centre Area Plan) by:
 - a) Amending the Overlay Boundary - Village Centre Bonus Map (2031) to allow for an additional 0.5 FAR Village Centre Bonus on the subject site; and
 - b) Amending the Aberdeen Village – Detailed Transect Descriptions to allow for an additional 0.5 FAR Village Centre Bonus on the subject site;be introduced and given first reading.
2. That Bylaw 9215, having been considered in conjunction with:
 - The City's Financial Plan and Capital Program; and
 - 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 Bylaw 9215, having been considered in accordance with OCP Bylaw Preparation Consultation Policy 5043, is hereby found not to require further consultation.

4. That Richmond Zoning Bylaw 8500, Amendment Bylaw 9216, for the creation of a new "High Rise Office Commercial (ZC44) – Aberdeen Village" zone and for the rezoning of 4700 No. 3 Road from the "Auto-Oriented Commercial (CA)" zone to the new "High Rise Office Commercial (ZC44) – Aberdeen Village" zone, be introduced and given first reading.


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

SB:blg
Att. 5

REPORT CONCURRENCE		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Community Services	<input checked="" type="checkbox"/>	
Engineering	<input checked="" type="checkbox"/>	
Policy Planning	<input checked="" type="checkbox"/>	
Transportation	<input checked="" type="checkbox"/>	

Staff Report

Origin

Bene (No. 3) Road Development Ltd. has applied to the City of Richmond for permission to rezone 4700 No 3 Road from “Auto-oriented Commercial (CA)” to a new site-specific zone; “High Rise Office Commercial (ZC44) – Aberdeen Village” (Attachment 1), in order to permit the development of a high-density commercial and office use development on a property in the City Centre’s Aberdeen Village. Key components of the proposal (Attachment 2) include:

- A single 10-storey tower with two floors of commercial retail units, six floors of office space and four levels of parking.
- A total floor area of approximately 7,285.4 m² (78,415.5 ft²) comprised of approximately:
 - 1,387.7 m² (14,937 ft²) of commercial space.
 - 5,897.4 m² (63,478.5 ft²) of office space.
- LEED Silver equivalent building designed and constructed to connect to a future district energy utility (DEU) system.
- Replacement of the City’s Leslie sanitary sewer pump station located on the Leslie Road frontage, including required equipment inside the proposed building in a required Statutory Right-of-Way (SRW).

Associated Official Community Plan (OCP) bylaw amendments are proposed to facilitate inclusion of additional transit oriented office use on the subject site.

Findings of Fact

A Development Application Data Summary (Attachment 3) is provided for comparison of the proposed development with the proposed site-specific bylaw requirements.

Site and Surrounding Development

The subject site is located in Aberdeen Village (Attachment 4) at the corner of No. 3 Road and Leslie Road, and is comprised of a single lot.

The site is currently vacant and was previously occupied by a single-storey restaurant building surrounded by surface paving.

Surrounding development includes:

To the North: Across Leslie Road, an existing two-storey auto repair building.

To the South: An existing commercial development with one and two-storey buildings.

To the East: A surface parking area, and further east, an existing two storey commercial building.

To the West: Across No. 3 Road, an existing commercial development with one and two-storey buildings.

Related Policies & Studies

1. Official Community Plan/City Centre Area Plan

Official Community Plan: The Official Community Plan (OCP) designates the site as “Commercial”. The proposed OCP amendment and proposed rezoning are consistent with this designation.

City Centre Area Plan: The City Centre Area Plan (CCAP) Aberdeen Village Specific Land Use Map designates the site as “Urban Centre T5 (35 m)”. The proposed rezoning is generally consistent with this designation, except that OCP amendments are required to accommodate:

- The proposed 0.5 FAR additional Village Centre Bonus (VCB) which is not currently included in the plan.
- Utilization of the entire additional Village Centre Bonus for office use. A legal agreement will be secured through the rezoning to maximize flexibility through single ownership, prohibiting strata-titling of the office area.

The proposed OCP amendments are further discussed in the Analysis section of this report.

2. Other Policies, Strategies and Bylaws

Flood Protection Management Strategy: The proposed redevelopment must meet the requirements of the Richmond Flood Plain Designation and Protection Bylaw 8204 for Area “A”. Registration of a flood indemnity covenant is required prior to final adoption of the rezoning bylaw.

Aircraft Noise Sensitive Development Policy: The proposed development is located in Area 1A (new aircraft noise sensitive land uses prohibited) on the Aircraft Noise Sensitive Development Map. The proposed rezoning and associated OCP amendment are consistent with this Policy. Registration of an aircraft noise covenant on title is required prior to rezoning adoption.

Ambient and Commercial Noise: The proposed development must address additional OCP Noise Management Policies, specifically ambient noise and commercial noise. Requirements include registration of a noise covenant on title before final adoption of the rezoning bylaw.

District Energy Utility Policy and Bylaws: The proposed development will be designed to utilize energy from a District Energy Utility (DEU) when a neighbourhood DEU is implemented. Connection to the future DEU system will be secured with a legal agreement registered on title prior to final adoption of the rezoning bylaw.

Consultation

1. OCP Amendment

General Public: Development Application signage has been installed on the subject site. Staff have not received any comments from the public in response to the sign. Should the Planning Committee endorse this application and Council grant first reading to the bylaw, 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*.

External Agencies: Staff have reviewed the proposed OCP amendments with respect to the *Local Government Act* and the City's OCP Consultation Policy No. 5043 requirements. A referral was made to TransLink through the rezoning process. Since no residential use is included in the subject proposal, a referral was not made to the Richmond School Board in accordance with Council policy. Consultation with other stakeholders was deemed unnecessary. Consultation with external stakeholders is summarized below.

OCP Consultation Summary

Stakeholder	Referral Comment (No Referral necessary)
BC Land Reserve Co.	No referral necessary, as the proposed amendment refers to density bonusing for additional office use on the subject site only.
Richmond School Board	No referral necessary, as the proposed amendment refers to density bonusing for additional office use on the subject site only. As residential uses are not permitted, there will be no impacts on School Board operation.
The Board of the Greater Vancouver Regional District (GVRD)	No referral necessary, as the proposed amendment refers to density bonusing for additional office use on the subject site only.
The Councils of adjacent Municipalities	No referral necessary, as adjacent municipalities are not affected, and the proposed amendment refers to density bonusing for additional office use on the subject site only.
First Nations (e.g., Sto:lo, Tsawwassen, Musqueam)	No referral necessary; the proposed amendment refers to density bonusing for additional office use on the subject site only.
TransLink	The proposed amendment refers to density bonusing for additional office use on the subject site only; no transportation road network changes are proposed. The proposal was referred to TransLink through the associated rezoning application.
Port Authorities (Vancouver Port Authority and Steveston Harbour Authority)	No referral necessary, as the proposed amendment refers to density bonusing for additional office use on the subject site only.
Vancouver International Airport Authority (VIAA) (Federal Government Agency)	No referral necessary, as the proposed amendment refers to density bonusing for additional office use on the subject site only.
Richmond Coastal Health Authority	No referral necessary, as the proposed amendment refers to density bonusing for additional office use on the subject site only.
Community Groups and Neighbours	No referral necessary, as the proposed amendment refers to density bonusing for additional office use on the subject site only.
All relevant Federal and Provincial Government Agencies	No referral necessary, as the proposed amendment refers to density bonusing for additional office use on the subject site only.

2. Rezoning

General Public: A rezoning application sign has been installed on the subject site. Staff have not received any comments from the public in response to the sign. Should the Planning Committee endorse this application and Council grant first reading to the bylaw, 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*.

External Agencies: The rezoning application was referred to the following external agency.

- South Coast British Columbia Transportation Authority (TransLink): Staff referred the proposed OCP amendment and rezoning to TransLink due to proximity to the Canada Line guideway. Further, the property owner has entered into an agreement with TransLink for formal review through the Adjacent and Integrated Development (AID) program. TransLink has provided staff with preliminary comments regarding the development proposal, advising that TransLink is not opposed to an OCP amendment and rezoning staff report being advanced to Council for consideration. The proposal is not expected to impact transit operations, goods movement, the Major Road Network, or regional cycling facilities. At the AID consent level, TransLink staff have stated that they are not at the point in the review to provide final comment, but expect that the applicant will work cooperatively to address all concerns, as well as obtain TransLink consent prior to any site work or construction. Staff note that the proposed development meets the CCAP 6.0 m Canada Line setback requirement established with TransLink's input. Further, the rezoning considerations require the registration of a legal agreement restricting Building Permit issuance prior to final approval being received from TransLink.

Analysis

Staff have reviewed the proposed rezoning and proposed associated OCP (CCAP) amendments and find that they are generally consistent with City objectives including, but not limited to: public and private infrastructure, land use, density, height, siting conditions, and community amenities.

1. Proposed OCP and Zoning Bylaw Amendments

Proposed OCP (CCAP) Amendment

Land Use: The proposed office and commercial uses are permitted by the CCAP. The OCP (CCAP) amendments will allow additional transit-oriented office uses on the subject site.

Density: The proposed amendments are structured to permit an additional 0.5 FAR of office floor area as a component of the Village Centre Bonus (VCB) floor area (increasing the VCB from 1.0 FAR to 1.5 FAR for the subject site). This is intended to ensure that the site is developed primarily with transit oriented office use.

There is an increasing demand for office space around rapid transit stations as companies seek amenity rich locations that aid in their talent attraction and retention efforts. Large contiguous spaces are especially difficult to find in these locations. The office vacancy rate along the Canada Line is at a low critical level of 2.3% and no substantial large floor plate product has been added in all of Richmond, including in the City Centre, for nearly a decade.

The subject site benefits from bus service along it's No. 3 Road frontage and the site is within walking distance of the Aberdeen Canada Line station (within approximately 450 m).

The proposed OCP amendment would increase the existing Village Centre Bonus incentive to develop office uses on the subject site to respond to the demand for transit oriented office space. The proposal would also increase employment opportunities, enhance the City's fiscal sustainability by expanding and diversifying the tax base, while also expanding the range of services offered to the City's residents and businesses. Staff note that the applicant has agreed to maintain the office floor area under a single owner so that it can be easily converted to large tenant office space to accommodate a wider range of future potential office tenants. Registration of a legal agreement on title to prohibit subdivision of the office space on the upper floors of the building into either strata lots or air space parcels is a requirement of rezoning.

The proposed increase in density is for transit oriented office uses in a village centre, so would not impact the CCAP population target and would provide additional services for residents and additional employment opportunities in the City. The proposed office density increase would not generate the same demands on City utilities and City community amenities that additional residential floor area would (including park space, libraries, art facilities, emergency services, health care facilities, etc.).

On the basis of the benefits that additional transit oriented office uses provides to the City, staff support the proposed density increase for additional non-residential floor area. However, staff do not generally support density increases for additional residential floor area as the resulting additional population would strain access to City amenities and health services, and stress existing city and private infrastructure, including the transportation network. If the residential population increased within the City Centre, projections based on the existing CCAP framework would no longer be valid. Strategic plans, such as the City Centre Transportation Plan, the Parks and Open Space Plan and the City's Development Cost Charges program would require revision and expensive upgrades would be required.

Proposed Rezoning

The proposed rezoning is consistent with the Aberdeen Village Specific Land Use Map, Urban Centre T5 (35 m) transect (except for the additional office use as proposed in the applicant's requested OCP amendment). A new site-specific zone is proposed, "High Rise Office Commercial (ZC44) – Aberdeen Village". The proposed new ZC44 zone includes provisions regulating the permitted land uses, maximum floor area, density bonus for office floor area, maximum building height, siting parameters and parking. Rezoning considerations are provided (Attachment 5).

2. Community Amenities

The proposed rezoning includes the following contributions in support of City Centre densification and the associated increased demand for community amenities.

Community Amenity Space: The proposed rezoning is located in the “Village Centre Bonus (VCB)” area shown on the CCAP Aberdeen Village Specific Land Use Map. The applicant proposes to take advantage of the following available density bonus provisions:

- VCB density increase of 1.0 FAR with 5% of this area expected to be provided back to the City in the form of floor area for a community amenity (104 m^2 calculated using the proposed floor area $[1.0 \times 0.05 \times 2,082 \text{ m}^2]$).
- VCB additional density increase of 0.5 FAR with 10% of this area expected to be provided back to the City in the form of floor area for a community amenity (104 m^2 calculated using the proposed floor area $[0.05 \times 0.1 \times 2,082 \text{ m}^2]$).

Community Services staff have reviewed the property location, and limited amount of community amenity floor area that would be generated (208 m^2 or $2,241.6 \text{ ft}^2$) against neighbourhood needs and recommend that the City accept a cash-in-lieu contribution to the City Centre Facility Development Fund for the finished value of the space (\$1,456,392.94 calculated using the proposed floor area $[2,241.6 \text{ ft}^2 \times \$650 / \text{ft}^2]$). Should the contribution not be provided within one year of the application receiving third reading, the construction value multiplier ($\$650 / \text{ft}^2$) will be adjusted 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.

Community Planning: The proposed rezoning is subject to a community planning implementation contribution for future community planning, in accordance with the CCAP Implementation Strategy (\$19,605.29 calculated using the proposed floor area $[78,421.16 \text{ ft}^2 \times \$0.25 / \text{ft}^2]$).

Public Art: The proposed development is subject to the Richmond Public Art Policy. As the project is of a modest size and there are limited opportunities for locating Public Art on the site, the applicant is proposing to provide a voluntary contribution to the Public Art Reserve for City-wide projects on City lands. The contribution will be secured before rezoning adoption, based on the current contribution rate (\$34,505.31 calculated using the proposed floor area $[78,421.16 \text{ ft}^2 \times \$0.44 / \text{ft}^2]$).

3. Utility Infrastructure

City Utilities: The developer is required to enter into a Servicing Agreement for the design and construction of a variety of water, storm water drainage and sanitary sewer frontage works. Included are:

- Water main upgrade on Leslie Road frontage.
- Storm sewer upgrade on Leslie Road frontage.
- Sanitary sewer upgrade, pump station and force main replacement on Leslie Road frontage and east edge of site, including new equipment in a SRW inside the building, and force main in a SRW along the east edge of the site.
- Various frontage improvements including street lighting.

A more detailed description of infrastructure improvements is included in the Rezoning Considerations (Attachment 5).

Private Utilities: Undergrounding of private utility lines and location of private utility equipment on-site are required.

4. Transportation

Transportation Network: The CCAP encourages completion and enhancement of the City street network. The following frontage and intersection improvements are required.

- Leslie Road: Leslie Road will be widened to accommodate a left-turn lane. The back-of-curb cross-section will be improved to accommodate a grass boulevard with street trees and a sidewalk. A property dedication is required across the frontage and at the corner.
- Traffic Signals: The existing traffic signal at the No. 3 Road and Leslie Road intersection is required to be upgraded to accommodate the road widening.

A more detailed description of road improvements is included in the Rezoning Considerations (Attachment 5). Road enhancements along Leslie Road will be eligible for DCC credits. Road dedication and all other works will be the sole responsibility of the developer and are not eligible for DCC credits.

Site Access On-site: Vehicular access will be provided via a single driveway connecting to Leslie Road. Truck access and loading will be provided, and will be the subject of further review during the Development Permit review process.

Vehicle Parking On-site: Transportation Department staff support the parking proposal.

The proposed parking rate is consistent with the parking provisions of the Richmond Zoning Bylaw (City Centre Zone 1).

In accordance with the Zoning Bylaw 8500, the parking proposal includes a 10 percent reduction with the provision of the following Transportation Demand Management (TDM) measures as requirements of rezoning:

- Voluntary contribution of \$50,000 towards the provision of two transit shelters at existing bus stops nearby along No. 3 Road.
- Provision of two electric vehicle (EV) quick-charge (240V) charging stations on-site for the use of units and visitors. The charging stations should be located to provide for convenient use by vehicles parked in any of four parking spaces. The provision of the charging stations for the shared use of units and visitors will be secured with a legal agreement registered on title prior to final adoption of the rezoning bylaw.

The proposed new ZC44 site specific zone has been drafted to allow for the provision of a maximum of sixteen tandem parking spaces located in the upper parking levels (third and fourth floor) for employee parking only and each pair of the tandem parking spaces are to be assigned to a single tenant/unit. The eight parking spaces that do not have direct access to a drive aisle represent 7.6% of the total 106 proposed parking spaces. The tandem parking would be for office space under single ownership, which is characterized with regular office hours and parking use that the applicant believes will work for tandem parking. As the office space will be required to remain under single ownership, property management will manage the tandem parking.

Similarly, the provision of some tandem parking spaces restricted to employee use only was also approved for the stratified Aberdeen expansion for retail and office space (DP 09-494545) and staff are not aware of any issues with the arrangement. The detailed parking design will be the subject of further review during the Development Permit review process.

Truck Loading On-site: The Richmond Zoning Bylaw requires two medium size loading spaces and one large size loading space for the proposed development. The applicant is proposing to provide two medium size loading spaces. The provision of loading spaces for the shared use of all units will be secured with a legal agreement registered on title prior to final adoption of the rezoning bylaw. Transportation Department staff support the variance request to not provide one large truck loading space, as the proposed retail and office uses would not typically involve deliveries with large semi-trailers. The variance request will be the subject of further review during the Development Permit review process.

Bicycle Parking On-site: The proposed bicycle parking rates are consistent with the parking provisions of the Richmond Zoning Bylaw. The detailed design of secure class 1 storage and short-term class 2 bicycle racks will be the subject of further review during the Development Permit review process. Provision of class 1 bicycle storage for the shared use of all units will be secured with a legal agreement registered on title prior to final adoption of the rezoning bylaw.

5. Development Concept Review

The CCAP includes a variety of policies intended to shape development to be liveable, functional and complementary to the surrounding public and private realm. Those policies most applicable to the development concept at the rezoning stage are reviewed below.

Massing Strategy: The massing of the proposed development is generally consistent with the urban design objectives of the CCAP and is arranged to address the site's configuration, specific constraints (proximity to the Canada Line and requirement for the City sanitary pump station replacement), urban design opportunities (corner location) and combination of uses (commercial and office). There is one full height main tower element and a lower height podium element.

Adjacencies: The relationship of the proposed development to adjacent public and private properties is assessed with the intent that negative impacts are reduced and positive ones enhanced. The proposed development is surrounded on two sides by No. 3 Road and Leslie Road, which mitigates potential impacts on both the surrounding public realm and surrounding private development. On the other two sides, the subject site abuts an adjacent commercial site and the applicant has provided conceptual drawings demonstrating its potential for future redevelopment.

Living Landscape: The CCAP looks to development to support ecological function in City Centre through the creation of an interconnected landscape system. Further review of the landscape design will occur through the Development Permit and Servicing Agreement processes and is anticipated to contribute to the ecological network, including:

- Retention of existing street trees on the No. 3 Road frontage.
- Provision of street trees on the Leslie Road frontage.
- Provision of landscaped roof area.

There are no on-site trees. On the advice of Parks Department staff, the two existing street trees in the Leslie Road frontage will be removed. A contribution of \$2,600 (2 trees x \$1,300) to the Tree Compensation Fund is required before rezoning adoption. Tree protection is required for the three existing street trees in the No. 3 Road frontage. Confirmation of a contract with an arborist and installation of tree protection fencing are required before rezoning adoption.

Greening of the Built Environment: The proposed development will be designed to achieve a sustainability level equivalent to the Canada Green Building Council LEED Silver certification.

Development Permit: Through the Development Permit Application process, the form and character of the proposed development is assessed against the expectations of the Development Permit Guidelines, City bylaws and policies. The detailed building and landscape design will be the subject of further review during the Development Permit review process, including the following features.

- Form and Character: The design will be further detailed to provide massing, height and façade expression, and active street frontages.
- Parking and Loading: A draft functional plan, showing truck manoeuvring, has been provided and will be further developed within the Development Permit process.
- Waste Management: A draft waste management plan has been submitted and will be further developed within the Development Permit process.
- Rooftop Equipment: Rooftop mechanical equipment and building mounted telecom equipment can be unsightly when viewed from the ground and from surrounding buildings. To prevent diminishment of both the architectural character and the skyline, a more detailed design strategy for rooftop equipment/enclosures is required will be reviewed within the Development Permit process.
- Crime Prevention through Environmental Design (CPTED): The City has adopted policies intended to minimize opportunities for crime and promote a sense of security. A CPTED checklist and plans demonstrating natural access, natural surveillance, defensible space and maintenance measures will be reviewed within the Development Permit process.
- Accessibility: The proposed development will be required to provide good site and building accessibility. Design implementation will be reviewed within the Development Permit and Building Permit processes.
- Sustainability: Integration of sustainability features into the site, building, and landscape design will be reviewed within the Development Permit process.

Financial Impact or Economic Impact

As a result of the proposed development, the City will take ownership of developer-contributed assets such as roadworks, waterworks, storm sewers, sanitary sewers, street lights, street trees and traffic signals. The anticipated Operating Budget Impact (OBI) for the ongoing maintenance of these assets is estimated to be \$6,000, this will be considered as part of the 2018 Operating Budget.

Conclusion

The application by Bene (No. 3) Road Development Ltd. to amend the OCP and to rezone the property at 4700 No. 3 Road in order to develop a high-density, mixed commercial and office building is consistent with City objectives as set out in the OCP, CCAP and other City policies, strategies and bylaws. The proposed office use will contribute towards addressing the need for transit-oriented office space in the City Centre. The proposed commercial uses will activate both street frontages and both uses will support future development in Aberdeen Village. The built form will provide a strong identity for the site's corner location, and public realm enhancements will improve the pedestrian experience at this high traffic location. Engineering and transportation improvements, along with voluntary contributions for Public Art, community planning, bus shelters and cash-in-lieu density bonusing, will help to address a variety of community development needs.

On this basis, it is recommended that Official Community Plan Bylaw 7100, Amendment Bylaw 9215 and Zoning Bylaw 8500, Amendment Bylaw 9216, be introduced and given first reading.



