

Planning Committee

Anderson Room, City Hall 6911 No. 3 Road Tuesday, September 20, 2011 4:00 p.m.

Pg. # **ITEM MINUTES** PLN-7 Motion to adopt the minutes of the meeting of the Planning Committee held on Wednesday, September 7, 2011. NEXT COMMITTEE MEETING DATE

Tuesday, October 4, 2011, (tentative date) at 4:00 p.m. in the Anderson Room

COMMUNITY SERVICES DEPARTMENT

HOUSING AGREEMENT (ORIS DEVELOPMENTS (RIVER DRIVE) **PLN-13** CORP.) BYLAW NO. 8815- TO SECURE AFFORDABLE HOUSING UNITS LOCATED IN 1880 NO. 4 ROAD AND 10071, 10091, 10111, 10131, 10151, 10311 RIVER DRIVE.

(File Ref. No. 12-8060-20-8815) (REDMS No. 3352614)

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See Page PLN-13 of the Planning agenda for full hardcopy report

Designated Speaker: Dena Kae Beno

Pg. # ITEM

STAFF RECOMMENDATION

That Bylaw No. 8815 be introduced and given first, second, and third readings to permit the City, once Bylaw No. 8815 has been adopted, to enter into a Housing Agreement substantially in the form attached hereto, in accordance with the requirements of s. 905 of the Local Government Act, to secure the Affordable Housing Units required by Rezoning Application No. 07-380169.

PLANNING & DEVELOPMENT DEPARTMENT

PLN-35 2. AM-PRI CONSTRUCTION LTD. has applied to the City of Richmond for permission to amend the McLennan South Sub-Area Plan Circulation Map and to rezone 7691, 7711 and 7731 Bridge Street from "Single Detached (RS1/F)" to "Medium Density Townhouses (RTM2)" in order to develop a 34 unit townhouse development.

(File Ref. 8060-20-8803/8804, **RZ 11-563568**) (REDMS No. 3216547)

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Designated Speaker: Brian J. Jackson

STAFF RECOMMENDATION

- (1) That Richmond Official Community Plan Bylaw 7100 Amendment Bylaw No. 8803 proposing to repeal the Circulation Map of Schedule 2.10D (McLennan South Sub-Area Plan) and replacing it with "Schedule A attached to and forming part of Bylaw 8803", to change the road type of Keefer Avenue between Armstrong Street and Bridge Street from "Local" to "Trail/Walkway" be introduced and given First Reading;
- (2) That Bylaw No. 8803, having been considered in conjunction with:
 - (a) the City's Financial Plan and Capital Program;
 - (b) the Greater Vancouver Regional District Solid Waste and Liquid Waste Management Plans;

is hereby deemed to be consistent with said program and plans, in accordance with Section 882(3)(a) of the Local Government Act;

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See Page PLN-69 of the Planning agenda for full hardcopy report

Designated Speaker: Brian Jackson

STAFF RECOMMENDATION

That Bylaw No. 8811, for a zoning text amendment to "Low Rise Apartment (ZLR14) - Riverport" to permit a medium density mid-rise mixed-use development with market rental apartment housing, commercial and community amenity space, be introduced and given first reading.

Pg. # ITEM

PLN-111 5. 2041 OCP UPDATE: THIRD ROUND PUBLIC CONSULTATION FINDINGS

(File Ref. No.)(REDMS No. 3306517)

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See Page PLN-111 of the Planning agenda for full hardcopy report

Designated Speaker: Terry Crowe and June Christy

STAFF RECOMMENDATION

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

PLN-233 6. TANDEM VEHICLE PARKING IN MULTI-FAMILY RESIDENTIAL UNITS

(File Ref. No. 10-6455-00)(REDMS No. 3256854)

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See Page PLN-233 of the Planning agenda for full hardcopy report

Designated Speaker: Brian J. Jackson and Victor Wei

STAFF RECOMMENDATION

- (1) That staff be directed to consult with stakeholders, including Urban Development Institute, Greater Vancouver Home Builders Association, and other small townhouse builders not part of the UDI and GVHBA, on the following parking-related topics specific to multi-family residential developments:
 - (a) impacts of regulating the extent of tandem parking provided;
 - (b) minimum dimensions of parking stalls; and

Planning Committee Agenda – Tuesday, September 20, 2011

Pg. # ITEM

- (c) measures to better define visibility of visitor parking; and
- (2) That staff report back as soon as possible on the results of the consultation and any proposed measures to address identified concerns.

7. MANAGER'S REPORT

PLN-261

IMPERIAL OIL LIMITED REMOVING PILINGS AT THE COMPANY'S LEASED WATERLOTS AT 3880 BAYVIEW STREET – **Staff Memo** (REDMS No. 3351759)

ADJOURNMENT





Planning Committee

Date: Wednesday, September 7, 2011

Place: Anderson Room

Richmond City Hall

Present: Councillor Bill McNulty, Chair

> Councillor Greg Halsey-Brandt, Vice-Chair Councillor Linda Barnes (arrived at 4:25 p.m.)

Councillor Sue Halsey-Brandt

Councillor Harold Steves Absent:

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

Tuesday, July 19, 2011, be adopted as circulated.

CARRIED

NEXT COMMITTEE MEETING DATE

Tuesday, September 20, 2011, (tentative date) at 4:00 p.m. in the Anderson Room

PLANNING & DEVELOPMENT DEPARTMENT

APPLICATION BY ABBARCH ARCHITECTURE INC. TO AMEND THE GENERALIZED LAND USE MAP AND THE LAND USE MAP TO THE EAST CAMBIE AREA PLAN OF THE RICHMOND OFFICIAL COMMUNITY PLAN TO DESIGNATE PREVIOUSLY UNDESIGNATED PORTIONS OF THEIR SITE TO "COMMERCIAL" AND TO REZONE 10600, 10700 CAMBIE ROAD AND PARCEL C (PID 026-669-404) FROM AUTO ORIENTED COMMERCIAL (CA), GAS & SERVICE STATIONS (CG1) & INDUSTRIAL RETAIL (IR1) TO AUTO ORIENTED COMMERCIAL (CA)

(File Ref. No. 12-8060-20-8807/8808, RZ 11-561611) (REDMS No. 3243437)

It was moved and seconded

- (1) That Bylaw No. 8807 to amend the Official Community Plan Bylaw No. 7100 to facilitate the use of the subject properties for Auto Oriented Commercial as follows:
 - (a) Schedule 1, Attachment 1 (Generalized Land Use Map), redesignate 10600, 10700 Cambie Road and Parcel C (PID 026-669-404) from "undesignated highway" to "Commercial"; and
 - (b) Schedule 2.11B (East Cambie Area Plan), repeal the existing Land Use Map and replace it with "Schedule A attached to and forming part of Bylaw 8807" to redesignate 10600, 10700 Cambie Road and Parcel C (PID 026-669-404) to "Commercial";

be introduced and given first reading;

- (2) That Bylaw No. 8807, having been considered in conjunction with:
 - (a) the City's Financial Plan and Capital Program;
 - (b) the Greater Vancouver Regional District Solid Waste and Liquid Waste Management Plans;

is hereby deemed to be consistent with said program and plans, in accordance with Section 882(3)(a) of the Local Government Act;

- (3) That Bylaw No. 8807, having been considered in accordance with OCP Bylaw Preparation Consultation Policy 5043, is hereby deemed not to require further consultation; and
- (4) That Bylaw No. 8808, for the rezoning of 10600, 10700 Cambie Road and Parcel C (PID 026-669-404) from "Auto Oriented Commercial (CA), Gas & Service Stations (CG1) & Industrial Retail (IR1)" to "Auto Oriented Commercial (CA)", be introduced and given first reading.

CARRIED

2. APPLICATION BY NAVJEVEN GREWAL FOR REZONING AT 3680/3700 BLUNDELL ROAD FROM TWO-UNIT DWELLINGS (RD1) TO SINGLE DETACHED (RS2/B)

(File Ref. No. 12-8060-20-8795, RZ 11-577573) (REDMS No. 3253428)

It was moved and seconded

That Bylaw No. 8795, for the rezoning of 3680/3700 Blundell Road from "Two-Unit Dwellings (RD1)" to "Single Detached (RS2/B)", be introduced and given first reading.

CARRIED

PLN - 8 2.

3. APPLICATION BY GURJIT BAPLA FOR REZONING AT 9640/9660 SEACOTE ROAD FROM SINGLE DETACHED (RS1/E) TO SINGLE DETACHED (RS2/B)

(File Ref. No. 12-8060-20-8796, RZ 11-572975) (REDMS No. 3253912)

It was moved and seconded

That Bylaw No. 8796, for the rezoning of 9640/9660 Seacote Road from "Single Detached (RS1/E)" to "Single Detached (RS2/B)", be introduced and given first reading.

CARRIED

4. A PROPOSED STEVESTON VILLAGE & CANNERY ROW HERITAGE AREA POLICY

(File Ref. No.) (REDMS No. 3321305)

Terry Crowe, Manager, Policy Planning, provided background information. He advised that the proposed establishment of a new Steveston Village and Cannery Row Heritage Area and Policy would enable the City to conserve heritage with existing plans and policies without expanding the boundaries of the existing Steveston Heritage Conservation Area. Mr. Crowe noted that the proposed Policy would create a map that clearly identifies the wide range of valued heritage resources in Steveston Village and adjacent areas.

Mr. Crowe stated that the intent of a new integrated heritage promotional area is to enable Council, community groups and stakeholders to better promote economic development and tourism in Steveston Village, including the waterfront from Garry Point Park to London Farm.

Discussion ensued and Committee queried the public consultation process of the proposed Policy and its exact purpose. It was noted that the Steveston area has existing bylaws and policies that overlap the proposed Steveston Village and Cannery Row Heritage Area and Policy.

Discussion further ensued regarding the intent of the proposed Policy and Committee commented that its intent needs to be clarified and communicated to the public. There was general agreement that the proposed Policy be referred back to staff for further clarification.

Loren Slye, Richmond resident, commented that he was not aware of the proposed policy until the last minute and he expressed the need for improving the notification and consultation processes. Mr. Slye spoke of various non-profit community groups focused on Steveston Village that meet regularly and that it would be beneficial for City staff to discuss Steveston related issues with these groups. He concluded by stating that he was pleased to hear that the Policy was to be referred back to staff.

PLN - 9 3.

Bruce Rozenhart, representing the Steveston Historical Society and the new ad hoc Steveston Heritage Committee, stated that the Steveston Historical Society was not consulted regarding the proposed Policy and emphasized the need for consultation with community groups. He commented on the economical aspect of the proposed Policy and stated that any consultation regarding the proposed Policy should be broad and include economic-related community groups.

Councillor Barnes entered the meeting (4:25 p.m.).

Ralph Turner, representing the Gulf of Georgia Cannery Society, echoed previous delegates comments and stated that he was pleased to hear that the proposed Policy was to be referred back to staff.

In reply to a query from Committee, Mr. Slye noted that the Steveston Heritage Committee is a newly formed ad hoc Committee comprising representatives from several non-profit Steveston community groups.

Discussion ensued and in reply to queries from Committee, Mr. Crowe advised that if the Policy were referred back to staff, (i) staff would require several months to plan and execute public consultations; and (ii) staff would comment on UNESCO designation.

Tracy Lakeman, Chief Executive Officer, Tourism Richmond, stated that from a tourism perspective, she believed that there were some challenges with the proposed Policy. Ms. Lakeman invited City staff to meet with her leadership team to discuss these challenges. She commented on the need for more resources in Steveston Village, noting that from an economic development perspective, heritage assets need to be open more hours and accessible to the public.

Dana Westermark, Oris Consulting Ltd., stated that he supports the preservation of Steveston, however, the proposed Policy appears to add an additional layer of formality to development in the Steveston area, an area currently protected by existing rules and regulations. Mr. Westermark was of the opinion that the proposed Policy was more suitable as an economic development policy versus a planning policy. He concluded by suggesting that staff consult with residents of London Landing to ensure they are well informed of any policy affecting their neighbourhood.

Edith Turner, 3411 Chatham Street, stated that her home is included in the new area as identified in the proposed Policy. She queried the implications of such inclusion and stated that the intent of the proposed Policy was confusing. She commented that she was pleased to hear that the proposed Policy was to be referred back to staff, however was concerned with the timeline of the referral. Ms. Turner suggested that development in Steveston be placed on hold until the proposed Policy is finalized.

It was noted that the existing Steveston Village Conservation Strategy is a regulatory heritage conservation land use policy and it enables the City to better identify and legally protect valued heritage resources within its Heritage Conservation Area.

Graham Turnbull, Richmond resident, advised that he was the Chair of the Richmond Heritage Commission when the Steveston Village Conservation Strategy was developed. He stated that the Strategy protects assets that were once not protected by other regulations. Mr. Turnbull concluded by commenting that there is much confusion regarding the intent of the proposed Policy and that its intent needs to be clarified.

As a result of the discussions, the following referral was introduced:

It was moved and seconded

That the proposed Policy entitled Steveston Village & Cannery Row Heritage Area as outlined in the Attachment 1 to the staff report dated August 25, 2011 from the General Manager, Planning and Development be referred back to staff.

The question on the **referral** was not called as discussion ensued and it was noted that (i) the purpose of the proposed Policy needs to be clarified; (ii) the name of the proposed Policy needs to be examined; (iii) public consultation needs to be wide ranging and include consultation with tourism and economic-related groups, in particular the City's Economic Advisory Committee; and (iv) the consultation process for development applications in Steveston needs to be clarified.

Discussion ensued regarding the consultation process and in reply to a query from Committee, staff indicated that it would provide a memorandum on the proposed Policy consultation process by the next Planning Committee meeting.

Discussion further ensued and Committee emphasized the need for clarification and consultation with all concerned community groups.

The question on the referral was then called and it was CARRIED.

5. MANAGER'S REPORT

(i) Consultation Protocols

Discussion ensued regarding the consultation protocols and it was noted that the City needs to be more diligent with ensuring adequate consultations, whether carried by the City or developers, take place.

Brian Jackson, Director of Development, provided a brief outline of a typical consultation process.

Committee commented that a checklist outlining these processes would be beneficial.

PLN - 11 5.

(ii) Coach Houses

In reply to a comment made by Committee, Joe Erceg, General Manager, Planning and Development, advised that coach houses that are currently being built have been seen by Council through the rezoning process. Mr. Erceg noted that a staff report regarding coach houses is forthcoming.

ADJOURNMENT

It was moved and seconded That the meeting adjourn (5:45 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 Wednesday, September 7, 2011.

Councillor Bill McNulty Chair Hanieh Floujeh Committee Clerk



Report to Committee

September 1, 2011

To: Planning Committee Date:

Cathryn Volkering Carlile File: 08-4057-05/2011

General Manager - Community Services

Re: Housing Agreement (Oris Developments (River Drive) Corp.) Bylaw No. 8815- to

Secure Affordable Housing Units located in 1880 No. 4 Road and 10071, 10091,

10111, 10131, 10151, 10311 River Drive.

Staff Recommendation

That Bylaw No. 8815 be introduced and given first, second, and third readings to permit the City, once Bylaw No. 8815 has been adopted, to enter into a Housing Agreement substantially in the form attached hereto, in accordance with the requirements of s. 905 of the Local Government Act, to secure the Affordable Housing Units required by Rezoning Application No. 07-380169.

Cathryn Volkering Carlile

General Manager - Community Services

learlel

(604-276-4068)

Att. 2

From:

	FOR ORIGINA	TING DEPAR	RTMENT USE ONLY		
ROUTED TO:	Co	ONCURRENCE	CONCURRENCE OF G	ENERAL MANA	GER
Law Development Application	ons		Mala	lies	
REVIEWED BY TAG	YES	NO	REVIEWED BY CAO	YES	NO

Staff Report

Origin

The purpose of this report is to recommend Council adoption of a Housing Agreement Bylaw (Bylaw No. 8815, attached) to secure 65 affordable housing units in a proposed development at 1880 No. 4 Road and 10071, 10091, 10111, 10131, 10151, 10311 River Drive.

The report and bylaw are consistent with Council's adopted term goal:

Improve the effectiveness of the delivery of social services in the City through the development and implementation of a Social and Community Services Strategy that includes....increased social housing, implementation of the campus of care concept and an emergency shelter for women...

Oris Developments (River Drive) Corp. has applied to rezone 1880 No. 4 Road and 10071, 10091, 10111, 10131, 10151, 10311 River Drive from Neighbourhood Residential to Mixed Use to develop approximately 1,026 dwelling units including: 873 apartment units, 82 townhouses, six (6) live/work units, and 65 affordable rental housing units with 1,700 parking stalls and 4,109 m2 of commercial space.

This rezoning application received second and third reading at Public Hearing on September 9, 2009. Execution of the Housing Agreement is a rezoning consideration of the Oris Developments (River Drive) Corp. application.

The affordable housing units will have a total combined habitable area of at least 5% of the residential FAR permitted (minimum 4,242 m² or 45,680 ft² combined habitable area) to be provided in the first development phase.

Since the Public Hearing, the applicant's architect has refined the development's design and has agreed to provide 65 affordable housing units in perpetuity secured by a Housing Agreement and Housing Covenant. They consist of: eleven studio units, twenty-two one-bedroom units, twenty-eight two bedroom units, and four three bedroom units in one building.

The Local Government Act, Section 905, states that a local government may, by bylaw, enter into a Housing Agreement to secure affordable housing units. The proposed Housing Agreement Bylaw for the subject Oris Developments (River Drive) Corp. development (Bylaw 8815) is presented in Attachment 1. It is recommended that the Bylaw be introduced and given first, second, and third readings. Following adoption of the Bylaw, the City will be able to execute the Housing Agreement and arrange for notice of the agreement to be filed in the Land Title Office.

Analysis

As noted, the subject rezoning application involves the development of 65 affordable residential apartment units, including: eleven studio units, twenty-two one-bedroom units, twenty-eight two bedroom units, and four three bedroom units in one building.

The applicant has agreed to register notice of the Housing Agreement on title to secure the 65 affordable rental units. The Housing Agreement restricts the annual household incomes for eligible occupants and specifies that the units must be made available at low end market rates in perpetuity. The agreement also includes provisions for annual adjustment of the maximum annual household incomes and the rental rates. The applicant has agreed to the terms and conditions of the attached Housing Agreement (Attachment 2).

Financial Impact

Administration of this Housing Agreement will be covered by existing City resources. Should the owner breach the Housing Agreement, additional resources may be required which would be funded through the Affordable Housing Reserve Funds.

Conclusion

In accordance with the Local Government Act (Section 905), adoption of Bylaw No. 8815 is required to permit the City to enter into a Housing Agreement to secure 65 low end market rental units that are proposed in association with Rezoning Application No. 07-380169.

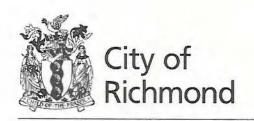
It is thus recommended that first, second, and third reading be given to Bylaw No. 8815.

Dena Kae Beno

Affordable Housing Coordinator

(604) 247-4946

Attachment 1	Bylaw No. 8815	Doc # 3352863
Attachment 2	Housing Agreement	Doc # 3352687 v 2



Bylaw 8815

CORPORATE OFFICER

Housing Agreement (1880 No. 4 Road and 10071, 10091, 10111, 10131, 10151, 10311 River Drive) Bylaw No. 8815

The Council of the City of Richmond enacts as follows: 1. The Mayor and City Clerk for the City of Richmond are authorized to execute and deliver a housing agreement, substantially in the form set out as Schedule A to this Bylaw, with the owner of the land legally described as: No PID LOT 2 SECTIONS 14 AND 23 BLOCK 5 NORTH RANGE 6 WEST NWD PLAN EPP This Bylaw is cited as ""Housing Agreement (1880 No. 4 Road and 10071, 10091, 2. 10111, 10131, 10151, 10311 River Drive) Bylaw No. 8815"". FIRST READING RICHMOND APPROVED for content by originating SECOND READING THIRD READING for legality by Solicitor ADOPTED

MAYOR

Schedule A

To Housing Agreement (1880 No. 4 Road and 10071, 10091, 10111, 10131, 10151, 10311 River Drive) Bylaw No. 8815

HOUSING AGREEMENT BETWEEN ORIS DEVELOPMENTS (RIVER DRIVE) CORP. AND CITY OF RICHMOND IN RELATION TO 1880 NO. 4 ROAD AND 10071, 10091, 10111, 10131, 10151, 10311 RIVER DRIVE

HOUSING AGREEMENT (Section 905 Local Government Act)

THIS AGREEMENT is dated for reference the 1st day of September, 2011.

BETWEEN:

ORIS DEVELOPMENTS (RIVER DRIVE) CORP. (Inc. No. BC0793399)

a company duly incorporated under the laws of the Province of British Columbia and having its offices at 2010-1055 West Georgia Street Vancouver BC V6E 3P3

(the "Owner" as more fully defined in section 1.1 of this Agreement)

AND:

CITY OF RICHMOND

a municipal corporation pursuant to the *Local Government Act* and having its offices at 6911 No. 3 Road, Richmond, British Columbia, V6Y 2C1

(the "City" as more fully defined in section 1.1 of this Agreement)

WHEREAS:

- A. Section 905 of the *Local Government Act* permits the City to enter into and, by legal notation on title, note on title to lands, housing agreements which may include, without limitation, conditions in respect to the form of tenure of housing units, availability of housing units to classes of persons, administration of housing units and rent which may be charged for housing units;
- B. The Owner is the registered owner of the Lands (as hereinafter defined);
- C. As a condition of approving Rezoning Application RZ 07-380169 to rezone the Lands, the Owner is required to register the City's standard Housing Agreement to secure at least sixty-five (65) Affordable Housing Units (as hereinafter defined) being constructed on the Lands; and

D. The Owner and the City wish to enter into this Agreement (as hereinafter defined) to provide the Affordable Housing Units (as hereinafter defined) on the terms and conditions set out in this Agreement.

In consideration of \$10.00 and other good and valuable consideration (the receipt and sufficiency of which is acknowledged by both parties), and in consideration of the promises exchanged below, the Owner and the City covenant and agree as follows:

ARTICLE 1 DEFINITIONS AND INTERPRETATION

- 1.1 In this Agreement the following words have the following meanings:
 - (a) "Affordable Housing Unit" means a Dwelling Unit or Dwelling Units designated as such in accordance with a building permit and/or development permit issued by the City and/or, if applicable, in accordance with any rezoning consideration applicable to the development on the Lands and includes, without limiting the generality of the foregoing, the Dwelling Unit charged by this Agreement;
 - (b) "Agreement" means this agreement together with all schedules, attachments and priority agreements attached hereto;
 - (c) "City" means the City of Richmond;
 - (d) "CPI" means the All-Items Consumer Price Index for Vancouver, B.C. published from time to time by Statistics Canada, or its successor in function;
 - (e) "Daily Amount" means \$100.00 per day as of January 1, 2009 adjusted annually thereafter by adding thereto an amount calculated by multiplying \$100.00 by the percentage change in the CPI since January 1, 2009, to January 1 of the year that a written notice is delivered to the Owner by the City pursuant to section 6.1 of this Agreement. In the absence of obvious error or mistake, any calculation by the City of the Daily Amount in any particular year shall be final and conclusive;
 - (f) "Dwelling Unit" means a residential dwelling unit or units located or to be located on the Lands whether those dwelling units are lots, strata lots or parcels, or parts or portions thereof, and includes single family detached dwellings, duplexes, townhouses, auxiliary residential dwelling units, rental apartments and strata lots in a building strata plan and includes, where the context permits, an Affordable Housing Unit;
 - (g) "Eligible Tenant" means a Family having a cumulative annual income of:
 - (i) in respect to a bachelor unit, \$31,500 or less;
 - (ii) in respect to a one bedroom unit, \$35,000 or less;

- (iii) in respect to a two bedroom unit, \$42,500 or less; or
- (iv) in respect to a three or more bedroom unit, \$51,000 or less

provided that, commencing July 1, 2010, the annual incomes set-out above shall, in each year thereafter, be adjusted, plus or minus, by adding or subtracting therefrom, as the case may be, an amount calculated that is equal to the Core Need Income Threshold data and/or other applicable data produced by Canada Mortgage Housing Corporation in the years when such data is released. In the event that, in applying the values set-out above, the rental increase is at any time greater than the rental increase permitted by the *Residential Tenancy Act*, then the increase will be reduced to the maximum amount permitted by the *Residential Tenancy Act*. In the absence of obvious error or mistake, any calculation by the City of an Eligible Tenant's permitted income in any particular year shall be final and conclusive;

(h)	"Family"	means:

- (i) a person;
- (ii) two or more persons related by blood, marriage or adoption; or
- (iii) a group of not more than 6 persons who are not related by blood, marriage or adoption
- (i) "Housing Covenant" means the agreements, covenants and charges granted by the Owner to the City (which includes covenants pursuant to section 219 of the Land Title Act) charging the Lands registered on the ____ day of _____, 2011 under number _____;
- (j) "Interpretation Act" means the Interpretation Act, R.S.B.C. 1996, Chapter 238;
- (k) "Land Title Act" means the Land Title Act, R.S.B.C. 1996, Chapter 250;
- (l) "Lands" means the following lands and premises situate in the City of Richmond and any part, including a building or a portion of a building, into which said land is Subdivided:

No PID
Lot 2 Sections 14 and 23 Block 5 North Range 6 West New Westminster District
Plan EPP_____

- (m) "Local Government Act" means the Local Government Act, R.S.B.C. 1996, Chapter 323;
- (n) "LTO" means the New Westminster Land Title Office or its successor;

- (o) "Owner" means the party described on page 1 of this Agreement as the Owner and any subsequent owner of the Lands or of any part into which the Lands are Subdivided, and includes any person who is a registered owner in fee simple of an Affordable Housing Unit from time to time;
- (p) "Permitted Rent" means no greater than:
 - (i) \$788.00 a month for a bachelor unit;
 - (ii) \$875.00 a month for a one bedroom unit;
 - (iii) \$1,063.00 a month for a two bedroom unit; and
 - (iv) \$1,275.00 a month for a three (or more) bedroom unit,

provided that, commencing July 1, 2010, the rents set-out above shall, in each year thereafter, be adjusted, plus or minus, by adding or subtracting therefrom, as the case may be, an amount calculated that is equal to the Core Need Income Threshold data and/or other applicable data produced by Canada Mortgage Housing Corporation in the years when such data is released. In the event that, in applying the values set-out above, the rental increase is at any time greater than the rental increase permitted by the *Residential Tenancy Act*, then the increase will be reduced to the maximum amount permitted by the *Residential Tenancy Act*. In the absence of obvious error or mistake, any calculation by the City of the Permitted Rent in any particular year shall be final and conclusive;

- (q) "Real Estate Development Marketing Act" means the Real Estate Development Marketing Act, S.B.C. 2004, Chapter 41;
- (r) "Residential Tenancy Act" means the Residential Tenancy Act, S.B.C. 2002, Chapter 78;
- (s) "Strata Property Act" means Strata Property Act S.B.C. 1998, Chapter 43;
- (t) "Subdivide" means to divide, apportion, consolidate or subdivide the Lands, or the ownership or right to possession or occupation of the Lands into two or more lots, strata lots, parcels, parts, portions or shares, whether by plan, descriptive words or otherwise, under the Land Title Act, the Strata Property Act, or otherwise, and includes the creation, conversion, organization or development of "cooperative interests" or "shared interest in land" as defined in the Real Estate Development Marketing Act;
- (u) "Tenancy Agreement" means a tenancy agreement, lease, license or other agreement granting rights to occupy an Affordable Housing Unit; and
- (v) "Tenant" means an occupant of an Affordable Housing Unit by way of a Tenancy Agreement.

1.2 In this Agreement:

- (a) reference to the singular includes a reference to the plural, and *vice versa*, unless the context requires otherwise;
- (b) article and section headings have been inserted for ease of reference only and are not to be used in interpreting this Agreement;
- (c) if a word or expression is defined in this Agreement, other parts of speech and grammatical forms of the same word or expression have corresponding meanings;
- (d) reference to any enactment includes any regulations, orders or directives made under the authority of that enactment;
- (e) reference to any enactment is a reference to that enactment as consolidated, revised, amended, re-enacted or replaced, unless otherwise expressly provided;
- (f) the provisions of section 25 of the *Interpretation Act* with respect to the calculation of time apply;
- (g) time is of the essence;
- (h) all provisions are to be interpreted as always speaking;
- (i) reference to a "party" is a reference to a party to this Agreement and to that party's respective successors, assigns, trustees, administrators and receivers. Wherever the context so requires, reference to a "party" also includes an Eligible Tenant, agent, officer and invitee of the party;
- (j) reference to a "day", "month", "quarter" or "year" is a reference to a calendar day, calendar month, calendar quarter or calendar year, as the case may be, unless otherwise expressly provided; and
- (k) where the word "including" is followed by a list, the contents of the list are not intended to circumscribe the generality of the expression preceding the word "including".

ARTICLE 2 USE AND OCCUPANCY OF AFFORDABLE HOUSING UNITS

- 2.1 The Owner agrees that each Affordable Housing Unit may only be used as a permanent residence occupied by one Eligible Tenant. An Affordable Housing Unit must not be occupied by the Owner, the Owner's family members (unless the Owner's family members qualify as Eligible Tenants), or any tenant or guest of the Owner, other than an Eligible Tenant.
- 2.2 Within 30 days after receiving notice from the City, the Owner must, in respect of each Affordable Housing Unit, provide to the City a statutory declaration, substantially in the

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form (with, in the City Solicitor's discretion, such further amendments or additions as deemed necessary) attached as Appendix A, sworn by the Owner, containing all of the information required to complete the statutory declaration. The City may request such statutory declaration in respect to each Affordable Housing Unit no more than once in any calendar year; provided, however, notwithstanding that the Owner may have already provided such statutory declaration in the particular calendar year, the City may request and the Owner shall provide to the City such further statutory declarations as requested by the City in respect to an Affordable Housing Unit if, in the City's absolute determination, the City believes that the Owner is in breach of any of its obligations under this Agreement.

2.3 The Owner hereby irrevocably authorizes the City to make such inquiries as it considers necessary in order to confirm that the Owner is complying with this Agreement.

ARTICLE 3 DISPOSITION AND ACQUISITION OF AFFORDABLE HOUSING UNITS

- 3.1 The Owner will not permit an Affordable Housing Unit Tenancy Agreement to be subleased or assigned.
- 3.2 If this Housing Agreement encumbers more than one Affordable Housing Unit, then the Owner may not, without the prior written consent of the City Solicitor, sell or transfer less than five (5) Affordable Housing Units in a single or related series of transactions with the result that when the purchaser or transferee of the Affordable Housing Units becomes the owner, the purchaser or transferee will be the legal and beneficial owner of not less than five (5) Affordable Housing Units.
- 3.3 The Owner must not rent, lease, license or otherwise permit occupancy of any Affordable Housing Unit except to an Eligible Tenant and except in accordance with the following additional conditions:
 - (a) the Affordable Housing Unit will be used or occupied only pursuant to a Tenancy Agreement;
 - (b) the monthly rent payable for the Affordable Housing Unit will not exceed the Permitted Rent applicable to that class of Affordable Housing Unit;
 - (c) the Owner will not require the Tenant or any permitted occupant to pay any strata fees, strata property contingency reserve fees or any extra charges or fees for use of any common property, limited common property, or other common areas, facilities or amenities, or for sanitary sewer, storm sewer, water, other utilities, property or similar tax; provided, however, if the Affordable Housing Unit is a strata unit and the following costs are not part of strata or similar fees, an Owner may charge the Tenant the Owner's cost, if any, of providing cablevision, telephone, other telecommunications, gas, or electricity fees, charges or rates;
 - (d) the Owner will attach a copy of this Agreement to every Tenancy Agreement;

- (e) the Owner will include in the Tenancy Agreement a clause requiring the Tenant and each permitted occupant of the Affordable Housing Unit to comply with this Agreement;
- (f) the Owner will include in the Tenancy Agreement a clause entitling the Owner to terminate the Tenancy Agreement if:
 - (i) an Affordable Housing Unit is occupied by a person or persons other than an Eligible Tenant;
 - (ii) the annual income of an Eligible Tenant rises above the applicable maximum amount specified in section 1.1(g) of this Agreement;
 - (iii) the Affordable Housing Unit is occupied by more than the number of people the City's building inspector determines can reside in the Affordable Housing Unit given the number and size of bedrooms in the Affordable Housing Unit and in light of any relevant standards set by the City in any bylaws of the City;
 - (iv) the Affordable Housing Unit remains vacant for three consecutive months or longer, notwithstanding the timely payment of rent; and/or
 - (v) the Tenant subleases the Affordable Housing Unit or assigns the Tenancy Agreement in whole or in part,

and in the case of each breach, the Owner hereby agrees with the City to forthwith provide to the Tenant a notice of termination. Except for section 3.3(f)(ii) of this Agreement [Termination of Tenancy Agreement if Annual Income of Tenant rises above amount prescribed in section 1.1(g) of this Agreement], the notice of termination shall provide that the termination of the tenancy shall be effective 30 days following the date of the notice of termination. In respect to section 3.3(f)(ii) of this Agreement, termination shall be effective on the day that is 6 months following the date that the Owner provided the notice of termination to the Tenant;

- (g) the Tenancy Agreement will identify all occupants of the Affordable Housing Unit and will stipulate that anyone not identified in the Tenancy Agreement will be prohibited from residing at the Affordable Housing Unit for more than 30 consecutive days or more than 45 days total in any calendar year; and
- (h) the Owner will forthwith deliver a certified true copy of the Tenancy Agreement to the City upon demand.
- 3.4 If the Owner has terminated the Tenancy Agreement, then the Owner shall use best efforts to cause the Tenant and all other persons that may be in occupation of the Affordable Housing Unit to vacate the Affordable Housing Unit on or before the effective date of termination.

ARTICLE 4 DEMOLITION OF AFFORDABLE HOUSING UNIT

- 4.1 The Owner will not demolish an Affordable Housing Unit unless:
 - (a) the Owner has obtained the written opinion of a professional engineer or architect who is at arm's length to the Owner that it is no longer reasonable or practical to repair or replace any structural component of the Affordable Housing Unit, and the Owner has delivered to the City a copy of the engineer's or architect's report; or
 - (b) the Affordable Housing Unit is damaged or destroyed, to the extent of 40% or more of its value above its foundations, as determined by the City in its sole discretion,

and, in each case, a demolition permit for the Affordable Housing Unit has been issued by the City and the Affordable Housing Unit has been demolished under that permit.

Following demolition, the Owner will use and occupy any replacement Dwelling Unit in compliance with this Agreement and the Housing Covenant both of which will apply to any replacement Dwelling Unit to the same extent and in the same manner as those agreements apply to the original Dwelling Unit, and the Dwelling Unit must be approved by the City as an Affordable Housing Unit in accordance with this Agreement.

ARTICLE 5 STRATA CORPORATION BYLAWS

- 5.1 This Agreement will be binding upon all strata corporations created upon the strata title Subdivision of the Lands or any Subdivided parcel of the Lands.
- 5.2 Any strata corporation bylaw which prevents, restricts or abridges the right to use the Affordable Housing Units as rental accommodation will have no force and effect.
- 5.3 No strata corporation shall pass any bylaws preventing, restricting or abridging the use of the Affordable Housing Units as rental accommodation.
- No strata corporation shall pass any bylaw or approve any levies which would result in only the Owner or the Tenant or any other permitted occupant of an Affordable Housing Unit (and not include all the owners, tenants, or any other permitted occupants of all the strata lots in the applicable strata plan which are not Affordable Housing Units) paying any extra charges or fees for the use of any common property, limited common property or other common areas, facilities, or amenities of the strata corporation.
- 5.5 The strata corporation shall not pass any bylaw or make any rule which would restrict the Owner or the Tenant or any other permitted occupant of an Affordable Housing Unit from using and enjoying any common property, limited common property or other common areas, facilities or amenities of the strata corporation except on the same basis that governs

the use and enjoyment of any common property, limited common property or other common areas, facilities or amenities of the strata corporation by all the owners, tenants, or any other permitted occupants of all the strata lots in the applicable strata plan which are not Affordable Housing Units.

ARTICLE 6 DEFAULT AND REMEDIES

- 6.1 The Owner agrees that, in addition to any other remedies available to the City under this Agreement or the Housing Covenant or at law or in equity, if an Affordable Housing Unit is used or occupied in breach of this Agreement or rented at a rate in excess of the Permitted Rent or the Owner is otherwise in breach of any of its obligations under this Agreement or the Housing Covenant, the Owner will pay the Daily Amount to the City for every day that the breach continues after ten (10) days written notice from the City to the Owner stating the particulars of the breach. For greater certainty, the City is not entitled to give written notice with respect to any breach of the Agreement until any applicable cure period, if any, has expired. The Daily Amount is due and payable five (5) business days following receipt by the Owner of an invoice from the City for the same.
- 6.2 The Owner acknowledges and agrees that a default by the Owner of any of its promises, covenants, representations or warranties set-out in the Housing Covenant shall also constitute a default under this Agreement.

ARTICLE 7 MISCELLANEOUS

7.1 Housing Agreement

The Owner acknowledges and agrees that:

- (a) this Agreement includes a housing agreement entered into under section 905 of the Local Government Act;
- (b) where an Affordable Housing Unit is a separate legal parcel the City may file notice of this Agreement in the LTO against title to the Affordable Housing Unit and, in the case of a strata corporation, may note this Agreement on the common property sheet; and
- (c) where the Lands have not yet been Subdivided to create the separate parcels to be charged by this Agreement, the City may file a notice of this Agreement in the LTO against the title to the Lands. If this Agreement is filed in the LTO as a notice under section 905 of the Local Government Act prior to the Lands having been Subdivided, and it is the intention that this Agreement is, once separate legal parcels are created and/or the Lands are subdivided, to charge and secure only the legal parcels or Subdivided Lands which contain the Affordable Housing Units then City Solicitor shall be entitled, without further City Council approval, authorization or bylaw, to partially discharge this Agreement accordingly. The

Owner acknowledges and agrees that notwithstanding a partial discharge of this Agreement, this Agreement shall be and remain in full force and effect and, but for the partial discharge, otherwise unamended. Further, the Owner acknowledges and agrees that in the event that the Affordable Housing Unit is in a strata corporation, this Agreement shall remain noted on the strata corporation's common property sheet.

7.2 Modification

Subject to section 7.1 of this Agreement, this Agreement may be modified or amended from time to time, by consent of the Owner and a bylaw duly passed by the Council of the City and thereafter if it is signed by the City and the Owner.

7.3 Management

The Owner covenants and agrees that it will furnish good and efficient management of the Affordable Housing Units and will permit representatives of the City to inspect the Affordable Housing Units at any reasonable time, subject to the notice provisions in the Residential Tenancy Act. The Owner further covenants and agrees that it will maintain the Affordable Housing Units in a good state of repair and fit for habitation and will comply with all laws, including health and safety standards applicable to the Lands. Notwithstanding the foregoing, the Owner acknowledges and agrees that the City, in its absolute discretion, may require the Owner, at the Owner's expense, to hire a person or company with the skill and expertise to manage the Affordable Housing Units.

7.4 Indemnity

The Owner will indemnify, protect and save harmless the City and each of its elected officials, officers, directors, and agents, and their heirs, executors, administrators, personal representatives, successors and assigns, from and against all claims, demands, actions, loss, damage, costs and liabilities, which all or any of them will or may be liable for or suffer or incur or be put to by reason of or arising out of:

- (a) any negligent act or omission of the Owner, or its officers, directors, agents, contractors or other persons for whom at law the Owner is responsible relating to this Agreement;
- (b) the construction, maintenance, repair, ownership, lease, license, operation, management or financing of the Lands or any Affordable Housing Unit or the enforcement of any Tenancy Agreement; and/or
- (c) without limitation, any legal or equitable wrong on the part of the Owner or any breach of this Agreement by the Owner.

7.5 Release

The Owner hereby releases and forever discharges the City and each of its elected officials, officers, directors, and agents, and its and their heirs, executors, administrators,

personal representatives, successors and assigns, from and against all claims, demands, damages, actions, or causes of action by reason of or arising out of or which would or could not occur but for the:

- (a) construction, maintenance, repair, ownership, lease, license, operation or management of the Lands or any Affordable Housing Unit under this Agreement; and/or
- (b) the exercise by the City of any of its rights under this Agreement or an enactment.

7.6 Survival

The obligations of the Owner set out in this Agreement will survive termination or discharge of this Agreement.

7.7 Priority

The Owner will do everything necessary, at the Owner's expense, to ensure that this Agreement, if required by the City Solicitor, will be noted against title to the Lands in priority to all financial charges and encumbrances which may have been registered or are pending registration against title to the Lands save and except those specifically approved in advance in writing by the City Solicitor or in favour of the City, and that a notice under section 905(5) of the Local Government Act will be filed on the title to the Lands;

7.8 City's Powers Unaffected

This Agreement does not:

- (a) affect or limit the discretion, rights, duties or powers of the City under any enactment or at common law, including in relation to the use or subdivision of the Lands;
- (b) impose on the City any legal duty or obligation, including any duty of care or contractual or other legal duty or obligation, to enforce this Agreement;
- (c) affect or limit any enactment relating to the use or subdivision of the Lands; or
- (d) relieve the Owner from complying with any enactment, including in relation to the use or subdivision of the Lands.

7.9 Agreement for Benefit of City Only

The Owner and the City agree that:

- (a) this Agreement is entered into only for the benefit of the City;
- (b) this Agreement is not intended to protect the interests of the Owner, any Tenant, or any future owner, lessee, occupier or user of the Lands or the building or any portion thereof, including any Affordable Housing Unit; and

(c) the City may at any time execute a release and discharge of this Agreement, without liability to anyone for doing so, and without obtaining the consent of the Owner.

7.10 No Public Law Duty

Where the City is required or permitted by this Agreement to form an opinion, exercise a discretion, express satisfaction, make a determination or give its consent, the Owner agrees that the City is under no public law duty of fairness or natural justice in that regard and agrees that the City may do any of those things in the same manner as if it were a private party and not a public body.

7.11 Notice

Any notice required to be served or given to a party herein pursuant to this Agreement will be sufficiently served or given if delivered, to the postal address of the Owner set out in the records at the LTO, and in the case of the City addressed:

To:

Clerk, City of Richmond

6911 No. 3 Road

Richmond, BC V6Y 2C1

And to:

City Solicitor

City of Richmond 6911 No. 3 Road

Richmond, BC V6Y 2C1

or to the most recent postal address provided in a written notice given by each of the parties to the other. Any notice which is delivered is to be considered to have been given on the first day after it is dispatched for delivery.

7.12 Enuring Effect

This Agreement will extend to and be binding upon and enure to the benefit of the parties hereto and their respective successors and permitted assigns.

7.13 Severability

If any provision of this Agreement is found to be invalid or unenforceable such provision or any part thereof will be severed from this Agreement and the resultant remainder of this Agreement will remain in full force and effect.

7.14 Waiver

All remedies of the City will be cumulative and may be exercised by the City in any order or concurrently in case of any breach and each remedy may be exercised any number of times with respect to each breach. Waiver of or delay in the City exercising

any or all remedies will not prevent the later exercise of any remedy for the same breach or any similar or different breach.

7.15 Sole Agreement

This Agreement, and any documents signed by the Owners contemplated by this Agreement (including, without limitation, the Housing Covenant), represent the whole agreement between the City and the Owner respecting the use and occupation of the Affordable Housing Units, and there are no warranties, representations, conditions or collateral agreements made by the City except as set forth in this Agreement. In the event of any conflict between this Agreement and the Housing Covenant, this Agreement shall, to the extent necessary to resolve such conflict, prevail.

7.16 Further Assurance

Upon request by the City the Owner will forthwith do such acts and execute such documents as may be reasonably necessary in the opinion of the City to give effect to this Agreement.

7.17 Covenant Runs with the Lands

This Agreement burdens and runs with the Lands and every parcel into which it is Subdivided in perpetuity. All of the covenants and agreements contained in this Agreement are made by the Owner for itself, its personal administrators, successors and assigns, and all persons who after the date of this Agreement, acquire an interest in the Lands.

7.18 Equitable Remedies

The Owner acknowledges and agrees that damages would be an inadequate remedy for the City for any breach of this Agreement and that the public interest strongly favours specific performance, injunctive relief (mandatory or otherwise), or other equitable relief, as the only adequate remedy for a default under this Agreement.

7.19 Limitation on Owner's Obligations

The Owner is only liable for breaches of this Agreement that occur while the Owner is the registered owner of the Lands provided however that notwithstanding that the Owner is no longer the registered owner of the Lands, the Owner will remain liable for breaches of this Agreement that occurred while the Owner was the registered owner of the Lands.

7.20 No Joint Venture

Nothing in this Agreement will constitute the Owner as the agent, joint venturer, or partner of the City or give the Owner any authority to bind the City in any way.

7.21 Applicable Law

Unless the context otherwise requires, the laws of British Columbia (including, without limitation, the *Residential Tenancy Act*) will apply to this Agreement and all statutes referred to herein are enactments of the Province of British Columbia.

7.22 Deed and Contract

By executing and delivering this Agreement the Owner intends to create both a contract and a deed executed and delivered under seal.

7.23 Joint and Several

If the Owner is comprised of more than one person, firm or body corporate, then the covenants, agreements and obligations of the Owner shall be joint and several.

IN WITNESS WHEREOF the parties hereto have executed this Agreement as of the day and year first above written.

ORIS DEVELOPMENTS (RIVER DRIVE) CORP.

by its authorized signatories:

Per:	
Per:	CITY OF RICHMOND APPROVED for content by originating dept.
CITY OF RICHMOND by its authorized signatories:	APPROVED for legality by Solicitor
Per:	DATE OF COUNCIL APPROVAL

Appendix A to the Housing Agreement

STATUTORY DECLARATION

CANADA PROVINCE OF BRITISH COLUMBIA)	IN THE MATTER OF A HOUSING AGREEMENT WITH CITY OF RICHMOND ("Housing Agreement")	WITH)	
TO V	VIT:				
		of		, British Colum	ibia, do
soler	nnly de	clare that:			
1.	"Aff	the owner or authorized signator ordable Housing Unit"), and mivledge.	y of the o ake this	wner of	(the ersonal
2.		declaration is made pursuant to the sing Unit.	he Housin	g Agreement in respect of the Aff	ordable
3.	For	the period from		to	the
	Hous			y the Eligible Tenants (as defined addresses and whose employer's	
	[Nam	nes, addresses and phone numbers	of Eligible	Tenants and their employer(s)]:	
4.	The	rent charged each month for the A	Affordable	Housing Unit is as follows:	
	(a)	the monthly rent on the date 36 \$ per month;	55 days be	fore this date of this statutory decl	laration
	(b)	the rent on the date of this statut	tory declar	ation: \$; and	
	(c)	the proposed or actual rent that date of this statutory declaration	The second second second second second	ayable on the date that is 90 days a	after the
5.				Owner's obligations under the I City noted or registered in the Lar	

- Office against the land on which the Affordable Housing Unit is situated and confirm that the Owner has complied with the Owner's obligations under the Housing Agreement.
- 6. I make this solemn declaration, conscientiously believing it to be true and knowing that it is of the same force and effect as if made under oath and pursuant to the *Canada Evidence Act*.

	ARED BEFORE ME ond, in the Province of	
this	day of	
	missioner for Taking te of British Columbi	DECLARANT

PRIORITY AGREEMENT

In respec	t to a Housing Agreement (the "Housing Agreement") made pursuant to section 905 of
the of the	Local Government Act between the City of Richmond and ORIS DEVELOPMENTS
(RIVER	DRIVE) CORP. in respect to the lands and premises legally known and described as
No PID	Lot 2 Sections 14 and 23 Block 5 North Range 6 West New Westminster District Plan
EPP	(the "Lands").

BANK OF MONTREAL (the "Chargeholder") is the holder of a Mortgage and Assignment of Rents encumbering the Lands which Mortgage and Assignment of Rents were registered in the Lower Mainland LTO under numbers CA1957380 and CA1957381, respectively, (the "Bank Charges").

The Chargeholder, being the holder of the Bank Charges, by signing below, in consideration of the payment of Ten Dollars (\$10.00) and other good and valuable consideration (the receipt and sufficiency of which is hereby acknowledged and agreed to by the Chargeholder) hereby consents to the granting of the Housing Agreement and hereby covenants that the Housing Agreement shall bind the Bank Charges in the Lands and shall rank in priority upon the Lands over the Bank Charges as if the Housing Agreement had been signed, sealed and delivered and noted on title to the Lands prior to the Bank Charges and prior to the advance of any monies pursuant to the Bank Charges The grant of priority is irrevocable, unqualified and without reservation or limitation.

BANK OF MONTREAL by its authorized signatories:	
•	
Per:	
Per:	



City of Richmond

Report to Committee

To:

Planning Committee

Date: August 31, 2011

From:

Brian J. Jackson, MCIP

File: RZ 11-563568

Director of Development

Re:

AM-PRI CONSTRUCTION LTD. has applied to the City of Richmond for permission to amend the McLennan South Sub-Area Plan Circulation Map and to rezone 7691, 7711 and 7731 Bridge Street from "Single Detached (RS1/F)" to "Medium Density Townhouses (RTM2)" in order to develop a 34

unit townhouse development.

Staff Recommendation

- That Richmond Official Community Plan Bylaw 7100 Amendment Bylaw No. 8803
 proposing to repeal the Circulation Map of Schedule 2.10D (McLennan South Sub-Area
 Plan) and replacing it with "Schedule A attached to and forming part of Bylaw 8803", to
 change the road type of Keefer Avenue between Armstrong Street and Bridge Street from
 "Local" to "Trail/Walkway" be introduced and given First Reading;
- 2. That Bylaw No. 8803, having been considered in conjunction with:
 - the City's Financial Plan and Capital Program;
 - the Greater Vancouver Regional District Solid Waste and Liquid Waste Management Plans;

is hereby deemed to be consistent with said program and plans, in accordance with Section 882(3)(a) of the Local Government Act;

- That Bylaw No. 8803 having been considered in accordance with the City Policy on Consultation During OCP Development, is hereby deemed not to require further consultation;
- 4. That Bylaw No. 8804 to rezone 7691, 7711 and 7731 Bridge Street from "Single Detached, (RS1/F)" to "Medium Density Townhouses (RTM2)", be introduced and given first reading.

Brian Mackson, MCIP Director of Development

(604-276-4138)

FOR ORIGINATING DEPARTMENT USE ONLY			
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER	
Affordable Housing Transportation		- pe correg	
Policy Planning	YØND	/	

Staff Report

Origin

Am-Pri Construction Ltd. has applied to rezone 7691, 7711 and 7731 Bridge Street (Attachment 1) from "Single Detached, (RS1/F)" to "Medium Density Townhouses (RTM2)" to permit the construction of 34 residential townhouse units (Attachment 2).

This rezoning application will require an amendment to the OCP – McLennan South Sub-Area Plan to amend the Circulation Map. Details are outlined in this report.

Findings Of Fact

Please refer to the attached Development Application Data Sheet (Attachment 3) for a comparison of the proposed development data with the relevant Bylaw requirements.

Surrounding Development

To the North: At 7671Bridge Street, a Single Detached Dwelling on land zoned "Single Detached (RS1/F)".

To the East: Across Bridge Street, a 32 unit, three storey Townhouse complex at 9688 Keefer Avenue on land zoned "Town Housing (ZT50) – South McLennan (City Centre)".

To the South: A 22 unit, two and three storey Townhouse complex at 7771 Bridge Street on land zoned "Town Housing (ZT60) – North McLennan (City Centre)".

To the West: A 29 unit, two and three storey Townhouse complex at 7788 Ash Street on land zoned Town Housing (ZT16) – South McLennan and St. Albans Sub-Area (City Centre)".

Related Policies and Studies

Official Community Plan

OCP designation: City Centre Area, McLennan South Sub-Area Plan, Schedule 2.10D.

McLennan South Sub-Area Plan, Schedule 2.10D

 Residential, 2 ½ - stories typical (3 stories maximum), predominately Triplex, Duplex Single Family. 0.55 base FAR (Attachment 6).

Affordable Housing Strategy

The applicant has volunteered to make a contribution to the Affordable Housing Strategy reserve fund. Details are provided later in this report.

Floodplain Management Implementation Strategy

In accordance with the City's Flood Management Strategy, the minimum allowable elevation for habitable space is 2.9 m GSC or 0.3 m above the highest crown of the adjacent road. A Flood Indemnity Covenant is to be registered on title prior to final adoption.

OCP Aircraft Noise Sensitive Development (ANSD) Policy

The subject site is not located within the ANSD policy area and is not subject to noise mitigation measures and the registration of an Aircraft Noise Sensitive Use Restrictive Covenant.