Sara Badyal
Planner 2
(604-276-4282)

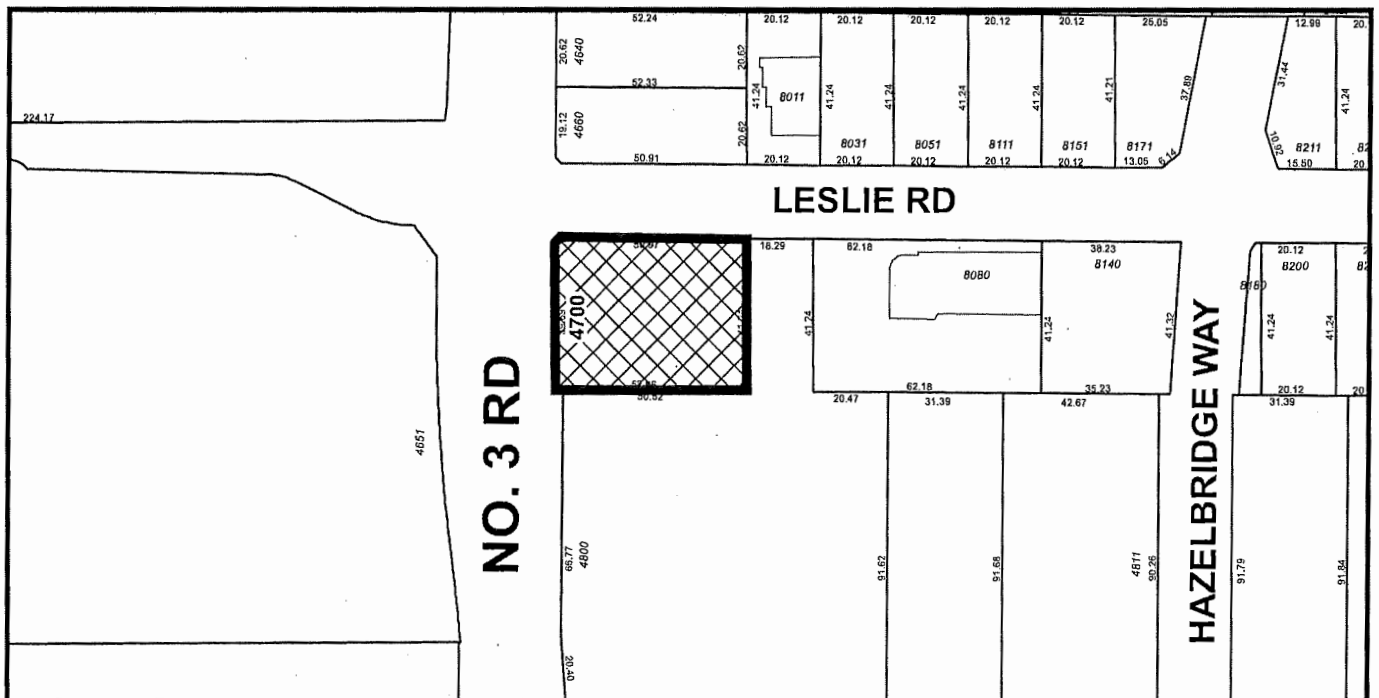
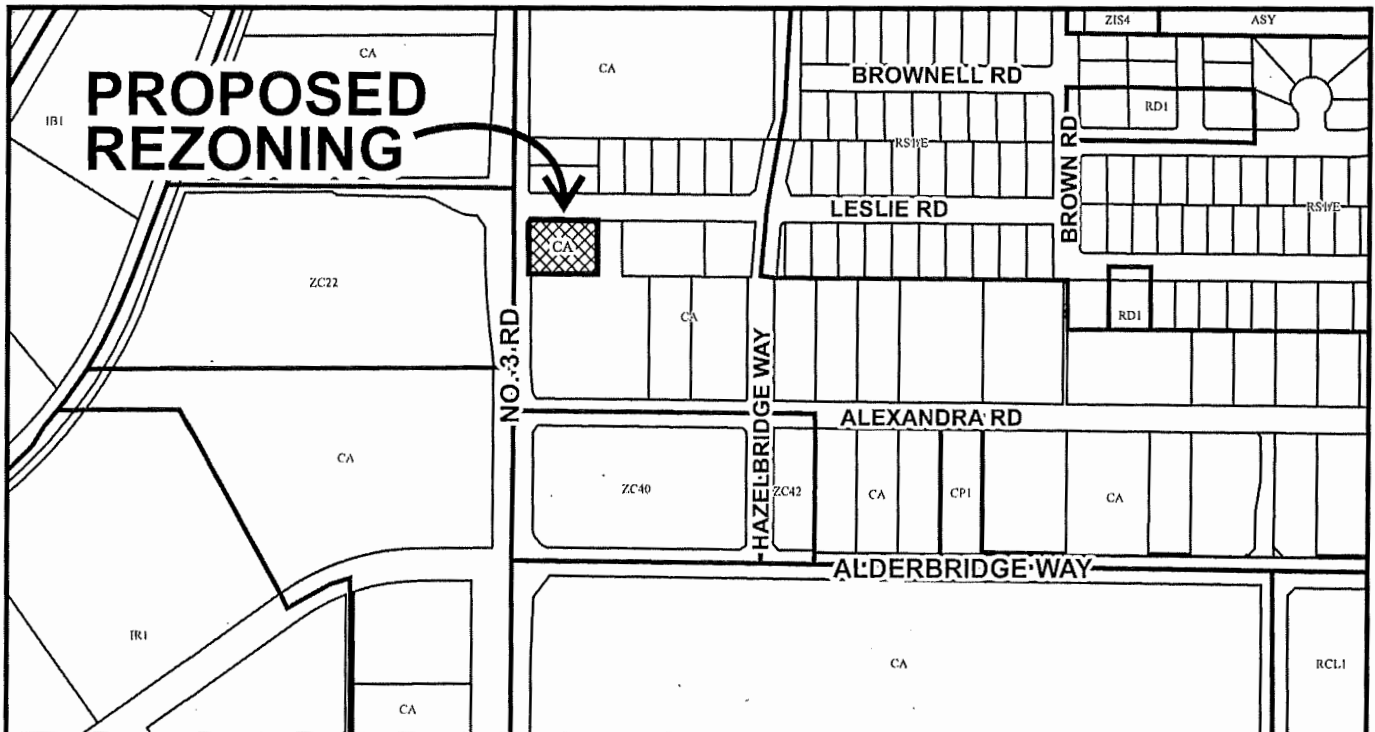
SB:blg

Attachments:

- Attachment 1: Rezoning Location Map and Aerial Photograph
- Attachment 2: Rezoning Proposal Conceptual Plans
- Attachment 3: Development Application Data
- Attachment 4: City Centre Aberdeen Village Specific Land Use Map
- Attachment 5: Rezoning Considerations



City of
Richmond



RZ 14-672055

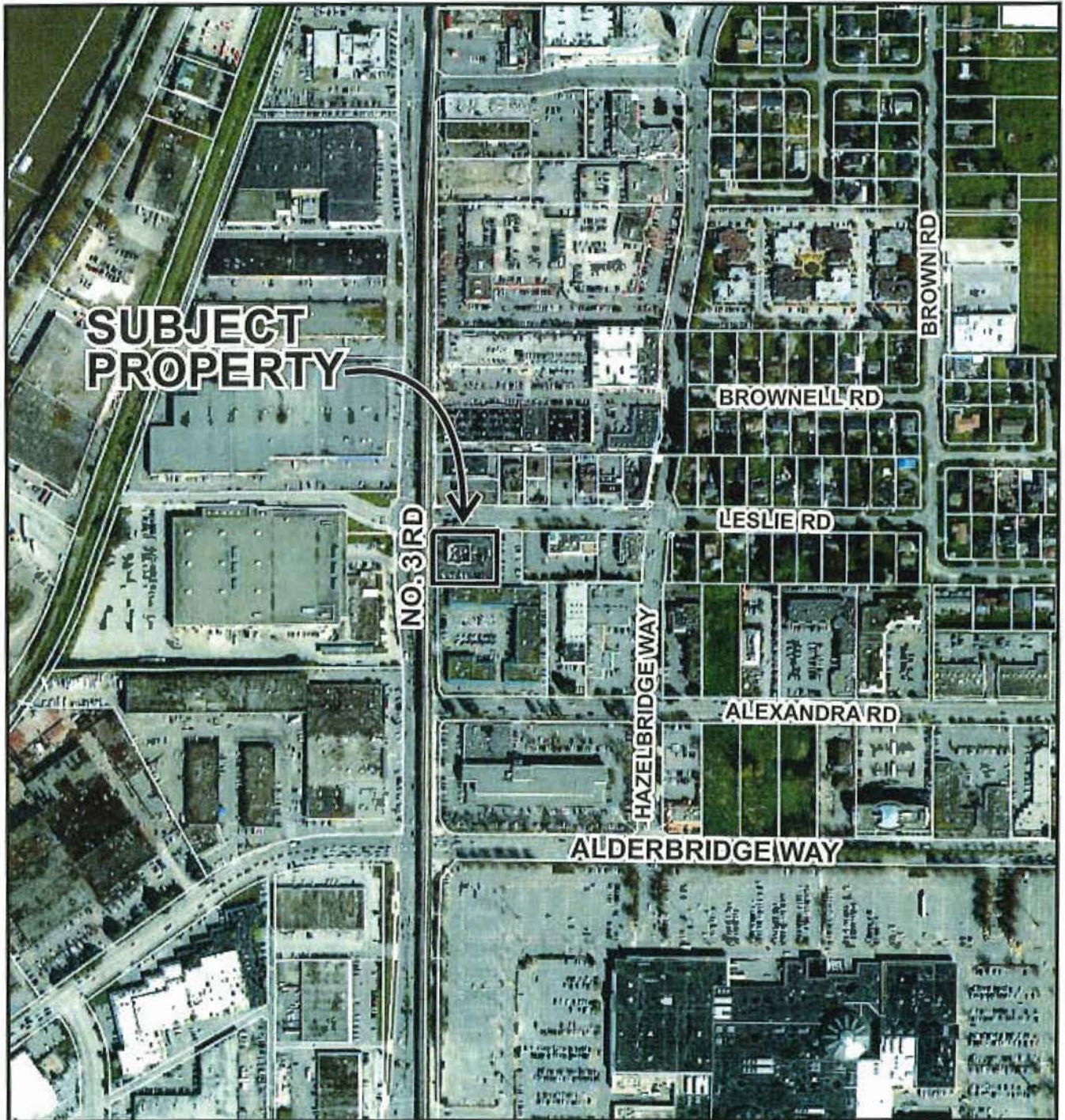
Original Date: 09/15/14

Revision Date: 11/20/17

Note: Dimensions are in METRES



City of
Richmond



RZ 14-672055

Original Date: 09/17/14

Revision Date:

Note: Dimensions are in METRES



Development Application (RZ)
Data Summary

RZ 14-672055	
Address:	4700 No. 3 Road
Applicant:	Bene (No. 3) Road Development Ltd.
Planning Area(s):	City Centre Area Plan – Aberdeen Village – Urban Centre T5 (35m) – VCB Overlay – DPG Sub-Area A.4
Other Areas(s):	Aircraft Noise Sensitive Use Area 1A – Flood Construction Level Area A

	Existing	Proposed
OCP Designation:	Commercial	Complies
Land Uses:	Vacant	Office/Retail Mixed Use
Zoning:	Auto-Oriented Commercial (CA)	High Rise Office Commercial (ZC44) – Aberdeen Village
Site Area (before and after dedications):	2,167.2 m ²	2,081.6 m ²
Net Development Site Area (for floor area calculation):	N/A	2,081.6 m ²
Number of Residential Units:	0	0

	Bylaw Requirement	Proposed	Variance
Base FAR (Max.):	2.0	2.0	
Village Centre Bonus (VCB) (Max.):	1.5	1.5	
Total FAR (Max.):	3.5	3.5	
Commercial FAR (Max.):	2.0	0.67	
Office FAR (Max.):	3.5	2.83	
Commercial (Max.):	4,163.2 m ²	1,388 m ²	
Office (Max.):	7,285.6 m ²	5,897.4 m ²	
Floor Area (Max.):	7,285.6 m ²	7,285.4 m ²	
Lot Coverage (Max.):	90 %	57 %	
Setback – No. 3 Road (Min.):	6 m	3.3 m	
Setback – Leslie Road (Min.):	3 m	3 m	
Setback – Interior Side Yard (Min.):	0 m	0 m	
Setback – Rear Yard (Min.):	0 m	3 m	
Height Dimensional (Max.):	35 m	35 m	
Height Accessory (Max.):	5 m	N/A	
Subdivision/Lot Size (Min.):	2,000 m ²	2,081.5 m ²	
Off-street Parking – City Centre Zone 1 (Min.):	101	106	See note 1

	Bylaw Requirement	Proposed	Variance
TDM Reduction (Max.):	10%	10%	
Tandem Parking Spaces (Max.):	None permitted	16	16 tandem parking spaces
Class 1 Bicycle Parking (Min.):	19	19	
Class 2 Bicycle Parking (Min.):	28	28	
Loading Space – Medium (Min.):	2	2	
Loading Space – Large (Min.):	1	0	No WB-17 loading space

General Note: All figures are based on the preliminary site survey site area and are subject to change with final survey dimensions. Further, the proposed development figures above have been modified to reflect the preliminary site survey site area and may differ slightly from the figures provided on the conceptual architectural drawings.

Note 1: Parking figures are based on the calculation methodology provided in the Transportation Study. Where base information changes (e.g. floor areas), final parking requirements will be determined using the same methodology at the time of Development Permit approval.

July 3, 2019

City of Richmond
6911 No.3 Road
Richmond, BC, V6Y 2C1
Canada

Attn: Ms. Sara Badyal

Re: 4700 No.3 Road Strata Proposal Rationale Request

Dear Sara,

We request that the Mayor and City Councillors to revise the rezoning considerations for our project at 4700 No. 3 Road to allow the proposed six floors of office space to be subdivided by floor into six floor-size office spaces.

The City of Richmond and its region have been growing tremendously over the past decade. Such growth also led to a rapid increase in construction costs. According to the budget received from Graham construction, the construction cost for the proposed building has increased by 40% from 2014 proforma estimates, which represents a \$9M cost increase. The current estimate of the construction cost has yet to include off-site work.

Cost added by Translink required a \$1.2M letter of credit, which has been provided to Translink. That is for the costs for service agreements and monitoring during the preload and construction stages, which may take 36 months to complete.

Per our rezoning requirement, Developer is required to obtain approval from the Engineering Department before preload. The City's engineers ensured the sewage pipes and storm sewer would not have an impact on the future pump station and the neighbors, which has been approved. However, the cost of these works has incurred up-to-date, before preload, an additional of \$750,000.00 (no DCC recoverable).

The new pump station that city required inside the future building is underway. Our architect and the pump station consultants has worked studiously to provide additional space required for the generator in order to have the generator located separately from the pump station.

Due to the fact that we are facing dramatic changes in the market, we would like to emphasize that it is extremely difficult, if not infeasible, to market an office building under one strata title without the flexibility of subdividing the office space into several strata lots.

Both CBRE and Colliers commercial realtors advise that Richmond is traditionally an office market where tenants want to inspect completed buildings before executing leases and both recommend that the proposed building be subdivided on a floor by floor basis.

When we submitted the rezoning application in 2014, the owner of the property had the building very close to being able to be fully leased. However, the length of time required in the application process resulted in those prospective tenants making other arrangements. Although no pre-construction office leases have been secured, we have received interest from purchasers for office space. There are currently two Richmond companies who would like to purchase a floor each in the building to own their own office space.

The City Centre Area Plan has recently changed, restricting subdivision of office space in higher density village centre bonus area. In compliance with the revised City Centre Area Plan, this recent change provides an opportunity for the proposed office space in this project to be subdivided on a floor by floor basis into six floor-size office spaces.

Based on the challenges we anticipate and are facing, we sincerely and gratefully hope that the city will allow the rezoning considerations to be amended to allow the office space to be subdivided into six separate floor sized strata lots.

Yours Sincerely,



Danny Leung



City of Richmond

Rezoning Considerations

Development Applications Department
6911 No. 3 Road, Richmond, BC V6Y 2C1

Address: 4700 No. 3 Road

File No.: RZ 14-672055

Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 9216, the developer is required to complete the following:

1. Final Adoption of OCP Amendment Bylaw 9215.
2. Road dedication of 1.5 m along the entire Leslie Road frontage and 4 m x 4 m corner cut measured from the new property lines.
3. Granting of an approximately 114 m² (1,227 ft²) statutory right-of-way (SRW) public-rights-of-passage (PROP) and utilities for the purposes of a sanitary pump station, including equipment, underground structures and pipes, and required clearances, access and working areas (see Appendix A). The right-of-way (ROW) for the pump station equipment and underground structures and pipes shall be minimum 15.8 m long, measured from the new north property line and 8.0 m wide, less a 7.4 m by 2.8 m notch for the building's stairwell at the southwest corner of the right-of-way. The right-of-way shall have minimum 5.0 m of vertical clearance above grade. Any works essential for public access and utilities 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 clearly noted. 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 Servicing Agreement related works. Works to be secured via Servicing Agreement (see SA requirements below).
4. Registration of a flood indemnity covenant on Title (Area A).
5. Registration of an aircraft noise restrictive covenant on Title suitable for Area 1A (new aircraft noise sensitive land uses prohibited) and granting of a Statutory Right-of-Way in favour of the Airport Authority.
6. Registration of a legal agreement on Title, stipulating that the mixed use commercial/office 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.
7. Registration of a legal agreement on Title, ~~prohibiting~~ limiting subdivision (including stratification and/or air space parcels) of the office space to no more than one strata lot or one air space parcel per storey (single owner ~~for~~ per storey of office space).
8. Registration of a legal agreement on Title, ensuring that no more than 16 parking spaces are provided in a tandem arrangement and are limited to employee parking use only, any pair of tandem parking spaces must be assigned to the same tenant/unit and conversion of tandem parking area into habitable space is prohibited.
9. Registration of a legal agreement on Title, ensuring that all parking spaces (except tandem parking spaces) are provided for the shared use of all tenants/units and are not permitted to be assigned to specific tenants/units. This includes four parking spaces provided with two electric vehicle quick-charge (240V) charging stations provided as a Transportation Demand Management (TDM) measure. The charging stations should be located to provide for convenient use by vehicles parked in any of the four spaces.
10. Registration of a legal agreement on Title, ensuring the loading spaces are provided for the shared use of all tenants/units and are not permitted to be assigned to specific tenants/units.
11. Registration of a legal agreement on Title, ensuring bicycle storage is provided for the shared use of all tenants/units and is not permitted to be used for habitable space (e.g., other storage uses).

12. Registration of a legal agreement on Title, stipulating that no Building Permit for all or any part of the development shall be issued until the applicant has provided the City with satisfactory written confirmation that all terms required by the South Coast British Columbia Transportation Authority (TransLink) as a condition of issuance of any Building Permit for the development have been addressed and met, including for the following items to ensure protection of transit infrastructure:
- Applicant to submit preload, excavation and shoring plans and associated mitigation plan for the development for TransLink's review and acceptance;
 - Applicant to conduct a precision survey of the existing Canada Line track geometry prior to any site preloading/construction work, undertake a settlement monitoring program (as established by a qualified geotechnical engineer) and conduct a repeat of the survey post development construction;
 - Applicant to submit final (detailed) design drawings of the development for TransLink's review and acceptance; and
 - Applicant to address TransLink's guideway protection requirement, which is TransLink's response to concerns related to trespass and debris on the guideway. The applicant and TransLink will work together to identify a suitable response. Any option that affects the public realm and/or building form and character must also be approved by the City. Options are not limited to the following:
 - Option 1: Introduction of a physical canopy. The canopy may be self-supported or fixed to the proposed building. In these scenarios, the public realm and/or building design would be affected; thereby affecting the Development Permit. The applicant would be responsible for proposing a design solution that is supported by the City and would be required to seek reconsideration by the Development Permit Panel.
 - Option 2: Registration of an agreement between the owner and TransLink to assign responsibility for intentional or unintentional damage to the guideway to the owner/strata corporation. The City is not a party to this agreement. The agreement would be a private agreement between TransLink and the owner/strata corporation.
13. Registration of a restrictive covenant and/or alternative legal agreement(s), to the satisfaction of the City, securing the owner's commitment to connect to District Energy Utility (DEU), which covenant and/or legal agreement(s) will include, at minimum, the following terms and conditions:
- 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.
 - If a DEU is available for connection, no final building inspection permitting occupancy of a building will be granted until:
 - The building is connected to the DEU, which may include the owner's supplied and installed central energy plant to provide heating and cooling to the building, at no cost to the City, or the City's DEU service provider, Lulu Island Energy Company, on the subject site satisfactory to the City.
 - If the City so elects, the owner transfers ownership of the central energy plant on the site, if any, at no cost to the City, or City's DEU service provider, Lulu Island Energy Company, to the City and/or the City's DEU service provider, Lulu Island Energy Company, on terms and conditions satisfactory to the City.
 - The owner enters into a Service Provider Agreement with the City and/or the City's DEU service provider, Lulu Island Energy Company, on terms and conditions satisfactory to the City.
 - The owner grants or acquires the Statutory Right-of-Way(s) and/or easements necessary for supplying the DEU services to the building and the operation of the central energy plant, if any, by the City and/or the City's DEU service provider, Lulu Island Energy Company.
 - If a DEU is not available for connection, no final building inspection permitting occupancy of a building will be granted until:
 - The City receives a professional engineer's certificate stating that the building has the capability to connect to and be serviced by a DEU.
 - The owner enters into a covenant and/or other legal agreement to require that the building connect to a DEU when a DEU is in operation.

- iii) The owner grants or acquires the statutory right-of-way(s) and/or easements necessary for supplying DEU services to the building.
 - iv) The owner provides to the City, a Letter of Credit, in an amount satisfactory to the City, for costs associated with acquiring any further statutory right-of-way(s) and/or easement(s) and preparing and registering legal agreements and other documents required to facilitate the building connecting to a DEU when it is in operation.
14. City acceptance of the developer's voluntary contribution in the amount of \$1,456,392.94 towards City Centre Community Services facilities (e.g. \$650.00 per square foot of 5% of the 1.0 FAR village centre bonus and 10% of the additional 0.5 FAR village centre bonus). Should the contribution not be provided within one year of the application receiving third reading, the construction value multiplier (\$650 /ft²) will be adjusted 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.
 15. City acceptance of the developer's voluntary contribution in the amount of \$19,605.29 (i.e. \$0.25 per buildable square foot) to future City community planning studies, as set out in the City Centre Area Plan.
 16. City acceptance of the developer's voluntary contribution in the amount of \$34,505.31 (i.e. \$0.44 per buildable square foot of commercial/office space) to the City's Public Art Program.
 17. City acceptance of the developer's offer to voluntarily contribute \$50,000 towards the provision of two transit shelters at existing bus stops nearby along No. 3 Road as a Transportation Demand Management (TDM) measure.
 18. City acceptance of the developer's offer to voluntarily contribute \$2,600 to the City's Tree Compensation Fund for the planting of replacement trees within the City in compensation for the removal of two street trees along the Leslie Road frontage.
 19. Submission of a Contract entered into between the applicant and a Certified Arborist for supervision of any on-site works conducted within the tree protection zone of trees to be retained along No. 3 Road. The Contract should include the scope of work to be undertaken, including: the proposed number of site monitoring inspections, and a provision for the Arborist to submit a post-construction assessment report to the City for review.
 20. Installation of appropriate tree protection fencing around all trees to be retained as part of the development prior to any construction activities; including building demolition, occurring on-site.
 21. The submission and processing of a Development Permit* completed to a level deemed acceptable by the Director of Development.
 22. Enter into a Servicing Agreement* for the design and construction of road and infrastructure works. Works include, but may not be limited to:
 - a) Road Works:

Note: Leslie Road works are on the Roads DCC program and would be eligible for Roads DCC credits.