3216547 PLN - 36

Public Input

A notice board is posted on the subject property to notify the public of the proposed development and staff did have a meeting with the owner of the adjacent property to the north at 7671 Bridge Street to review the proposal, but no comments have been received from neither this owner or from the public.

Should this application receive first reading, a public hearing will be scheduled.

Staff Comments

A preliminary Site Plan is attached for reference (Attachment 2). Separate from the rezoning process, the applicant is required to submit separate applications for Development Permit, Servicing Agreement and Building Permit.

Analysis

The analysis is set out in two parts to clarify the proposed OCP and Rezoning Bylaws.

PART 1 - OFFICIAL COMMUNITY PLAN (OCP) AMENDMENT TO THE McLENNAN SOUTH SUB-AREA PLAN (SCHEDULE 2.10D) CIRCULATION MAP (BYLAW No. 8803)

The amendment to the OCP is to change the Circulation Map within the McLennan South Sub-Area Plan to change a portion of Keefer Avenue from "Local' to 'Trail/Walkway' in order to facilitate this rezoning application (RZ 11-563568). The McLennan South Sub-Area Plan introduces Keefer Avenue as one of the new internal ring roads to allow easier vehicle access from existing roads such as Bridge Street and Ash Street, to allow access to new single family lots and townhouse developments the Sub-Area Plan envisions. The circulation map within the McLennan South Sub-Area Plan currently shows this section of Keefer Avenue connecting Bridge Street and Armstrong Street as a local road (Attachment 4).

To make the physical connection between Armstrong Street and Bridge Street a reality, Keefer Avenue would require a large amount of land that would encompass the entire property at 7691 Bridge Street and a large part of the rear yard of 7671 Bridge Street to connect the north-south Armstrong Street to the east-west Keefer Avenue (shown in the hatched area of **Attachment 5**).

Objection to this concept was raised during the review of a recent rezoning application (RZ 09-504342) which created a seven (7) lot single family subdivision at 7700 and 7720 Ash Street, located directly north and west of the subject site (Attachment 5). Consultation with some of the affected property owners to the east questioned the need to have the connecting road from Armstrong Street to Bridge Street. Upon hearing these concerns, the City studied the need for this vehicle route and the impact of removing this section of road and determined the ring road design for this part of the neighbourhood was less important to the area than once thought, as alternate vehicular connection was established via Breden Avenue to the north. Instead of simply removing the road entirely, staff still wanted to ensure public movement and access between the two streets.

The result of this consultation is to change the road designation connecting Armstrong Street to Bridge Street from a local road to a public walkway that would run along the northern edge of the subject site. As this walkway would not allow access to vehicle traffic, an alternative was presented to Planning Committee at the time the seven (7) lot subdivision was presented, that would create a cul-de-sac at the southern end of Armstrong Street. This would allow access to the future lots that can be created at the rear of 7651 and 7671 Bridge Street upon receipt of a rezoning application. As typically requested for all applicants who wish to rezone their property

PLN - 37

on this block, a 9.0 meter land dedication for the continuation of Armstrong Street is a requirement of rezoning and the cul-de-sac is to fit within the dedicated area (Attachment 6).

The introduction of this walkway would:

- Reallocate the land that would have been dedicated for road and become available for development;
- 2. Encourage public pedestrian movement between these two streets; and
- 3. Reduce the amount of pavement required from the City's road standards.

The implementation of this walkway is to register a six (6) meter wide Public-Right-of-Passage Right-of-Way (PROP ROW) covenant along the entire northern edge of the subject site. The applicant is willing to work with City Staff to provide a design of the walkway during the Development Permit stage that will provide a pleasant walking experience along the entire walkway, with the intent they will also construct it.

While the intent of the walkway is to provide circulation between Armstrong Street and Bridge Street, direct access to Armstrong Street will be restricted at this time as the intended point of entry to the walkway is private property. While the units fronting the walkway will have direct access to Bridge Street via the walkway, complete through access to Armstrong Street will not be possible until the property directly to the north is ready to rezone. At that time, the City is in a position to require a land dedication for the purpose of a cul-de-sac at the south end of Armstrong Street, which will provide the access point needed to complete the walkway connection to Bridge Street.

Because the PROP ROW will only benefit the townhouse development until the time the property to the north dedicates the land and constructs the cul-de-sac and opens up the pathway to Armstrong Street, the maintenance of the ROW - including all hard surfaces and soft landscaping - will be the responsibility of the future strata, until the time when the cul-de-sac to the north is complete and placed on the maintenance period when the City will take over the maintenance of the hard surface of the main path and the strata will maintain the soft landscaping on each side of the main path and the walkways connecting the main path to the individual units fronting the walkway.

While the idea of amending this portion of Keefer Avenue from a road to a walkway was introduced at the time the seven (7) lot subdivision was brought forward to Planning Committee, the timing of this OCP amendment is because the change affects the subject site of this rezoning application and not the land assembly of the subdivision. To do so earlier would have been premature.

PART 2 - PROPOSED REZONING AT 7691, 7711 and 7731 BRIDGE STREET (BYLAW No. 8804)

Proposed Zoning to Medium Density Townhouses (RTM2)

The proposed rezoning from "Single Detached (RS1/F)" to "Medium Density Townhouses (RTM2)" represents an increase in density which is consistent with the land use designation within the McLennan South Sub-Area Plan in facilitating the transformation from a predominately single-family neighbourhood toward a higher density neighbourhood through the creation of more single family lots, apartment and townhouse buildings.

The proposed increase in density from a 0.55 FAR base to the proposed 0.65 FAR is an appropriate density for a site of this size and is supported through a voluntary contribution to the affordable housing reserve fund, local road improvements for Bridge Street, retention of a

healthy Douglas Fir tree and through the registration of a Public Access ROW along the northern edge of the property, including the construction of a landscaped public pathway within this ROW. This pathway is a requirement as outlined in the OCP amendment section of this report. The proposed site plan conforms to the regulations of the RTM2 zone with the exception of the side yard setback along the southern edge of the property and tandem parking configurations which will be addressed in the upcoming Development Permit application. Transportation staff have made the applicant aware they are conducting a review of tandem parking arrangements in townhouse developments but did not raise any concerns to the proposed tandem parking arrangements.

Proposed Site Assembly and Site Design

The applicant was able to acquire these three sites to facilitate this 34 unit townhouse proposal. The land area of this assembly meets the minimum land area requirement of the neighbourhood plan for a townhouse development, and therefore no additional site acquisitions are needed.

In lieu of the section of Keefer Avenue that would provide a vehicle connection between Armstrong Street and Bridge Street, the applicant is to register a six (6) meter wide Public-Right-of-Passage Right-of-Way (PROP ROW) along the entire northern edge of the property. The PROP ROW will consist of a landscaped pedestrian orientated throughway with a paved path to not only enable the connection of Armstrong Street with Bridge Street but will also act as the main pedestrian access points to the townhouse units along the northern part of the site.

As shown in **Attachment 2**, the main access to the site is from Bridge Street with the outdoor amenity area immediately to the right as one enters the site. The units are arranged in four and five unit building clusters and the individual units take advantage of addressing Bridge Street and the PROP ROW. The building cluster arrangement was designed to minimize the amount of pavement used to allow vehicle parking in the self-contained garages. The location of the outdoor amenity takes advantage of an existing and healthy Douglas Fir tree which will be retained and incorporated in the landscape design of the complex. More information as to the design of the site will be provided in the forthcoming Development Permit.

Design

The three-storey proposal meets the intent of the neighbourhood plan. Information on façade materials will be available when the applicant makes their application for Development Permit. A more detailed analysis regarding the form and character of the proposal will be conducted during that same process.

Also through the Development Permit process, the applicant will be identifying what unit(s) will be identified for easy conversion for Universal Access.

Transportation and Site Access

Vehicular access to and from the site is proposed from Bridge Street, with the internal drive-aisle routed down the centre of the site (Attachment 2). The entrance is visually softened by the outdoor amenity area, located by the entry on the northern side of the internal drive aisle. The drive aisle runs in a predominately east to west direction to access the units along the northern side before turning into the north to south aisles to access the remaining units. Manoeuvrability within the site supports larger vehicles through the use of corner cuts at all the internal intersections.

Pedestrian access to the site is through the same access point of the site as the vehicles. Roughly half of the units proposed allow pedestrian access from either the Bridge Street frontage or the

PROP ROW along the northern edge. The remaining units rely on the internal drive aisle to access their units, the applicant is to demonstrate how pedestrians will be able to safely navigate between the units and the main access point but also to the on-site amenities.

Parking

The submitted proposal meets the number of off-street parking stalls required by the Off-Street Parking and Loading requirements of Zoning Bylaw 8500. A total of seventy-four (74) stalls are being proposed with sixty-seven (67) proposed for residents (with one unit having only one space) and seven (7) visitor stalls. A variance will be required at the Development Permit stage to allow the proposed tandem parking. A restrictive covenant to prevent conversion of tandem parking garages to habitable floor space will be secured at the Development Permit stage.

A total of seven (7) visitor parking stalls are proposed and are scattered throughout the site for convenient access to the units. One visitor stall is to be designed and designated for wheelchair accessibility.

Trees

An Arborist Report and site survey (Attachment 7) was submitted to assess the existing trees on the site for possible retention of existing trees.

A detailed site review was conducted by City staff which identified that of the 36 trees on-site, 30 are in poor condition and/or located within the development area and will need to be removed. Of the remaining, five (5) that are listed in moderate to good health and are good candidates for retention, including a noteworthy Douglas Fir located within the proposed outdoor amenity area, and one (1) other tree is a candidate for relocation within the site.

Tree Summary Table

Item	Number of Trees	Tree Compensation Rate	Tree Compensation Required	Comments
Total On Site Trees	36	-		L
To be removed due to poor health	30	2:1	60	To be removed, due to conflicts with proposed building locations, flood bylaw requirements and poor health or structure of the trees.
Trees for retention	5	•	Total	Applicant to incorporate them into the landscape plan as part of the DP.
Trees for relocation within the site	1		1.4	•

Of the 30 trees that are to be removed, they would need to be replaced in accordance with the City's 2 for 1 replacement policy. A review of the new tree plantings will be conducted at the Development Permit stage where it will be determined if the number of trees proposed on the submitted landscape drawings meet the replacement requirements. If not, a cash-in-lieu of the shortfall can be applied to allow the City to plant trees where needed.

Amenity Space

The applicant will be providing an outdoor amenity space, which is located to the north of the main vehicle entrance to the complex, just east of Building 1 (Attachment 2). The space is intended for a children's play area, as well as open spaces and benches for sitting. A more detailed review will be conducted at the Development Permit stage when landscaping drawings

PLN - 40

will be submitted with more detailed information, including how the retained and relocated trees – including the noteworthy Douglas Fir tree and play equipment – are to be incorporated into the design of the outdoor amenity area.

No indoor amenity space is being proposed, but as per policy, a voluntary cash-in-lieu contribution of \$49,000.00 will be collected prior to final adoption of this application.

Affordable Housing

The applicant will be making a voluntary cash contribution to the affordable housing reserve fund in accordance with the City's Affordable Housing Strategy.

With respect to townhouse developments, the applicant has agreed to a voluntary contribution of \$2.00 per allowable square foot based on the FAR of the zone. In this situation, the amount comes to \$74,297.00 and is payable prior to the adoption of this rezoning application.

Public Art

In response to the City's commitment to the provision of Public Art, the developer is considering providing a piece of public art to the site. Another option is for the developer to provide a voluntary contribution at a rate of \$0.75/ft² based on the maximum floor area ratio (0.65 FAR) that can be built. This amount comes to \$27,862.00 for the entire project and is payable prior to the adoption of the rezoning application. Should the applicant choose to proceed with the provision of a piece of public art, they will need to contact the City's Public Art Coordinator to initiate the process.

Utilities and Site Servicing

A site servicing review has been conducted by the applicant's Engineering consultant and reviewed by the City's Engineering Department. The applicant has been notified of the following comments:

- No upgrades are required for this project in regards to Storm Sewer Capacity;
- A latecomer payment associated with storm sewer works on Bridge Street;
- No upgrades are required for this project in regards to Sanitary Sewer Capacity;
- Water analysis is not required to determine upgrades to achieve minimum requirements; and
- Submit fire flow calculations to meet the City's requirements at the time of applying for Building Permit.

Servicing Agreement

The applicant is to enter into a separate servicing agreement prior to rezoning adoption. Works include, but not limited to:

- Registration of a 6.0 meter wide PROP ROW along the northern property line of the subject site.
- Design of the PROP ROW to include the width of the path and the proposed paving materials.
- Frontage improvements for Bridge Street to include from the eastern property line of the subject site, 1.75 meter wide sidewalk, 2.5 meter wide grassed and treed boulevard, curb and gutter, and extend existing road improvements to match the townhouse complex at 9688 Keefer Avenue done through SA 09-468973.

Development Permit

A separate Development Permit application will be required with a specific landscaping plan to include the following:

- 1. Design of the outdoor amenity area, including the play area.
- 2. Landscaped design of the public walkway along the northern edge of the property to be designed and constructed by the applicant.
- 3. Overall appropriateness of the landscaping plan.
- 4. Manoeuvrability of larger vehicles (SU-9) within the site.
- 5. Form and Character of the townhouse units, including design features in highly visible sections and how they address adjacent properties.
- 6. Provide a sense of territory for pedestrian use and movement within the site.
- 7. Identify unit(s) to allow easy conversion for Universal access.

Financial Impact

None.

Conclusion

The amendment to the OCP to alter the identification of the affected portion of Keefer Avenue within the Circulation Map of the McLennan South Sub-Area Plan from Local to Trail/Walkway is supported by Transportation and will increase the pedestrian movement. The proposed 34 unit townhouse rezoning meets the requirements of the OCP as well as the zoning requirements set out in the "Medium Density Townhouses (RTM2)" zone for the McLennan South neighbourhood plan. Staff contend that the design requirements meet the character of the neighbourhood and are confident the outstanding conditions will be met prior to final adoption.

Staff recommends that both these Bylaws relating to rezoning application RZ 11-563568 proceed to first reading.

David Johnson

Planner 2

(604-276-4193)

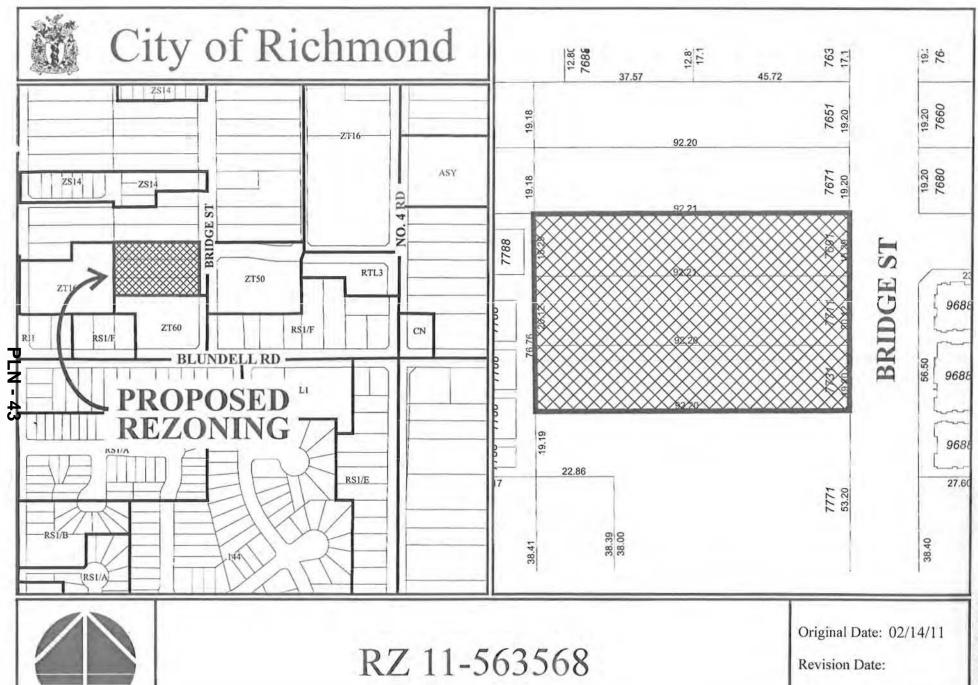
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List of Attachments

Attachment 1 Location Map, Zoning Site Map, Site Context and Aerial View of the Site Attachment 2 Site Plan Drawings Attachment 3 Development Application Data Sheet Attachment 4 McLennan South Sub-Area Circulation Map Attachment 5 Current road configuration for Keefer Avenue Attachment 6 Armstrong Street cul-de-sac Attachment 7 McLennan South Sub-Area Land Use Map

Attachment 8 Arborist Report - Tree Survey Plan Conditional Rezoning Requirements Attachment 9

PLN-42 3216547



ATTACHMENT

Note: Dimensions are in METRES



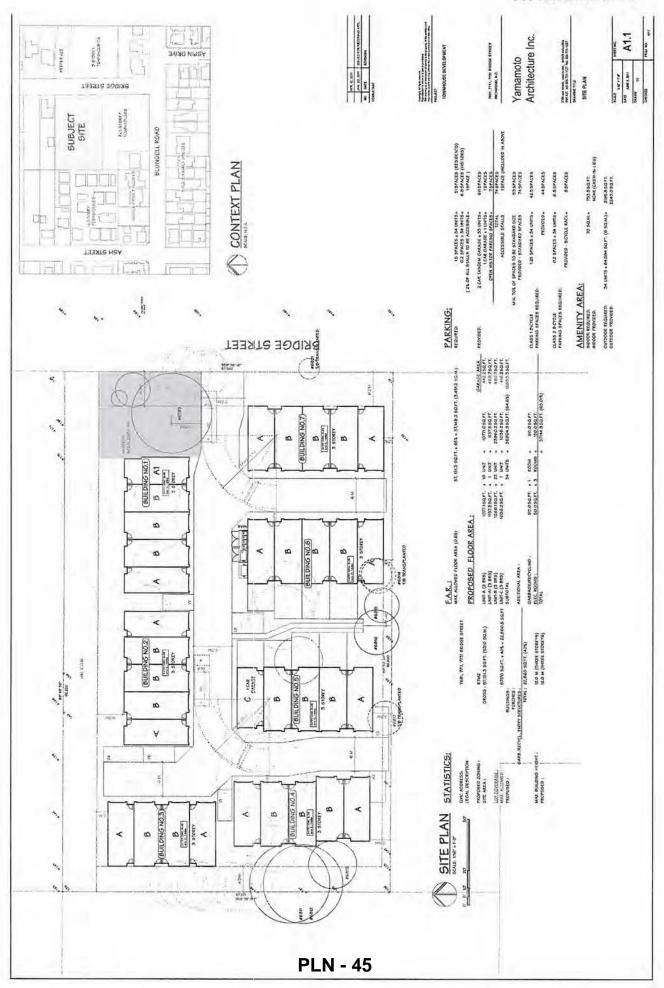


RZ 11-563568

Original Date: 02/14/11

Revision Date:

Note: Dimensions are in METRES





Development Application Data Sheet

RZ 11-563568

Address: 7691, 7711 and 7731 Bridge Street

Applicant:

Am-Pri Construction Ltd.

Planning

Area(s): City Centre – McLennan South Sub-Area (Schedule 2.10D)

	Existing	Proposed
Civic Address:	7691 Bridge Street 7711 Bridge Street 7731 Bridge Street	To Be Determined
Owner or Applicant:	Am-Pri Construction Ltd.	No Change
Site Size (m²):	5,309.5m²	No Change
Land Uses:	Single-Family	Townhouse Residential
OCP Area Plan Designation:	Residential, 2 ½ storeys typical (3 storeys maximum) predominately Triplex, Duplex, Single-Family 0.55 base F.A.R.	No Change
Zoning:	Residential Single Detached, Subdivision F (RS1/F)	Medium Density Townhouses (RTM2) Permits Townhouses at 0.65 F.A.R. with a contribution to the Affordable Housing reserve Fund
Number of Units:	1 Single-Family Dwelling per lot	34 Townhouse Units on a consolidated lot.

	Bylaw Requirements RTM2	Proposed	Variance	
Density (FAR):	Site: Area =5,309.5m² (0.65 FAR) = 3,451.2m² Max.	3,450.9m² (0.65 FAR)	none permitted	
Lot Coverage – Building:	40% Max.	40%	none	
Lot Width (Min.):	30.0m	57.6m	none	
Lot Depth (Min.):	35.0m	92.2m	none	
Lot Size (Min.):	No requirements	5,309.5m²	none	

公共	Bylaw Requirements RTM2	Proposed	Variance	
Setback: Bridge Street	6.0m Min.	6.0m	none	
Setback: Rear Yard	3.0m Min.	4.5m	none	
Setback: North Side:	3.0m Min.	8.0m	none	
Setback: South Side:	3.0m Min.	1.5m	Required	
Height:	12.0m and no more than 3 stories maximum	10.8m	none	
Minimum off-street Parking	48 Resident plus 7 Visitor	67 Resident <i>plus</i> 7 Visitor	none	
Requirements:	55 spaces minimum	74 spaces		
Tandem Parking Spaces:	No tandem parking for townhouses	33 units x 2 = 66 spaces	Required for tandem stalls for townhouse development.	
Amenity Space – Indoor:	70 m² or cash-in-lieu payment	Cash-in-lieu payment of \$49,000.00	none	
Amenity Space – Outdoor:	6 m² minimum per unit x 34 units = 204m²	272.2m ²	none	

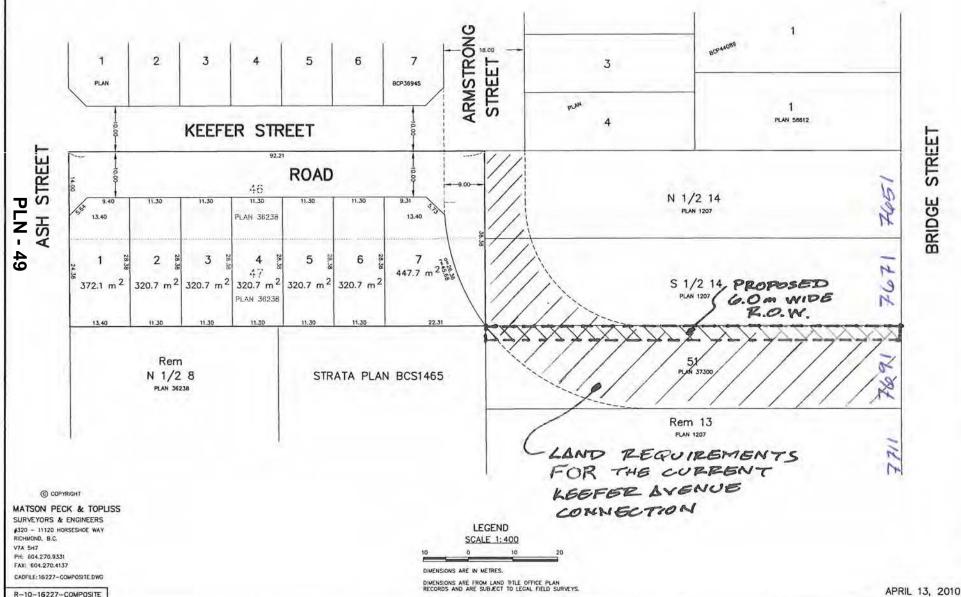
Circulation Map [Bylaw 8746, 2011/05/16] GRANVILLE AVE Access from local roads Consolidated driveways, lanes or access from new local roads ARMSTRONG ST Consolidated driveways or lanes, or collectors to No. 4 Road depending on final parcel sizes ■ Arterial PARK GARDEN CITY RD - Collector - Local Trail/Walkway Major Entry/ Exit Points BLUNDELL RD Note: Exact alignment of the new local roads and the two new secondary entry roads from No. 4 Road are subject to development

COMPOSITE PLAN OF PART OF SECTION 15 BLOCK 4 NORTH RANGE 6 WEST NEW WESTMINSTER DISTRICT

LANDS DEALT WITH:

LOT 46 SECTION 15 BLOCK 4 NORTH RANGE 6 WEST NEW WESTMINSTER DISTRICT PLAN 36238 LOT 47 SECTION 15 BLOCK 4 NORTH RANGE 6 WEST NEW WESTMINSTER DISTRICT PLAN 36238





STREET BRIDGE

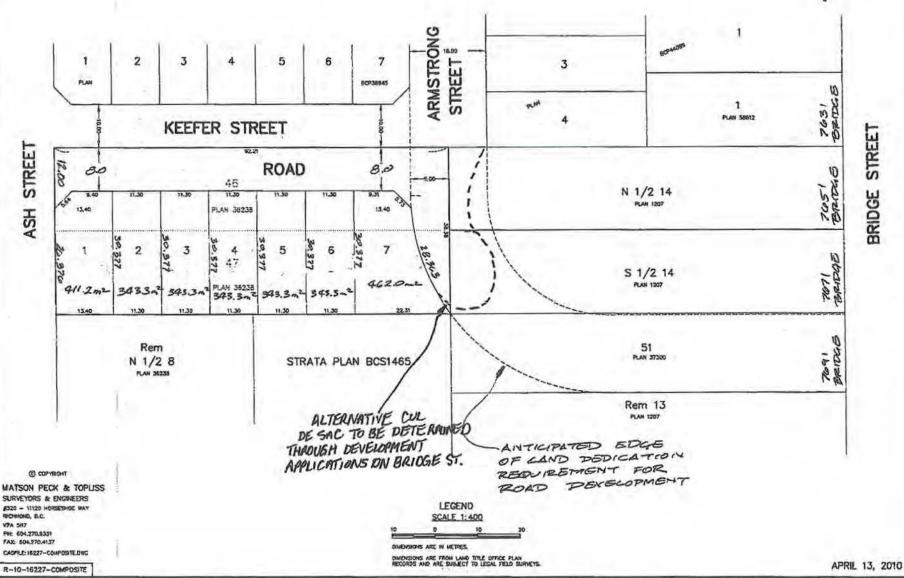
ATTACHMENT

COMPOSITE PLAN OF PART OF SECTION 15 BLOCK 4 NORTH RANGE 6 WEST NEW WESTMINSTER DISTRICT

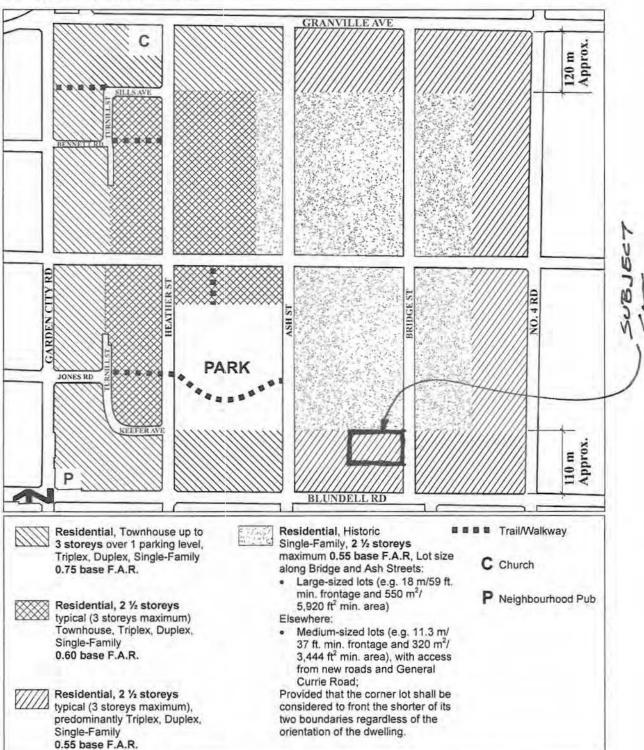
LANDS DEALT WITH:

LOT 46 SECTION 15 BLOCK 4 NORTH RANGE 6 WEST NEW WESTMINSTER DISTRICT PLAN 36238 LOT 47 SECTION 15 BLOCK 4 NORTH RANGE 6 WEST NEW WESTMINSTER DISTRICT PLAN 36238

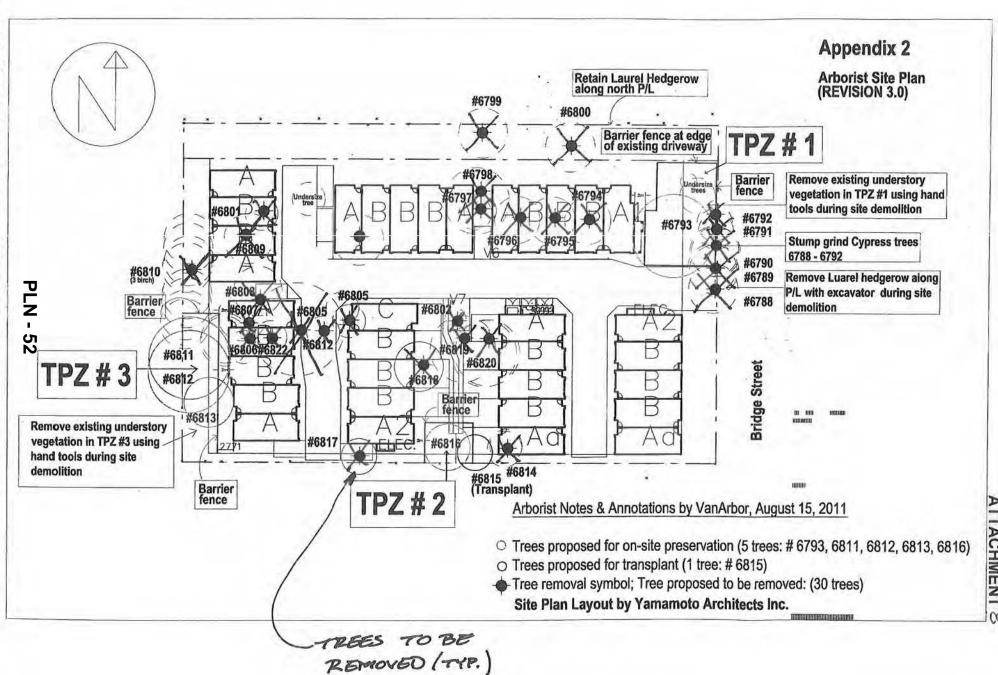




Land Use Map Bylaw 7892 2005/04/18



Note: Sills Avenue, Le Chow Street, Keefer Avenue, and Turnill Street are commonly referred to as the "ring road".



ATTACHMENT &

Conditional Zoning Requirements 7691, 7711 and 7731 Bridge Street RZ 11-563568

Prior to adoption of Zoning Amendment Bylaw 8804, the developer is required to complete the following requirements to the satisfaction of the Director of Development.

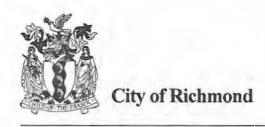
- 1. Adoption of the Official Community Plan Bylaw 8803.
- 2. Consolidate 7691, 7711 and 7731 Bridge Street into one development parcel.
- 3. Registration of a 6.0 meter wide Public Right of Passage Right of Way (PROP ROW) along the north property line to facilitate a public walkway within the PROP ROW. The concrete path is to be 2.0 meters in width with landscaping on each side. The PROP ROW will identify maintenance provisions where the future strata corporation will maintain the PROP ROW until the time the property to the north (7671 Bridge Street) dedicates the land and completes the required frontage works to the point where it is placed on the City's maintenance program. At this time the City will maintain the main hard surfaced pathway connecting Armstrong Street to Bridge Street, and the strata will maintain the soft landscaping and the individual walkways connecting the main path to the individual units.
- 4. Registration of a Flood Indemnity Agreement Restrictive Covenant on title.
- 5. Payment of \$49,000.00 cash-in-lieu of on-site indoor amenity space.
- Voluntary contribution of \$74,297.00 towards the City's Affordable Housing Reserve Fund.
- 7. Voluntary contribution of \$27,862.00 towards the City's Public Art reserve fund.
- 8. Submission of a Servicing Agreement* that will include, but not limited to:
 - Along the eastern property line, a 1.75 meter wide sidewalk, 2.5 meter grass and treed boulevard (with 7cm Red Horse Chestnut trees), curb and gutter, and road widening to meet with road works done through SA 09-468973.
 - Street lighting to be Lumec Z10G Type 3 (aka "zed" lights).
 - Design and paving pattern of the pathway within he 6.0 m wide PROP ROW.
 - 9. The submission and processing of a Development Permit* completed to a level of acceptance by the Director of Development. In addition to the standard review, the applicant is to provide information pertaining to:
 - a) Design of the outdoor amenity area, including the play area.
 - Design of the PROP ROW, including providing information to the width and the use of paving materials.
 - c) Overall appropriateness of the landscaping plan.
 - d) Manoeuvrability of larger vehicles (SU-9) within the site.
 - e) Form and Character of the townhouse units and how they address adjacent properties and high visibility areas.
 - f) Provide a sense of territory for pedestrian use within the site along the internal drive aisle.
 - g) Identify unit(s) to allow easy conversion for Universal access.

* Note: This requires a separate application

Then, prior to issuance of the Building Permit*:

- Provision of a construction parking and traffic management plan to the Transportation
 Department to include: location for parking for services, deliveries, workers, loading,
 application for request for any lane closures (including dates, times, and duration), and
 proper construction traffic controls as per Traffic Control Manual for Works on
 Roadways (by Ministry of Transportation) and MMCD Traffic Regulation Section 01570
 (http://www.richmond.ca/services/ttp/special.htm).
- A payment on stormworks done to the benefit of this application.

Signed	Date	



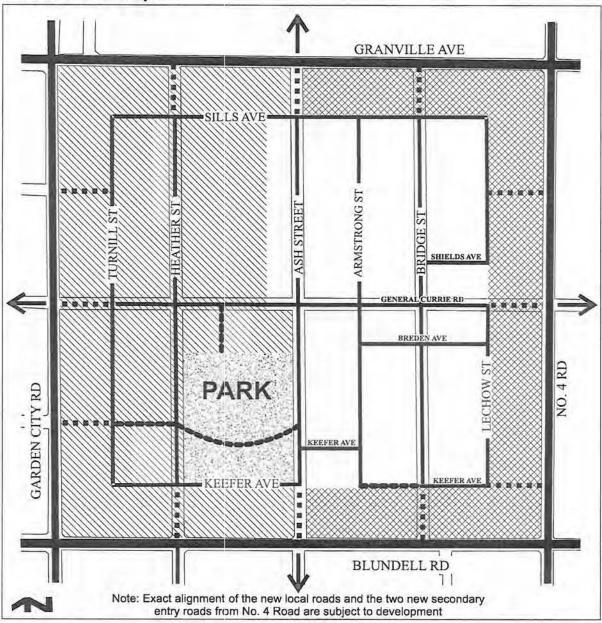
Richmond Official Community Plan Bylaw 7100 McLennan South Sub Area Plan (2.10D) Amendment Bylaw 8803

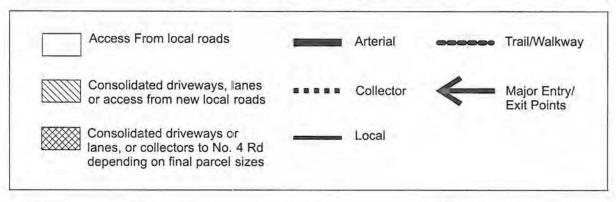
The Council of the City of Richmond, in open meeting assembled, enacts as follows:

- Schedule 2.10D (McLennan South Sub-Area Plan) to Richmond Official Community Plan Bylaw 7100 is amended by repealing the existing "Circulation Map" in Section 4.0 Transportation, and replacing it with "Schedule A attached to and forming part of Bylaw No. 8803".
- This Bylaw may be cited as "Official Community Plan Bylaw 7100 (Schedule 2.10D McLennan South Sub-Area Plan), Amendment Bylaw 8803".

FIRST READING		CITY OF RICHMOND
A PUBLIC HEARING WAS HELD ON		APPROVED by
SECOND READING		APPROVED by Director
THIRD READING		or Solicitor
ADOPTED		100
MAYOR	CORPORATE OFFICER	

Circulation Map

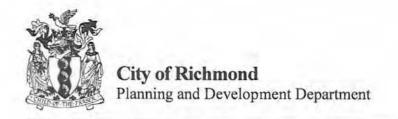






Richmond Zoning and Development Bylaw 8500

	Amendment Bylaw 8804 (RZ 11-563568) 7691, 7711 and 7731 Bridge Street	
The (Council of the City of Richmond enacts as follows:	
1.	The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning and Development Bylaw 8500, is amended by repealing the existing zoning designation of the following areas and by designating it "Medium Density Townhouses (RTM2).	
	P.I.D. 008-359-458 Lot 51 Section 15 Block 4 North Range 6 West New Westminster District Plan 37300	
	Lot 51 Section 15 Block 4 North Range 6 West New Westminster District Plan 57500	
	P.I.D. 003-566-145 Lot 13 Except: Part Subdivided By Plan 37300, Block "F" of Section 15 Block 4 North Range West New Westminster District Plan 1207	6
	P.I.D. 009-035-923 North Half Lot 12 Block "F" Section 15 Block 4 North Range 6 West New Westminster Distri Plan 1207	ct
2.	This Bylaw is cited as "Richmond Zoning and Development Bylaw 8500, Amendment Bylaw 8804".	w
FIRS	ST READING	CITY OF RICHMON
A PU	UBLIC HEARING WAS HELD ON	APPROVE for content originating dept.
SEC	COND READING	APPROVE
THI	RD READING	for legality by Solicito
OTI	JED DEOLIDEMENTS SATISFIED	1919



Report to Committee Fast Track Application

To: Planning Committee

Date: August 18, 2011

From:

Brian J. Jackson, MCIP

File: RZ 11-585249

Director of Development

Re: Application by Ajit Thaliwal for Rezoning at 11531 Williams Road from Single

Detached (RS1/E) to Compact Single Detached (RC2)

Staff Recommendation

That Bylaw No.8806, for the rezoning of 11531 Williams Road from "Single Detached (RS1/E)" to "Compact Single Detached (RC2)", be introduced and given first reading.

Brian J. Jackson, MCIP Director of Development

ES:blg Att.

FOR C	ORIGINATING DEPARTMI	ENT USE ONLY
ROUTED TO:	CONCURRENCE	at The
Affordable Housing	YEND	TOROUGE FOX 1. ERCH

Item	Details
Application	RZ: 11-585249
Location	11531 Williams Road
Owner	Amit Dhingra, Sushil Arora, Varun Pasad
Applicant	Ajit Thaliwal

Date Received	July 22, 2011
Acknowledgement Letter	July 28, 2011
Fast Track Compliance	August 8, 2011
Staff Report	August 9, 2011
Planning Committee	September 20, 2011

Site Size	52 m ² (7,0182.3 ft ²)		
Landlless	Existing – One (1) single detached dwelling		
Land Uses	Proposed – Two (2) single detached lots, each 326 m ² (3,509 ft ²)		
Zaning	Existing – Single Detached (RS1/E)		
Zoning	Proposed – Compact Single Detached (RC2)		
Planning Designations	 Official Community Plan (OCP) Generalized Land Use Map designation – "Neighbourhood Residential" 		
	OCP Specific Land Use Map designation – "Low-Density Residential"		
	Area Plan or Sub-Area Plan - None		
	This application conforms with applicable land use designations and policies.		
Surrounding Development	 The subject property is located on the north side of Williams Road, between Seacote Road and No. 5 Road, in an established residential neighbourhood consisting of a mix of older single detached dwellings on larger lots and new single detached dwellings on small lots. 		
	 Development immediately surrounding the subject lot is as follows: 		
	 To the north is a single detached dwelling zoned "Single Detached (RS1/E)"; 		
	 To the east is a single detached dwelling zoned "Compact Single Detached (RC1)"; 		
	 To the south across Williams Road, are single detached dwellings zoned "Compact Single Detached (RC1)"; 		
	 To the west is a single detached dwelling zoned "Single Detached (RS1/E)"; 		

Staff Comments

Background

 A Development Application Data Sheet providing details about the development proposal is attached (Attachment 2).

Trees & Landscaping

- A Certified Arborist's Report was submitted by the applicant, which identifies tree species, assesses the condition of trees, and provides recommendations on tree retention and removal relative to the development proposal. The Report identifies and assesses:
 - Two (2) bylaw-sized trees and a Laurel hedgerow on the subject property; and
 - Two (2) undersized trees located within the sidewalk on City-owned property.
- The City's Tree Preservation Coordinator reviewed the Arborist's Report and conducted a Visual Tree Assessment. The City's Tree Preservation Coordinator concurs with the Arborist's recommendations to remove the Laurel hedgerow and remove and replace the two (2) bylaw-sized trees (Trees #493 & #494) located on the site due to structural defects and impacts due to grade changes required, as this site is currently approximately 1 m below the existing sidewalk grade.
- The City's Tree Preservation Coordinator also concurs with the Arborist's recommendation to retain the two (2) undersized trees located on City-owned property (Trees A & B). Tree protection barriers are not required around these trees as there are no potential impacts from the proposed development due to their existing condition within pre-cast concrete surrounds in the sidewalk.

The final Tree Retention Plan is included in Attachment 3.

 Based on the 2:1 replacement ratio goal in the OCP, and the size requirements for replacement trees in the City's Tree Protection Bylaw, a total of 4 (four) replacement trees of the following sizes are required to be planted and maintained on the future lots:

# Replacement Trees	Min. calliper of deciduous tree	or	Min. height of coniferous tree
2	6 cm		3.5 m
2	9 cm		5 m

 As a condition of rezoning, the applicant must submit a Landscape Plan, prepared by a Registered Landscape Architect, along with a Landscaping Security (100% of the cost estimate provided by the Landscape Architect, including installation costs) to ensure that the replacement trees will be planted and the front yards of the future lots will be enhanced.

	 Affordable Housing Richmond's Affordable Housing Strategy requires a suite on 50% of new lots, or a cash-in-lieu contribution of 1.00/ft² of total building area towards the City's Affordable Housing Reserve Fund for single-family rezoning applications. The applicant proposes to provide a legal secondary suite on one of the two (2) future lots at the subject site. To ensure that the secondary suite is built to the satisfaction of the City in accordance with the City's Affordable Housing Strategy, the applicant is required to enter into a legal agreement registered on Title, stating that no final Building Permit inspection will be granted until the secondary suite is constructed to the satisfaction of the City in accordance with the BC Building Code and the City's Zoning Bylaw. This legal agreement is required prior to rezoning adoption. This agreement will be discharged from Title (at the initiation of the applicant) on the lot where the secondary suite is not required by the Affordable Housing Strategy after the requirements are satisfied. Should the applicant change their mind prior to rezoning adoption about the affordable housing option selected, a voluntary contribution to the City's Affordable Housing Reserve Fund in-lieu of providing the secondary suite will be accepted. In this case, the voluntary contribution would be required to be submitted prior to final adoption of the rezoning bylaw, and would be based on \$1.00/ft² of total building area of the single detached dwellings (i.e. \$4,212). Flood Management Registration of a flood indemnity covenant on title is required prior 	
	Vehicular access to Williams Road is not permitted in accordance with Bylaw 7222. Access to the site at future development stage is to be from the existing rear lane only.	
	Subdivision	
	At future Subdivision stage, the applicant will be required to pay Development Cost Charges (City and GVS & DD), Neighbourhood Improvement Charges (for future lane improvements), School Site Acquisition Charge, Address Assignment Fee, and Servicing Costs.	
Analysis	This rezoning application complies with the City's Lane Establishment and Arterial Road Redevelopment Policies since it is a single detached residential redevelopment proposal with access to an existing operational rear lane. The future lots will have vehicle access to the existing operational rear lane, with no access being permitted to or from Williams Road.	
Attachments	Attachment 1 – Location Map/Aerial Photo Attachment 2 – Development Application Data Sheet Attachment 3 – Tree Retention Plan	

Recommendation	This rezoning application to permit subdivision of an existing large lot into two (2) smaller lots, with vehicle access to the existing operational rear lane, complies with all applicable land use designations and policies and is consistent with the direction of redevelopment currently on-going in the surrounding area. On this basis, staff support the application.
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Erika Syvokas

Planning Technician

(604-276-4108)

3309083

Prior to final adoption of Zoning Amendment Bylaw 8806, the developer is required to complete the following:

- Submission of a Landscape Plan, prepared by a Registered Landscape Architect, to the satisfaction of the Director of Development, and deposit of a Landscaping Security based on 100% of the cost estimate provided by the landscape architect (including installation costs). The landscape plan should:
 - Comply with the guidelines of the OCP's Lane Establishment and Arterial Road Redevelopment Policies and should not include hedges along the front property line;
 - Include a mix of coniferous and deciduous trees; and
 - Include the four (4) required replacement trees with the following minimum sizes:

# Replacement Trees	Min. calliper of deciduous tree	or	Min. height of coniferous tree
2	6 cm		3.5 m
2	9 cm		5 m

Registration of a legal agreement on Title to ensure that no final Building Permit inspection is granted until
a secondary suite is constructed on one (1) of the two (2) future lots, to the satisfaction of the City in
accordance with the BC Building Code and the City's Zoning Bylaw.

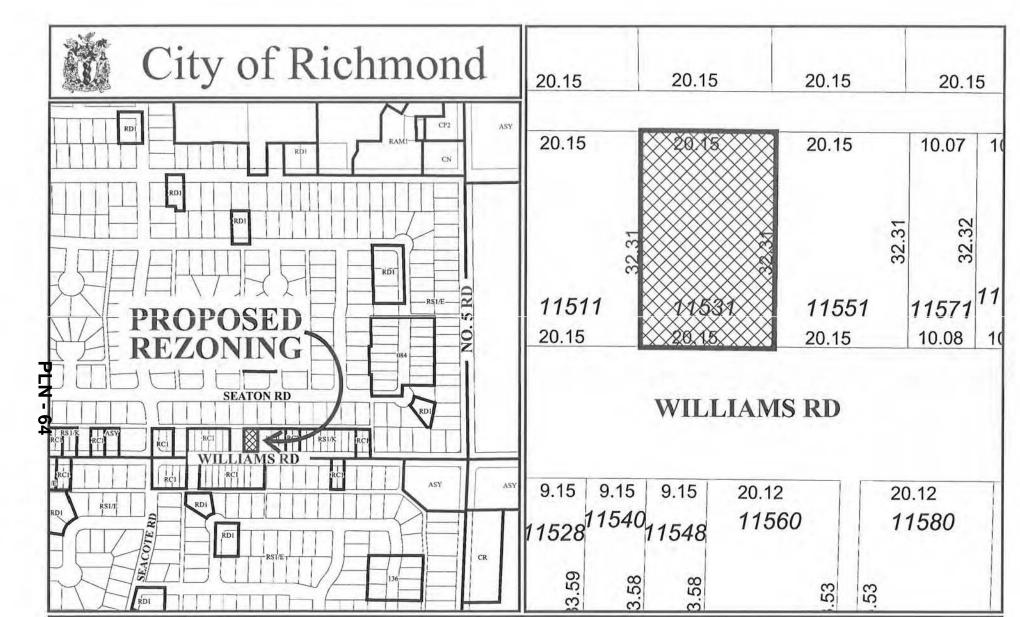
Note: Should the applicant change their mind about the Affordable Housing option selected prior to final adoption of the Rezoning Bylaw, the City will accept a voluntary contribution of \$1.00 per buildable square foot of the single-family developments (i.e. \$4,212) to the City's Affordable Housing Reserve Fund in-lieu of registering the legal agreement on Title to secure a secondary suite.

3. Registration of a flood indemnity covenant on Title.

At future subdivision stage, the developer will be required to:

 Pay Development Cost Charges (City and GVS & DD), Neighbourhood Improvement Charge (NIC) fees for future lane improvements, School Site Acquisition Charge, Address Assignment Fee, and servicing costs.

[Signed original on file]	
Signed	Date



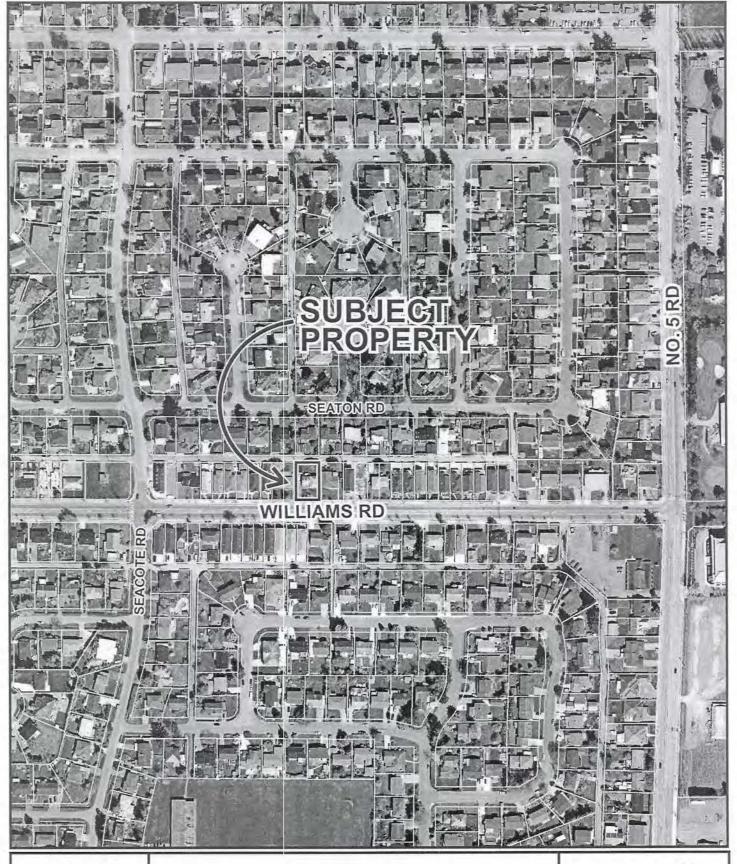


RZ 11-585249

Original Date: 07/29/11

Revision Date:

Note: Dimensions are in METRES





RZ 11-585249

Original Date: 07/29/11

Amended Date:

Note: Dimensions are in METRES



Development Application Data Sheet

RZ 11-585249 Attachment 2

Address: 11531 Williams Road

Applicant: Ajit Thaliwal

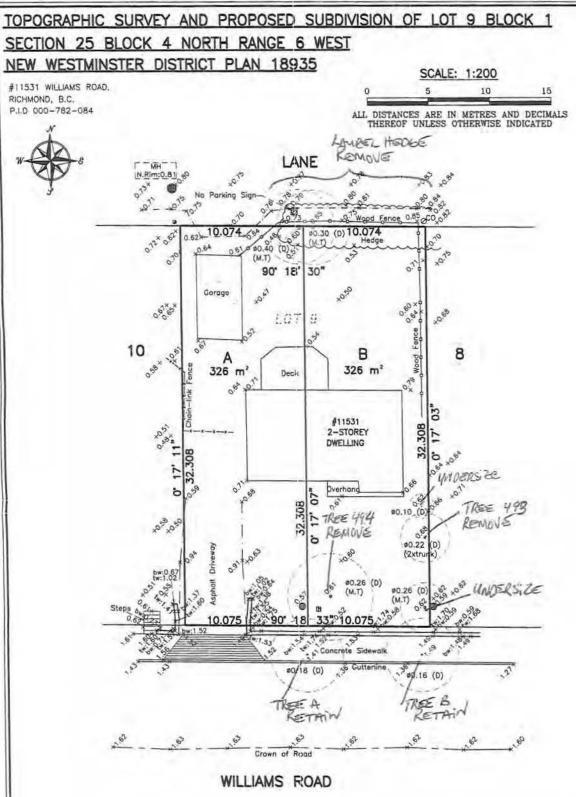
Planning Area(s): Shellmont

	Existing	Proposed
Owners:	Arnit Dhingra, Sushil Arora, & Varun Pasad	To be determined
Site Size (m²):	652 m² (7,018 ft²)	Two (2) lots each approx. 326m ² (3,509 ft ²)
Land Uses:	One (1) single detached dwelling	Two (2) single detached dwellings
OCP Designation:	 Generalized Land Use Map – Neighbourhood Residential Specific Land Use Map – Low-Density Residential 	No change
Area Plan Designation:	None	NA
702 Policy Designation:	None	NA
Zoning:	Single Detached (RS1/E)	Compact Single Detached (RC2)
Other Designations: The OCP Lane Establishment at Arterial Road Redevelopment Policies permit residential redevelopment where there is access to an existing operational rear lane.		No change

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 0.6	Max. 0.6	none permitted
Lot Coverage – Building:	Max. 50%	Max. 50%	none
Lot Size (min. dimensions):	270 m²	326 m²	none
Setback - Front & Rear Yards (m):	Min. 6 m	Min. 6 m	none
Setback - Side (m):	Min. 1.2 m	Min. 1.2 m	none
Height (m):	2.5 storeys	2.5 storeys	none

Other: Tree replacement compensation required for loss of significant trees.