 - i. Leslie Road frontage improvements (measured from north to south):
 - Maintain existing centre line and widen road southward to provide a total driving surface of (minimum) 7.4 m wide for eastbound traffic, east of No. 3 Road, and new 0.15 m wide curb and gutter.
 - New 1.5 m wide boulevard planted with grass and street trees.
 - New 2.0 m wide concrete sidewalk.
 - ii. No. 3 Road frontage improvements:
 - Remove existing driveway letdown.
 - iii. Traffic Signal improvements:
 - Upgrade the existing traffic signal at the No. 3 Road/Leslie Road intersection to accommodate the road widening noted above to include, but not limited to: upgrade and/or replace signal pole, controller, base and hardware, pole base, detection, conduits (electrical & communications), signal indications, communications cable, electrical wiring, service conductors, APS (Accessible Pedestrian Signals) and illuminated street name sign(s) as necessary.
 - b) Water Works:

Using the OCP Model, there is 169.7 L/s of water available at a 20 psi residual at the Leslie Road frontage. Based on your proposed development, your site requires a minimum fire flow of 200 L/s.

- i. The Developer is required to:
 - Upgrade the watermain along Leslie Road from 150 mm to 300 mm from approximately the developments east property line to the existing 300 mm watermain on No. 3 Rd, complete with additional hydrants to achieve City spacing requirements.
 - ii. Developer's cost, the City is to:
 - Cut and cap the existing water service connection at the watermain along No. 3 Road frontage, and complete all water main tie-ins.
- c) Storm Sewer Works:
- i. The Developer is required to:
 - Install a new 750 mm storm sewer within the centre of the road from the developments east property line tying into the No. 3 Road box culvert and remove the existing adjacent sewer. Tie-in to the existing storm sewer to the east is required. Tie-in all existing storm service connections and catch-basin leads to the new main.
 - Cut and cap the existing storm service connections along the No. 3 Road frontage. The northern connection shall be capped at main and its inspection chamber removed, the southern connection shall be capped at inspection chamber.
 - Provide, at no cost to the City, a 1.5 m wide SRW (perpendicular to No. 3 Road) at the southwest corner of the development site, extending 1.0 m past the existing inspection chamber.
 - Install a new storm service connection, complete with inspection chamber, off of the proposed 750 mm storm sewer along the Leslie Road frontage.
 - ii. At Developer's cost, the City is to:
 - Complete all tie-ins of the proposed works to existing City infrastructure.
- d) Sanitary Sewer Works:
- i. The Developer has requested to place a driveway entrance in the same alignment as the existing sanitary pump station; to achieve this, the Developer has agreed to relocate/replace the pump station through the Servicing Agreement works. The City will pay for the sanitary pump station and force main design and construction; however, costs incurred above and beyond a regular pump station replacement project will be the Developer's responsibility (e.g. the need to extend gravity pipework to accommodate the development's driveway access and the need to remove sections of gravity sewer and forcemain).
 - ii. The decommissioning of the existing pump station and construction of the new pump station and all associated sanitary sewer realignments shall be complete prior to driveway construction.
 - iii. The Developer is required to provide the following at the City's cost:
 - Design and build the sanitary pump station through the Servicing Agreement to meet location specific engineering specifications. The location will be generally as per the attached sketch and will be finalized through the Servicing Agreement process.
 - Design and build the required pump station kiosk, BC Hydro PMT, and back-up generator, and locate them such that they meet operational requirements and are appropriate for the streetscape.
 - Design and build the required valve chamber; complete with flow meter and related appurtenances for the pump station and access chambers for the forcemain for maintenance purposes.
 - In conjunction with the pump station works, replace the existing 350 mm sanitary forcemain from the proposed pump station into and across the No. 3 Road/Leslie Road intersection (approximately 62 m) into the Leslie Road travel lane. If the forcemain is damaged by site preparation or construction works, the replacement of the forcemain into the Leslie Road travel lane shall be at the Developer's cost.
 - iv. The Developer is required to provide the following at the Developer's cost:
 - Design the proposed development to accommodate future sanitary sewer maintenance or replacement without causing undue cost to the City. Building designs should consider how temporary access will be provided during future construction works.

- Provide a clear and competitive tendering process to ensure that the work paid for by the City represents good value for money. This process must be agreed to by the City prior to tendering or else the City may not be able to fund the works.
- Provide right-of-way(s) for the pump station and related structures, to be refined through the Servicing Agreement drawings and provided to the City at no cost. The right-of-way for the pump station equipment and underground structures and pipes shall be minimum 15.8 m long measured from the new north property line and 8.0 m wide, less a 7.4 m by 2.8 m notch for the building's stairwell at the southwest corner of the right-of-way (see appendix A). The right-of-way shall be on grade and have minimum 5.0 m of vertical clearance, and be accessible by a 7.5 x 2.5 m service truck with 1.3 m stabilizers. Both the SRW and the parking area for the truck shall be flat. The SRW shall be designed to accommodate:
 - A BC Hydro transformer with minimum 3.0 m clearance between the PMT and any other electrical components such as the generator or kiosk. The SRW for the PMT shall be designed to BC Hydro's specifications.
 - An approximately 1.5 x 2.6 m kiosk. There shall be minimum 1.0 m clearance on the short sides of the kiosk and 2.0 m clearance on the long sides, or as required to allow for safe access of the doors located on all four faces of the kiosk. A line-of-sight must be maintained between the kiosk and the wet well hatches.
 - An approximately 3.0 x 1.5 m emergency generator with minimum 1.0 m clearance on all sides.
 - Any other equipment or utilities required to service the pump station, including underground conduits and water service connection.
- Provide additional SRW for the 10.0 m-tall SCADA antenna, unless located within the boulevard. The antenna SRW shall be on grade and have no overhanging structures.
- Provide enough space for a 7.5 x 2.5 m service truck with 1.3 m stabilizers to access the pump station hatch for removal of the pump during servicing, usually once per year, while maintaining pedestrian movement around the working area. The parking area for the truck shall be flat and paved with broom-finished concrete with expansion/contraction joints.
- Provide and maintain a removable enclosure around the pump station equipment. The detailed design of the enclosure will be done through the Servicing Agreement, however the enclosure itself is considered to be part of the building design and will be maintained by the Owner. The enclosure must:
 - Exhaust the generator.
 - Not obstruct any equipment access doors (e.g., doors on all sides of the kiosk).
 - Exclude fixed structures (i.e. walls, columns, etc.).
 - Enable a single operator to easily access and use all the equipment within the enclosure under all conditions (including during power outages).
 - Enable an equipment operator to maintain a line of sight with the pump station from every portion of the pump station equipment.
 - Be durable and low-maintenance.
 - Provide for the convenient, cost-effective removal, repair, replacement, and installation of equipment (e.g., PMT, generator, and kiosk) and related features within the enclosure.
- Protect the existing sanitary sewers during the development's construction. Pre- and post- ground improvement and construction surveys and CCTV will be required. Any damage to be repaired and any required replacement shall be at the Developer's sole cost.
- Extend the existing 450 mm Sanitary main at Leslie Road from existing manhole SMH57098 approximately 26 m to the west, complete with a new manhole at the west end of the new main and at the tie-in to the existing north-south aligned 350 mm sanitary sewer.
- Provide a 450 mm sanitary main going south from the new manhole at Leslie Road and tie-in to the new Leslie sanitary pump station.
- Tie-in the existing 350 mm FRP sanitary main aligned north-south along the east property line of 4660 No. 3 Road to the proposed 450 mm sanitary main along Leslie Road via a new manhole.

- Convert the existing Leslie sanitary pump station wet well into a manhole and extend north the existing 200 mm sanitary main aligned north-south along the east property line of 4700 No 3 Road and connect it to the new manhole just north of the existing Leslie sanitary pump station.
- Install a new sanitary service connection, complete with inspection chamber.

v. At Developers cost, the City is to:

- Complete all tie-ins of the proposed works to existing City infrastructure.

e) General Items:

- i. As the geotechnical report provided by the Developer indicates there will be significant settlement caused by preload, resulting in an unacceptable level of risk to critical infrastructure, preloading of the site will only be permitted if:
- Physical mitigation measures to the satisfaction of the GM of Engineering and Public Works are implemented to protect City infrastructure.
 - Approval is provided by the GM of Engineering and Public Works.

ii. The Developer is required to:

- Review street lighting levels along the No. 3 Road and Leslie Road frontage and upgrade lighting as required.
- Building overhangs above SRW will be permitted but must accommodate machinery movements to excavate existing mains. Consultant assessment will be required.
- Coordinate with BC Hydro, Telus and other private communication service providers:
 - To pre-duct for future hydro, telephone and cable utilities along all road frontages.
 - When relocating/modifying any of the existing power poles and/or guy wires within the property frontages.
 - To locate all above-ground utility cabinets and kiosks required to service the proposed development within the development site (see list below for examples). A functional plan showing conceptual locations for such infrastructure shall be included in the development process design review. 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 above-ground structures. If a private utility company does not require an above-ground 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 in the functional plan and registered prior to Servicing Agreement design approval:

BC Hydro PMT	4 m x 5 m	(width x depth)
BC Hydro LPT	3.5 m x 3.5 m	
Street light kiosk	1.5 m x 1.5 m	
Traffic signal kiosk	1 m x 1 m	
Traffic signal UPS	2 m x 1.5 m	
Shaw cable kiosk	1 m x 1 m	show possible location in functional plan
Telus FDH cabinet	1.1 m x 1 m	show possible location in functional plan

- 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, ground improvements or other activities that may result in settlement, displacement, subsidence, damage or nuisance to City and private utility infrastructure.

Prior to Building Permit Issuance, the developer must complete the following requirements:

23. Incorporation of special features in Building Permit (BP) plans as determined via the Rezoning and/or Development Permit processes (e.g., accessibility, sustainability, TDMs).
24. The applicant is required to demonstrate to the City that approval from TransLink has been granted in writing, including for the items listed in item #12 above to ensure protection of transit infrastructure.
25. 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.
26. If applicable, payment of Latecomer Agreement charges, plus applicable interest associated with eligible latecomer works.
27. 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 original on file]

Signed

Date

[illegible]

<p>Explain</p>	<p>Describe, Diagram</p> 	<p>Give a 3's symbol</p>  <p>Explain the 3's symbol</p>
----------------	--	--

Consultants:
Civil
Landscape
Architectural
Structural
Mechanical
Electrical

NORR

YOUR ARCHITECTURE FIRM:

Q.1	Q.2
Q.3	Q.4

PROJECT ON COAL

Office Building

Long Title

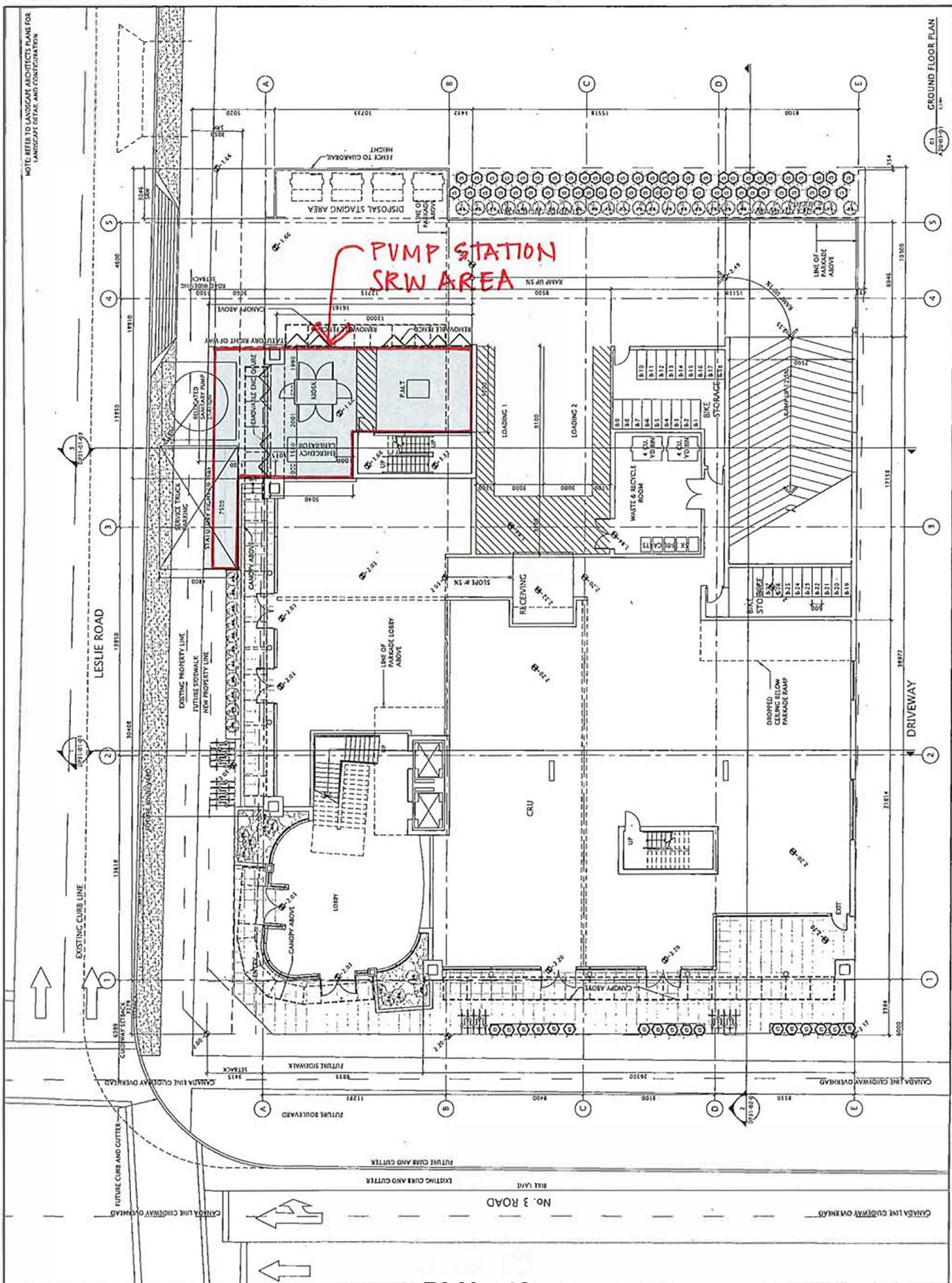
OODR PLAN

SECRET

1000

Long Ma. 17870.

1





August 18, 2021

City of Richmond
6911 No.3 Road
Richmond, BC, V6Y 2C1
Canada

Attn: Ms. Sara Badyal

Re: 4700 No.3 Road Removal of the RZC#7

Dear Sara,

We request that the Mayor and City Councillors to revisit the rezoning consideration for our project at 4700 No.3 Road to remove the rezoning consideration item #7.

The COVID-19 pandemic has revealed an economic divide among Canadians when it comes to working from home.

Due to the fact that we are facing dramatic changes in the market, we would like to emphasize that it is extremely difficult, in not infeasible, to market an office building under one strata title per floor.

My client, the property owner, wishes to proceed with a request to maintain the proposed density at 3.5 FAR but remove the RZ consideration legal agreement restricting office subdivision (RZC#7). We understand this does not comply with the current office stratification policy for the department to recommended.

We have anticipated more difficulty after the COVID-19, in the fall of 2019. Today the construction cost/ labour/ material/ shipping, there has been 5% increase from our last budget, which is an additional \$4.5 million CDN Dollars.

My client has also spent over \$1.3 million CDN Dollars on marketing and rental display space costs for the showroom since the Fall of 2019. The COVID-19 has made them shut down the sales centre, which is all the funding they spent is non-recoverable.

I have also enclosed several surveys from news article for your reference on the office market today.

If you would like to discuss or have any questions or concerns, please feel free to contact me on my cellular phone at 604-813-2828.

Regards,

A handwritten signature in black ink, appearing to read 'Danny Leung', with a long horizontal flourish extending to the right.

Danny Leung

Enclosed.

Many Canadians want to keep working from home after pandemic: poll

BY JOHN ACKERMANN

Posted Dec 11, 2020 1:11 pm PST

Last Updated Dec 11, 2020 at 1:12 pm PST



(iStock Photo)

SUMMARY



Most Canadians working from home don't want to come back to the office, even after pandemic passes



But British Columbians lead the country in missing their co-workers

VANCOUVER (NEWS 1130) – Working from home is easier than we thought, according to a new Research Co. survey. It finds the vast majority of Canadians would prefer not to return to the office, even after COVID-19 passes.

"This definitely has great connotations for whatever is going to be happening with the future of the office," explains Mario Canseco, president of Research Co. "When you have four out of five people saying, 'I want to continue to do this' even on a part-time basis from home, because we have seen over the past few months that is possible to work and not be at your specific office."

"Even if you miss specific aspects of office life, and we do see people who say that they miss the camaraderie of the workplace, talking to people, there's even some who say they miss their commute, but you still have four out of five who say, 'I would like to work from home as much possible once the pandemic is over.'"

Two-thirds of those surveyed admit to missing their colleagues, a proportion that is much higher here in B.C.

RELATED: Many Canadians embrace work-from-home lifestyle, want to see more flexibility going forward

"It has the largest proportion of people who say that they miss going to the office because of their workmates. We have 86 per cent of those who are working in British Columbia who say that they miss their co-workers, the highest number in the country by far."

The poll also found those aged 55-plus preferred working from home compared to their younger colleagues, who admitted to being prone to distractions around the house.

CORONAVIRUS|COVID-19|PANDEMIC|POLL|RESEARCH CO.|WORK FROM HOME

Many British Columbians want to keep working from home post-COVID-19, poll finds

BY TARNJIT PARMAR AND DENISE WONG

Posted Mar 23, 2021 3:26 pm PDT

Last Updated Mar 23, 2021 at 9:12 pm PDT

VANCOUVER (NEWS 1130) – Do you prefer working from home during this pandemic? It appears many British Columbians want the change to be permanent even when life gets back to normal.

Mario Canseco with Research Co. says a ~~new~~ poll suggests people aren't in a rush to get back into the office.

"There was an expectation that people would be clamoring to be going back to the office and, essentially, have the same life we had back in 2019. The numbers haven't really supported that. Thirty-three per cent of British Columbians who have worked from home believe they will be able to keep doing this once or twice a week when the pandemic ends," he said.

Another 18 per cent of those asked in the poll expect they will be able to work from home three or four times a week, while 20 per cent believe they can do it five days a week.

The poll suggests many British Columbians expect fewer in-person meetings (47 per cent) or less business travel (44 per cent) even after the pandemic is behind us. It also finds half of those who are currently employed think their companies will continue to hold virtual staff meetings.

Canseco says many people are even considering finding another job, if they have to start going back into the office.

"The biggest difference that we have here is the willingness from younger British Columbians to switch jobs if they are not able to work from home. We have 66 per cent of

them who say that they would be likely to switch to a different job that can be performed from home," he said.

However, most employers haven't informed employees of plans around a return to work, or whether a continuation of working from home is an option.

The results of this poll are based on an online study conducted on March 8 and March 9, 2021 among 700 adults who work in B.C. Research Co. says the data has been statistically weighted according to Canadian census figures for age, gender and region. The margin of error is +/- 3.7 percentage points, 19 times out of 20.

Working from home reveals economic divide among Canadians

BY AMANDA WAWRYK AND HANA MAE NASSAR

Posted Apr 13, 2021 2:44 pm PDT

Last Updated Apr 13, 2021 at 2:45 pm PDT

VANCOUVER (NEWS 1130) — The COVID-19 pandemic has revealed an economic divide among Canadians when it comes to working from home.

Office workers and professionals can work remotely, while more economically vulnerable employees often show up in-person at work. That, in turn, makes them more vulnerable to the coronavirus and to financial stress, according to a new survey from the Environics Institute.

"The inequalities that were there before the pandemic are now reproduced as inequalities in terms of ability to protect yourself from the virus," explained Andrew Parkin, Environics Institute executive director.

He adds some people worry working from home will negatively impact their career. That is especially true for young workers (56 per cent), immigrants (44 per cent), racialized workers (46 per cent), and Indigenous workers (60 per cent).

"They're finding it hard to juggle, finding it hard to have time for themselves. They worry that they can't be good at their job and a good parent at the same time," Parkin said.

The survey found two out of five people were concerned about juggling their work-life responsibilities while working remotely, with respondents saying they "are constantly working with no time for themselves or their families."

While many have found challenges with working from home, Environics found more than three out of five people surveyed find it to be easier than they expected.

"Finding it actually less stressful than going into the office," Parkin said. "They say they like it better than where they used to work and they want to continue, at least a couple of days a week, after the pandemic is over."

Pandemic enabled small- and medium-sized businesses to work remotely: survey

BY SALMAAN FAROOQUI, THE CANADIAN PRESS

Posted Jun 15, 2021 3:00 am PDT

Last Updated Jun 15, 2021 at 3:03 am PDT

At Jeremy Shaki's tech education company, his workforce of around 75 people weren't always so keen on remote work.

But as the pandemic stretches on, and Lighthouse Labs invested more into the necessary infrastructure and employee programs to make remote work more enjoyable, perceptions have changed.

"As September to November of last year progressed, we started asking people 'do you want to come back to work or not?'" said Shaki, co-founder and CEO of Lighthouse Labs.

"And as we're seeing in surveys, most people wanted remote with the ability to sometimes come in."

Shaki said his business's investments in remote infrastructure and furniture allowances to improve employee workspaces were part of what made workers more comfortable at home.

In the end, it works great for the company too, Shaki said. Now he can increase his workforce without having to increase his office space and its associated costs.

A new survey from the Business Development Bank of Canada (BDC) found 74 per cent of small- and medium-sized business owners say they plan to offer employees the ability to work remotely post-pandemic.

It also found that 55 per cent of employees would prefer to continue working remotely as much as they have during the pandemic or more.

Pierre Cl  roux, chief economist at BDC, said it may seem like smaller companies would prefer a tight-knit and in-person office environment, but many of those organizations found remote work beneficial.

"They were kind of forced to do it but they realized that it's working, and there's a lot of benefits for both themselves and their employees," he said.

"Especially in large cities where people spend a lot of time commuting, the owners realized the flexibility of remote work is actually a great benefit."

The fact that employers were forced to set up remote work during the pandemic is important, Cl  roux said, because it meant they made investments in IT infrastructure and security measures.

That means small- and medium-sized businesses, which would have an even harder time making those investments because of limited capital, now have the capability to have a remote workforce.

The result is that businesses in most sectors of the economy that were surveyed plan to implement remote work post-pandemic.

There were only some sectors, such as manufacturing, where a minority of businesses considered remote work.

Tech is one sector where almost 90 per cent of businesses said they're going to give the opportunity for employees to work from home.

Shaki said while he believes remote work will be the way forward, he thinks companies like his own have a long road ahead to figure out the best balance for them.

Whether companies prefer their employees to be on-site or work remotely will often be a part of each workplace's culture. The same way he says some tech companies have Ping-Pong tables in common areas, while others are less social.

"As things come back somewhat to normal ... I think there's a lot that we're going to have to solve that everyone is willing to work with right now because it's a necessity," said Shaki.

This report by The Canadian Press was first published June 15, 2021.

Salmaan Farooqui, The Canadian Press

**PROPOSED STRATA PLAN OF LOT A
SECTION 33 BLOCK 5 NORTH
RANGE 6 WEST NWD PLAN EPP96961**

SHEET 1 OF 13 SHEETS

STRATA PLAN EPS

Attachment CC

BCGS 92G.015

PID: TO BE DETERMINED

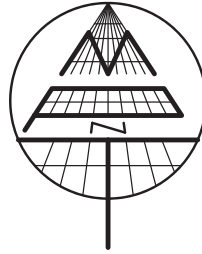
CITY OF RICHMOND

SCALE 1:250



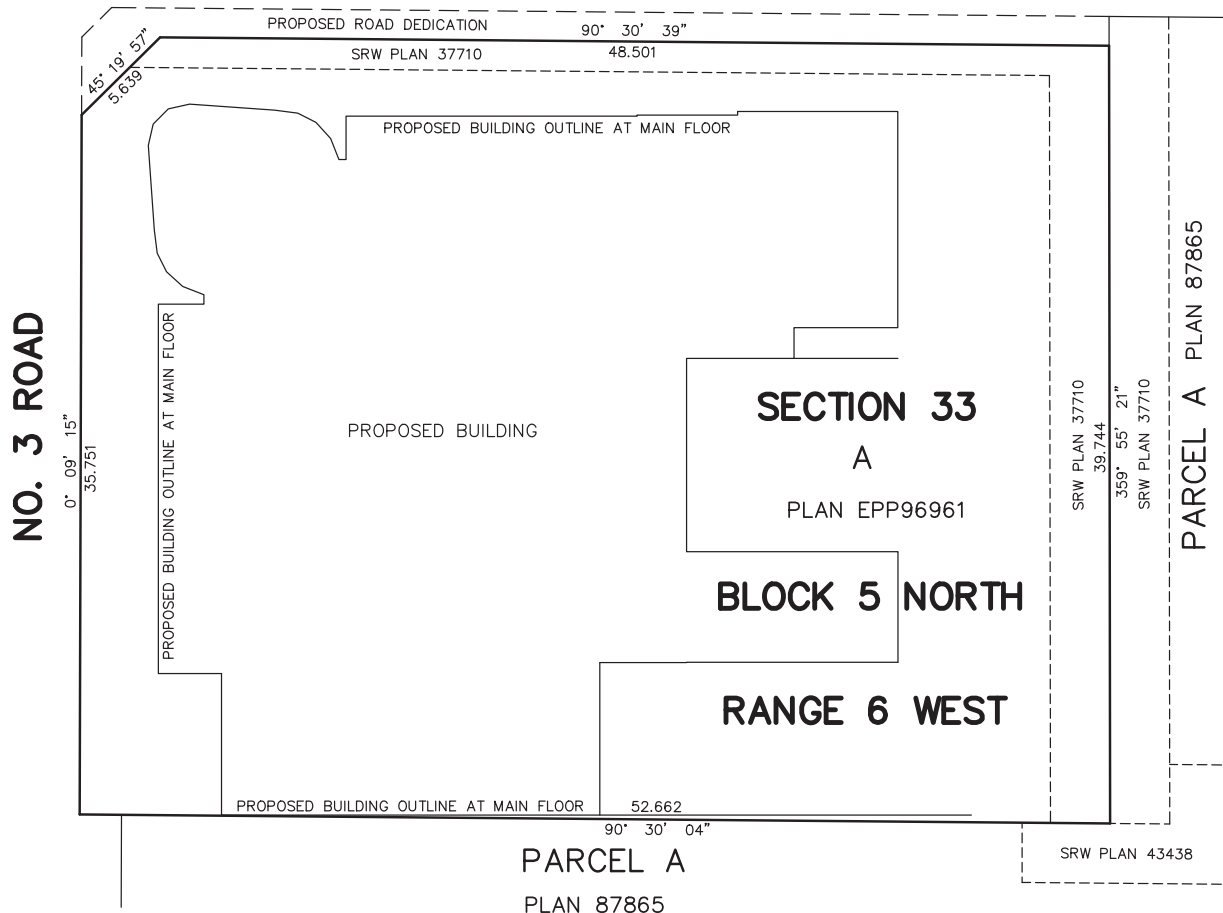
GRID BEARINGS AND LOT DIMENSIONS
ARE DERIVED FROM PLAN EPP96961.

THE INTENDED PLOT SIZE OF THIS PLAN IS 280mm
IN WIDTH BY 432mm IN HEIGHT (B-SIZE) WHEN
PLOTTED AT THE SCALE INDICATED.



DRAFT

LESLIE ROAD



NAME OF DEVELOPMENT:

LANDMARK

CIVIC ADDRESS:

#4700 NO. 3 ROAD
RICHMOND, B.C.

© COPYRIGHT

MATSON PECK & TOPLISS

SURVEYORS & ENGINEERS

#320 - 11120 HORSESHOE WAY

RICHMOND, B.C., V7A 5H7

PH: 604-270-9331

FAX: 604-270-4137

CADFILE: 17551-PRO-STRATA.DWG

LEGEND:

ALL DIMENSIONS ARE IN METRES.

S.L. INDICATES STRATA LOT
C.P. INDICATES COMMON PROPERTY
L.C.P. INDICATES LIMITED COMMON PROPERTY
PT. INDICATES PART
m² INDICATES SQUARE METRES
COMM. INDICATES COMMUNICATIONS ROOM
ELEC. INDICATES ELECTRICAL ROOM
ELEV. INDICATES ELEVATOR
MECH. INDICATES MECHANICAL
VEST. INDICATES VESTIBULE
M INDICATES MECHANICAL SHAFT - C.P.

NOTES:

AREA CALCULATIONS ARE APPROXIMATE AND
PRELIMINARY ONLY AND ARE BASED ON
ARCHITECTURAL DRAWINGS, DATED AUGUST 30, 2019,
AND SUBSEQUENT SKETCHES RECEIVED ON
JANUARY 6, 2022.

BALCONIES AND ROOF DECKS ARE LIMITED COMMON
PROPERTY FOR THE USE OF THE STRATA LOTS
INDICATED.

FINAL NUMERICAL VALUES IN THE STRATA
PLAN WILL BE BASED ON AS CONSTRUCTED
DIMENSIONS.

PURSUANT TO SECTION 68 OF THE
STRATA PROPERTY ACT,
STRATA LOT BOUNDARIES ARE TAKEN TO:

- (1) THE OUTSIDE FACE OF EXTERIOR
WALLS OR GLASS LINE, WHERE APPLICABLE.
- (2) THE CENTRELINE OF WALLS BETWEEN ADJACENT
STRATA LOTS.
- (3) THE COMMON PROPERTY SIDE OF WALLS
BETWEEN STRATA LOTS AND COMMON PROPERTY.
- (4) THE STRATA LOT SIDE OF LARGE CONCRETE
CORE WALLS.

R-22-17551-PRO-STRATA

PLN - 53

JANUARY 10, 2022

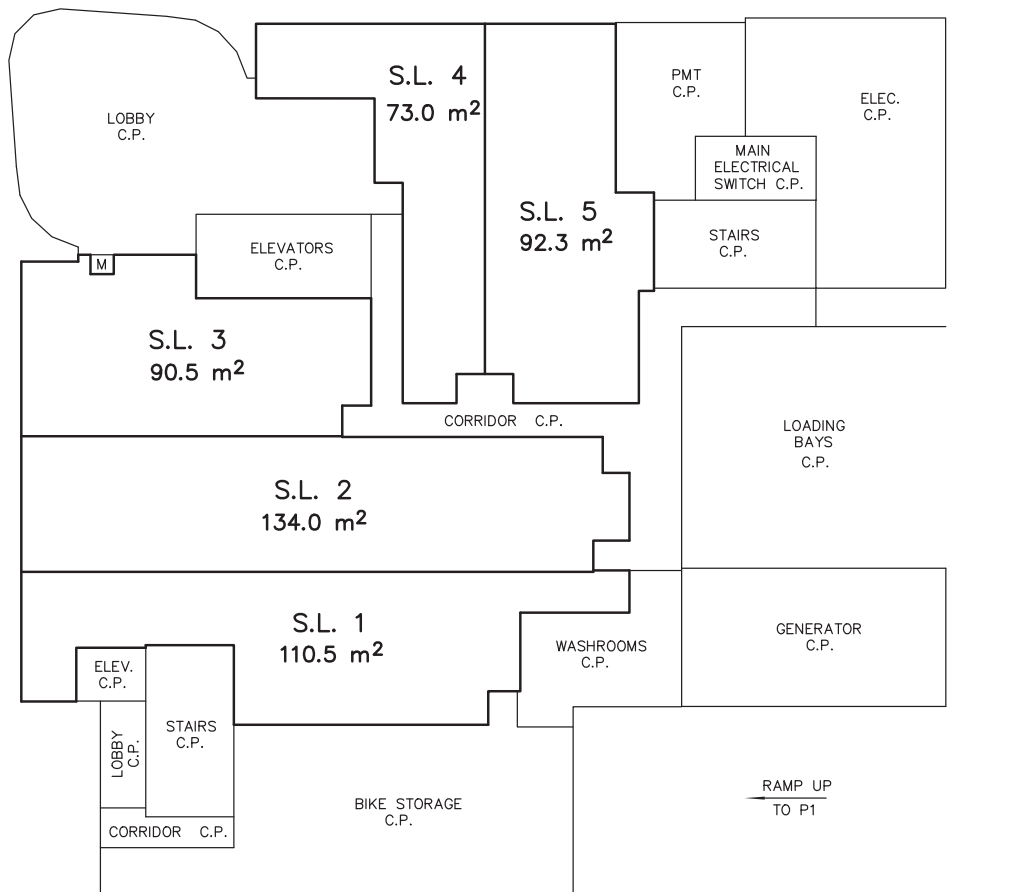
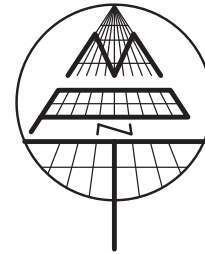
MAIN FLOOR

SHEET 2 OF 13 SHEETS

SCALE 1:200



STRATA PLAN EPS _____



© COPYRIGHT

MATSON PECK & TOPLISS

SURVEYORS & ENGINEERS

#320 - 11120 HORSESHOE WAY

RICHMOND, B.C., V7A 5H7

PH: 604-270-9331

FAX: 604-270-4137

CADFILE: 17551-PRO-STRATA.DWG

R-22-17551-PRO-STRATA

PLN - 54

JANUARY 10, 2022

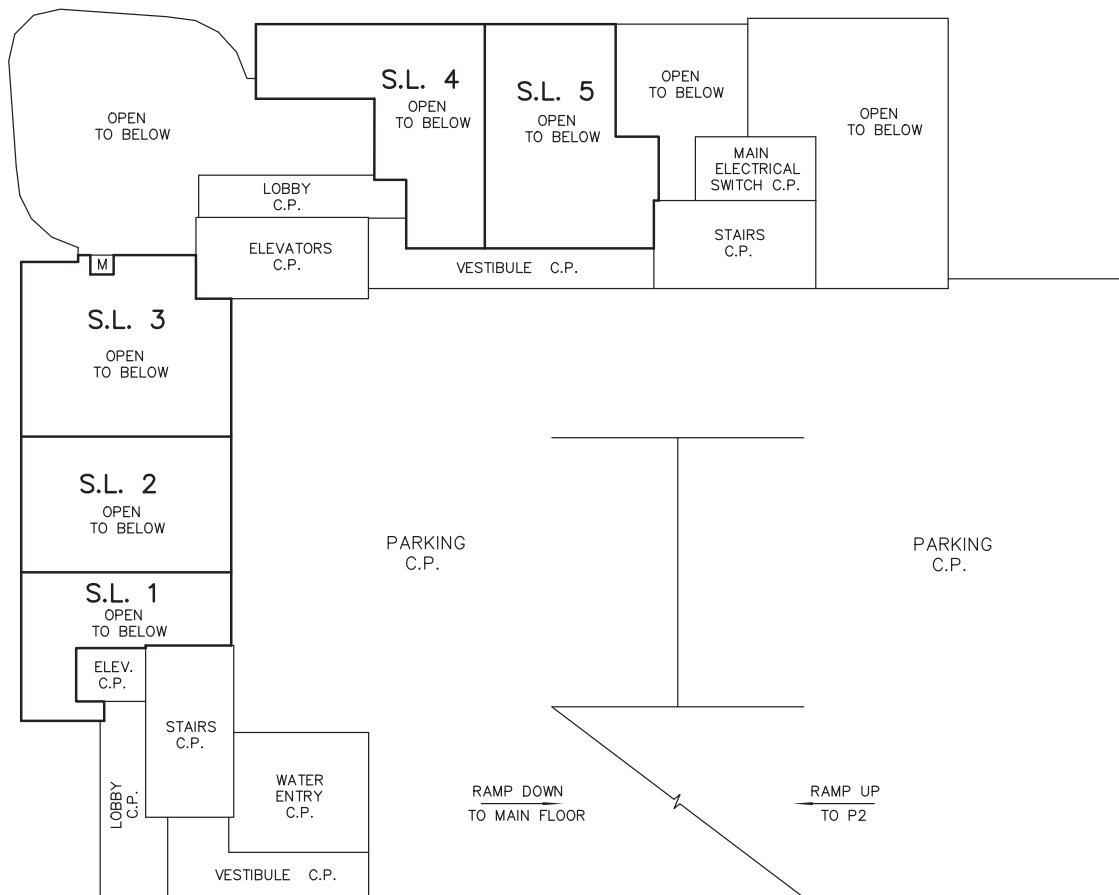
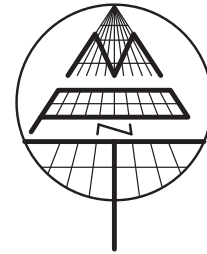
P1 INTERMEDIATE PARKADE

SHEET 3 OF 13 SHEETS

SCALE 1:200



STRATA PLAN EPS _____



© COPYRIGHT

MATSON PECK & TOPLISS

SURVEYORS & ENGINEERS

#320 - 11120 HORSESHOE WAY

RICHMOND, B.C., V7A 5H7

PH: 604-270-9331

FAX: 604-270-4137

CADFILE: 17551-PRO-STRATA.DWG

R-22-17551-PRO-STRATA

PLN - 55

JANUARY 10, 2022

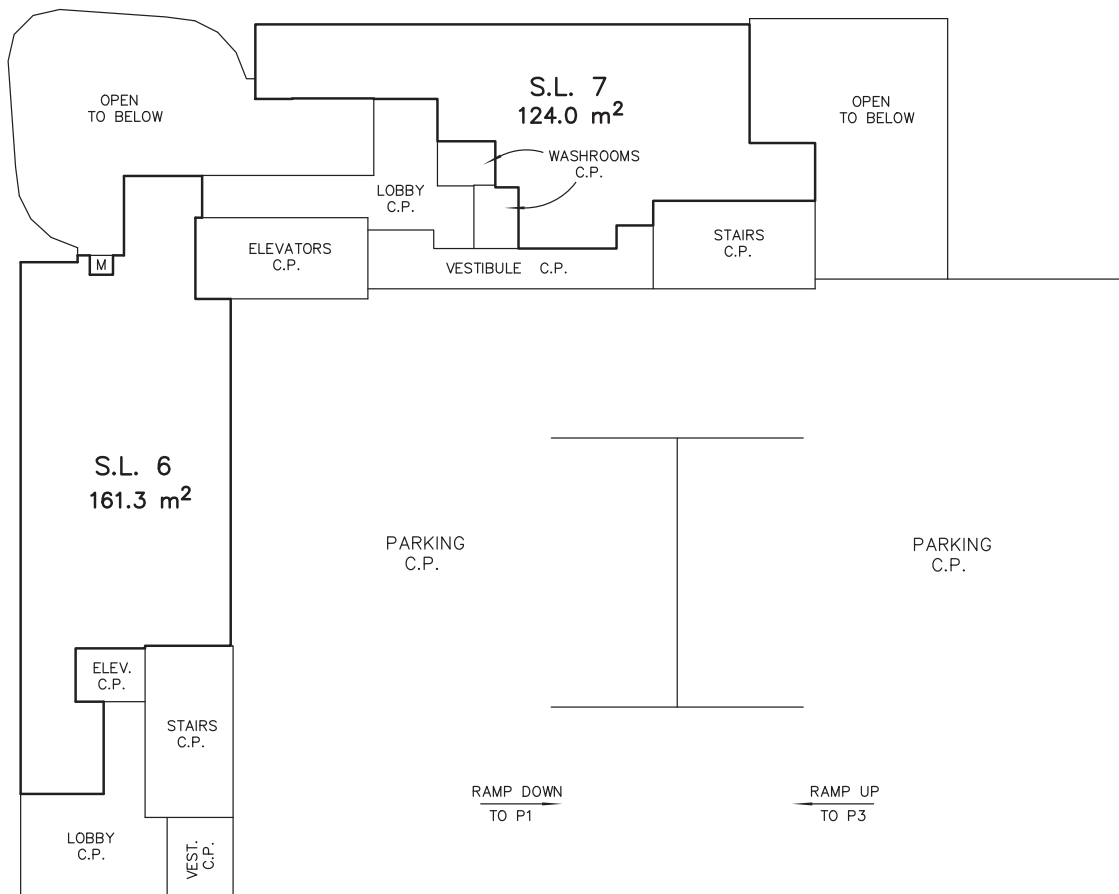
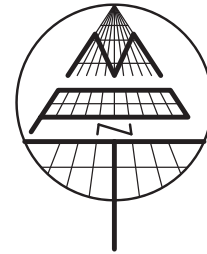
P2 SECOND FLOOR

SHEET 4 OF 13 SHEETS

SCALE 1:200



STRATA PLAN EPS _____



© COPYRIGHT

MATSON PECK & TOPLISS

SURVEYORS & ENGINEERS

#320 - 11120 HORSESHOE WAY

RICHMOND, B.C., V7A 5H7

PH: 604-270-9331

FAX: 604-270-4137

CADFILE: 17551-PRO-STRATA.DWG

R-22-17551-PRO-STRATA

PLN - 56

JANUARY 10, 2022

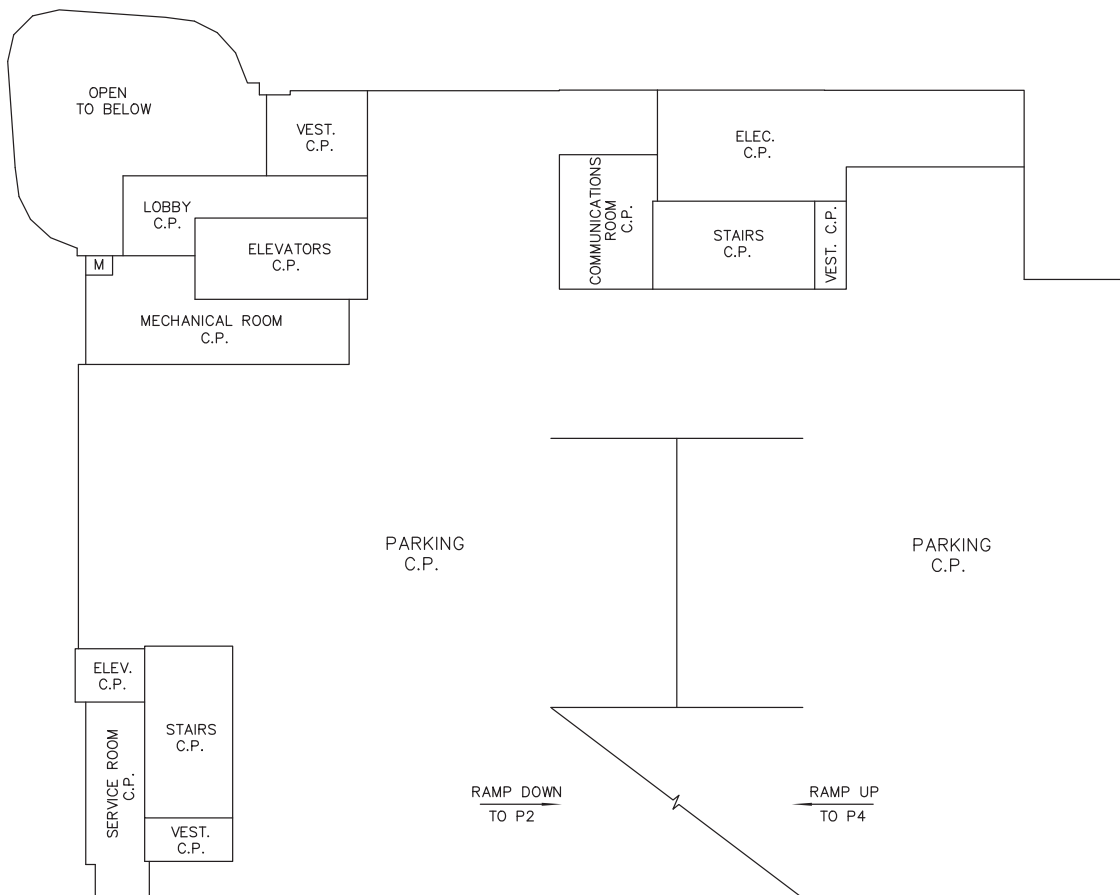
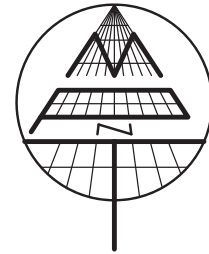
P3 THIRD FLOOR