PLN-66 3309083



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J. C. Tam and Associates
Canada and B.C. Land Surveyor
115 — 8833 Odlin Crescent
Richmand, B.C. V6X 3Z7
Telephone: 214—8928
Fax: 214—8929

Fax: 214-8929 E-mail: office@jctam.com Website: www.jctam.com Job No. 4526

DWG No. 4526-TOPO

FB-187 P33-35 Drawn By: TH

LEGEND:

- (D) denotes deciduous
- @ denotes power pole
- denotes round catch basin
- e denotes manhole
- m denotes water mater
- tw denotes top of retaining wall bw denotes bottom of retaining wall
- M.T denotes multi-trunk

NOTE

Elevations shown are based on City of Richmond HPN Benchmark network.

Benchmark: HPN #191,

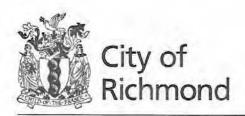
Control Monument 02H2453 Located at S edge traffic island © Riverside Dr & Featherstone Way Elevation = 1.664 metres

PLN - 67

CERTIFIED CORRECT: LOT DIMENSION ACCORDING TO FIELD SURVEY.

JOHNSON C. TAM, B.C.L.S.

JULY 7th, 2011



Richmond Zoning Bylaw 8500 Amendment Bylaw 8806 (RZ 11-585249) 11531 WILLIAMS ROAD

The Council of the City of Richmond, in open meeting assembled, enacts as follows:

 The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning Bylaw 8500, is amended by repealing the existing zoning designation of the following area and by designating it COMPACT SINGLE DETACHED (RC2).

P.I.D. 000-782-084

Lot 9 Block 1 Section 25 Block 4 North Range 6 West New Westminster District Plan 18935

2. This Bylaw may be cited as "Richmond Zoning Bylaw 8500, Amendment Bylaw 8806".

MAYOR	CORPORATE OFFICER	
ADOPTED		
OTHER DEVELOPMENT REQUIREMENTS SATISFIED		101
THIRD READING		300
SECOND READING		APPROV by Direct or Solici
A PUBLIC HEARING WAS HELD ON		la by
FIRST READING		RICHMO

Report to Committee

To:

Planning Committee

Date:

August 30, 2011

From:

Brian J. Jackson, MCIP

Director of Development

File:

ZT 11-565675

Re:

Application by Patrick Cotter Architect Inc. for a Zoning Text Amendment to Low Rise Apartment (ZLR14) – Riverport to Permit a Mixed-use Development With Dedicated Rental Apartment Housing and Shared Parking at 14000 and

14088 Riverport Way

Staff Recommendation

That Bylaw No. 8811, for a zoning text amendment to "Low Rise Apartment (ZLR14) - Riverport" to permit a medium density mid-rise mixed-use development with market rental apartment housing, commercial and community amenity space, be introduced and given first reading.

Brian J. Jackson, MCIP Director of Development

Musum

SB:blg

FOR ORIGINATING DEPARTMENT USE ONLY				
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER		
Affordable Housing	YND	1 1		
Policy Planning	YZND	The well		
Engineering Design & Construction	YOND	1		

Staff Report

Origin

Patrick Cotter Architect Inc. has applied to the City of Richmond for a zoning text amendment to Low Rise Apartment (ZLR14) – Riverport in order to permit a medium-density mid-rise mixed-use rental residential development at 14000 Riverport Way with a shared parking facility for 14000 and 14088 Riverport Way (Attachment 1).

The development includes a proposed 7-storey mixed-use building with 60 market rental dwelling units, ground level commercial (approximately 68 m²) and community meeting space (approximately 83 m²) at 14000 Riverport Way, and a proposed shared parking structure with a site specific rental residential parking requirement for the proposed mid-rise building and the previously approved 80-unit four-storey market rental residential building at 14088 Riverport Way (Attachment 2).

Findings of Fact

A Development Application Data Sheet providing details about the development proposal is included as **Attachment 3**.

A Servicing Agreement (SA 02-218175) was secured through the rezoning application for this waterfront community (RZ 03-234655) for the new Riverport Way road, Steveston Highway improvements from Entertainment Boulevard to a dike plaza, storm sewer and water distribution systems, dike walkway, viewing piers, float, and walkway and parking area in the City-owned lands to the north. The works are mostly constructed. The last remaining development lot at 14000 Riverport Way is surrounded with temporary frontage works, which are proposed to be completed with construction of the development.

A City sanitary sewer does not service the development. This waterfront community, including the proposed building, is tied into the private sewage treatment plant for the Riverport Sports and Entertainment Complex.

Background

The sites at 14000 and 14088 Riverport Way together are proposed to provide market rental accommodation for employees in the area, and the general public. The vacant site at 14000 Riverport Way is the last development parcel of the former industrial lands at 14791 Steveston Highway to be developed by Legacy Park Lands Limited as part of its waterfront community next to the Fraser River, CN rail lands, and the Riverport Sports and Entertainment Complex. The waterfront development has been the subject of several development applications; a chronology is included as **Attachment 4**. The existing waterfront residential community is characterized by three (3) existing four-storey market condominium buildings, a four-storey market rental building under construction, dike walkway with viewing piers, new Riverport Way public road, Steveston Highway terminus with plaza, pier and float, and walkway and parking improvements in the City-owned lands to the north.

The site at 14000 Riverport Way was originally envisioned as a mixed use site with commercial (office, retail and restaurant) and community meeting space, lift and storage facilities for boats, and dormitory facilities for athletes visiting the nearby Richmond Ice Centre and Watermania pool in the Riverport Sports and Entertainment Complex.

As a result of the construction of the hotel at Triangle Road and No. 6 Road, the previously envisioned dormitory for athletes is no longer needed. The owners have experienced a strong demand for the market rental units approved at 14000 Riverport Way. This led the owners to ask if the City would support the construction of additional market rental apartment housing instead of the previously envisioned dormitory facilities and other uses.

The original site contained contamination and has undergone soil remediation with the phases of development. The remaining subject site is in the process of applying to have the completed soil remediation work cleared to a residential standard. Prior to zoning text amendment approval, documentation is required from the Ministry of Environment, in the form of an appropriate Instrument or Release under Section 40 of the Environmental Management Act, indicating that the City may approve zoning changes. Approval from the Ministry of Environment is a requirement of zoning text amendment.

Surrounding Development

Development surrounding the Fraser Lands Planning Area properties at 14000 and 14088 Riverport Way includes:

- To the northeast, is phase 1 of the waterfront community, consisting of three (3) four-storey
 market residential buildings at 14100, 14200 and 14300 Riverport Way, with a total of 144
 strata-titled apartments over a shared parking structure (DP 04-269797), also zoned Low Rise
 Apartment (ZLR14) Riverport;
- To the east, is dike property owned by the City and a water lot owned by Legacy Park Lands Limited, zoned Entertainment & Athletics (CEA), and the Fraser River;
- To the west, across Riverport Way, is CN Rail right-of-way and the Riverport Sports and Entertainment Complex beyond, zoned Entertainment & Athletics (CEA); and
- To the south, across Steveston Highway, is Fraser Wharves land, zoned Light Industrial (IL).

Related Policies & Studies

Official Community Plan (OCP)

In the Official Community Plan (OCP), the subject sites are designated Limited Mixed Use, which supports the proposed residential, limited commercial, and community uses.

Environmentally Sensitive Areas (ESAs)

The area between Riverport Way and the Fraser River is designated as an ESA, including the subject development site. The ESA aspect of the waterfront community shoreline was resolved through an approved Development Permit (DP 97-122639) prior to the rezoning, Servicing Agreement, and Development Permit for the waterfront community development. City and Department of Fisheries and Oceans staff agree that the proposed development does not impact the environmentally sensitive shoreline, as it is restricted to the inland side of the existing dike walkway.

Noise Sensitive Development

- As noted above, the subject site is in close proximity to industrial, commercial and railway lands. It is important to address the adjacency for the comfort of the future residents.
- A restrictive covenant was secured through the approved rezoning (RZ 03-234655) to ensure that residential buildings be built to CMHC Noise Transmission Criteria and to notify potential residents of nearby industrial, commercial and rail operations.
- Registration of a Noise Sensitive Use Restrictive Covenant is a requirement of zoning text
 amendment to ensure the following appropriate indoor sound levels determined by CMHC
 and industry standard thermal comfort levels are provided in the residential units. The
 covenant requires that a registered professional confirm compliance of the project design and
 construction of the dwelling units.

Indoor sound level criteria (with doors and windows closed):

Portion of Dwelling Unit	Maximum Noise Levels (decibels)
Bedrooms	35 dB
Living, dining, and recreation rooms	40 dB
Kitchen, bath, hallways, and utility rooms	45 dB

- b) Indoor thermal comfort standard (with doors and windows closed throughout all seasons): ASHRAE 55-2004 "Thermal Environmental Conditions for Human Occupancy".
- The required Noise Sensitive Use Restrictive Covenant for the subject development proposal is an improvement over some older covenants. The proposed covenant will include specifications for acceptable indoor noise levels, thermal comfort in the summer months, and the requirement to have construction measures designed and reviewed by registered professionals. The acceptable indoor noise levels are set for the different areas of the residential units, with bedrooms as the quietest rooms. Thermal comfort is needed for the summer months when residents would open their windows and lose the benefit of noise insulating construction measures.

Affordable Housing Strategy

The City's Affordable Housing Strategy does not provide explicit reference to purpose-built rental housing requirements. However, the strategy does acknowledge the importance of preserving and maintaining existing and new rental housing stock in Richmond. Separate from the subject application, staff will be reviewing the Affordable Housing Strategy regarding purpose-built, market rental housing contribution requirements.

Purpose-built rental housing provides the following community benefits:

- Relieves pressure on market rental vacancy rates in Richmond (i.e., Canada Mortgage Housing Corporation reports that rental vacancy rates have continued to maintain an average low of 1.5 percent consistently over the past 10 years).
- Supports the availability of non-market affordable rental housing for low to moderate income households.
- Increases housing options for those who do not choose or are not able to purchase a condominium or enter into the homeownership market.

The applicant advised that, in the absence of any advertising in the media, as of August, 2011, 77 rental inquiries have been received for the rental project under construction at 14088 Riverport Way. The interest by potential renters reflects both a need and demand for market rental housing. Further, the proposed development will provide workers with the opportunity to live and work in Richmond.

Given the foregoing and acknowledging that the subject application presents a unique opportunity to provide new rental housing in Richmond (i.e., few developments see a financial incentive in the option), Community Social Services and Development Applications staff recommends that the Affordable Housing Contributions for this project be waived.

Registration of a legal agreement on Title to secure rental use in perpetuity of the proposed apartment housing will be a requirement of the zoning text amendment. To secure market rental use of the proposed apartment housing, the owner is required to enter into a Housing Agreement prior to final adoption of the text amendment bylaw. In order to enter into a Housing Agreement, the Local Government Act, Section 905, requires enactment of a bylaw by the City. The Affordable Housing Coordinator will prepare a separate report, including the Housing Agreement and associated bylaw. The following terms, among others, will be articulated in the Housing Agreement.

Housing Agreement Terms

Rental Rate	Market rent
Tenure of units	Market rental
Ownership	Block ownership of each of the two properties, without subdivision or strata-titling (consolidation is permitted)
Duration of Agreement	Perpetuity
Allocation of Floor Area	14000 Riverport Way Approximate distribution of 4,966.2 m2 residential floor area in 60 units. * Ground floor commercial & community amenity uses excluded 14088 Riverport Way Approximate distribution of 4,489.5 m² residential floor area in 80 units.

For each property, a legal agreement will secure full and unlimited access and use of the indoor and outdoor amenity spaces provided on-site for all occupants of the rental units on that property. A separate legal agreement will secure the access and use of the community meeting space provided at 14000 Riverport Way for all residents in the waterfront community's five buildings (14000, 14088, 14100, 14200 & 14300 Riverport Way).

Floodplain Management

Through the original rezoning application for this waterfront community (RZ 03-234655), dike improvements were secured through a Servicing Agreement (SA 02-218175) and a floodplain covenant was registered on Title, requiring a minimum elevation for habitable areas (flood construction level) of 3.5 m GSC (Geodetic Survey of Canada).

In addition to the terms of the registered covenant, the applicant is required to comply with the City's Flood Plain Designation and Protection Bylaw No. 8204, which came into effect after the property was originally rezoned. Similar to the building under construction at 14088 Riverport Way, the development proposal for 14000 Riverport Way includes a 4.3 m GSC ground floor elevation to tie into the surrounding sidewalk elevations, which is higher than both the minimum requirements in the covenant (3.5 m GSC) and the bylaw (3.0 m GSC).

The Province has indicated that, in response to the potential effects of global warming, the relatively newly improved dike will need to be raised in the future. The City's current planning horizon requires that dikes are capable of being raised to at least 5.5 m GSC. The existing dike in this area is at a height of under 4.0 m GSC. Since the dike improvements are relatively new in front of this waterfront community, the City does not have plans to raise this portion of the dike at this time. However, the applicant has been asked to take into consideration both the existing elevation and the future higher dike elevation. As a result of these special conditions of the site, in consultation with City Engineering staff, a Dike Maintenance Agreement is required as a condition of the zoning text amendment. Subsurface structures will provide support for a future higher dike.

Registration of a Dike Maintenance Agreement is also required as a condition of the zoning text amendment to permit structures to encroach into the required 7.5 m setback from a dike right-of-way (Flood Plain Designation and Protection Bylaw No. 8204) along Steveston Highway and the east edge of the site. The approved Development Permit (DP 04-269797) included an underground parking structure on the 14000 Riverport Way that encroaches into both required

dike setbacks. In consultation with City Engineering staff, the applicant has maintained the approved setback along Steveston Highway, and increased the setback by 1.4 m along the east edge of the site. The encroaching structures include a required continuous engineered dike support structure designed to support a future raised dike (5.5 m GSC), subsurface parking and bicycle storage, mixed-use building, vehicle and pedestrian circulation, and landscaping elements. The agreement will include an Engineering Report and a safeguard right-of-way for maintenance or removal of encroaching structures.

Provincial approval is required to permit the structures to encroach into the existing dike structure. The proposed underground parking structure encroaches approximately 1.7 m into the inland toe of the existing dike at the northeast corner of the site. On July 6, 2011, staff received a copy of an e-mail from the Ministry of Natural Resource Operations (Provincial dike Authority) that advises that: the Province does not object to the current configuration and its impacts to the dike; and the applicant is required to complete the Dike Maintenance Act approval application process to obtain written approval before any works are started. As part of the application process, the applicant is required to provide additional information regarding analysis, design and construction details for the project, dike and accommodating a future raised dike. Provincial approval is a requirement of the zoning text amendment. Staff from Development Applications and Engineering will continue to work with the applicant and the Provincial Dike Authority to respond to the Province's concerns, recognizing that development of this site has been under review for over seven years and improvements to the dike were recently completed.

Consultation

The development application process to date has included the installation of informational development application signage on the site, and an open house meeting for the residents in the phase 1 market residential buildings at 14100, 14200 and 14300 Riverport Way. The Public Hearing will include notification to neighbours and local newspaper advertising.

School District

This application was not referred to School District No. 38 (Richmond) because it is consistent with the existing OCP designation. According to OCP Bylaw Preparation Consultation Policy 5043, which was adopted by Council and agreed to by the School District, residential developments requiring an OCP amendment which generate less than 50 school aged children do not need to be referred to the School District (e.g., typically around 295 multiple-family housing units). This application only involves 60 multiple-family housing units in an area that has not been envisioned to support families due to the distance to the closest schools: Woodward Elementary School west of No. 5 Road, and McNair Secondary School on No. 4 Road north of Williams Road. A legal agreement was registered on Title through the approved rezoning (RZ 03-234655) specifying that all residents would be at least 18 years of age.

Staff did review the application informally with staff from the School District No. 38 (Richmond). School district staff did not express any concerns about the proposal.

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CN Rail

CN Rail staff has recently expressed concern about the potential impact of rail noise and vibration on adjacent residential buildings and has advised that any residential development should be designed to anticipate future construction of the rail right-of-way as a branch line.

In the 2003 rezoning staff report, it was noted that rail line construction would ultimately result in the rail line west of the subject site extending to connect the Fraserport Lands to Fraser Wharves. It was noted that there may be up to three (3) tracks within the right-of-way, and shunting or switching of trains was not proposed at this location

CN Rail staff has asked to receive a copy of the future Development Permit application for their review.

As noted above, registration of a Noise Sensitive Use Restrictive Covenant on Title is a requirement of the zoning text amendment to ensure appropriate indoor sound levels and thermal comfort levels are provided in the residential units.

Public Input

The owner hosted two meetings for the existing waterfront community residents at the nearby Holiday Inn Express Riverport hotel. An open house meeting for residents was held on April 21,2011 to discuss the construction process for the approved building at 14088 Riverport Way and the development proposal for 14000 Riverport Way. Invitations were posted in the lobby of each of the three (3) existing market residential buildings at 14100, 14200 and 14300 Riverport Way. Five (5) residents signed into the meeting. Comments regarding the proposal included:

- Appreciation of proposed concrete and glass building materials and contemporary design for the proposed building at 14000 Riverport Way.
- Appreciation of commitment to provide transit pass program for the approved building at 14088 Riverport Way.
- Concern that proposed building would impact sight lines for existing residents. Views of the
 river from the existing buildings will be impacted by the building at 14088 Riverport Way,
 which was approved as part of the same development that included the first three (3) existing
 buildings. The proposed building at 14000 Riverport Way will not impact river views from
 the existing buildings.

- Concern that the proposed building was taller than the existing and approved buildings. The proposed building is taller with a building height of seven stories and roof-top mechanical space. The additional building height and associated smaller building floor plate provide the benefits of: a tall landmark feature marking the east end of Steveston Highway; a greater sense of openness and afternoon sunlight penetration between buildings along Riverport Way; an increased building separation and feeling of privacy for future residents of both rental buildings.
- Concern regarding existing special event traffic volume westbound on Steveston Highway and the suggestion to install a traffic light at No. 6 Road. At this time, the City has no plans to install a traffic light at the No. 6 Road and Steveston Highway intersection, but will continue to monitor traffic volume in the area. Transportation staff have reviewed the proposal and there is capacity in the existing road network to accommodate the proposed 60 rental dwelling units.
- Concern that residents were not able to access the locked public float at Steveston Highway.
 The public float was constructed through the approved Servicing Agreement and was opened this year to the public in July, 2011.

A further meeting was held on May 16, 2011 for the strata council of the Pier 1 building. The strata council president provided the following comments regarding the proposal:

- Appreciation of proposed concrete and glass building materials and contemporary design for the proposed building at 14000 Riverport Way.
- Advice to carefully consider the location of any coloured glass to avoid impacting views from the building out to the river.
- Appreciation of Steveston Highway completion and provision of street parking along both Riverport Way and Steveston Highway.
- Concern that residents were not able to access the locked public float at Steveston Highway.
 See open house comments above.

Public correspondence has been received from Fraser Lands Planning Area resident, Gabrielle Grun, urging the City to provide sanitary sewer service to the Riverport residents. As noted above, the existing waterfront community and proposed development will be serviced by the private sewage treatment plant for the Riverport Sports and Entertainment Complex. The City has no plans to extend sanitary sewer service in the vicinity.

Staff Comments

Project Description

 The applicant proposes approximately 60 market rental apartment housing units with ground level commercial space (approximately 68 m²) within a building consisting of a mid-rise and associated parking structure that is partially submerged and partially screened by ground floor spaces of the mid rise building and landscaping.

- The proposed mid rise development also includes outdoor amenity space on the parking structure roof, and ground level indoor amenity space and community meeting space (approximately 83 m²).
- The proposed shared parking structure provides for the rental residential, visitor and limited commercial parking needs for both the proposed mid rise building at 14000 Riverport Way and the approved low-rise building under construction at 14088 Riverport Way. Parking for residents is provided on both properties, with limited shared use of the parking on the 14000 Riverport Way lot. Parking for visitors and commercial use is provided on the 14000 Riverport Way lot, with shared use for both lots. Registration of a legal agreement on Title to the lot at 14000 Riverport Way is a requirement of the zoning text amendment to provide the following benefits for the lot at 14088 Riverport Way: access to/egress from the underground parking structure; 15 resident parking spaces; and 16 visitor parking spaces.

Analysis

Land Use

- The proposed development complies with the OCP and follows the development pattern for the local waterfront neighbourhood. As noted previously, the subject site is designated in the Specific Land Use Map as 'Limited Mixed-Use'.
- As previously noted, the original site contained contamination and has undergone soil
 remediation with the phases of development. The remaining subject site is in the process of
 applying to have the completed soil remediation work cleared to a residential standard.
 Approval from the Ministry of Environment is a requirement of the zoning text amendment.

"18.14 Low Rise Apartment (ZLR) - Riverport" Site Specific Zone

"Low Rise Apartment (ZLR) – Riverport" site specific zoning was tailored for the waterfront
community through the approved rezoning (RZ 03-234655), with different criteria for each
of the portions of the site identified as Area A, B and C. Changes are needed to the site
specific zone to allow for the proposed rental apartment housing building on Area A and to
allow for a rental residential parking rate for both Area A and B.

Proposed Changes:

- Revising the title of the site-specific zone to read "Low to Mid Rise Apartment (ZLR) –
 Riverport" to accommodate the proposed mid-rise 7-storey rental apartment housing building
 in Area A (14000 Riverport Way). The four-storey rental and market residential buildings in
 Areas B (14088 Riverport Way) and C (14100, 14200 & 14300 Riverport Way) are low-rise
 buildings.
- Allowing apartment housing and associated minor community care facility and home business in Area A.
- Eliminating outdoor storage, which is a permitted in Area A only. This use accommodates
 the originally envisioned mixed-use facility with dry boat storage and is no longer
 appropriate with rental and market residential uses.

- Increasing the permitted density in Area A from 1.0 to 1.91, provided that the increase is
 used to provide apartment housing, and an additional 0.1 for amenity and community
 amenity space. The increase in density is needed for the proposed 60 market rental
 apartments, limited commercial, indoor amenity and community amenity space. The
 applicant has demonstrated the feasibility of accommodating the proposed density within the
 site.
- Decreasing the minimum side yard (East) in Area A from 18.0 m to 8.5 m. This setback is measured from the East property line and exceeds the parking structure setback in the approved 2004 Development Permit.
- Increasing the maximum building height in Area A from 18.0 m to 22.5.
- Including a new site specific parking rate in Area A and Area B for rental apartment housing at a rate of 1.32 parking spaces per rental apartment (1.19 parking spaces per unit after TDMs), provided that the rental use is secured with a legal agreement registered on Title. There is an existing legal agreement registered on Title requiring that any hotel, dormitory or rental buildings be used for that purpose in perpetuity. Discharge and registration of a new legal agreement is a requirement of the zoning text amendment to clarify the rental apartment proposal specifics, location and to update the document to current City standards.
- Deleting the on-site parking and loading requirement to provide 460 on-site parking spaces in total in Areas A, B, and C. This requirement was reduced to 420 parking spaces through the approved Development Permit (DP 04-269797). The current proposal is different from the originally envisioned uses for site A, and the new parking need is identified in the parking analysis prepared by the owner's transportation consultant and accepted by transportation staff. With the proposed 115 parking spaces in Area A, a total of 438 parking spaces is provided in Areas A, B and C.

Public Amenities

The following public amenities will be provided as a requirement of the zoning text amendment:

- An additional market rental apartment housing building at 14000 Riverport Way, with limited ground floor non-residential use. In total, two (2) market rental apartment housing buildings will be part of this waterfront community, with the approved rental apartment housing building under construction at 14088 Riverport Way. A legal agreement will be registered on Title to both lots to prohibit strata-titling, subdivision and to secure the rental use in perpetuity. Approximately 140 dwelling units will be provided in total, with 80 dwelling units under construction and an additional 60 dwelling units proposed.
- A 74.3 m² (800 ft²) meeting room for community use, and associated legal agreement to
 ensure access and use of the community meeting space for all residents in the waterfront
 community.
- Voluntarily contribution of \$0.75 per buildable square foot (e.g. \$40,742) to the City's Public Art fund or towards installation of Public Art on-site through participation in the City's Public Art Program. The applicant is investigating opportunities for integrating public artwork into the Riverport Way building façade.
- Statutory Rights-of-Way for utilities and public rights-of-passage over the boulevard and sidewalk at the Steveston Highway and Riverport Way intersection (design and construction of works secured via Servicing Agreement SA 02-218175).

Comparison to Previous Site A Proposal Under Approved Rezoning (RZ 03-234655):

- A 74.3 m² (800 ft²) meeting room for community use was proposed this amenity is included in the subject development.
- A dry boat storage shed (30-vessel) for area residents, together with a boat launch and lift
 facility was proposed this amenity is no longer proposed. Instead, the owner is proposing
 to provide market rental apartment housing to address the community need.

Public Amenities Provided Through Approved Rezoning (RZ 03-234655):

- Rights-of-way for public use were secured over all areas not occupied by buildings or private
 patio, including the public piers and float.
- Rights-of-way were secured for dike public walkway, access and maintenance.
- · Road dedication was provided for new road (Riverport Way).
- Land was exchanged at No. 6 Road and Triangle Road and City land along Steveston Highway.
- \$43,615.00 was received for a waterfront walkway in the City-owned lands to the north.
- \$50,000.00 was received for child care.
- \$10,000.00 was received for child care or Public Art.
- · A Servicing Agreement was entered into for the following works:
 - a. New frontage road (Riverport Way).
 - Steveston Highway improvements across the frontage and extending to Entertainment Boulevard.
 - c. Three (3) public piers, float, Steveston Highway pedestrian plaza, and continuous waterfront walkway, dike maintenance and access improvements.
 - Parking area and improvements in the City-owned lands to the north.

Amenity Space

- The proposed development will provide approximately 125.4 m² indoor amenity space for the use of the residents, which exceeds the requirements of the OCP (100 m²). The proposed indoor amenity space is provided in two (2) ground level meeting rooms, one (1) of which will also be available for community use, as a requirement of the zoning text amendment.
- The proposed development will provide approximately 618 m² of outdoor amenity space for the use of the residents, which far exceeds the requirements of the OCP (360 m²). The proposed outdoor amenity space is provided at the second level on the roof of the concrete parking structure.