SHEET 5 OF 13 SHEETS

SCALE 1:200



STRATA PLAN EPS _____



© COPYRIGHT

MATSON PECK & TOPLISS

SURVEYORS & ENGINEERS

#320 - 11120 HORSESHOE WAY

RICHMOND, B.C., V7A 5H7

PH: 604-270-9331

FAX: 604-270-4137

CADFILE: 17551-PRO-STRATA.DWG

R-22-17551-PRO-STRATA

PLN - 57

JANUARY 10, 2022

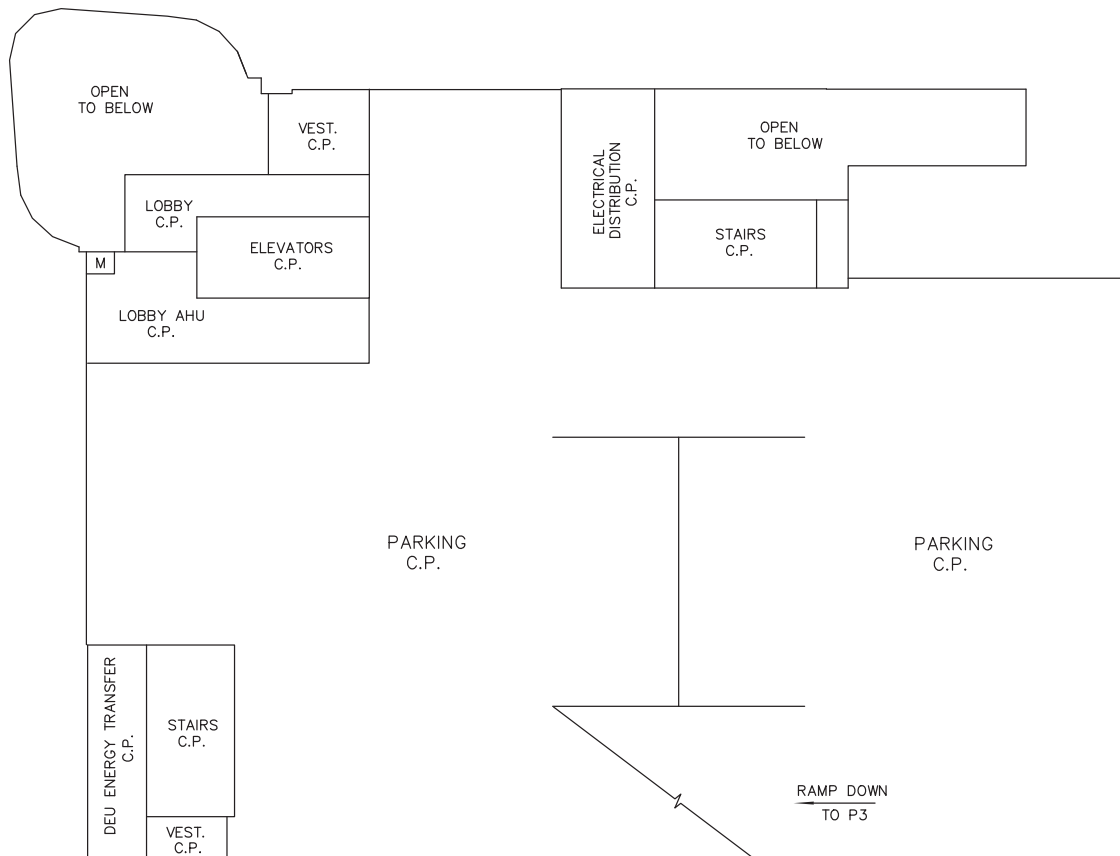
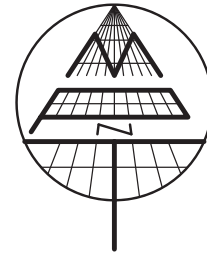
P4 FOURTH FLOOR

SHEET 6 OF 13 SHEETS

SCALE 1:200



STRATA PLAN EPS _____



© COPYRIGHT

MATSON PECK & TOPLISS

SURVEYORS & ENGINEERS

#320 - 11120 HORSESHOE WAY

RICHMOND, B.C., V7A 5H7

PH: 604-270-9331

FAX: 604-270-4137

CADFILE: 17551-PRO-STRATA.DWG

R-22-17551-PRO-STRATA

PLN - 58

JANUARY 10, 2022

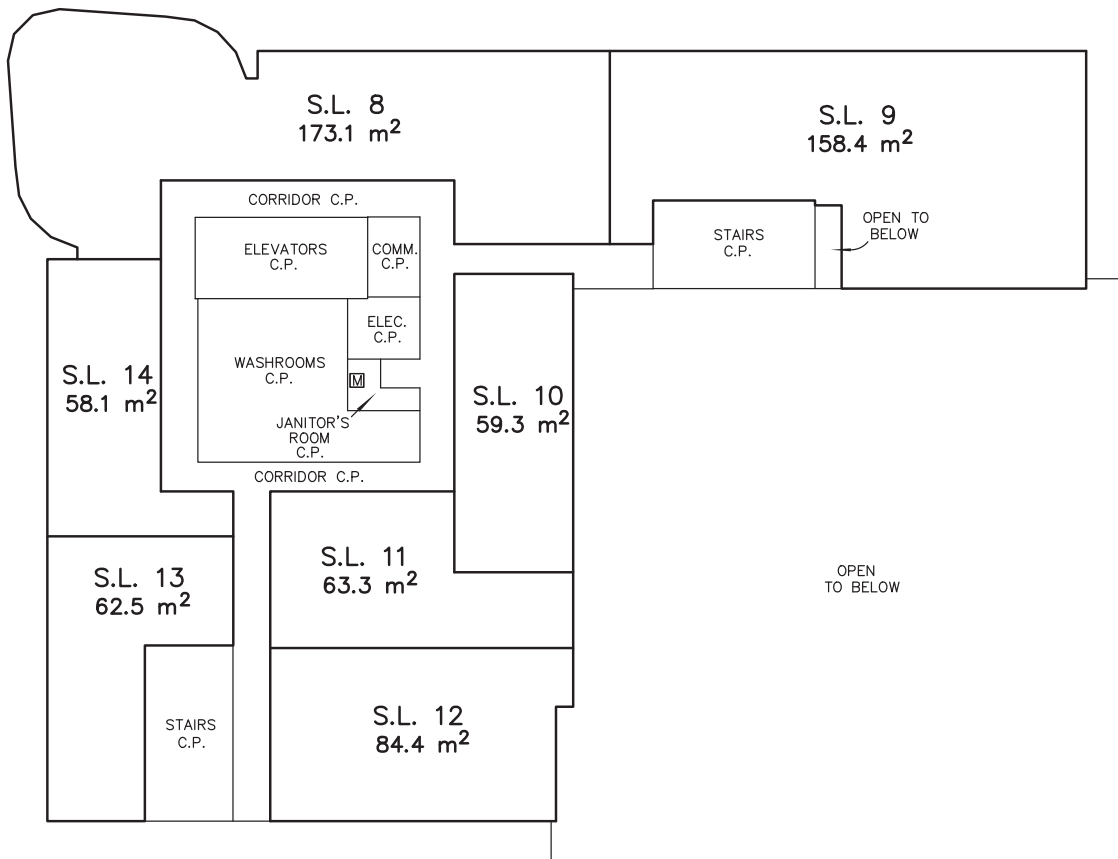
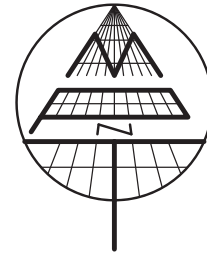
FIFTH FLOOR

SHEET 7 OF 13 SHEETS

SCALE 1:200



STRATA PLAN EPS _____



© COPYRIGHT

MATSON PECK & TOPLISS

SURVEYORS & ENGINEERS

#320 - 11120 HORSESHOE WAY

RICHMOND, B.C., V7A 5H7

PH: 604-270-9331

FAX: 604-270-4137

CADFILE: 17551-PRO-STRATA.DWG

R-22-17551-PRO-STRATA

PLN - 59

JANUARY 10, 2022

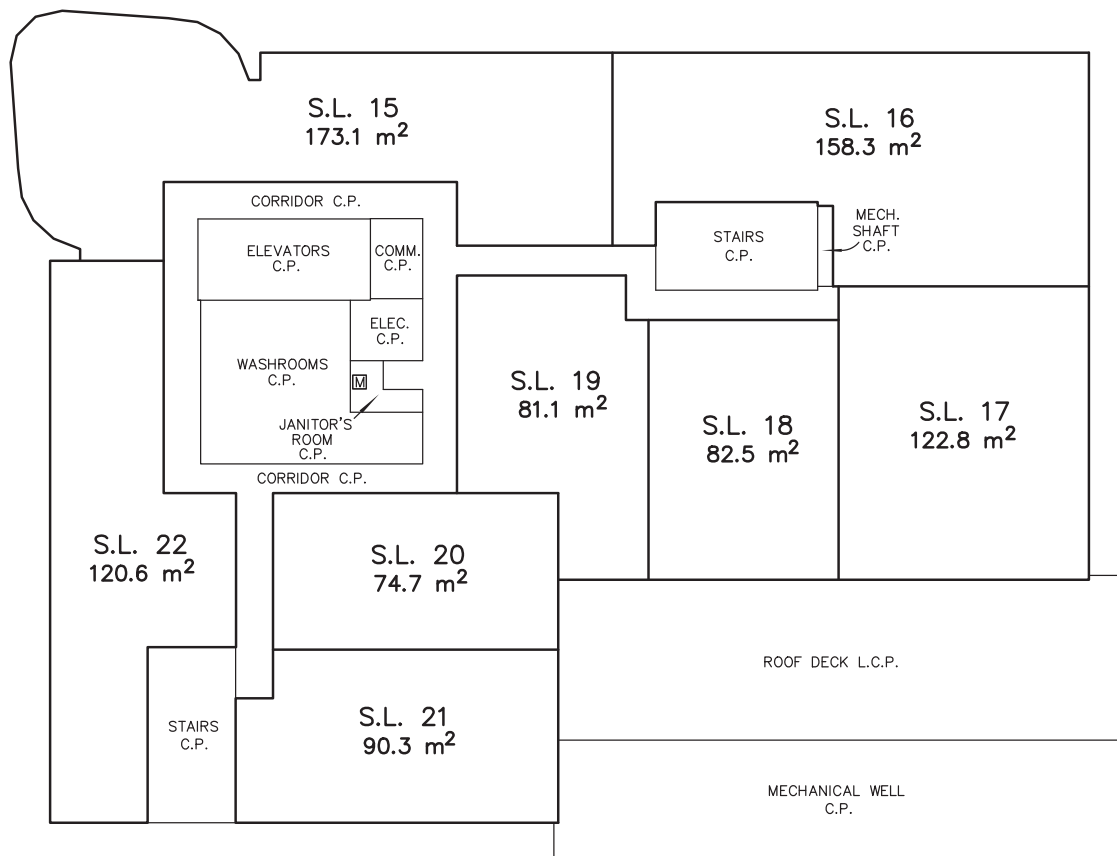
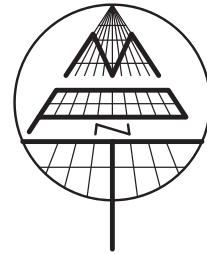
SIXTH FLOOR

SHEET 8 OF 13 SHEETS

SCALE 1:200



STRATA PLAN EPS _____



© COPYRIGHT

MATSON PECK & TOPLISS

SURVEYORS & ENGINEERS

#320 - 11120 HORSESHOE WAY

RICHMOND, B.C., V7A 5H7

PH: 604-270-9331

FAX: 604-270-4137

CADFILE: 17551-PRO-STRATA.DWG

R-22-17551-PRO-STRATA

PLN - 60

JANUARY 10, 2022

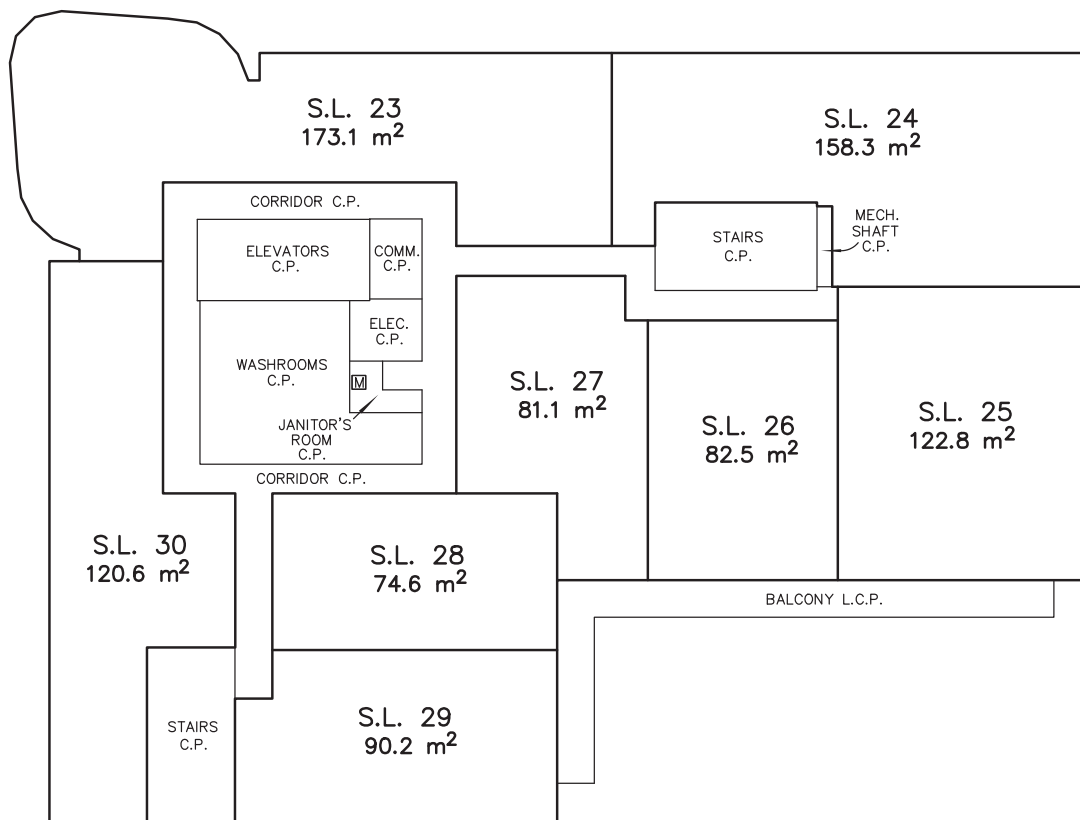
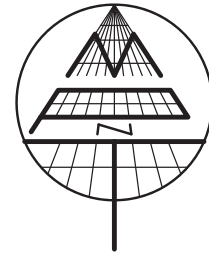
SEVENTH FLOOR

SHEET 9 OF 13 SHEETS

SCALE 1:200



STRATA PLAN EPS _____



© COPYRIGHT

MATSON PECK & TOPLISS

SURVEYORS & ENGINEERS

#320 - 11120 HORSESHOE WAY

RICHMOND, B.C., V7A 5H7

PH: 604-270-9331

FAX: 604-270-4137

CADFILE: 17551-PRO-STRATA.DWG

R-22-17551-PRO-STRATA

PLN - 61

JANUARY 10, 2022

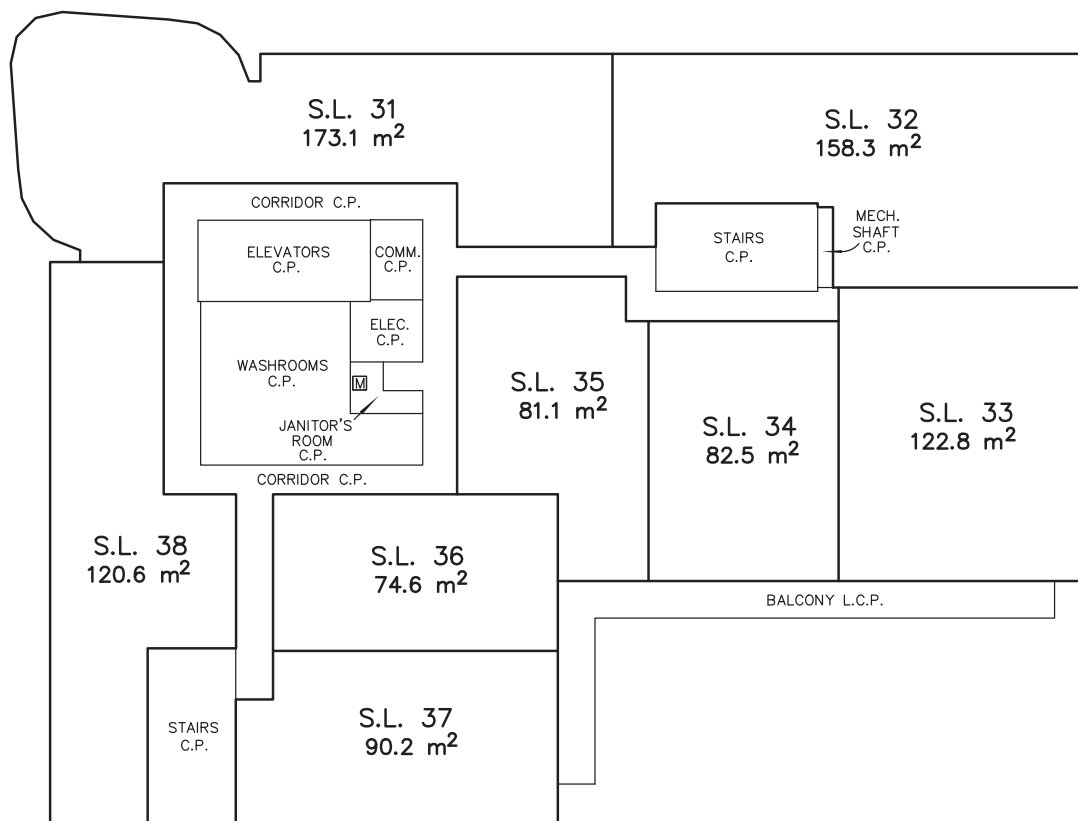
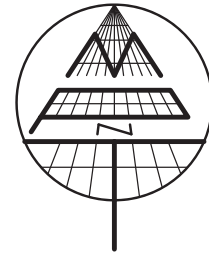
EIGHTH FLOOR

SHEET 10 OF 13 SHEETS

SCALE 1:200



STRATA PLAN EPS _____



© COPYRIGHT

MATSON PECK & TOPLISS

SURVEYORS & ENGINEERS

#320 - 11120 HORSESHOE WAY

RICHMOND, B.C., V7A 5H7

PH: 604-270-9331

FAX: 604-270-4137

CADFILE: 17551-PRO-STRATA.DWG

R-22-17551-PRO-STRATA

PLN - 62

JANUARY 10, 2022

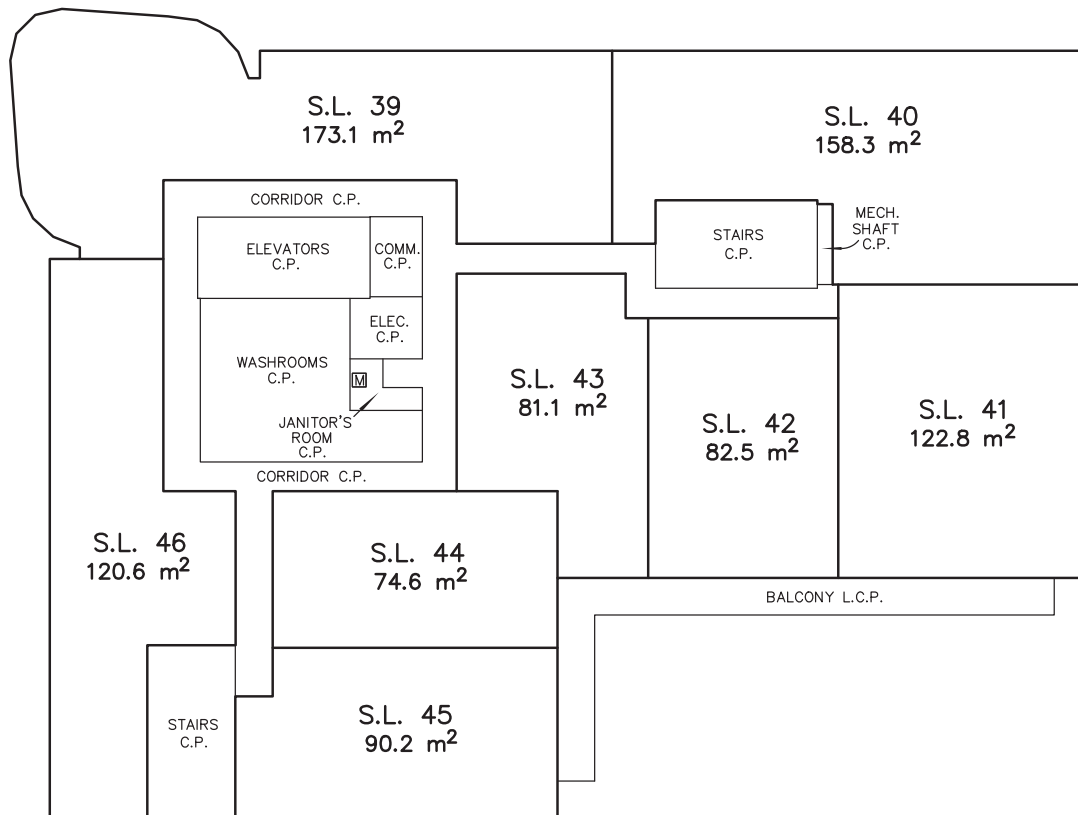
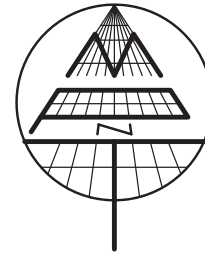
NINETH FLOOR

SHEET 11 OF 13 SHEETS

SCALE 1:200



STRATA PLAN EPS _____



© COPYRIGHT

MATSON PECK & TOPLISS

SURVEYORS & ENGINEERS

#320 - 11120 HORSESHOE WAY

RICHMOND, B.C., V7A 5H7

PH: 604-270-9331

FAX: 604-270-4137

CADFILE: 17551-PRO-STRATA.DWG

R-22-17551-PRO-STRATA

PLN - 63

JANUARY 10, 2022

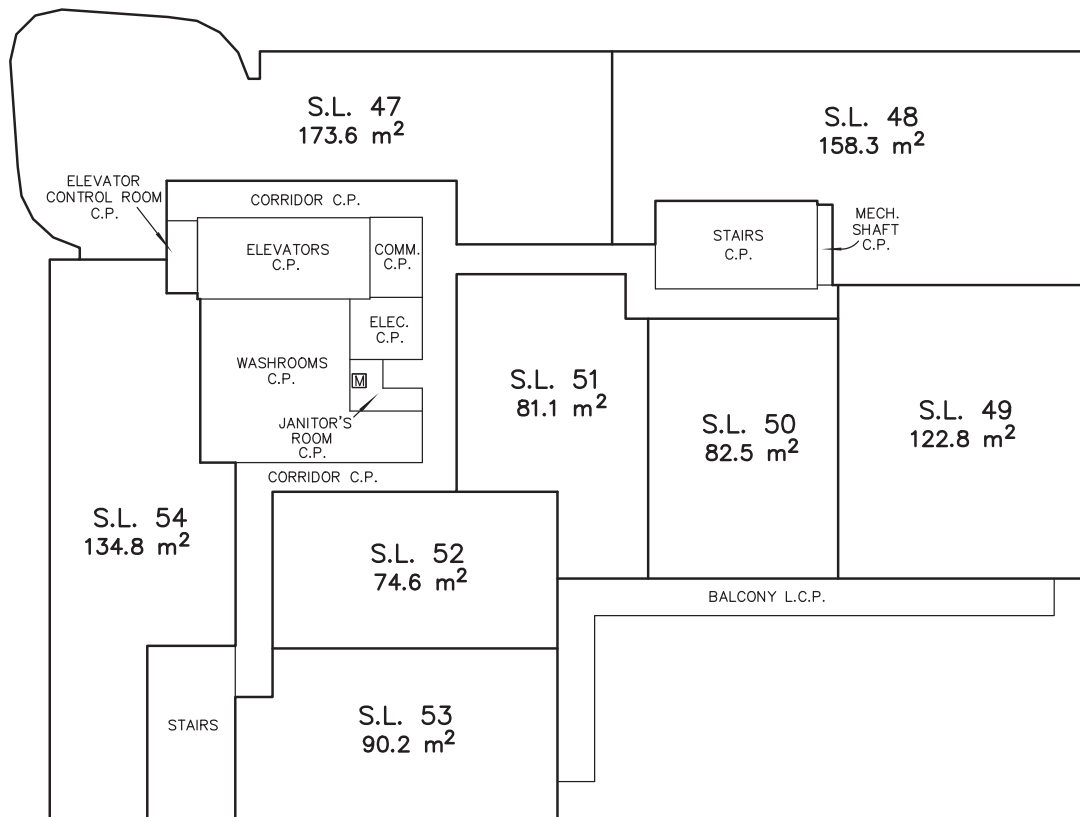
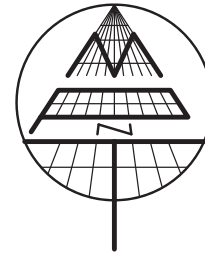
TENTH FLOOR

SHEET 12 OF 13 SHEETS

SCALE 1:200



STRATA PLAN EPS _____



© COPYRIGHT

MATSON PECK & TOPLISS

SURVEYORS & ENGINEERS

#320 - 11120 HORSESHOE WAY

RICHMOND, B.C., V7A 5H7

PH: 604-270-9331

FAX: 604-270-4137

CADFILE: 17551-PRO-STRATA.DWG

R-22-17551-PRO-STRATA

PLN - 64

JANUARY 10, 2022

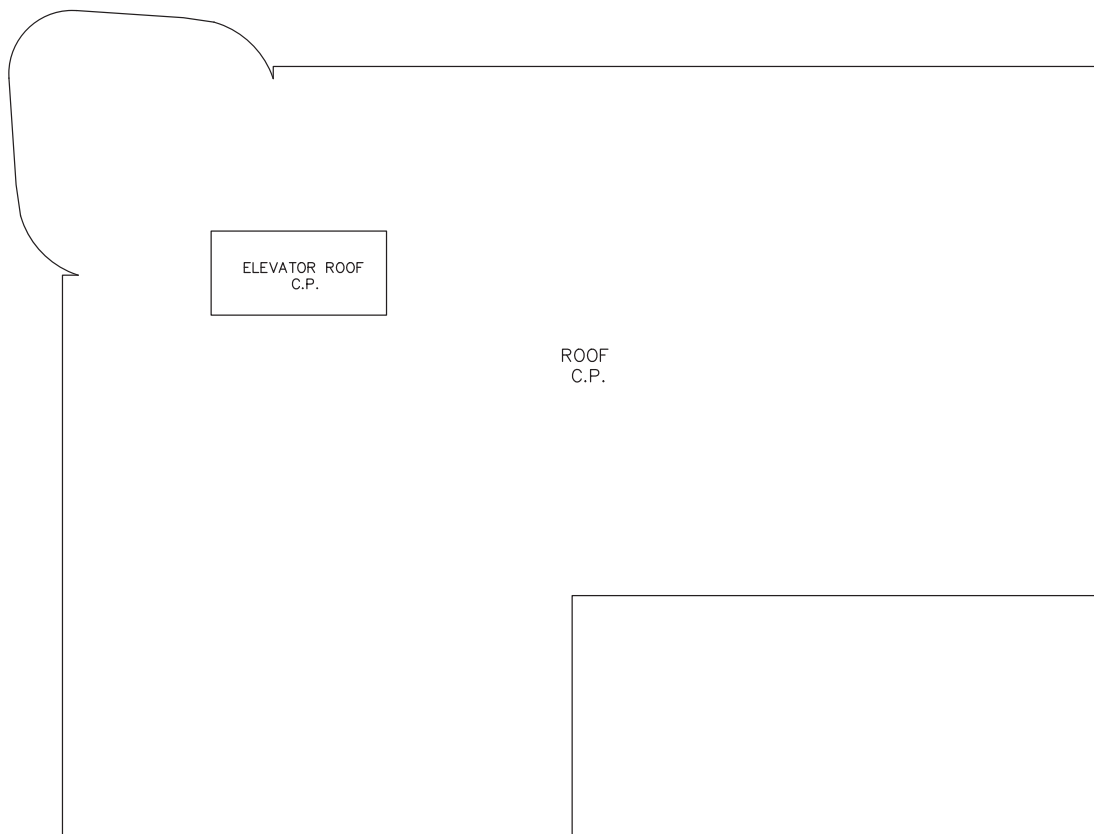
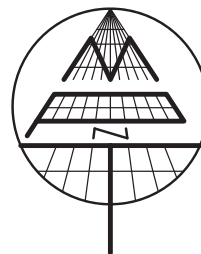
ROOF

SHEET 13 OF 13 SHEETS

SCALE 1:200



STRATA PLAN EPS _____



ELEVATOR ROOF
C.P.

ROOF
C.P.

© COPYRIGHT

MATSON PECK & TOPLISS

SURVEYORS & ENGINEERS

#320 - 11120 HORSESHOE WAY

RICHMOND, B.C., V7A 5H7

PH: 604-270-9331

FAX: 604-270-4137

CADFILE: 17551-PRO-STRATA.DWG

R-22-17551-PRO-STRATA

PLN - 65

JANUARY 10, 2022



To:	Planning Committee	Date:	April 4, 2022
From:	John Hopkins Director, Policy Planning	File:	08-4060-05-01/2022- Vol 01
Re:	Referral Response on Residential Uses Along the Steveston Waterfront and Proposed Amendments to the Steveston Area Plan and Zoning Bylaw		

Staff Recommendation

1. That Richmond Official Community Plan Bylaw 7100, Amendment Bylaw 10371, to revise the land use policies to no longer permit residential uses in the Steveston Village Riverfront area contained in Section 2.4 of the Official Community Plan (Steveston Area Plan), be introduced and granted first reading.
2. That Richmond Official Community Plan Bylaw 7100, Amendment Bylaw 10371, having been considered in conjunction with:
 - a. the City's 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 programs and plans, in accordance with Section 477(3)(a) of the Local Government Act.
3. That Richmond Official Community Plan Bylaw 7100, Amendment Bylaw 10371, 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 Richmond Zoning Bylaw 8500, Amendment Bylaw 10372, which revises the:
 - a. "Steveston Commercial (CS2)" zoning district to not permit residential and related land uses on a site-specific basis at 3866 and 3900 Bayview Street;
 - b. "Light Industrial (IL)" zoning district to not permit a residential security/operator unit on a site-specific basis at 3540 and 3880 Bayview Street and 12551 No. 1 Road; and

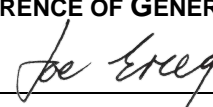


- c. "Steveston Commercial and Pub (ZMU10)" zoning district to remove residential and related land uses from the zone,

be introduced and granted first reading.



John Hopkins
Director, Policy Planning
(604-276-4279)

Att. 4

REPORT CONCURRENCE		
ROUTED TO: Development Applications	CONCURRENCE <input checked="" type="checkbox"/>	CONCURRENCE OF GENERAL MANAGER 
SENIOR STAFF REPORT REVIEW	INITIALS: 	APPROVED BY CAO 

Staff Report

Origin

The following referral was made at the February 8, 2022 Planning Committee meeting:

To bring forward amendments to the Steveston Area Plan on the south side of Bayview Street between 3rd Avenue and No. 1 Road by:

- (1) Removing the allowance of mixed commercial/residential uses from all plans on the waterfront.*
- (2) Holding active rezoning applications in abeyance until such time as the referral is addressed.*
- (3) Providing a map of the building at 3866 Bayview Street and the walkway around the end of it to examine a way to connect the two sites together.*

This report supports Council's Strategic Plan 2018-2022 Strategy #6 Strategic and Well-Planned Growth:

6.1 Ensure an effective OCP and ensure development aligns with it.

In response to the February 8, 2022 referral, this report proposes:

- amendments to the Steveston Area Plan to remove the allowance for residential use and development to occur on the south side of Bayview Street between 3rd Avenue and No. 1 Road; and
- amendments to the Zoning Bylaw to remove residential and related land uses on a site-specific basis for the existing zoning districts in place on the south side of Bayview Street between 3rd Avenue and No. 1 Road.

These proposed amendments to the Steveston Area Plan and Zoning Bylaw are being brought forward in response to the Planning Committee direction provided in their February 8, 2022 referral.

A location map with a summary of the existing zoning of the area subject to the referral is contained in Attachment 1.

In relation to 3866 Bayview Street, a memo will address item (3) of the February 8, 2022 Planning Committee meeting referral, which will be distributed to Council separately.

Related Policies and Studies

Steveston Area Plan

The Steveston Area Plan designates properties on the south side of Bayview Street between 3rd Avenue and No. 1 Road for Heritage Mixed Use that allows for commercial and/or industrial uses at grade with residential and/or office uses above (Attachment 2 – Steveston Waterfront Neighbourhood Land Use Map). This current land use designation

allows for the potential development of mixed commercial and residential buildings along the Steveston Village Riverfront area.

The Steveston Area Plan allows a maximum density of 1.2 floor area ratio (FAR) and 2 storey buildings for the Steveston Village Riverfront area. Changes are proposed to remove the allowance for mixed commercial/residential development in this area, as directed by the February 8, 2022 Planning Committee referral.

Existing Zoning

Existing zoning for lots on the south side of Bayview Street between 3rd Avenue and No. 1 Road is summarized in Table 1. The location map contained in Attachment 1 also provides existing zoning information for reference purposes.

Table 1

Site	Current Zoning	Summary of Permitted Residential and Related Uses
3540 Bayview St.	Light Industrial (IL)	Residential security/operator unit
3800 Bayview St.	Steveston Commercial and Pub (ZMU10)	Apartment housing Includes uses that could occur within a dwelling for boarding and lodging, community care facility and home businesses.
3866 Bayview St.	Steveston Commercial (CS2)	Apartment housing Includes uses that could occur within a dwelling for boarding and lodging, community care facility and home businesses.
3880 Bayview St.	Light Industrial (IL)	Residential security/operator unit
3900 Bayview St.	Steveston Commercial (CS2)	Apartment housing Includes uses that could occur within a dwelling for boarding and lodging, community care facility and home businesses.
12551 No. 1 Rd.	Light Industrial (IL)	Residential security/operator unit

Under the current zoning for the above properties, development of more intensive residential uses or a dwelling unit (servicing as a residential caretaker unit) would be permitted. Proposed residential development on these properties that complies with existing zoning would require approval of a Development Permit and Heritage Alteration Permit by Council if work involves modification to the exterior of the existing building or if new building area is proposed. It is possible under current zoning that a residential use can be added to a site through a building permit process only, with no Council approval required, if the work involves no exterior alterations or new building area.

Existing Building Height Regulations – Steveston Area Plan and Zoning

For the area on the south side of Bayview Street between 3rd Avenue and No. 1 Road, the Steveston Area Plan allows a maximum building height of 20 m with accompanying land use policy that establishes a maximum density of 1.2 FAR and 2 storey buildings for this area. The maximum building height of 20 m provides for the allowance of cannery type

buildings with higher peaked roof ridges, which is characteristic of historical development fronting the water.

Current zoning allows building heights of 9 m for properties zoned Steveston Commercial (CS2) and Steveston Commercial and Pub (ZMU10). For properties zoned Light Industrial (IL), current zoning allows a maximum building height of 16 m.

This report does not address or propose changes to building height along the waterfront. Should Council want staff to reduce building height from 20 m in the Steveston Area Plan and reduce the maximum building height from 16 m for the Light Industrial (IL) zone along the Bayview Street waterfront, further direction from Planning Committee would be required. A proposed resolution is drafted below which suggests a maximum building height of 9 m. This maximum height could be varied by Council on a case-by-case basis. The draft resolution is as follows:

For properties along the Bayview Street waterfront in Steveston, direct staff to bring forward bylaw amendments to the:

- 1. Steveston Area Plan to reduce the maximum building height from 20 m to 9 m; and*
- 2. Zoning Bylaw to reduce the maximum building height from 16 m to 9 m for properties in the Light Industrial (IL) zone.*

Analysis

Proposed Amendments to the Steveston Area Plan

In accordance with the February 8, 2022 referral and direction from Planning Committee to remove the allowance for mixed commercial/residential development, proposed amendments to the Steveston Area Plan land use map and accompanying land use policies throughout the plan will:

- Replace the existing land use designation for properties on the south side of Bayview Street between 3rd Avenue and No. 1 Road with a new ‘Waterfront Commercial-Industrial’ designation. This new designation would only permit a combination of commercial and/or industrial uses on a site within a building(s), including office use at or above grade. No residential development would be permitted. The proposed amended Steveston Waterfront Neighbourhood Land Use Map is contained in Attachment 3 for reference purposes.
- Revise various land use policies and Development Permit Guidelines throughout the Steveston Area Plan to be consistent with the new ‘Waterfront Commercial-Industrial’ land use designation and to clarify that residential land uses are not permitted along the waterfront. In addition, minor administrative amendments are proposed to ensure consistency across the plan.

The proposed amendments to the Steveston Area Plan, requested by Planning Committee, provides for land uses in this area that do not conflict with maintaining the waterfront area south of Bayview Street as an amenity that is accessible and available to the public.

Presently, no residential uses or development exists on the lots south of Bayview Street between 3rd Avenue and No. 1 Road. The introduction of residential development in this area may result in additional pressures on waterfront land based on residential land use priorities (i.e., protection of residential views, noise/activity conflicts) that would undermine the City's objectives of maximizing public use and access to and along the waterfront.

In addition, City staff have had recent discussions with staff at the Province (Ministry of Forests, Lands, Natural Resource Operations and Rural Development that have jurisdiction over water lots in the area). Provincial staff have advised that they have faced separate challenges of integrating residential uses (primarily waterborne such as float homes) with other uses on water lots. Furthermore, Provincial staff noted that the proposed amendments to the Steveston Area Plan to no longer permit residential uses along the waterfront would be consistent with the Province's approach of not supporting use of water lots under their jurisdiction for residential purposes.

The proposed amendments would not impact the ability for commercial and/or industrial development to occur along the waterfront between 3rd Avenue and No. 1 Road. The Steveston Area Plan contains supporting land use policy for the development of waterfront lots for commercial and/or industrial use to ensure that this area remains a vibrant commercial centre and supports the commercial fishing harbour. The proposed 'Waterfront Commercial-Industrial' designation maintains support for commercial and industrial uses in this area.

Proposed Zoning Bylaw Amendments

A number of amendments to existing zoning of the six properties located in this area are proposed in response to the February 8, 2022 referral and direction provided to staff. It is staff's understanding that the referral is intended to remove the allowance of residential uses and ensure no form of residential development establishes in this area. To ensure zoning regulations applicable to these six properties are clear and transparent, amending the zoning for the six properties in this area to remove residential uses is recommended as each zone permits some form of residential development.

The zoning revisions are aligned with the proposed changes to the Steveston Area Plan and referral direction to remove all residential use provisions for the area. Proceeding with amendments to the Steveston Area Plan only would not address the potential for residential uses to locate or establish in the area as current zoning allows some form of residential development on each site. A summary of the recommended zoning revisions to the six properties between 3rd Avenue and No. 1 Road is provided below.

- Light Industrial (IL): Remove the allowance for a "residential security/operator unit" on a site-specific basis for the properties located at 3540 and 3880 Bayview Street and 12551 No. 1 Road.
- Steveston Commercial and Pub (ZMU10): Remove the allowance for "housing apartment" and all related residential uses (i.e., boarding and lodging; community care facility; home business) in this zone. 3800 Bayview Street is the only site with this zoning in the City; therefore, proposed changes will apply to this site only.

- Steveston Commercial (CS2): Remove the allowance for “housing apartment” and all related residential uses (i.e., boarding and lodging; community care facility; home business) on a site-specific basis for the properties located at 3866 and 3900 Bayview Street.

Implications to Development Proposals

If endorsed by Council, the proposed Steveston Area Plan and Zoning Bylaw amendments summarized in this report will have immediate effect for the properties on the south side of Bayview Street between 3rd Avenue and No. 1 Road.

Within this area, two development applications have been submitted at 3880 Bayview Street (RZ 17-770978) and 3900 Bayview Street (ZT 20-903989) that involves a residential use component in their proposal. The proposed Steveston Area Plan and Zoning Bylaw amendments removes the allowance for mixed commercial/residential development and prohibits residential uses. As a result, there would be no policy to support applications with a residential component. Any proposed development would need to comply with the permitted land uses along the waterfront outlined in this report.

Consultation

Written correspondence has been received by the City for two properties in the area under review (3880 and 3900 Bayview Street) and is contained in Attachment 4. Generally, these two pieces of correspondence received are opposed to removing residential uses on the south side of Bayview Street. City staff also had discussions with individuals that are involved in the development applications proposing residential development on these two sites, including meeting with the proponent of the proposal at 3900 Bayview Street on March 7, 2022 (via web conference). In these discussions, concerns were noted about the referral, impacts to their existing proposals and future intended use of the property.

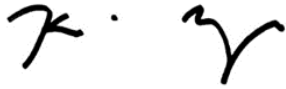
The Steveston Area Plan and Zoning Bylaw amendments proposed in this report will be forwarded to a Public Hearing. Prior to the Public Hearing, all impacted properties located on the south side of Bayview Street will be notified and the public will have the opportunity to comment at the Public Hearing. In conjunction with the City’s Official Community Plan Consultation Policy No. 5043 and the February 8, 2022 Planning Committee referral, no additional consultation is recommended.

Conclusion

Based on the February 8, 2022 Planning Committee referral and direction provided, staff recommend the following:

- That Richmond Official Community Plan Bylaw 7100, Amendment Bylaw 10371 be introduced and given first reading; and
- That Richmond Zoning Bylaw 8500, Amendment Bylaw 10372 be introduced and given first reading.

These amendments would remove the allowance for mixed commercial/residential development and prohibit residential uses along the south side of Bayview Street between 3rd Avenue and No. 1 Road as directed by Planning Committee.

A handwritten signature in black ink, appearing to read 'K. Eng'.

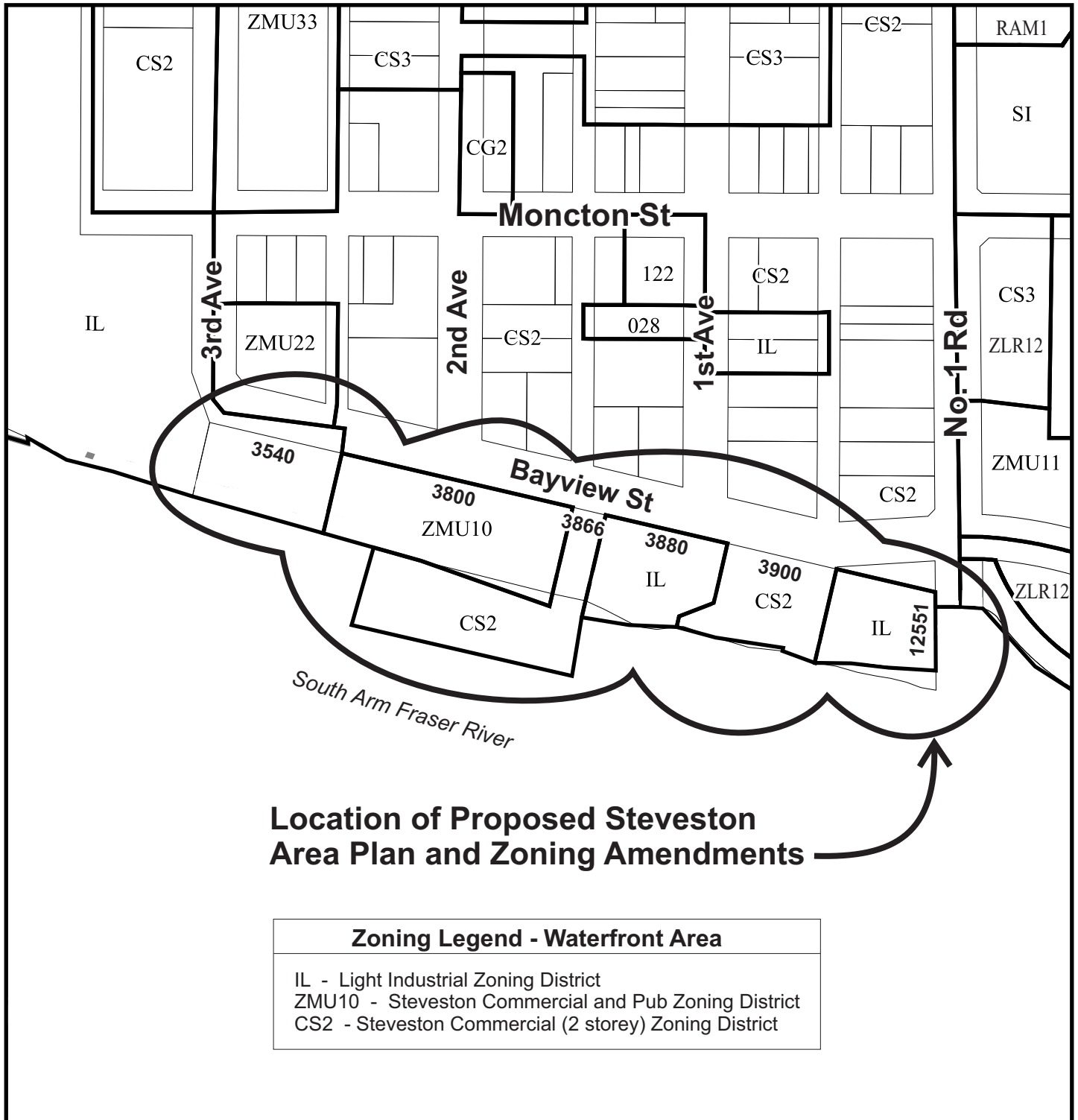
Kevin Eng
Planner 3
(604-247-4626)

KE:cas

- Att. 1: Location Map
- 2: Steveston Waterfront Neighbourhood Land Use Map (Existing)
 - 3: Steveston Waterfront Neighbourhood Land Use Map (Proposed)
 - 4: Public Correspondence



City of Richmond



Zoning Legend - Waterfront Area

IL - Light Industrial Zoning District
 ZMU10 - Steveston Commercial and Pub Zoning District
 CS2 - Steveston Commercial (2 storey) Zoning District