Sustainability Measures for proposed building at 14000 Riverport Way:

- The applicant has identified the following sustainability measures for the development proposal:
 - Densification with addition of market rental apartment housing and supporting limited commercial space in close proximity to local employment opportunities and recreation amenities.

- Landscape design will include indigenous species, similar to previously approved and existing landscape treatment at 14088, 14100, 14200, and 14300 Riverport Way.
- o Water efficient low flow fixtures are proposed with dual flush toilets in residential units.
- o Energy efficiency high efficiency boiler proposed for general heating for the proposed building; efficient lighting throughout building with automated sensors in parking area; efficient LED lighting in corridors; programmable thermostats in commercial and amenity areas, natural day lighting to reduce the need for artificial lighting; and high efficiency heating, ventilation and air conditioning system.
- Passive Solar Design intensive green roof for raised outdoor amenity space courtyard, and high albedo ('white roof') roofing membrane for upper roof to mitigate heat gain/ urban heat island effect, 30 – 40% solid insulated wall, 60 – 70 % wall glazed with low-E argon filled double glazed window wall system, and partial shading from projecting slab edges.
- o Air quality low VOC (volatile organic compound) paints, carpeting, and adhesives.
- Recycling secure common area proposed for newsprint, mixed paper, cardboard, container, and organics recycling along with garbage.
- Alternative forms of transportation locating market rental apartment housing in close proximity to local employment opportunity; within 200 m of transit service, on-site bicycle storage and proposed transportation demand measures including a bus shelter with pad and special crosswalk.
- The applicant has advised that a geothermal system is not practical for this development.

Development Permit

The proposed mid-rise building will be further reviewed through a separate Development Permit application process as a requirement of the zoning text amendment. The review process will consider:

- Detailed Architectural design, with consideration given to relationship with:
 Steveston Highway terminus and streetscape; Riverport Way streetscape, the waterfront dike walkway, neighbouring waterfront community buildings to northeast, and incorporation of Public Art.
- · Landscape design for this vacant lot. There are no existing trees on the property.
- Outdoor amenity space programming.
- · Accessibility and aging in place measures.
- Principles of Crime Prevention Through Environmental Design (CPTED).
- Acoustic and Mechanical engineering report design recommendations ensure nearby industrial, commercial and rail noise potential is appropriately taken into consideration.
- Provision of off-street parking. A parking rate of 1.19 parking spaces per rental apartment is proposed, which complies with the proposed zoning bylaw amendments and the permitted reduction based on the owner's commitment to implement the Transportation Demand Management (TDM) strategy supported by Transportation staff. The proposed TDM strategy includes:

- Voluntary contribution towards a bus shelter and bus pad at the existing bus stop at Steveston Highway and Entertainment Boulevard (\$25,000), and
- Voluntary contribution towards a special crosswalk on Steveston Highway at Entertainment Boulevard with wheelchair ramps (\$45,000).
- Garbage and recycling storage and collection.

Legal Agreements

- Discharge of existing dormitory, hotel and rental use in perpetuity covenant is required for both the 14000 and 14088 Riverport Way lots (BV459923).
- Registration of a Housing Agreement is required for both the 14000 and 14088 Riverport
 Way lots to secure residential market rental use in perpetuity, with the exception of other
 permitted uses at the ground floor level of 14000 Riverport Way, and prohibiting subdivision
 or strata-titling (consolidation is permitted).
- Discharge of existing offsite parking agreement covenants, easement, and priority
 agreements is required for both the 14000 and 14088 Riverport Way lots for access to/from
 the underground parking structure at 14088 Riverport Way via the access ramp at
 14000 Riverport Way and securing 43 off-site parking spaces at 14000 Riverport Way for the
 exclusive use of 14088 Riverport Way (BB1703862 through to BB1703867).
- Registration of a legal agreement(s) is required for the 14000 Riverport Way lot to secure for the benefit of 14088 Riverport Way:
 - a. 15 resident off-site parking spaces, 24 hours a day, 7 days a week.
 - b. 16 visitor off-site parking spaces, 24 hours a day, 7 days a week.
 - c. Vehicle access to/from the underground parking structure at 14088 Riverport Way, and to/from the secured off-site parking spaces at 14000 Riverport Way.
- Registration of a legal agreement is required for the 14088 Riverport Way lot to allow access/egress of pedestrians to/from the underground parking northeast exit stairwell on the 14000 Riverport Way lot.
- The granting of Statutory Right-of-Ways for Public-Rights-of-Passage and utilities purposes is required over the 14000 Riverport Way lot for the boulevard and sidewalk at the southwest corner (design and construction of works secured via SA 02-218175).
- Discharge of existing noise covenant is required for the 14000 Riverport Way lot (BV459921).

331584I PLN - 82

- Registration of a Noise Sensitive Use Restrictive Covenant is required for the 14000 Riverport Way lot to ensure mitigation of industrial and railway noise potential (branch line) is incorporated into dwelling unit design and construction to achieve the following:
 - a. Indoor sound level criteria (with doors and windows closed):

Portion of Dwelling Unit	Maximum Noise Levels (decibels)
Bedrooms	35 dB
Living, dining, and recreation rooms	40 dB
Kitchen, bath, hallways, and utility rooms	45 dB

- Indoor thermal comfort standard (with doors and windows closed throughout all seasons): ASHRAE 55-2004 "Thermal Environmental Conditions for Human Occupancy"
- Registration of a Dike Maintenance Agreement (DMA) is required for the 14000 Riverport Way lot, including:
 - a. A provision for structures to encroach within the minimum 7.5 m setback from the dike right-of-way (flood plain designation and protection Bylaw 8204). The structures shall be for the purpose of habitable space, parking, vehicle and pedestrian circulation, and subsurface structure(s) that have been engineered to support a future raised dike. The Owner shall be solely responsible for liability and maintenance of encroachments to the City's satisfaction. The Owner shall be responsible at the Owner's cost to maintain structure(s) or reinstate dike toe approved by the Province.
 - b. The provision of an Engineering Report with specifications to the satisfaction of the City, as an attachment to the DMA, and if required, addressed to the City. The report should address all aspects of the development that have the potential to adversely impact the dike. Aspects should include but not be limited to:
 - Structural Building Integrity: all structures will be designed to accommodate a future dike height of 5.5 m plus dike maintenance vehicle loading (H20).
 - ii) Inspection and Maintenance Schedule of Structural Elements: for use by future owners, this will provide a recommended schedule of inspection and maintenance requirements for all structures that interact with the dike.
 - iii) Building Drainage: detail how any proposed drainage system will operate such that they will not negatively impact the dike or the storm sewer system.
 - iv) Construction Methodology: detail construction activities/methodologies that will be used and how they may impact the dike.
 - c. The provision of a statutory right-of-way (SRW) agreement granting the City permission and access to maintain or remove encroaching structures.
 - d. A provision that the Owner shall be responsible for on-site restoration and grade transition works to provide an appropriate interface between the development and any future higher dike.

Financial Impact

No financial impact to the City is anticipated as a result of the proposed development.

Conclusion

Patrick Cotter Architect Inc. has applied on behalf of the owner Legacy Park Lands Limited to develop its last remaining development parcel in its waterfront community. The proposed development provides 60 units of much needed market rental apartment housing along with community meeting space and limited commercial space. The applicant has demonstrated the feasibility of accommodating the proposed density within a building that responds to its context and a site specific rental residential parking rate. Further design development will occur through the required Development Permit process. On this basis, staff recommends support for this development proposal.

Sara Brdyal.

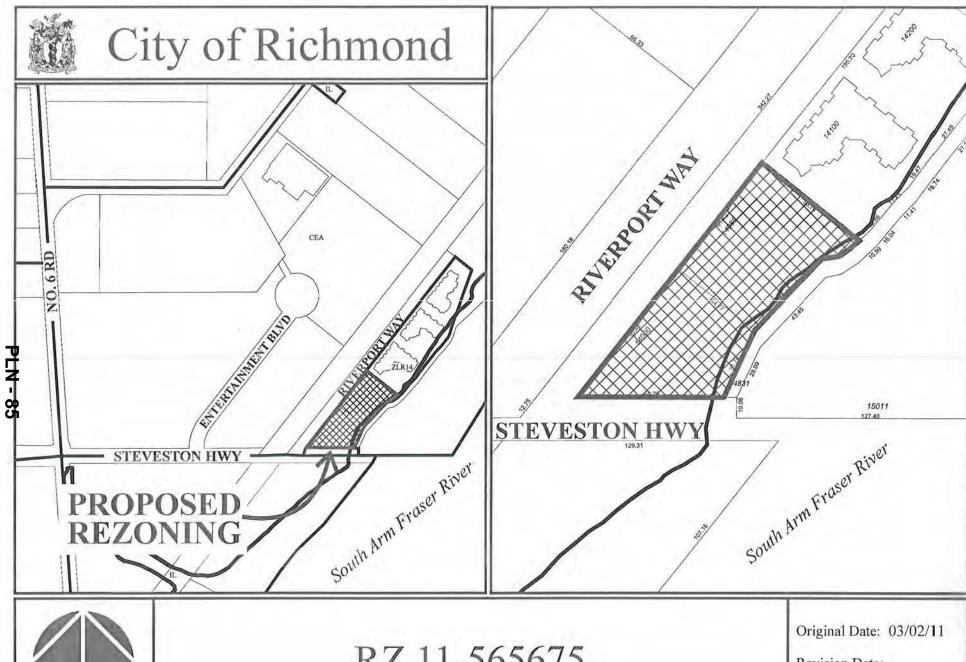
Sara Badyal, M. Arch, MCIP Planner 1 (604-276-4282)

SB:blg

Attachment 1: Location Map & Aerial Photo of 14000 & 14088 Riverport Way

Attachment 2: Conceptual Development Plans

Attachment 3: Development Application Data Sheet Attachment 4: Development Application Chronology Attachment 5: Zoning text amendment Considerations

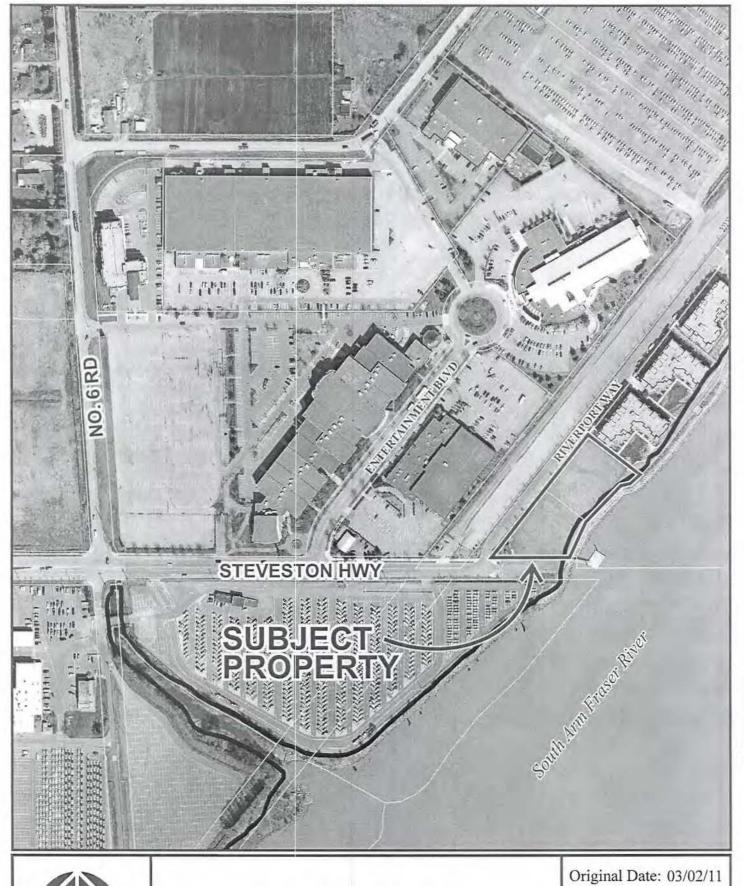


RZ 11-565675

Revision Date:

Note: Dimensions are in METRES

ATTACHMENT 1





RZ 11-565675

Revision Date:

Note: Dimensions are in METRES

14,000 & 14,088 Riverport Way

26-Aug-11 Revision 09 Date: Revision

14,000 & 14,088 RIVERPORT WAY, RICHMOND, BC

RENTAL DEVELOPMENT

Site Summary:	14000		14088		Combined	
Net Site Area (sf)	28,442.4 sq.ft	sq.ft.	32,216	sq.ff.	60,658 sq.ft.	sq.f.
Net Site Area (ac)	0.65	acres	0.74	acres	1.39	acres
Setback - Side (north west)	9.80 1/2	3.0 m				
Setback - Front (south)	9.80 1/	3.0 m				
Setback - Rear (north east)						
Setback - Side (east)	27.88 ft/ 8.5 m	8.5 m				
Commercial Amenity & Meeting	14000					
CRU Area	735	735 sq.fl.				
Amenity & Meeting (450 & 900) Lobby	1350 sq.ft 1053 sq.ft	SQ.R.				
Rental Housing	14000		14088		Combined	
Unit Count	90	60 units	80	80 units	140	140 units
Units Per Floor	10		20			
Gross Residential Rental Area	53,456 sq.ft.	sq.f.				
Average Unit Size	775 sq.ft.	sq.ft.	502	502 sq.ft.		
Bylaw Allowable Floor Area	14000					
Net Floor Area (Com. & Res.)	54,324,90 sq.ft.	sq.ft.				
Amenity (Meeting Room 1 & 2)	2844 sq.f.	sq.ft.				
	57,169 sq.f.	sq.f.	48,324 sq.f.	Sq.f.		١
Proposed Floor Area	14000					
Net Gross Floor Area (Com. & Res.)	51967.2 sq.ft.	sq.fl.				
Amenity (Meeting Room 1 & 2)	1,480 sq.ft.	so.ft.				

Russia	2004	2004	201100
Unit Count	60 units	80 units	140 units
Units Per Floor	10	20	
Gross Residential Rental Area	53,456 sq.f.		
Average Unit Size	775 sq.ft.	502 sq.ft.	
Bylaw Allowable Floor Area	14000		
Net Floor Area (Com. & Res.)	54,324,90 sq.ft.		
Amenity (Meeting Room 1 & 2)	2844 sq.ft.		
	57,169 sq.f.	48,324 sq.f.	
Proposed Floor Area	14000		
Net Gross Floor Area (Com. & Res.)	51967.2 sq.ft.		
Amenity (Meeting Room 1 & 2)	1,480 sq.ft.		
	53,447 sq.f.		

	53,447 sq.f.	The second secon	The second second second
Unit Mix	14000 (ave. size)	14088 (ave. size)	Combined
Studio		25 (376 s.f.) 25	25
1-Bed+	24 (635 s.f.)	52 (541 s.f.)	76
2-Bed+	36 (886 s.f.)	3 (753 s.f.)	39
O Total:	09	80	140
Proposed Density Summary	14000	14088	Average
Floor Area Ratio	1.91	1.50	1.75
Floor Area Ratio - Amenity	0.1		

PROJECT DESCRIPTION

Floor Area Ratio - Amenity		0.1			
Parking Summary		14000	14088	Combined	
Bylaw Requirement:					
# res. units x 1.32/unit x 0.9 (residential)	.9 (residential)	71.2 stalls	95.0 stalls*	167	stalls
# res. units x 0.2/unit (visitor)	(oc)	12.0 stalls	16,0 stalls**	28	stalls
Total required (w/ reductions)	(St	84.0 stalls	111.0 stalls***	195	stalls
Proposed Parking:					
Regular Stalls		57	41	96	stalls
Small Car Stalls		99	37	93	stalls
Handicapped Stalls		2	2	4	stalls
Total		***************************************	90	195	stalls
Required Bicycle Storage:	:0				
Class 1 secured bike sto. (# units) x 1.25	(# units) x 1.25	75 stalls	100 stalls	175	stalls
Class 2 short term bike sto. (# units) x 0.2	o. (# units) x 0.2	12 stalls	16 stalls	28	stalls
Proposed Bicycle Storage:	:02				
Class 1		78 stalls	100 stalls	178	stalls
Class 2		16 stalls	16 stalls	35	stalls
Parking Summary	14000	14088	14100, 14200 & 14300		Total
DV 04-269797	97	80	243		420
Proposed Parking	115	80	243		438

^{* 15} of 95 stalls are provided for on 14,000 Riverport Way at grade.

** 16 of 16 stalls are provided for on 14,000 Riverport Way at grade.

*** 17 of 115 stalls are provided for on 14,000 Riverport Way at grade.

*** 31 of 115 stalls are given to 14,088 Riverport Way (at grade stalls).

**** All 80 stalls on 14,088 are residental parking stalls.

ATTACHMENT 2



PROJECT INFORMATION

LOT 1 SECTION 33 BLOCK

APPLEAST PARK LANDS LTD

ETSCAPE ELEVATIONS (RENDERED) ETSCAPE ELEVATIONS (RENDERED)

(RENDERED)

LDING SECTIONS LDING SECTIONS POSED FUTURE BUILDING SECTIONS

FLOOR PLAN LEVEL P? (14000 A 14088) FLOOR PLAN LEVEL P FLOOR PLAN LEVEL PINT THOOR PLAN LEVEL L? TYPICAL FLOOR PLAN LEVEL LL-L? ROOF PLAN

ARCHITECTURAL

COVER SHEET

A-001

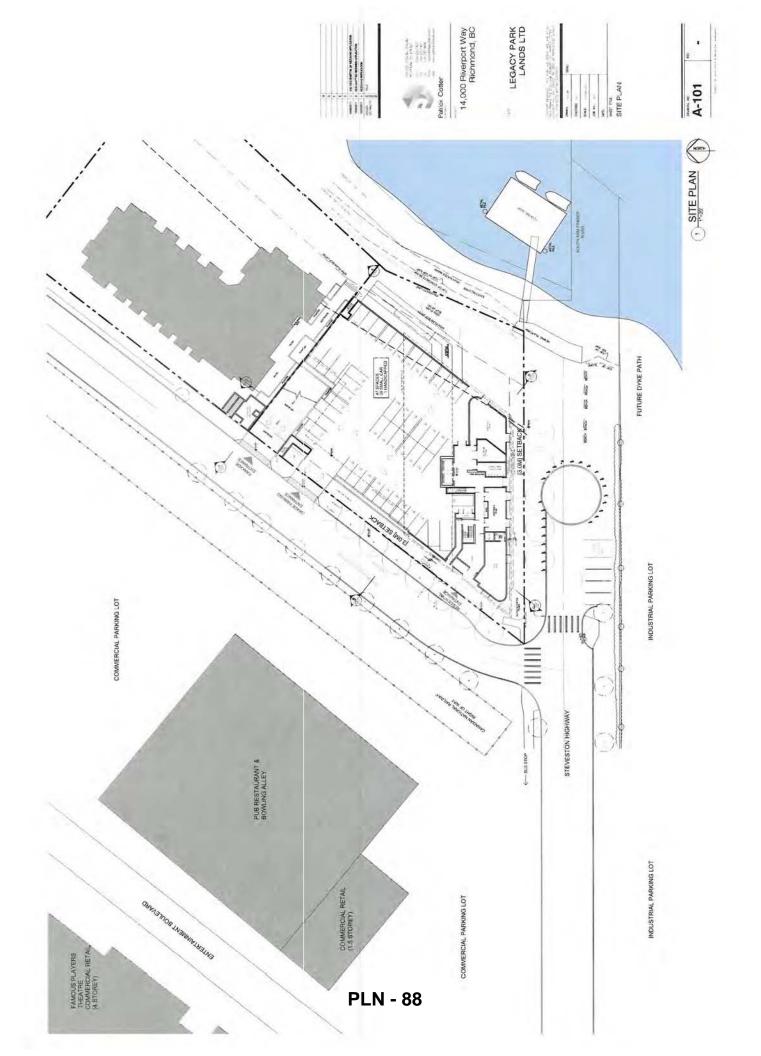
DRAWING LIST

COPY OF SURVEY GFA PERMETERS

CONTH CD



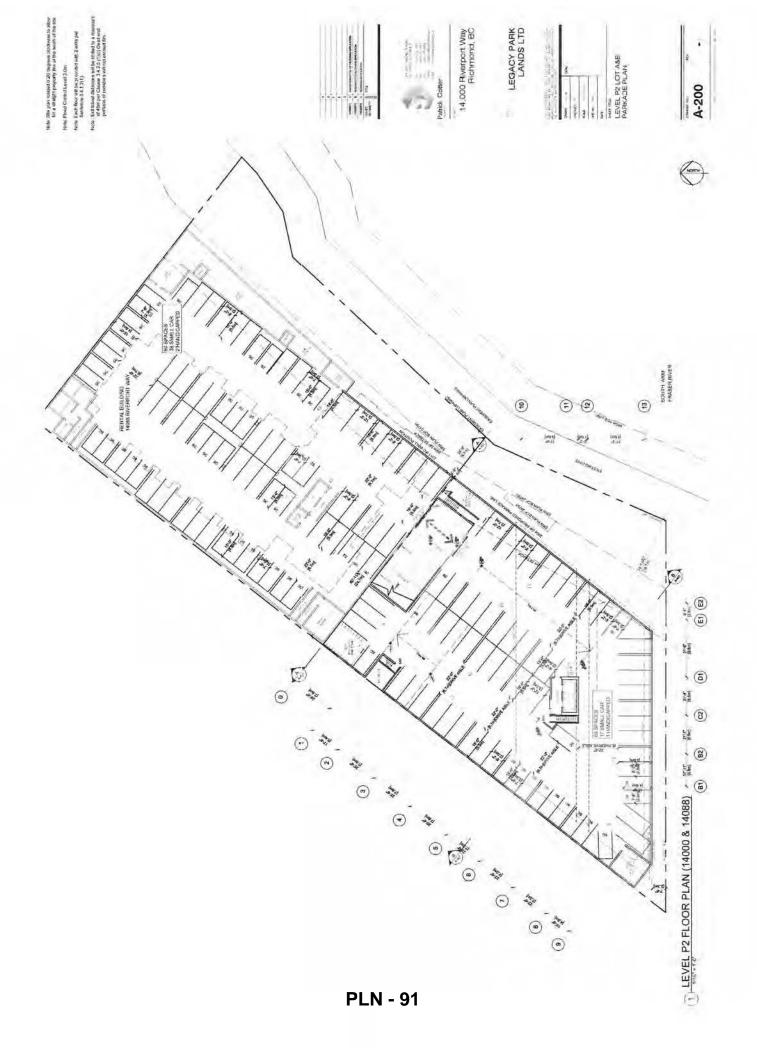
FEBRUARY 14, 2011 (REVISED August 26, 2011) REZONING APPLICATION