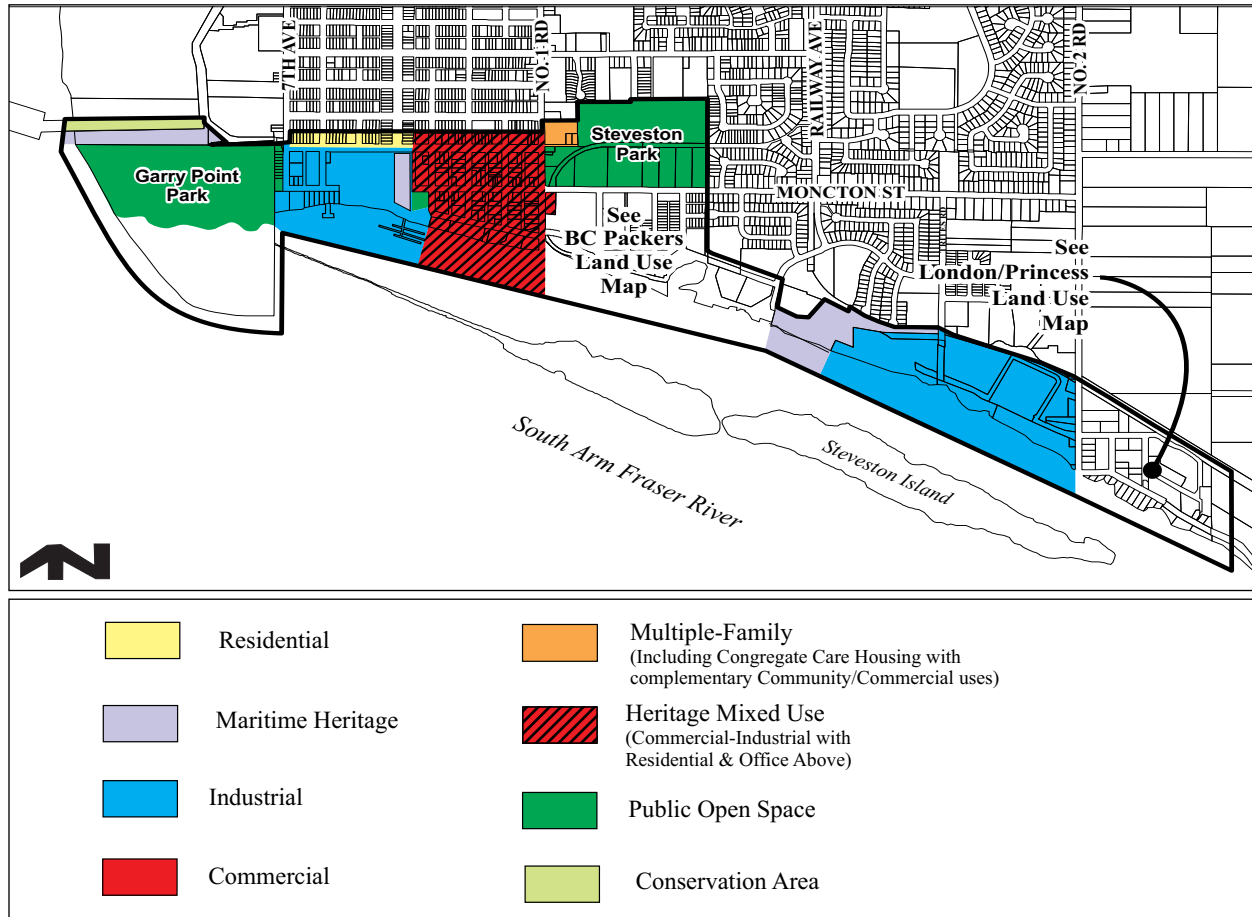
Steveston Village Waterfront Area

Original Date: 11/22/21

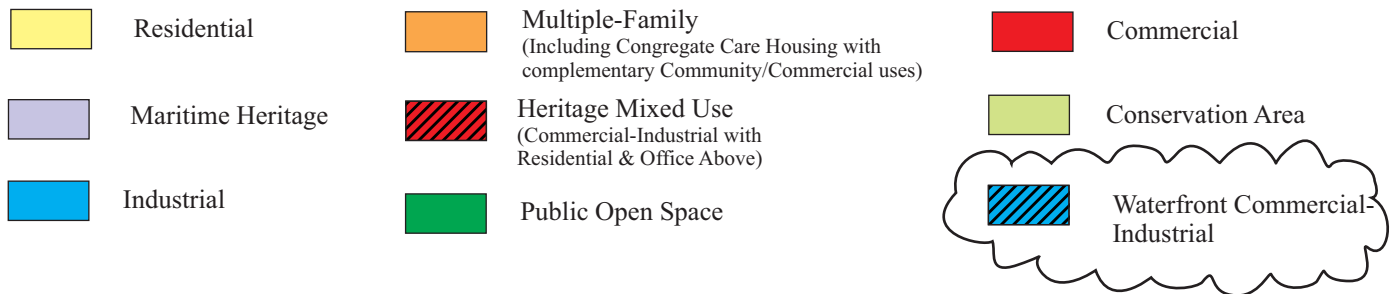
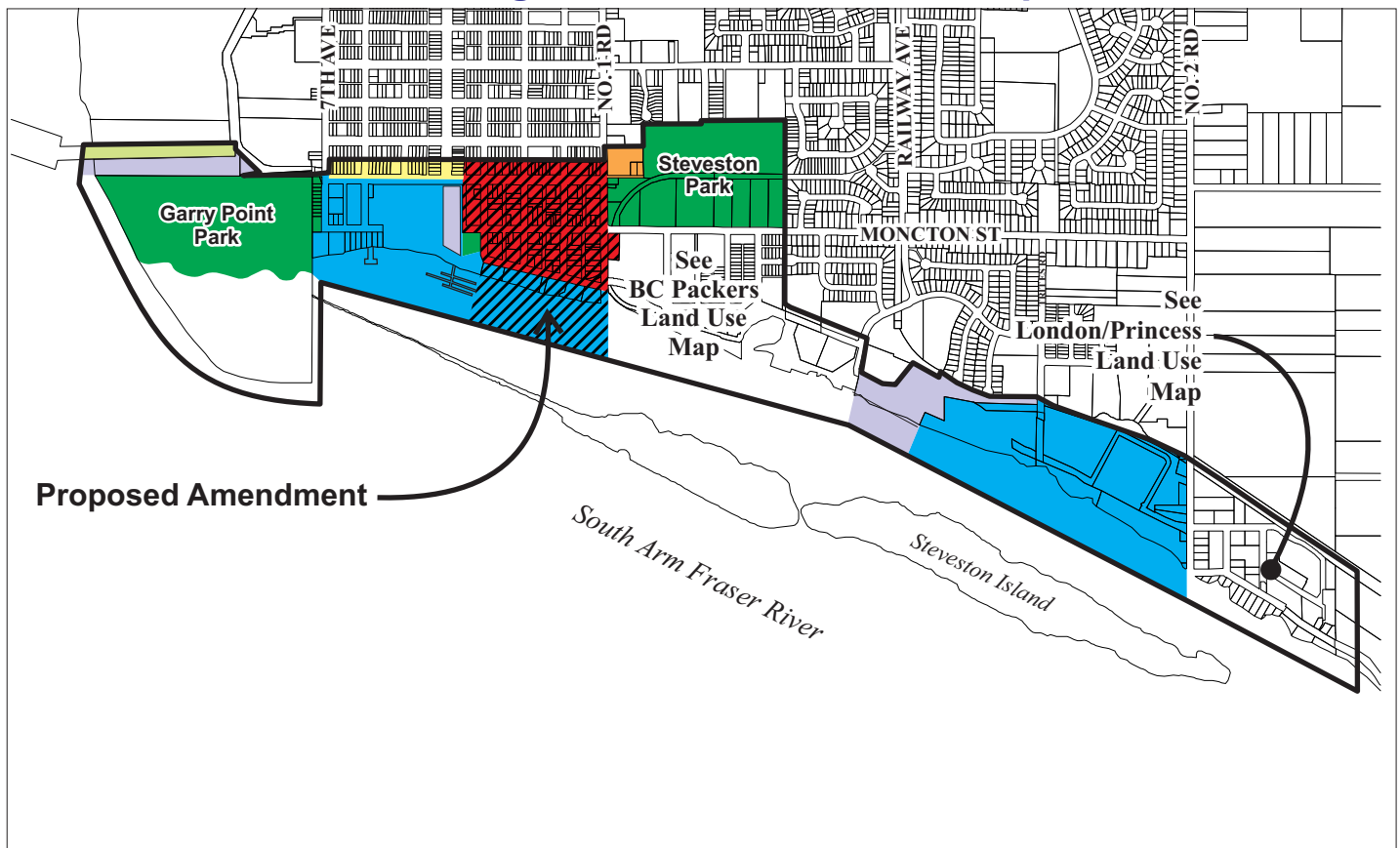
Revision Date: 03/15/22

Note: Dimensions are in METRES

City of Richmond

Steveston Waterfront Neighbourhood Land Use MapBylaw 8432
2010/05/25

Steveston Waterfront Neighbourhood Land Use Map



Dear Mayor and Council members

I am Brian Veljacic. A commercial fisherman . I live in the Waves building across the street from the former Esso site on Bayview Street.

I recently watched the Feb 8/22 council meeting. Focus was on the Steveston boardwalk discussion. I want to thank the council's proposal for the continuous boardwalk and proposed access links to the waterfront. This is an excellent Steveston community proposal and long overdue. We want to promote foot traffic, not block it.

I was shocked and jaw droppingly disappointed in the council's comments on the non-residential use south of Bayview Street. This topic was not on the agenda. Also recommended by council, was to stop any in-stream zoning applications.

I presently have a zoning text amendment application for 3900 Bayview Street, known as Riversong. My application was submitted around April 2020. Myself, Architects and city planners (Cynthia and Minhee) have been back and forth working on this for probably 2 years prior to submission. We have been reduced to building only a single unit apartment dwelling. On the second level of the existing building structures. Hence the text amendment to the current CS2 zoning. I am not asking to rezone but to merely make a text amendment to the existing zoning. To allow a single residential unit rather than 2 or more units. As is presently permitted under the current zoning.

I want to thank Mr. Steves. My wife and I met Mr. Steves, 15 years ago, regarding our building application in Steveston Village. 12231 First Ave, known as the Waves building. After Mr. Steves endorsed our plans , we have continued to get public praise as to how beautiful our building turned out. I have lived in the Waves building since it was built. A mixed use building. Thank you.

Our family immigrated from a small fishing village in Croatia. All my brothers, uncles, father and grandparents fished out of the Steveston BC Packers imperial plant. I have fished out of Steveston for 45 years. My dream is to build on the second level at 3900 Bayview street. Live out the rest of my days looking out over the Fraser River where I worked.

3900 Bayview is currently zoned CS2, mixed use residential. I originally purchased the lease property with the intention to build my dream home. We do not plan to exceed the existing footprint or height restrictions. We do not plan to restrict or change any of the existing access corridors. Even after the addition we will still be under the 1.0 FAR. There is already a second mezzanine level in the building. We plan to use this floor level and expand on it.

During the years of back and forth with city planners. They have requested us to contract surveyors, traffic consultants, parking consultants, geotects and architects. We have invested considerable time and funds to move towards our dream. Our proposed addition, like the Waves

building. Will be a welcome addition to Steveston Village. I am confident we will again get continued compliments from the public.

I hope you understand how personal this project is for our family. I am doing this to build a retirement residence not to sell or flip for profit.

Council suggested that mixed use residential on the south side of Bayview Street will restrict public access to the waterfront. I disagree. Once I move into the new unit. This will free up my unit in the Waves building for a family to enjoy our village. Again, our second level unit will not restrict the existing access corridors to the waterfront. We currently have 2 access links to the waterfront on our property now. We will maintain the status quo. Also mixed use residential brings a vibrant living/working atmosphere to our community. Please do not take this away.

Community in Steveston is important to me. I worked hard over the last 15 years maintaining a vibrant Steveston community and will continue to work for the community. I keep a high standard of maintenance on our properties. I am proud to be part of the Steveston Village community.

I wonder if you may be confusing my simple text amendment application with the 3880 Bayview application. The former Esso site. I would be happy to explain our proposal to the council if they are not familiar.

I would like a meeting with all council members to explain my application. To get an explanation from the council, why they believe my single unit will restrict public access to the waterfront. Please explain how the council can stop a 2 year in stream application when we are already zoned CS2 residential mixed use.

I would like you to reconsider your motion and allow our text amendment application to proceed.

Please let me know when we can meet,

Thank you Brian Veljacic

Eng, Kevin

From: Ken Chow (IFA) <ken@interfacearchitecture.com>
Sent: February 9, 2022 1:15 PM
To: Badyal, Sara
Cc: Jason Zhang; Jun Zi; Eng, Kevin; Craig, Wayne
Subject: RE: Planning Committee referral regarding residential development on the south side of Bayview Street

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.

Hi Sara:

I was aware that yesterday's Planning Committee was considering waterfront access amendments to the Steveston Area Plan and was resigned to its endorsement. However, this new referral motion to eliminate residential uses south of Bayview is a big surprise, and a project killer. Even without a vested stake in this project, I am shocked by this motion while our proposal is in-stream, as will be the owners.

Since 2017, the goal posts have constantly moved as previous detailed and outlined here:

1. Permitted to develop to a max 1.6 FAR, 3-storeys, mixed-use
2. Dike requirements required designing to Bayview potentially raised 1.5m, 3.25m front yard setback
3. Area Plan revised to reduce to 1.2 FAR, 2-storeys, mixed-use
4. Push to move boardwalk entirely on subject site (no water lot encroachment)
5. Area Plan revises again to relocate Required Connection #5 from east side to west side of subject site.
6. Now, Area Plan proposes removing residential as a permitted use!!!

The owners bought the property in 2016 in good faith with an expected development potential. They will now feel their property ownership rights have been disregarded.

Understand that the various government agencies have been impossible to coordinate support for previous concepts; I now know they are very opaque to deal with and remain silo'd in their roles. We have pushed hard to make progress, but the moving goal posts have caused delays as each new design concept requires additional outreach efforts.

Thanks for listening. I would guess the City deals with these difficult situations from time to time. If there is any course of action that may help our client, please advise.

--

Ken

From: Badyal, Sara
Sent: February 9, 2022 11:23 AM
To: 'Ken Chow (IFA)'
Subject: Planning Committee referral regarding residential development on the south side of Bayview Street

Hi Ken,

I am writing to let you know that yesterday, at the February 8, 2022 Planning Committee meeting:

- Planning Committee endorsed the Steveston waterfront walkway report, titled “Referral Response on Public Access Along the Steveston Waterfront and Proposed Amendments to the Steveston Area Plan” by Kevin Eng.
- Planning Committee passed a referral motion directing staff to remove the ability to construct residential units on the south side of Bayview Street. The referral motion includes language directing staff to hold rezoning applications for residential development in abeyance until the referral is addressed.

As a result of Planning Committee direction, we will not be able to continue to review your application until the referral motion is addressed.

Please note that the report and referral will be placed on the agenda for consideration at the February 14, 2022 Council meeting on Monday night.

Planning Committee Meetings - link to 2022 meeting agendas, minutes and audiovisual recordings:
<https://www.richmond.ca/cityhall/council/meeting/WebAgendaMinutesList.aspx?Category=24&Year=2022>

Council Meetings - link to 2022 meeting agendas, minutes and audiovisual recordings:
<https://www.richmond.ca/cityhall/council/meeting/WebAgendaMinutesList.aspx?Category=6&Year=2022>

If you would like to discuss further or require additional information, please feel free to call me at 604-276-4282.

Regards,

Sara Badyal, M. Arch, RPP
Planner 3

Development Applications Department

City of Richmond | 6911 No. 3 Road, Richmond, BC V6Y 2C1
 P (604) 276-4282 | W www.richmond.ca | E sbadyal@richmond.ca
 People | Excellence | Leadership | Team | Innovation



To: Planning Committee

Date: March 28, 2022

From: Kim Somerville
Director, Community Social Development

File: 07-3300-01/2022-Vol 01

Re: 2019–2029 Cultural Harmony Plan Progress Report for 2019–2021

Staff Recommendation

1. That the 2019–2029 Cultural Harmony Plan Progress Report for 2019–2021 (Attachment 1) as outlined in the staff report titled, “2019–2029 Cultural Harmony Plan Progress Report for 2019–2021,” dated March 28, 2022, from the Director, Community Social Development, be received for information; and
2. That the 2019–2029 Cultural Harmony Plan Progress Report for 2019–2021 be distributed to key stakeholders, local Members of Parliament, local Members of the Legislative Assembly and be posted on the City website.

Kim Somerville
Director, Community Social Development
(604-247-4671)

Att. 2

REPORT CONCURRENCE		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Corporate Communications & Marketing	<input checked="" type="checkbox"/>	
Arts, Culture & Heritage	<input checked="" type="checkbox"/>	
Parks Services	<input checked="" type="checkbox"/>	
Recreation and Sport Services	<input checked="" type="checkbox"/>	
Intergovernmental Relations	<input checked="" type="checkbox"/>	
SENIOR STAFF REPORT REVIEW	INITIALS: 	APPROVED BY CAO

Staff Report

Origin

The 2019–2029 Cultural Harmony Plan was adopted by City Council on November 25, 2019. It is the first plan of its kind in Canada and is intended to guide the City's approach to fostering and enhancing intercultural connections among its diverse population.

The purpose of this 10-year plan is to identify and implement innovative and collaborative approaches to facilitate intercultural understanding among Richmond's diverse communities, provide City programs and services that address the needs of the city's diverse population, and remove barriers to participation for Richmond residents. It is organized around five strategic directions and 27 recommended actions that provide focus on the work that the City and its stakeholders undertake together to enhance cultural harmony in Richmond.

The purpose of this report is to provide a high-level summary of the accomplishments and endeavours the City, in partnership with the community, has accomplished from 2019 to 2021.

This report supports Council's Strategic Plan 2018–2022 Strategic Focus Area #3 One Community Together:

Vibrant and diverse arts and cultural activities and opportunities for community engagement and connection.

This report also supports the following actions defined in the Social Development Strategy 2013–2022:

Action 16 - Improve the City's cultural competence through monitoring the intercultural sensitivity and inclusiveness of corporate policies and practices.

Action 19 - Create opportunities to showcase Richmond's cultural diversity and facilitate intercultural dialogue.

Analysis

The COVID-19 pandemic has had a profound impact on the health, social and economic well-being of Richmond residents during the past two years. It has laid bare many of the social and economic inequities some segments of the population experience. However, the pandemic has also demonstrated the resilience of various groups and community organizations during these challenging times.

This progress report outlines the initiatives that the City undertook to enhance intercultural connections among Richmond's diverse population as well as to address the impacts brought about by the pandemic and related public health measures, such as approving the flexible uses of the City grants, pursuing partnerships to address racism in Richmond, and celebrating Richmond's diversity and unique heritage. It also provides information on the ways Community Associations and Societies and community organizations continue to serve Richmond residents during the pandemic as well as initiatives by the provincial government to respond to growing incidents of racism.

Despite the challenges presented by COVID-19, there have been many innovative cultural harmony initiatives initiated in the past two years. The pandemic highlighted the need for fostering intercultural awareness and understanding among the city's diverse populations and underscored the importance of the 2019–2029 Cultural Harmony Plan in the community more than ever.

Highlighted Achievements since 2019

Since the 2019–2029 Cultural Harmony Plan was adopted in 2019, significant advancements and achievements have occurred, such as:

- The City marked the first National Day for Truth and Reconciliation on September 30, 2021. This day honours the children and survivors of residential schools, their families and communities, and commemorates the history and ongoing impacts of residential schools. The City required all full-time staff to take a self-paced online Indigenous awareness course. This mandatory training achieves a key action in the Cultural Harmony Plan related to Truth and Reconciliation, and highlights the City's commitment to meeting one of the 94 Calls to Action outlined in the Truth and Reconciliation Commission of Canada (TRC) report.
- The City signed the United Nations High Commissioner for Refugees (UNHCR) Cities #WithRefugees pledge. This global initiative seeks to amplify the efforts of cities that are creating inclusive communities where everyone can live in safety, contribute to and participate in their local community. Signing this initiative demonstrates the City's ongoing commitment to promoting inclusion by raising awareness of the plight of refugees around the world and the value they bring to cities such as Richmond.
- Publication of an updated Newcomers Guide to Richmond which provides information and resources on settling in the community. It is available in English, Simplified Chinese and Traditional Chinese.
- Updating the Accessibility and Inclusion Policy to create a robust framework for the City to continue to support its efforts to further advance accessibility and inclusion in Richmond. The updated policy acknowledges the diverse needs of Richmond's population and addresses the importance of community engagement, communication, education and awareness, and advocacy.
- Council approved the proposed program plan to guide future planning and capital submission for the First Nations Bunkhouse at Britannia Shipyards. Offering heritage interpretation in the First Nations Bunkhouse honours the spirit of the Truth and Reconciliation Commission's Calls to Action by working with Indigenous peoples to present stories of their involvement in the fishing industry in their words and by sharing these stories with the public.

- The City partnered with Richmond Multicultural Community Services to capture the stories of Richmond-based newcomers and refugees from Arabic and Farsi-speaking countries through art. *Stories of Home – Past and Present* invited participants to examine what they miss from their past home and what they love about their current life in Richmond while learning new skills in drawing and painting. It culminated in an exhibition of artwork and stories at the Richmond Public Library from November 6, 2021 to January 6, 2022.

The 2019–2029 Cultural Harmony Plan Progress Report for 2019–2021 includes additional highlighted achievements under each of the five strategic directions. A complete list of the recommended actions identified in the 2019–2029 Cultural Harmony Plan and their status is contained in Attachment 2. The City continues to share information about its cultural harmony initiatives and copies of the 2019–2029 Cultural Harmony Plan Progress Report for 2019–2021 will be distributed to key stakeholders, local Members of Parliament, local Members of the Legislative Assembly and posted on the City website.

Moving forward, the City will continue to implement actions outlined in the plan and monitor the advancement of recommended actions and detail the progress made.

Financial Impact

None.

Conclusion

The progress made to the actions outlined in the 2019–2029 Cultural Harmony Plan demonstrates the City’s commitment to supporting cultural diversity, equity and inclusion to ensure that all residents feel valued and accepted in the community. The past two years have highlighted the need for meaningful engagement across cultures to bring about increased awareness and understanding. Guided by the 2019–2029 Cultural Harmony Plan, the City and its community partners will continue to work collaboratively to deliver cultural harmony initiatives that foster meaningful intercultural connections in the community in order to further the vision “that Richmond residents recognize and respect diversity in the community and enable each individual’s contributions in all aspects of community life.”



Dorothy Jo
Program Manager, Social Planning
(604-276-4391)

Att. 1: 2019–2029 Cultural Harmony Plan Progress Report for 2019–2021

Att. 2: Status Update of the 2019–2029 Cultural Harmony Plan Strategic Directions and Actions



CITY OF RICHMOND
2019–2029 Cultural Harmony Plan
Progress Report
2019–2021 Update

CONTENTS

INTRODUCTION	1
ABOUT THE PLAN	2
IMPLEMENTATION PRIORITIES	3
UPDATES SINCE 2019	4
COVID-19 Pandemic and Cultural Harmony.....	4
Truth and Reconciliation	6
Cultural Harmony.....	6
PROGRESS	7
Strategic Direction #1: Intercultural Connections	7
Strategic Direction #2: Collaboration and Partnerships	9
Strategic Direction #3: Targeted Training and Professional Development	10
Strategic Direction #4: Communication and Community Engagement	11
Strategic Direction #5: Programs and Services	12
NEXT STEPS	13
CONCLUSION	14



INTRODUCTION

The City of Richmond has a strong tradition of addressing social equity issues in its planning practices and service delivery. The *2019–2029 Cultural Harmony Plan* is the first ever plan of its kind in Canada and is intended to guide the City's approach to fostering and enhancing intercultural connections among its diverse population. With over 60% of Richmond residents born outside of Canada, the City is committed to supporting cultural diversity, equity and inclusion in order to ensure that all residents feel valued and accepted in the community. As Richmond's population continues to grow and evolve, the City recognizes that the unique characteristics, interests and needs of various segments of the population need to be addressed in order to build an inclusive community based on mutual respect and belonging.