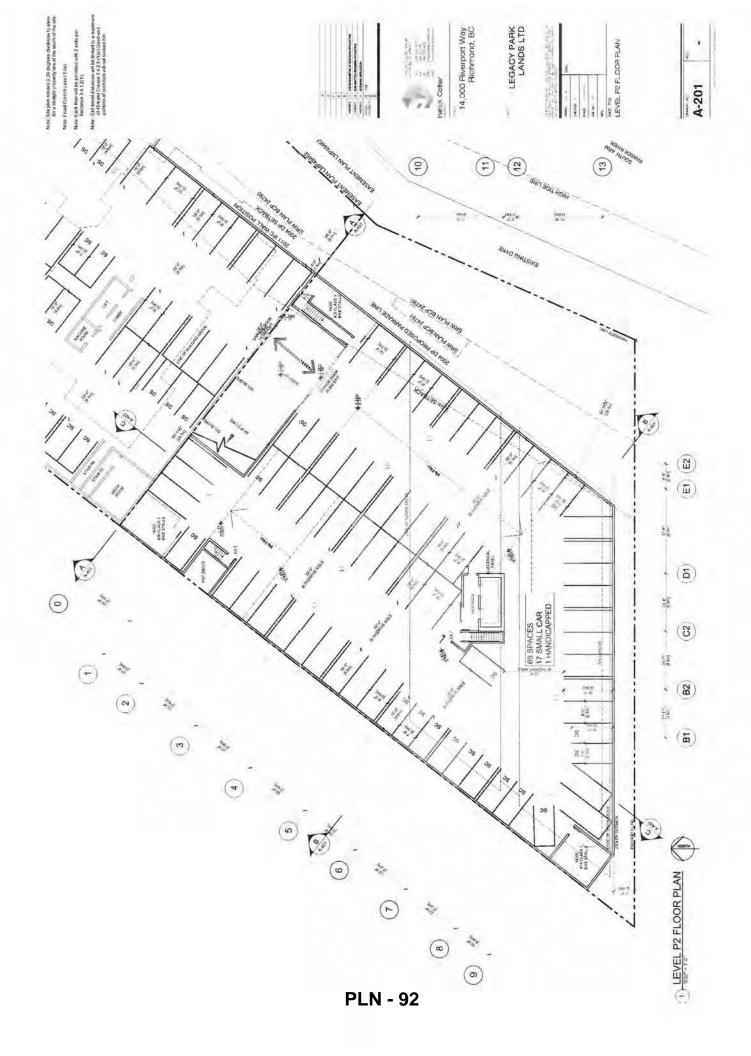


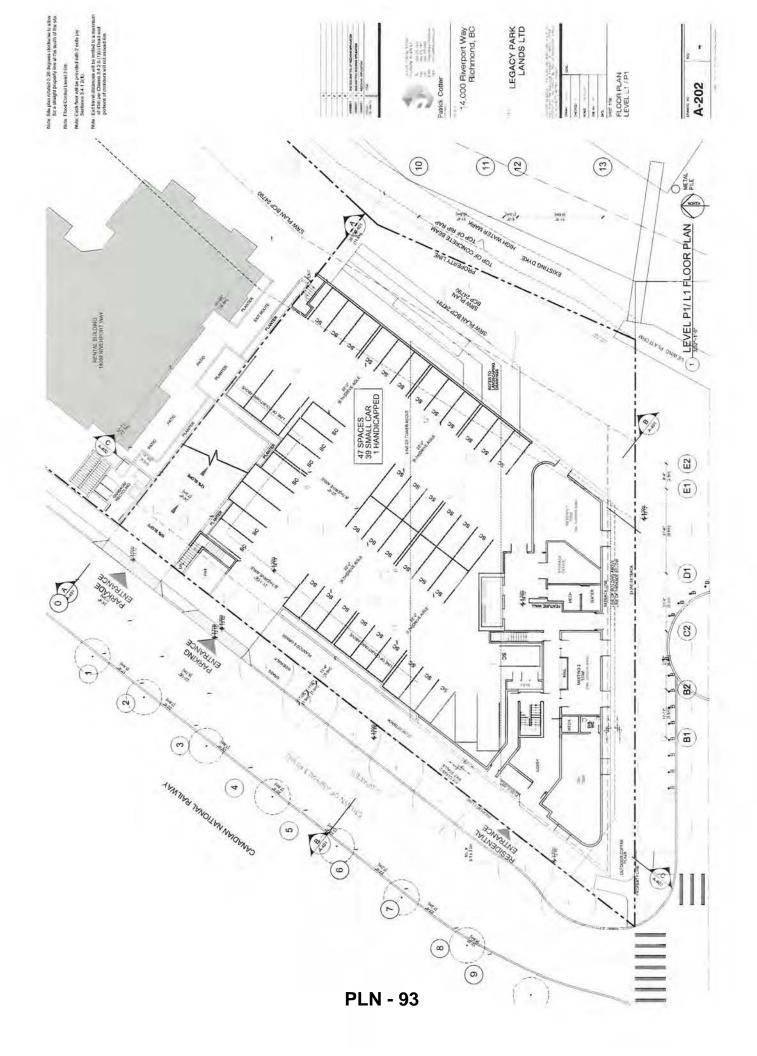


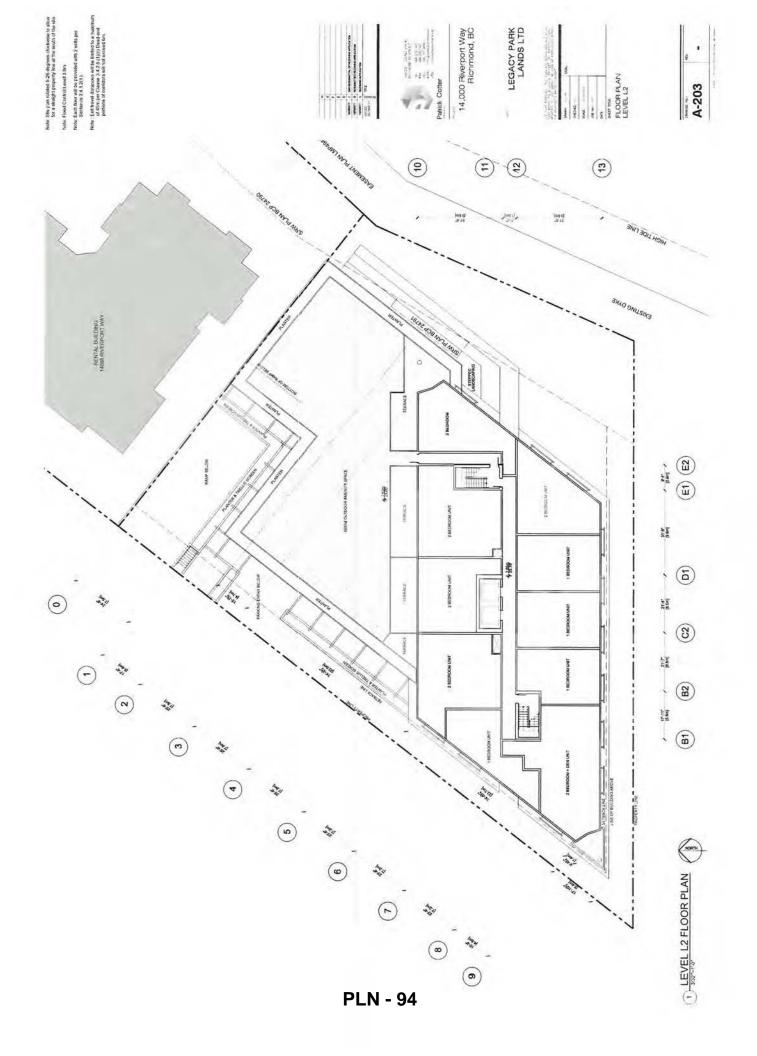


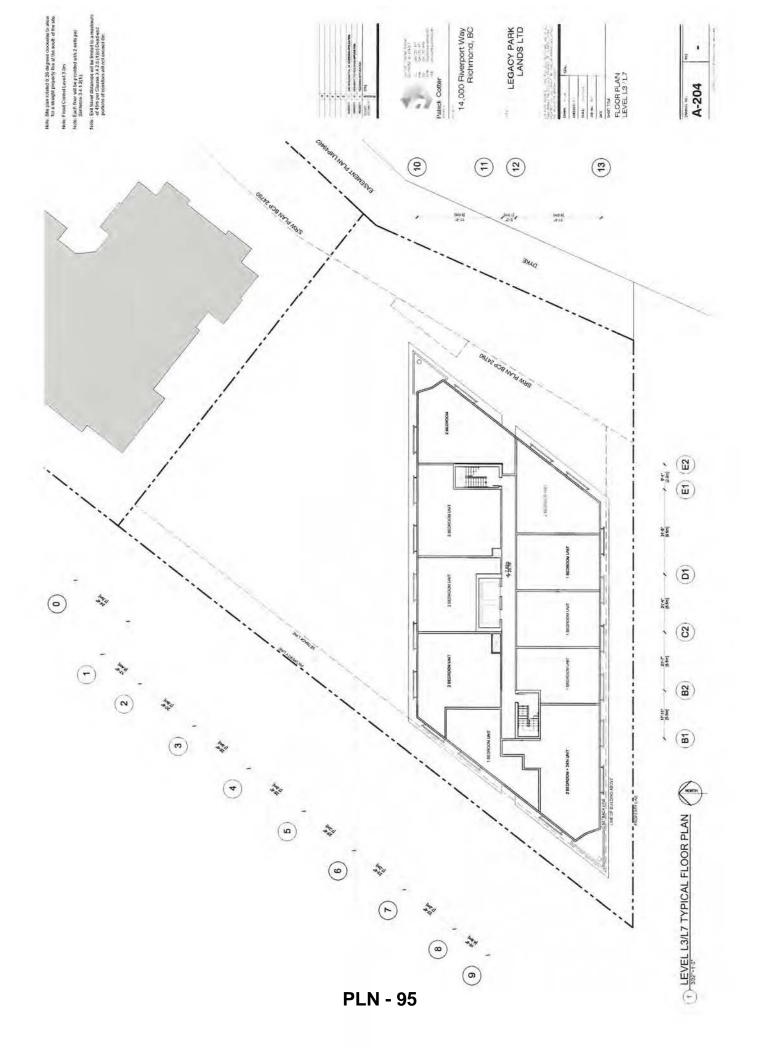
PLN - 90

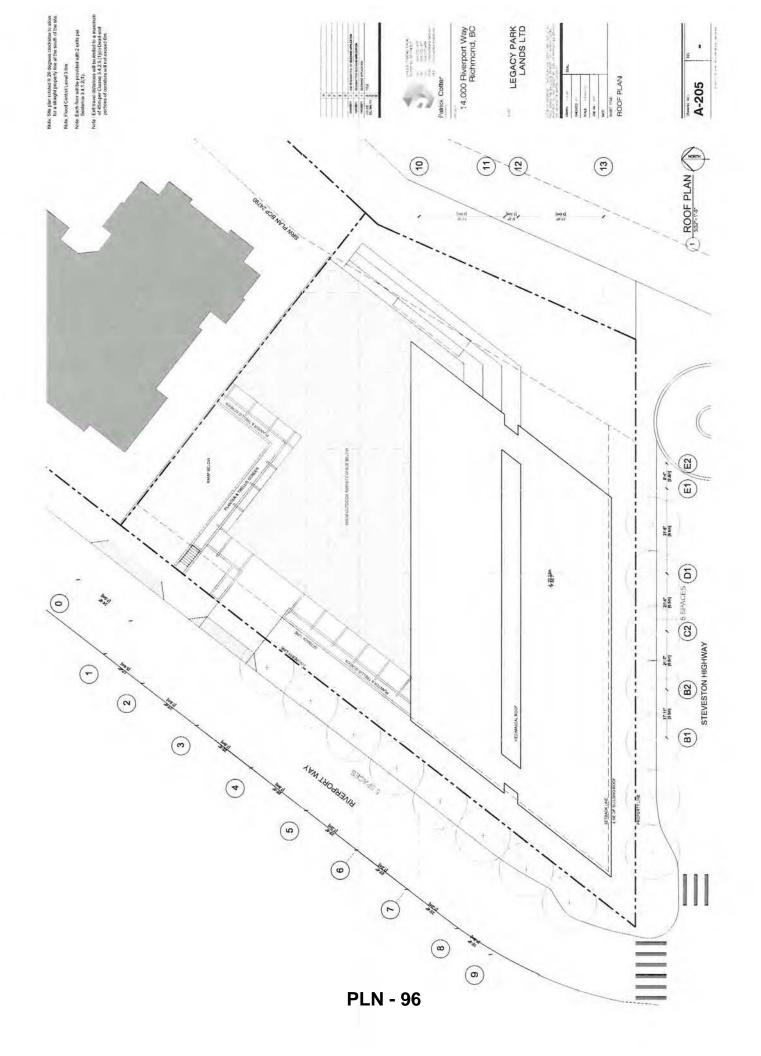


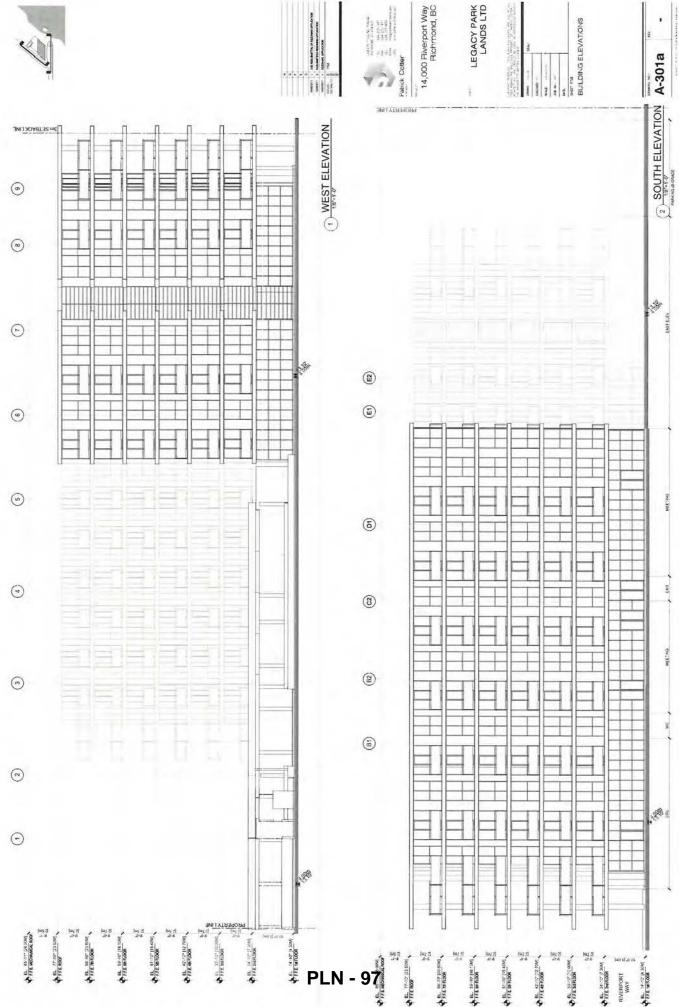


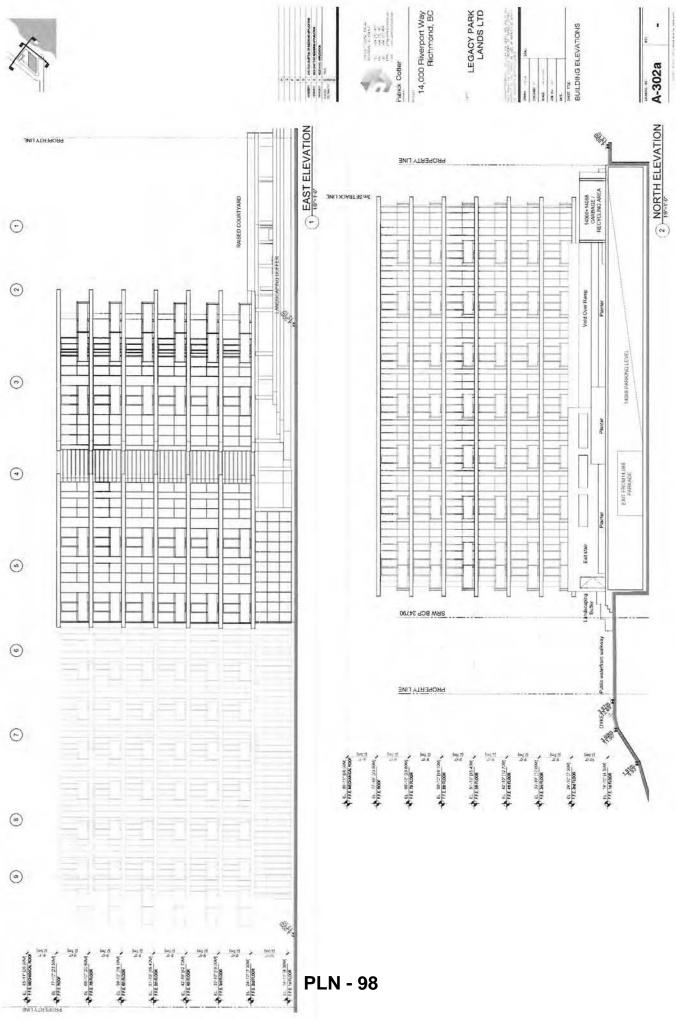




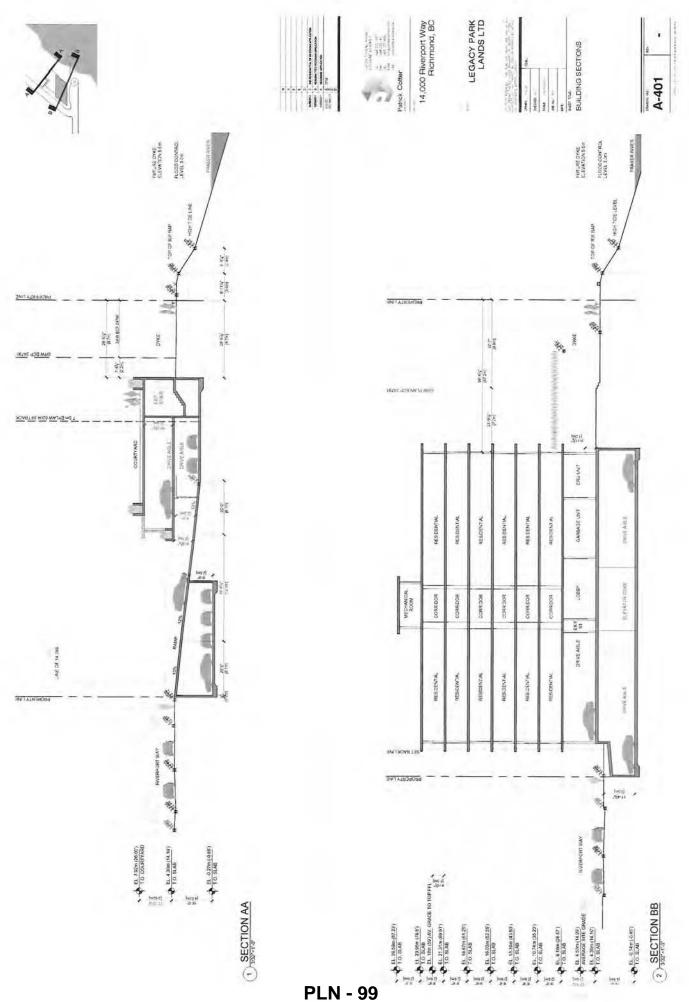






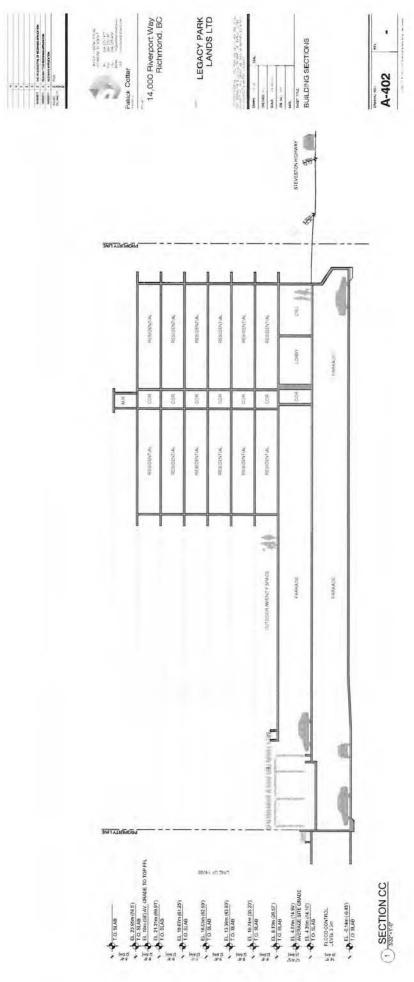


PLN - 98

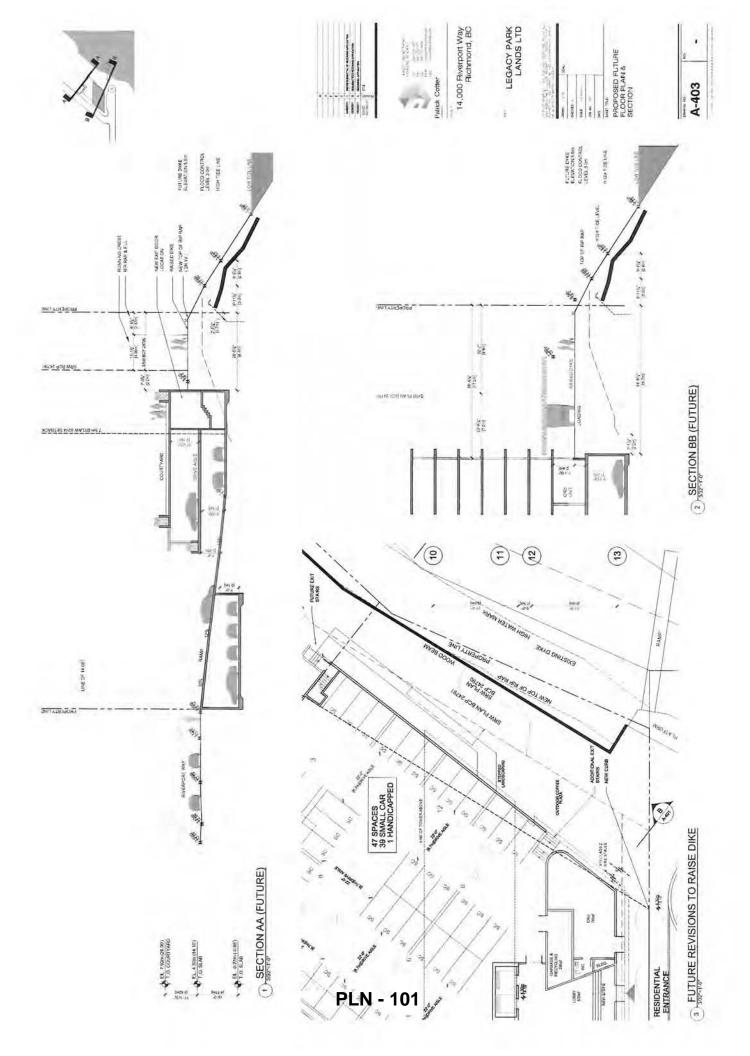


PLN - 99





PLN - 100



14000 Riverport, Richmond



Tree and shrub planting











Evergreen Climbers - Pachysandra

Climbers - clematus

PLANTING FOR 'SCREENING'



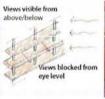














Pergola design

Galvanized wires to support

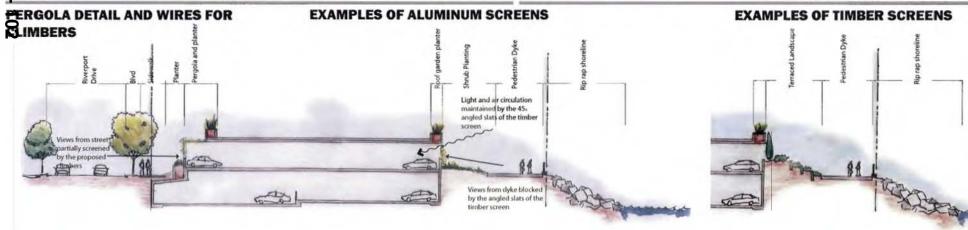
Vertical slats, large gaps

Vertical slat, sculptural forms

Horizontal slats

Sketch of proposed angled slats

Horizontal slats, small gaps



CROSS SECTION - OPTION A

CROSS SECTION - OPTION B



SKETCH IDEAS SCREEN WALL PRECEDENTS



Development Application Data Sheet

ZT 11-565675

Address: New Building Proposal at 14000 Riverport Way

Applicant: Patrick Cotter Architect Inc.

Planning Area(s): Fraser Lands

14000 Riverport Way	Existing	Proposed
Owner:	Legacy Park Lands Limited	No change
Site Size (m²):	2,642.3 m²	No change
Land Uses:	Vacant	Market rental apartment housing, community amenity and commercial
OCP Designation:	Limited Mixed Use	No change
Zoning:	Low Rise Apartment (ZLR) – Riverport	Text Amendment
Number of Units:	Vacant	60 market rental apartments 68.3 m ² CRU 83.6 m ² community meeting space

Area A (14000 Riverport Way)	Requirement	Proposed	Variance
Floor Area Ratio:	Max. 1.91 & Max. 0.1 amenity	1.91 0.05	None permitted
Lot Coverage – Building:	Max. 46%	Approx. 33%	None
Setbacks: Steveston Highway Riverport Way Side yard (East) Rear yard (North)	Min. 1 m Min. 2 m Min. 8.5 m n/a	2.3 m to 3.7 m 0 m to 3.7 m 8.5 to 16.7 m 0 m	None
Height (m):	Max. 22.5 m	22.5 m	None
Off-street Parking Spaces – Resident Visitor Commercial Accessible 14088 Riverport Way Total	After TDMs 72 12 (3) (2) 31 115	After TDMs 72 12 (Visitor Spaces) (2) 31 115	None
Small Car Parking Spaces:	Max. 50%	49% (56 Spaces)	None
Amenity Space – Indoor:	Min. 100 m²	125.4 m²	None
Amenity Space - Outdoor:	Min. 360 m²	617.8 m²	None

Chronology of Previous Development Applications at Waterstone Pier (14000, 14088, 14100, 14200 & 14300 Riverport Way, formerly 14791 Steveston Highway)

Year	Application No.	Description and Status	
1997	RZ 97-117077	 The property was rezoned to "Athletics and Entertainment (AE)" from "Light Industrial District (I2)". 	
1998	SD 97-122612	 The City and Legacy Park Lands Ltd. completed a subdivision and land exchange to create development site, for dyking and to provide access to City lands to north. 	
1998	DP 97-122639	 A Development Permit was issued to allow the subdivision provided that identified ESA's in the eastern portion of the area and on parts of the shoreline were preserved. 	
2000	DP 99-170431	 A Development Permit was issued for a concert hall. The Development Permit lapsed on January 24, 2002. 	
2002	RZ 02-199258	 A Rezoning and Official Community Plan amendment was submitted a mixed-use development consisting of rental housing, condominium dormitories, commercial use and recreational facilities. The bylaws 7370 & 7371 had Public Hearing and Third Reading on June 17, 2002. The GVRD rejected the OCP amendment to the Regional Context Statement on October 29, 2002. The proposal was reviewed and refined. The bylaws were abandone on June 23, 2003. 	
2003	RZ 03-234655	 A Rezoning and Official Community Plan amendment was approved for a mixed-use development consisting of rental housing, condominiums, dormitories, commercial use and recreational facilities in 5 buildings. The previous Rezoning application was similar. 	
2004	DP 04-269797	 A Development Permit was issued for 3 market residential buildings (14100, 14200 & 14300 Riverport Way) and 1 rental residential building (14088 Riverport Way). The design of the rental residential building (14088 Riverport Way) was amended through General Compliance in 2010. 	

2005	SD 03-246840	 A subdivision was completed to create Riverport Way and 3 development parcels (14000, 14088 and 14100/14200/ 14300 Riverport Way).
2005	SA 02-218175	 A Servicing Agreement was executed for the design and construction of: Riverport Way; Steveston Highway; riverfront plaza, piers and float; dike roadway, walkway and improvements; and parking and walkway in the City lands to north. A large proportion of the works are constructed and under maintenance. Temporary frontage improvements need to be replaced with permanent works adjacent to the remaining undeveloped lot at 14000 Riverport Way.
2011	ZT 11-565675	Current rental residential proposal submitted for consideration.

Zoning Text Amendment Considerations 14000 & 14088 Riverport Way ZT 11-565675

Prior to final adoption of Zoning Text Amendment Bylaw 8811, the developer is required to complete the following:

- Discharge existing perpetuity covenant registered on title of both the 14000 & 14088 Riverport Way lots (BV459923).
- 2. Registration of a site specific Housing Agreement on title of both the 14000 & 14088 Riverport Way lots to secure 140 market rental apartment housing units, the combined habitable floor area of which shall comprise all of the subject development's total residential building area (based on the total permitted residential FAR), with the exception of other permitted uses at the ground floor level of 14000 Riverport Way, and prohibiting subdivision or strata-titling (consolidation is permitted). Occupants of the market rental apartment housing units shall enjoy full and unlimited access to and use of all on-site indoor and outdoor amenity spaces provided on that property. The terms of the Housing Agreements shall indicate that they apply in perpetuity and provide for the following:

Property	Number of Units	Total Residential Floor Area
14000 Riverport Way	60	Approx. 4,966.2 m ²
14088 Riverport Way	80	Approx. 4,489.5 m ²
Total	140	Approx. 9,455.7 m ²

- Registration of a legal agreement on title of the 14000 Riverport Way lot to secure a meeting room for community use (min. 74.3 m² room area) to benefit the 14000 & 14088 Riverport Way lots and strata plan BCS1965 (14100, 14200 & 14300 Riverport Way).
- Discharge existing offsite parking agreement covenants, easement, and priority agreements registered on title of both the 14000 & 14088 Riverport Way lots for access to/from the underground parking structure and securing 43 off-site parking spaces (BB1703862 through to BB1703867).
- 5. Registration of a legal agreement on title of the 14000 Riverport Way lot to secure:
 - a. Vehicle access to/from the underground parking structure for the 14088 Riverport Way lot.
 - b. 15 resident parking spaces, 24 hours a day, 7 days a week, for the 14088 Riverport Way lot.
 - c. 16 visitor parking spaces, 24 hours a day, 7 days a week, for the 14088 Riverport Way lot.
- Registration of a legal agreement on title of the 14088 Riverport Way lot to allow access/egress of pedestrians to/from the underground parking northeast exit stairwell on the 14000 Riverport Way lot.
- The granting of a Statutory Right-of-Way for Public-Rights-of-Passage purposes on title of the 14000
 Riverport Way lot for the boulevard and sidewalk at the southwest corner (design and construction of works
 secured via SA 02-218175).
- The granting of a Statutory Right-of-Way for utilities purposes on title of the 14000 Riverport Way lot for the boulevard and sidewalk at the southwest corner (design and construction of works secured via SA 02-218175).
- 9. Discharge existing noise covenant registered on title of the 14000 Riverport Way lot (BV459921).