Since the *2019–2029 Cultural Harmony Plan* was adopted in November 2019, there has been significant progress in addressing the actions outlined in the plan. The following report provides a high-level summary of the accomplishments and endeavours the City, in partnership with the community, has accomplished from 2019 to 2021.

ABOUT THE PLAN

The *2019–2029 Cultural Harmony Plan* was adopted by City Council on November 25, 2019. This ten-year plan for the City outlines innovative and collaborative approaches to strengthen intercultural connections among Richmond residents, provide City programs and services that address the needs of the city's diverse population, and remove barriers to participation for Richmond residents. It also recommends that the City continues to work collaboratively with Community Associations and Societies and key stakeholders to address the needs of vulnerable populations, facilitate intercultural understanding and support community capacity building.

The *2019–2029 Cultural Harmony Plan* is guided by the following vision statement:

That Richmond residents recognize and respect diversity in the community and enable each individual's contributions in all aspects of community life.

The *2019–2029 Cultural Harmony Plan* was developed with participation from the public, Community Associations and Societies, and key stakeholders in the community. This plan demonstrates the City's leadership in building on its social inclusion practices and signifies a commitment to respond to the evolving needs of Richmond's increasingly diverse population and to build a more inclusive future for everyone.

IMPLEMENTATION PRIORITIES

The *2019–2029 Cultural Harmony Plan* outlines five strategic directions and 27 recommended actions to enhance cultural harmony in Richmond. The five strategic directions are:

1. Intercultural Connections
2. Collaboration and Partnerships
3. Targeted Training and Professional Development
4. Communication and Community Engagement
5. Programs and Services

Each strategic direction includes items for action that are intended to meet the objectives and intended outcomes of each strategic direction. Each action includes an associated timeline for completion: short term (0-3 years), medium term (4-6 years), long term (7-10 years), and ongoing. These strategic directions have guided the City's priorities since 2019 and will continue to guide the City's approach in the years to come in fostering positive intercultural connections among people of diverse backgrounds in the community.

UPDATES SINCE 2019

COVID-19 Pandemic and Cultural Harmony

The COVID-19 pandemic has had a profound impact on the health, social and economic well-being of people in Canada. While COVID-19 has impacted everyone, these impacts have disproportionately affected some groups, including racialized communities. The policies enacted to effectively contain the spread of the virus have unfortunately resulted in unprecedented disruption in the social and economic lives of Canadians and in some cases exacerbated isolation and loneliness particularly for immigrants and seniors. The pandemic has also laid bare many of the social and economic inequities some segments of the population already experienced pre-pandemic including lower incomes, precarious employment and barriers to accessing health and social services.

Due to restrictions on in-person gatherings brought about by the COVID-19 pandemic, the City, Community Associations and Societies, and community organizations have had to deliver some programs and services online in order to continue to serve vulnerable residents in the community. In response to the impact of the pandemic and related public health measures, in May 2020 City Council approved flexible uses of the City Grants to respond to the impacts of COVID-19. This included allowing unused operating grant funds to be redirected to expenses incurred by COVID-19 service adaptations as long as they were aligned with the intent of the City Grant awarded. The City continues to support the community through capacity-building and grant funding so that community organizations can address the increased challenges faced by vulnerable residents due to the pandemic.



To respond to the growing incidents of racism, in November 2019 the provincial government launched the Resilience BC Anti-Racism Network, which provides a multi-faceted, province-wide approach to identifying and challenging racism. The network connects communities with the information, supports and training required to respond to and prevent future incidents of racism and hate. The Resilience BC Anti-Racism Network replaced the previous Organizing Against Racism and Hate (OARH) program. In response to the increase in racially-motivated incidents in Richmond, City Council issued the following statement against racism and violence related to the COVID-19 pandemic on May 25, 2020:

In Richmond, we are a community that celebrates a rich history of culture, diversity and heritage linked to the arrival and influence of immigrants that began over a century ago. The City of Richmond does not—and never will—condone or tolerate racist behaviour in any form. Such attitudes and actions do not reflect our community's cultural diversity or the spirit of inclusion that we are all proud of. Events of the past few months have created uncertainty, frustration and fear for some. But that is no excuse to cast blame on others. COVID-19 should not be blamed on any single culture or country and it is certainly not the fault of anyone in our community. Now, more than ever, we must stand together and be true to our shared values of diversity, inclusion and respect. Racial and discriminatory responses and actions have no place in Richmond. They have no place in our society.

The City continues to pursue partnerships to address racism in Richmond. In March 2021, the Richmond RCMP in partnership with the City launched a “Hate Has No Place” poster campaign in Richmond, encouraging those who have experienced hate motivated incidents to report them to the police. On March 31, 2021 Richmond City Council issued another statement against racism:

The City of Richmond does not tolerate hateful nor racially motivated behaviour. We acknowledge such attitudes unfortunately exist and are in direct contradiction to the spirit of inclusion we uphold. We must stand together to address and condemn all forms of discrimination and racism.

The City remains steadfast in its commitment to fostering an inclusive community where everyone feels safe and respected. Guided by the *2019–2029 Cultural Harmony Plan*, the City continues to deliver cultural harmony initiatives that foster meaningful intercultural connections in the community. The social issues that the COVID-19 pandemic have brought to the forefront have demonstrated the important role the Cultural Harmony Plan can play to increase awareness and understanding of different cultures in the community and encourage positive intercultural interactions among Richmond's diverse population.

Truth and Reconciliation

The City marked the first National Day for Truth and Reconciliation on September 30, 2021. This day honours the children and survivors of residential schools, their families and communities and commemorates the history and ongoing impacts of residential schools. The City required all full-time staff to take a self-paced online Indigenous awareness course. This mandatory training achieves a key action in the Cultural Harmony Plan related to Truth and Reconciliation, and highlights the City's commitment to meeting one of the 94 Calls to Action outlined in the Truth and Reconciliation Commission of Canada (TRC) report.

Cultural Harmony

The past two years has underscored the need for building the capacity of community organizations to serve the needs of Richmond's diverse population during these challenging times. It has also highlighted the need for meaningful engagement across cultures to bring about increased awareness and understanding. The *2019–2029 Cultural Harmony Plan* will continue to guide the City's approach to fostering cultural harmony among Richmond's diverse residents. Progress made to the actions outlined in the *2019–2029 Cultural Harmony Plan* demonstrates the City's ongoing commitment to ensuring all Richmond residents—Indigenous peoples, newcomers and long-time residents—value their shared history and feel a sense of safety and belonging in the community.



PROGRESS

The 2019–2029 *Cultural Harmony Plan* outlines 27 recommended actions to accomplish throughout the ten-year period. The purpose of this section is to provide an overview of accomplishments that have occurred since 2019 when City Council first adopted the plan.

1 Strategic Direction #1: Intercultural Connections

Why is this direction important?

Richmond is a vibrant and multicultural city with over 100 languages spoken by residents from over 150 different ethnic origins. While the diversity of Richmond's population presents plenty of opportunities for community enrichment, it also presents some challenges in terms of cross-cultural communication and understanding. Cultural celebrations, community events and intercultural dialogues can foster positive interactions between newcomers and long-time residents by providing them with opportunities to directly engage with and learn from one another. This can lead to increased intercultural understanding and respect, and also foster a sense of shared community among newcomers and long-term residents alike.

Highlighted Achievements

- The City and Community Associations and Societies continue to celebrate Richmond's diverse cultures and foster intercultural understanding by working with diverse cultural groups to recognize important cultural events including Lunar New Year, Black History Month, Ramadan, Asian Heritage Month, Cherry Blossom Festival, National Indigenous Peoples Day and the Harvest Moon and Mid-Autumn Festivals. Due to public health measures, many of these events were held virtually in 2020 and 2021.
- In October 2020, City Council approved the proposed program plan to guide future planning and capital submission for the First Nations Bunkhouse at Britannia Shipyards. Offering heritage interpretation in the First Nations Bunkhouse honours the spirit of the Truth and Reconciliation Commission's Calls to Action by working with Indigenous peoples to present stories of their involvement in the fishing industry in their words and by sharing these stories with the public.
- Doors Open Richmond is an annual event that celebrates cultural diversity and raises civic awareness by offering a look inside places of worship, cultural centres, local businesses, museums and heritage sites. In 2020 and 2021, the Richmond Museum Society, in partnership with the City of Richmond presented the event online and focused on sites that promote intercultural and interfaith understanding. New cultural sites, shops and restaurants joined Doors Open, including the Steveston Buddhist Temple, the Best of British and Lamajoun. Visitors gained knowledge about cultural practices and spiritual traditions by engaging with over 35 participating sites online.

- In 2021, the City's Public Art program partnered with Richmond Multicultural Community Services to capture the stories of Richmond-based newcomers and refugees from Arabic and Farsi-speaking countries through art. *Stories of Home – Past and Present* invited participants to examine what they miss from their past home and what they love about their current life in Richmond while learning new skills in drawing and painting. It culminated in an exhibition of artwork and stories at the Richmond Public Library from November 6, 2021 to January 6, 2022.



Stories of Home – Past and Present by artist Jean Bradbury in collaboration with Arabic and Farsi speaking newcomers, and Richmond Multicultural Community Services, Richmond Care Place, 2021.

2

Strategic Direction #2: Collaboration and Partnerships

Why is this direction important?

Strong collaboration and partnerships are crucial to delivering programs and services that are reflective of the needs of the community. Richmond has a strong network of Community Associations and Societies, community service organizations, and ethno-cultural and faith-based community groups that deliver various services in the community. These collaborative partnerships have been key to maintaining continuity of program and service delivery to the most vulnerable members of the community throughout the COVID-19 pandemic. The City continues to identify potential opportunities to work with community partners to respond to the evolving needs of Richmond's diverse population.

Highlighted Achievements

- Through 2020 and 2021, the City pursued and received funding from senior levels of government to implement various cultural harmony initiatives. The Richmond Museum Society received funding from the Department of Canadian Heritage Community Support, Multiculturalism and Anti-Racism Initiatives Program for Doors Open. The City received a Department of Canadian Heritage Celebrate Canada grant to support Canada Day celebrations in Richmond in collaboration with the Steveston Salmon Festival. The Richmond Art Gallery received a Canada Council for the Arts Co-production grant for an exhibition by Brendan Fernandes titled "Inaction", which reflects on the social upheavals of 2020 including the COVID-19 pandemic and the Black Lives Matter movement. Also, the Minoru Seniors Society received funding from the Canadian Red Cross Community Support Grant to launch an outreach project for Chinese-speaking seniors in response to the COVID-19 pandemic.
- In the last two years the City has joined networks that work towards building inclusive societies, including the national Municipal Diversity and Inclusion Network, which connects municipal staff working in the field of diversity and inclusion across Canada to share best practices, the Social Purpose Real Estate Collaborative, which works to enable not-for-profit agencies and social enterprises to create resilient, inclusive and connected communities, and the Communities Ending Poverty network, which is comprised of 330 municipalities and is represented by 80 regional roundtables that work together to develop and implement plans to reduce poverty in their communities.



3 Strategic Direction #3: Targeted Training and Professional Development

Why is this direction important?

As Richmond is one of the most diverse cities in Canada, it is important to equip staff, volunteers and community partners with the knowledge and skills to foster a welcoming community and offer inclusive programs and services. The increased focus on diversity, equity and inclusion over the past two years has underscored the importance of awareness, education and acceptance between and among different cultures. The City is committed to equipping staff and volunteers with the necessary tools to foster an inclusive community and providing educational opportunities to the public on cultural diversity, equity and inclusion.

Highlighted Achievements

- In 2020 and 2021, the annual Diversity Symposium pivoted from a one-day in-person event to a week-long virtual event, with over 1,800 registrations in 17 workshop sessions. Workshop topics included decolonizing practices, LGBTQ2S+ resiliency, inclusion of the dementia and disability community in decision making, anti-racist organizational change, and utilizing co-design for strategy and program development with diverse communities. In 2021, several accessibility-related enhancements were implemented, such as live closed captioning and a screen-reader compatible program guide, to make the symposium more accessible for participants with visual or hearing impairments.
- The City of Richmond is in the process of developing a city-wide diversity and inclusion training program for City and Association staff to provide them with the knowledge and tools to support community members with diverse perspectives, abilities and needs. This includes skills-based training in intercultural competency, disability awareness and anti-racism.
- In 2021, the City held mandatory Indigenous awareness training for all staff to mark National Day for Truth and Reconciliation. This foundational training covers the history and culture of Indigenous communities in Canada, the history of residential schools and treaties around the country.



Harvest Full Moon Festival by artist Marina Szijarto, City Centre Community Centre, 2015.

4

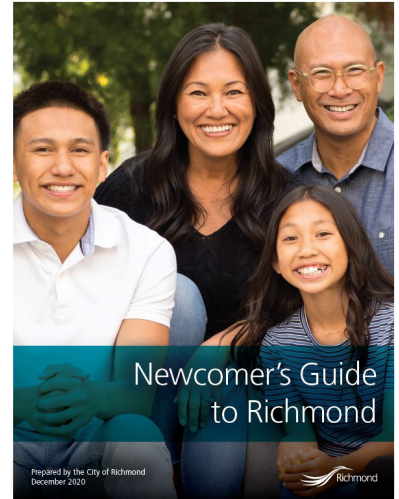
Strategic Direction #4: Communication and Community Engagement

Why is this direction important?

Meaningful, inclusive community engagement is critical to community well-being and residents' sense of belonging. Ensuring that all residents have access to City-related information regardless of cultural backgrounds and language ability allows them to contribute meaningfully and participate fully in decision making that affects their everyday lives. The City continues to explore opportunities to improve its community engagement practices and remove barriers to participation.

Highlighted Achievements

- On March 23, 2020, the City signed the United Nations High Commissioner for Refugees (UNHCR) Cities #WithRefugees pledge. This global initiative seeks to amplify the efforts of cities who are creating inclusive communities where everyone can live in safety and contribute to and participate in their local community. Signing this initiative demonstrates the City's ongoing commitment to promoting inclusion by raising awareness of the plight of refugees around the world and the value they bring to cities such as Richmond.
- In December 2020, the City published an updated Newcomers Guide to Richmond which provides information and resources on settling in the community. It is available in English, Simplified Chinese and Traditional Chinese. To complement the updated Newcomers Guide, a Newcomer's Video Series is under development which aims to share the experience of settling in Richmond through telling the stories of those who were once newcomers to the community.
- The City is engaged in ongoing work to develop guidelines to improve the engagement of multilingual groups in the community, including the translation of important materials to languages other than English. In addition, the Parks Department continues to update signage in parks to include graphic images to succinctly communicate wayfinding and park use information to park users in order to enhance accessibility and understanding. The use of graphic images supports all users to safely interact with park spaces regardless of language or literacy level.



5 Strategic Direction #5: Programs and Services



Signs of Pride, Sam McWilliams, Paige Gratland, Phranc, 2021. West Richmond Community Centre. Photo by Four Eyes Portraits.

Why is this direction important?

A welcoming and inclusive society is characterized by a widely shared social experience and the active participation of its residents. The City continues to strengthen relationships with various cultural and ethnic communities to ensure that their arts and cultural practices are integrated into City programs and events. The City also regularly reviews its programs and services to ensure that opportunities are provided for people of diverse backgrounds to have meaningful connections with one another.

Highlighted Achievements

- In October 2020, the Richmond Museum signed a Memorandum of Understanding with the UBC Initiative for Student Teaching and Research in Chinese Canadian Studies (ISTRCCS) allowing the Museum to extend its knowledge of and connection to Richmond's Chinese Canadian heritage. The project will help build new bridges between the Richmond Museum and Richmond's Chinese Canadian community, produce materials that will showcase Chinese Canadians in Richmond, and encourage more participation of Richmond's Chinese Canadian community in the presentation and preservation of their cultural heritage.
- The City updated its Access and Inclusion Policy in December 2020 to create a robust framework for the City to continue to support its efforts to further advance accessibility and inclusion in Richmond. The updated policy acknowledges the diverse needs of Richmond's population and addresses the importance of community engagement, communication, education and awareness and advocacy.
- The City received a \$15,000 grant from BC Healthy Communities in July 2021 towards the development of an equity lens resource to support staff in addressing equity and inclusion through the program planning process. Grant activities included staff engagement, training workshops and a pilot phase to tailor and refine an equity lens tool.
- There is a growing movement towards representing the intersectionality inherent in community members' lived experiences. The Signs of Pride art project is a partnership between Public Art and West Richmond Community Association and engaged artists Sam McWilliams, Paige Gratland and Phranc along with youth leaders to celebrate and remember the history and culture of the LGBTQ2S+ community in Richmond. From May to July 2021, the group connected virtually, each bringing their own cultural lens to contribute to the project highlighting important symbols of the LGBTQ2S+ community.
- Intersectionality was also represented through the public art installation, Self portrait with mended flesh, by two-spirit artist Manuel Axel Strain, a work born out of the artist's internalized struggle to accept their own identity (Indigenous and Two-spirited). The Richmond Art Gallery supported and mentored this local Indigenous artist through the process of producing this piece which was installed at the Aberdeen Canada Line Station through the City's Public Art program.

NEXT STEPS

The City of Richmond's *2019–2029 Cultural Harmony Plan* outlines short term, medium term, long term and ongoing actions to strengthen intercultural connections among Richmond's diverse communities. This report provides information on the City's progress in meeting the short term and ongoing actions since the plan was adopted in November 2019. The City continues to implement actions outlined in the plan and will continue to monitor the advancement of recommended actions and detail the progress made in the next update.

CONCLUSION

The *2019–2029 Cultural Harmony Plan* demonstrates the City of Richmond’s ongoing commitment to working in partnership with Community Associations and Societies and key stakeholders to facilitate intercultural understanding among Richmond’s diverse communities, reduce barriers faced by different segments of the city’s population and develop programs and services that are inclusive and relevant so that all Richmond residents can participate in all aspects of community life.

The rise in anti-Asian racism during the COVID-19 pandemic has highlighted the importance of fostering intercultural awareness and understanding among the city’s diverse populations. Despite the challenges presented by COVID-19, there have been many innovative cultural harmony initiatives that were initiated in the last two years. The COVID-19 pandemic has only underscored the importance of the *2019–2029 Cultural Harmony Plan* in the community more than ever.

Moving forward, the City and its community partners will continue to work collaboratively in an ongoing effort to further the vision “that Richmond residents recognize and respect diversity in the community and enable each individual’s contributions in all aspects of community life.”



City of Richmond

6911 No. 3 Road, Richmond, BC V6Y 2C1
Telephone: 604-276-4000
www.richmond.ca

Status Update of the 2019–2029 Cultural Harmony Plan Strategic Directions and Actions

Strategic Direction	Recommended Actions	Timeline	Status
#1 Intercultural Connections	1. Continue to recognize and celebrate Richmond's diverse cultures and unique heritage through intercultural celebrations and events.	Ongoing	Ongoing
	2. Develop and implement a neighbourhood approach to facilitating positive intercultural exchange and understanding between Richmond's diverse cultural communities, such as community-based dialogues, storytelling, and sharing of art, food and music.	Short term	In progress
	3. Review the calls to action from the Truth and Reconciliation Commission's (TRC) report and explore opportunities for Richmond to respond.	Short term	Ongoing
	4. Identify and recognize community champions who improve awareness, acceptance and positive relations among people of different cultural and ethnic backgrounds, and between long-time residents and recent immigrants.	Medium term	In progress
	5. Incorporate criteria into the City Grant program that supports programs and events that facilitate intercultural interaction and promote intercultural understanding.	Medium term	In progress
#2 Collaboration and Partnerships	6. Continue to work with Richmond Intercultural Advisory Committee (RIAC) members to implement the RIAC Intercultural Strategic Plan and Work Program.	Ongoing	Ongoing
	7. Continue to support the capacity building of community service organizations that serve the needs of Richmond's diverse population.	Ongoing	Ongoing
	8. Pursue opportunities to participate in joint planning and networking with community service organizations in order to share information and identify gaps in program and service delivery.	Short term	Ongoing
	9. Participate in community initiatives that seek to develop mechanisms for responsive action against incidents of racism.	Short term	Ongoing

Strategic Direction	Recommended Actions	Timeline	Status
#2 Collaboration and Partnerships continued	10. Pursue programs and funding opportunities provided by senior levels of government regarding cultural harmony initiatives.	Short term	Ongoing
	11. Explore participation in networks that work towards building inclusive societies.	Medium term	Ongoing
#3 Targeted Training and Professional Development	12. Continue to learn and share best practices in diversity and inclusion with staff and volunteers from the City, Community Associations and Societies and community service organizations, through the City of Richmond Diversity Symposium and other training opportunities.	Ongoing	Ongoing
	13. Develop and implement a diversity and inclusion training program for City and Community Associations and Societies staff and volunteers to better serve Richmond's diverse population.	Short term	Significant progress made
	14. Work with immigrant-serving agencies to identify and reduce barriers faced by immigrants in accessing volunteer and employment opportunities with the City of Richmond.	Short term	Ongoing
	15. Explore and implement mentorship and internship opportunities targeted to recent immigrants within the City.	Medium term	In progress
	16. Recruit and retain City and Community Associations and Societies staff and volunteers that reflect Richmond's diversity.	Long term	In progress
#4 Communication and Community Engagement	17. Review and pursue viable options of providing City-related information for newcomers, immigrants and refugees that would assist them in accessing services in the community (i.e. City website).	Ongoing	Ongoing
	18. Develop City-wide translation and interpretation guidelines to expand the engagement of multilingual communities.	Short term	In progress
	19. Explore and implement the use of different communication methods, such as multilingual translation services on the City website and interpretive tools for frontline customer service staff, to engage different cultural segments of the population.	Short term	In progress

Strategic Direction	Recommended Actions	Timeline	Status
#4 Communication and Community Engagement continued	20. Explore the creation of a corporate community engagement policy with input from under-represented and hard-to-reach communities.	Long term	In progress
	21. Develop and implement an awareness campaign about the benefits of an inclusive community and recognize the contributions long-time residents and recent immigrants have made to Richmond's vibrant community.	Long term	In progress
#5 Programs and Services	22. Undertake a comprehensive review of City and Community Associations and Societies programs and services from a diversity and inclusion perspective, identifying gaps and improvements, and implementing any actions that have been identified.	Ongoing	In progress
	23. Review and update the New Canadian Tour program to reflect the needs of the newcomer communities in Richmond.	Short term	Completed
	24. Develop and implement City and Community Associations and Societies programs and services that enhance positive social and intercultural connections, as appropriate, within and among Richmond's diverse cultural, ethnic and religious populations.	Short term	Ongoing
	25. Strengthen relationships with various cultural and ethnic communities in order to integrate their arts, cultural and heritage practices into the City's programs and events.	Short term	Ongoing
	26. Work with immigrant-serving agencies and Community Associations and Societies to reduce barriers for new immigrants to participate in programs and services at City facilities.	Short term	Ongoing
	27. Consult and seek opportunities for collaboration with the diverse cultural, ethnic and faith organizations in Richmond to gain a better understanding of the needs of Richmond's population and ensure there are a variety of services available in the community.	Medium term	Ongoing