- 10. Registration of a Noise Sensitive Use Restrictive Covenant on Title of the 14000 Riverport Way lot to ensure mitigation of industrial and railway noise potential (branch line) is incorporated into dwelling unit design and construction to achieve the following:
 - a. indoor sound level criteria (with doors and windows closed):

Portion of Dwelling Unit	Maximum Noise Levels (decibels)
Bedrooms	35 dB
Living, dining, and recreation rooms	40 dB
Kitchen, bath, hallways, and utility rooms	45 dB

- indoor thermal comfort standard (with doors and windows closed throughout all seasons): ASHRAE 55-2004 "Thermal Environmental Conditions for Human Occupancy"
- 11. Registration of a Dike Maintenance Agreement (DMA) on title of the 14000 Riverport Way lot, including:
 - a. A provision for structures to encroach within the minimum 7.5 m setback from the dike right-of-way (flood plain designation and protection Bylaw 8204). The structures shall be for the purpose of habitable space, parking, vehicle and pedestrian circulation, and subsurface structure(s) that have been engineered to support a future raised dike. The Owner shall be solely responsible for liability and maintenance of encroachments to the City's satisfaction. The Owner shall be responsible at the Owner's cost to maintain structure(s) or reinstate dike toe approved by the Province.
 - b. The provision of an Engineering Report with specifications to the satisfaction of the City, as an attachment to the DMA, and if required, addressed to the City. The report should address all aspects of the development that have the potential to adversely impact the dike. Aspects should include but not be limited to:
 - Structural Building Integrity: all structures will be designed to accommodate a future dike height of 5.5m (note: all elevations are based on the City's HPN benchmark datum) plus dike maintenance vehicle loading (H20).
 - ii. Inspection and Maintenance Schedule of Structural Elements: for use by future owners, this will provide a recommended schedule of inspection and maintenance requirements for all structures that interact with the dike.
 - iii. Building Drainage: detail how any proposed drainage system will operate such that they will not negatively impact the dike or the storm sewer system.
 - iv. Construction Methodology: detail construction activities/methodologies that will be used and how they may impact the dike.
 - c. The provision of a statutory right-of-way (SRW) agreement granting the City permission and access to maintain or remove encroaching structures.
 - d. A provision that the Owner shall be responsible for on-site restoration and grade transition works to provide an appropriate interface between the development and any future higher dike.
- 12. City acceptance of the developer's offer to voluntarily contribute \$0.75 per buildable square foot (e.g. \$40,742) to the City's public art fund or towards installation of Public Art onsite through participation in the City's Public Art Program.
- 13. The submission and processing of a Development Permit* completed to a level deemed acceptable by the Director of Development.
 - 14. Ministry of Environment approval, in a form acceptable to the Director of Development.
 - 15. Provincial Dike Authority approval, in a form acceptable to the Director of Engineering.

Prior to future Development Permit* Issuance, the developer must complete the following requirements:

- Finalize parking layout and Transportation Demand Measures (TDMs), which include:
 - Voluntary contribution towards a bus shelter and bus pad at the existing bus stop at Steveston Highway and Entertainment Boulevard (\$25,000), and
 - Voluntary contribution towards a special crosswalk on Steveston Highway at Entertainment Boulevard with wheelchair ramps (\$45,000).
- Submission of a Title summary report of existing charges on Title, with lawyer's assessment recommendations on whether charges/modifications/discharges are required to achieve the development proposal.

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

- Incorporation of accessibility measures in Building Permit (BP) plans as determined via the Rezoning and/or Development Permit processes.
- Submission of a Construction Parking and Traffic Management Plan to the Transportation Division.
 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.
- · Registration of a geotechnical/subsidence covenant on title to the lands, if needed.
- Registration of an alternative solution (Building Code equivalency) covenant on title to the lands, if needed.
- Obtain a separate 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.

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.

Signed copy on file		
Signed	Date	



Richmond Zoning Bylaw 8500 Amendment Bylaw 8811 (ZT 11-565675) 14000 AND 14088 RIVERPORT WAY

The Council of the City of Richmond, in open meeting assembled, enacts as follows:

- 1) Richmond Zoning Bylaw 8500 is amended by:
 - a) Amending the title of the site specific zone to read "18.14 Low to Mid Rise Apartment (ZLR14)
 - Riverport"
 - b) Amending 18.14.1 (Purpose) to read "The zone provides for medium density, low to mid rise apartment housing, rental apartment housing, and limited commercial uses in the Riverport area."
 - c) Amending 18.14.2 (Permitted Uses) and 18.14.11.1 (Other Regulations) to delete reference to "outdoor storage"
 - d) Amending Section 18.14.4 (Permitted Density) by inserting:
 - "18.14.4.3 The maximum floor area ratio for Area A is increased by an additional 0.1 floor area ratio provided that it is entirely used to accommodate amenity space or community amenity space.
 - 18.14.4.4 Notwithstanding Section 18.14.4.2, the reference to "1.0" is increased to a higher density of "1.91" if prior to the first occupancy of the building, the owner:
 - a) provides in the building rental apartment housing units and the combined habitable space of the total number of rental apartment housing units would comprise at least 50% of the total building area;
 and
 - b) enters into a housing agreement with respect to the rental apartment housing units and registers the housing agreement against the title to the lot, and files a notice in the Land Title Office."
 - e) Amending clause 18.14.6.2.a (Minimum side yard) to read "Area A: 8.5 m for buildings and accessory buildings; 1.0 m for accessory structures;"
 - f) Amending 18.14.7.1.a (Permitted Heights) to read "Area A: 22.5 m;"

g) Amending clause 18.14.10.1 (On-site Parking & Loading) to read "On-site vehicle and bicycle parking and loading shall be provided according to the standards set out in Section 7.0, except that:

In the areas identified as Area "A" and Area "B" in Diagram 1 in Section 18.4.4.1

a) On-site parking shall be provided at the rate of:

Residential Use	Minimum Number of Parking Spaces Required per Dwelling Unit	
	For Residents	For Visitors
Rental housing, apartment	1.32	0.2"

- h) Deleting clause 18.14.10.2 (On-Site Parking & Loading)
- Deleting clause 18.14.11.3 (Other Regulations)
- j) Amending clause 18.14.11 (Other Regulations) by inserting:
- "18.14.11.3 The following uses are only permitted within the area identified as Area "A" in Diagram 1 in Section 18.14.4.1, if any apartment housing use is limited to rental only and is secured by a housing agreement registered against the title to the lot in the Land Title Office:
 - a) housing, apartment;
 - b) community care facility, minor; and
 - c) home business"

MAYOR

- 18.14.11.4 For the purposes of this zone only, a housing agreement means an agreement in a form satisfactory to the City that restricts the occupancy of the dwelling unit to rental tenure."
- 2) This Bylaw may be cited as "Richmond Zoning Bylaw 8500, Amendment Bylaw 8811".

FIRST READING	CITY OF RICHMOND
PUBLIC HEARING	APPROVED by
SECOND READING	APPROVED by Director
THIRD READING	or Solicitor
OTHER REQUIREMENTS SATISFIED	
ADOPTED	

PLN - 109

CORPORATE OFFICER



Report to Committee

To: Planning Committee Date: September 13, 2011

From: Joe Erceg, MCIP File:

General Manager, Planning and Development

Re: 2041 OCP Update: Third Round Public Consultation Findings

Staff Recommendation

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

Joe Erceg, MCIP

General Manager, Planning and Development

(604-276-4083)

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FOR	ORIGINA	ATING DEPARTM	ENT USE ONLY		_ 1
Development Applications YEN		CONCURRENCE Y N N N Y N N N	CONCURRENCE OF GENERAL MANAGER		AGER
REVIEWED BY TAG	YES	NO	REVIEWED BY CAO	YES	NO

Staff Report

Origin

In mid-2009, Council directed that the 1999 Official Community Plan be updated to 2041. In October 2009, Council endorsed the:

- theme for the 2041 OCP Update as "Towards a Sustainable Community";
- 2041 OCP Update work and public consultation program; and
- terms of reference for the main OCP studies (e.g., 2041 Demographic and Employment Study, Community Energy and Emissions Plan CEEP, 2041 Employment Lands Strategy).
 Consultants were engaged for these studies in 2010.

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

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

The 2041 OCP Update supports the following Council Term Goals:

Council Term Goal #3: "Ensure the effective growth management for the City through updating of the OCP (and sub area plans) to reflect current realities and future needs."

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

Background

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

Analysis

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

Coach House/Granny Flat Open Houses Consultation

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

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

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

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

Coach house/Granny Flat Open House Display Information

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

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

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

Coach house/Granny Flat Survey Questions

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

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

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

1. Burkeville Granny Flat and Coach House Consultation

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

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

Burkeville Proposals for Granny flats and Coach houses

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

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

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

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

Burkeville Survey Findings

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

Granny flats			
1. Do you support the idea of permitti	ng granny flats in you	r neighbourhood	?
	Yes	No	Unsure
Burkeville Total responses = 46	(42) 91%	(42) 91% (4) 9%	
2. If yes, do you prefer that Option 1: The City amend the Zoning OR Option 2: Each property owner reques granny flat on their own property?			See The Control of the Control
	Option 1 by Building Pe	1.7.49	ption 2: te Specific Rezoning by owner
Burkeville (total responses = 43)	(41) 95% (2) 5%) 5%
Coach houses			
3. Do you support the idea of permitti	ng coach houses in yo	our neighbourho	od?
	Yes	No	Unsure
Burkeville (total responses = 46)	(41) 89%	(5) 11%	0
4. If yes, do you prefer that: Option 1: The City amend the Zoning Permit? OR Option 2: Each property owner reques coach house on their property?		e Zoning Bylaw	
	by Building Pe	ermit Si	te Specific Rezoning by owner

Burkeville Survey Highlights

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

2. Edgemere Granny Flat and Coach House Consultation

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

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

Edgemere Proposals for Granny Flats and Coach Houses

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

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

Edgemere Survey Findings

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

Granny flats				
1. Do you support the idea of permittin	g granny flats in you	r neighbourh	ood?	
	Yes	No		Unsure
Edgemere (total responses = 36)	(22) 61% (14) 39%		1%	0
2. If yes, do you prefer that: Option 1: The City amend the Zoning E Building Permit? OR Option 2: Each property owner reques	t the City to amend th			
allow a granny flat on their own proper	Option 1 by Building Permit		Option 2: Site Specific Rezoning b	
Edgemere (total responses = 24)	(19) 79%		(5) 21%	
Coach houses				
3. Do you support the idea of permitting	g coach houses in yo	our neighbou	rhood?	
	Yes	No		Unsure
Edgemere (total responses = 22)	(20) 54%	(14) 38	3%	(3) 8%
4. If yes, do you prefer that: Option 1: The City amend the Zoning E Building Permit? OR Option 2: Each property owner reques to allow a coach house on their proper	t the City to amend th		law after	a Public Hearing
	Option 1 by Building Pe	ermit	Option Site Sp owner	2 ecific Rezoning by

Granny Flats and Co	each houses Survey Findi	ngs for Edgemere
Edgemere (total responses = 22)	(19) 86%	(3) 14%

Edgemere Survey Highlights

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

Richmond Gardens Granny Flat and Coach House Consultation

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

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

Richmond Gardens Proposals for Granny Flats

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

	Richmond Garde	ns Coach house and Gran	iny Flat Proposals	
Area	Retention of existing house required	Secondary suite permitted in house	Granny flat permitted	Coach house permitted
Richmond Gardens	No	Yes	Yes	No

Mapped responses for Richmond Gardens are in Attachment 7.

Richmond Gardens Survey Findings

Granny flats			
1. Do you support the idea of permitting g	ranny flats in you	r neighbourhoo	1?
	Yes	No	Unsure
Richmond Gardens (Total responses = 50)	(22) 44%	(27) 54%	(1) 8%
2. If yes, do you prefer that: Option 1: The City amend the Zoning Byla Permit? OR			
Option 1: The City amend the Zoning Byla Permit? OR Option 2: Each property owner request the			
Option 1: The City amend the Zoning Byla		he Zoning Bylaw	

Richmond Gardens Survey Highlights

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

Granny Flat and Coach house Verbatim Comments Attachment 8

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

Benefits

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

Concerns

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

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

Coach house and Granny Flat Recommendations

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

For the 2041 OCP Update, staff recommend that:

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

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

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

After the 2041 OCP is approved, staff recommend:

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

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

2041 OCP Update Concept Public Consultation

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

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

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

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

2041 OCP Concept Comment Sheet Feedback

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

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

Highlights of verbatim response

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

Vision and Goals

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

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

- Connected Neighbourhoods with Special Places
 - Densification to improve and support shopping and services close to where people live;
 - More housing choice and more affordable housing options (e.g., townhouse, coach house or granny flats);
 - Pedestrian oriented compact neighbourhoods; a vibrant streetscape and pedestrian realm;
 - Improved look and appearance of single family homes; and
 - An enhanced neighbourhood identity.
- Vibrant City: Arts, Culture and Heritage/ Recreation and Community Wellness
 - More public spaces to bring people together;
 - More events like the Ozone, but not always in the City Centre. Program events in places such as City Hall, Cambie High School or the East Richmond Community Centre; and
 - More community amenities, especially for families and seniors.

Agriculture and Food

- Policies for food security and to encourage food production;
- Restrict development (buildings and residences) on farmland;
- Preserve the agricultural lands; and
- Restrict the use of pesticides.
- Sustainable Infrastructure and Resources
 - Conservation and sustainability education needs to start at early level kindergarten to grades 3 and 4; and
 - Implementation of energy conservation programs and plans to retrofit existing buildings.

Mobility and Access

- More transportation options, especially transit in all directions;
- Priority to pedestrians and cyclists in the provision of routes and safety;
- Improve the accessibility of the City's sidewalks;
- More cycling storage; more racks for bikes in front of stores;
- Keep bus fares to a minimum; increase rapid transit capability (e.g., more trains on the Canada Line);
- Some suggested to allocate whole lanes for transit and bikes;

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

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

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

LetsTALKrichmond Online Discussion Forums

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

LetsTAL	Krichmond Activity	
	July 2010 to August 2011 News Page	3 rd Round Activity May 27 to June 30th
Type of Activity	Number	Number
Page views	109,354	1,864
Site visits	91,081	635
Visitors	4,334	303
Registered visitors	268	18
Average number of visitors per day	22	2
Average stay time	2.50	3,10
Documents downloaded	1,965	660

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

Stakeholder Letters (Attachment 14 and 15)

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

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

2041 OCP Update Concept Recommendations

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

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

Next Steps

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

Financial Impact

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

Conclusion

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

Terry Crowe

Policy Planning (4139)

TTC/JC:cas

June Christy, Senior Planner Policy Planning (4188)

June Christy

Attachments

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

2041 OCP Update Activities from November 2009 to August 2011

- In November 2009, the first round of OCP public consultation was held with open houses and an OCP survey. Highlights of the first round survey results include that the City has strong building blocks (City Centre densification and ALR preservation) to enable it to move towards sustainability with:
 - strong city political leadership;
 - senior government assistance;
 - densification at key places such as mixed use neighbourhood centres outside the City Centre with amenities, shops and services close by;
 - more housing choices in the single family areas;
 - improved transportation choices, and more natural areas, parks and green space.
- In May, 2010, Council approved an OCP Green House Gas (GHG) reduction target of 33 percent below 2007 levels by 2020, to successfully meet Provincial legislation for OCP GHG target requirements;
- In July 2010, Council received the 2041 OCP Update study entitled: "Community-level Projections of Population, Housing & Employment", prepared by Urban Futures which identified population, housing and employment projections to assist in planning growth to 2041. The report presented staff options regarding potential new forms and locations of ground oriented housing (e.g., granny flats, coach houses, duplexes, fourplexes), outside the City Centre while maintaining employment and agricultural lands;
- In October and November 2010, the 2nd round of OCP public consultation was undertaken with five open houses and a survey on new housing types in single family areas and the future planning of neighbourhood centres outside the City Center;
 - Citywide, a large percentage (49% to 56%) either strongly disagreed or disagreed with coach houses, granny flats or duplexes on lots located anywhere but on an arterial road;
 - There was some support (over 50% in support) in specific areas for considering coach houses and granny flats;
 - Most areas did not support the duplex housing form. Most mentioned that the look and size of existing duplexes in Richmond was very unappealing;
 - Citywide, residents strongly supported (78% strongly agreed or agreed) more detailed future planning in consultation with the community for most neighbourhood centres;
 - Although the citywide survey response rate (488) was useful, when the results were categorized into the 14 planning areas, an accurate sense of what area residents want was not captured, and it could not be determined if residents were in support, or not for granny flats and coach houses. For these reasons, it was felt that it would be worthwhile to consult further in certain areas prior to the OCP Update being finalized. Staff prepared criteria and three neighbourhoods were chosen based on criteria (degree of survey support, quantity and age of housing stock built before 1970, as such sites tend to redevelop);
 - Although support for densification planning for neighbourhood centres was high; not all centres
 can be re-planned at once and priorities based on criteria were established (degree of survey
 support, age of the centre, need for improvements such as transportation and street
 beautification);
- In April 2011, based on the 2nd round OCP findings, Council endorsed that:

Regarding coach house and granny flat options:

 Prior to the OCP Update being finalized, more public consultation will take place in Burkeville, Edgemere and Richmond Gardens to see if residents in these three areas want coach houses and granny flats.

Regarding more consultation and planning to densify neighbourhood centres outside the City Centre:

 City-led master planning processes and more consultation and planning to densify neighbourhood centres be undertaken for East Cambie and Hamilton Neighbourhood Centres after the OCP Update is approved;

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

Attachment 2

Study	Main 2041 OCP Update Studies	Chatria
	Purpose	Status
Recreation	Various plans and policies (e.g., PRCS Master Plan 2008-2015, PRCS Facilities Strategic Plan, Community Wellness Strategy, Older Adults Service Plan, Youth Service Plan, Sport for Life Strategy, and 2009 Community Needs Assessment.	All studies completed
Arts, Culture and Heritage	Museum and Heritage Strategy (2007), Arts Strategy (updated in 2010), includes a Cultural Facilities Plan	Studies completed except: Arts Strategy Update: Steering Committee input session completed, RTC to Council in early 2012
Demographic and Employment Study	Provide City-wide population, dwelling unit and employment (by total employment and by economic sector) projections to 2041	Completed July 2010
Employment Lands Strategy	Assess long-term employment land needs within the City of Richmond and determine how Richmond can optimize its position to create a healthy, balanced and growing economy. Part A documents employment and land absorption trends and Part B identifies policy implications of employment land use (e.g., zoning, density)	Completed
Parks and Open Space Strategy	To develop a comprehensive working document that will: -enable balanced decision making, -explore innovation in resource management -explore integration of solutions to emerging urban issues (climate change adaptation, energy generation, urban agriculture and ecology, increasing density) and -inspire community engagement and reflect community identify	Phase 1: March 1, 2011 Final: November, 2011
Transportation Plan	Phase 1: transportation dernand forecasting to identify any new significant transportation improvements based on future land use changes Phase 2: identify principles, goals, objectives, policies for the OCP Update and identify an implementation strategy for each component of network including roads, transit, cycling, and walking Phase 3: Implementation Strategy	Phase 1: Complete Phase 2 and 3: Fall 2011
Development Permit Guidelines	Cross departmental staff team to review DP guidelines, identify gaps, best practises, and OCP Concept and revise existing DP guidelines. Consultation with Urban Development Institute and Small Home Builders and others	Fall 2011
10 Year Social Planning Strategy	Identify social planning priorities between now and 2021. Clarify the role of the City (and other stakeholders) with respect to addressing particular social planning topics, Provide a foundation for a more integrated, coordinated and sustainable approach for social planning in Richmond for the future	Phase 1 –community engagement and findings is complete Phase 2 – draft Social Planning Strategy to be completed in Fall 2011
Engineering Modelling	Identify needed 2041 OCP infrastructure and services (e.g., water, sanitary sewer, drainage) to support the OCP update.	Engineering modelling complete Report finalization in September 2011
Community Energy and Emissions Plan (CEEP)	To establish a vision, long-term goals, emission reduction targets and key focus areas for action. Phase 1 established GHG emission reduction and energy reduction targets, principles and identified key focus areas for actions. Identify short-term and long-term actions that should be taken to improve overall community well-being and help the community achieve the emission and energy targets.	Phase 1: Vision, Objectives, Targets and Key Strategies (Complete) - resulted in Council adopted energy and GHG emissions targets. Phase 2: Actions and Implementation Plan (Spring 2012).
	To provide a strategic roadmap for making the transition to a more energy-wise and low-carbon future and meet provincial legislative requirements of Bill 27. The CEEP is being developed in 2 phases. Phase 1 identified priority areas of focus and produced action scenarios to meet alternative targets. Phase 2 will identify short-and long-term actions that the City can take directly, or indirectly, to meet established targets.	
Financial Implications (e.g., DCC By-law)	To review the DCC bylaw to determine the necessary changes to accommodate the OCP update.	December 2011
Environmentally Sensitive Areas Management Strategy	Provide a more accurate update of the existing OCP (ESA inventory and improve the ways in which the ESAs are managed.	Approach endorsed by Council in December 2010 Strategy to be forwarded to Council in early 2012

OCP 3rd Round Open House Survey Burkeville, Richmond Gardens, Edgemere

Granny Flats

1.	Бо у	ou support the idea of	permitting granny flats in your neighbour	11000 ?
]		
	Yes	S	No	Unsure
Col	mments	s:		
2.	If yes	s, do you prefer that:		
		Option 1:		
	77		Coning Bylaw to allow granny flats in you	r neighbourhood by Building Permi
		Option 2:		
		Each property owner	request the City to amend the Zoning By	ylaw after a Public Hearing to allow
		a granny flat on their	own property?	
Col	mment	s:		
_				
Co	ach H	louses		
3.	Dov	you support the idea of	permitting coach houses in your neighbo	ourhood?
		1		П
	Yes	J s	No.	Unsure
0	mment	s:		-
١.	If yes	s, do you prefer that:		
		Option 1:		
	_		Zoning Bylaw to allow coach houses in yo	our neighbourhood by Building Per
		Option 2:		
	_	Each property owner	request the City to amend the Zoning By	ylaw after a Public Hearing to allow
		coach house on their	own property?	
		coach house on their		

Please turn over and complete other side



OCP 3rd Round Open House Survey Burkeville, Richmond Gardens, Edgemere

Name				
Addres	SS			
Neighb	oourhood	□ Richmond Gardens	□ Edgemere	□ Burkeville
E-mail				
Home	Phone			
Work F	Phone	*		
	fill out the s of ground-or	iented housing by Thursday,	June 30, 2011.	ese proposed new, innovative
۰	Complete house; or	the survey form tonight and	leave it in the drop of	f boxes provided at this open
•		ome and mail or fax it back to 2C1 or 604-276-4052 (fax); o		I, 6911 No. 3 Road, Richmond
•	E-mail it t	o hburke@richmond.ca; or		
•	Fill it out o	online at the City's web site on forum.	r at <u>www.letstalkrichn</u>	nond.ca, the City's online
Thank	you very mu	uch		
Please	use this spac	e for any additional comments.		
		-		

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

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



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

2041 Update: Third round public consultation

Purpose

The purpose of this Open House is to:

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

Request

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

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





Background

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

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

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

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

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

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

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



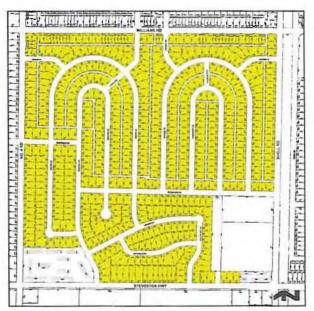




Richmond Gardens



Burkeville



Edgemere



Granny flat

Applicable to

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

Description

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

Proposed locations

Granny flats are proposed to be:

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

Maximum height

A granny flat would have a maximum height of 1 storey or 5 m (161/2 feet), whichever is the lesser. As such, the granny flat would be no higher than a typical 1 storey single family house or the maximum height of a detached garage or workshop.



Granny flat with lane access

Roofs

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

Size

In order to control the size of the granny flat, a minimum and maximum building area of between 33 m2 (355 ft2) and 70 m2 (755 ft2) is suggested.

Setbacks

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

Density

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

Parking

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



Granny flat with no lane access



Granny flat continued . . .

Secondary suites

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

Burkeville house retention

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

Subdivision

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

Outdoor space

It is proposed that a private outdoor space with a minimum area of 30 m2 (325 ft2) and minimum width and depth of 3 m (10 ft) be provided for the benefit of the granny flat only.

Sustainable design

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

Design auidelines

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

Zoning Bylaw

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

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

Option 2:

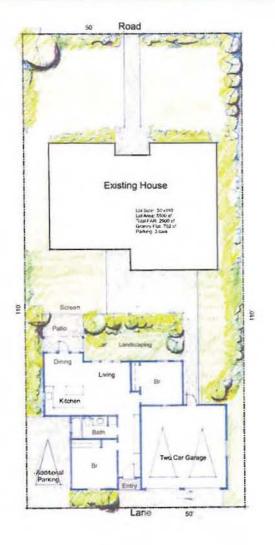
Each property owner in the areas that want a granny flat would have to apply to amend the Zoning Bylaw by rezoning their property to permit this new, innovative form of ground-oriented housing. Under this option, the property owner would absorb the cost of amending the Zoning Bylaw and rezoning applications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

Survey questions for granny flats:

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















Coach house

Applicable to

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

Description

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

Proposed locations

Coach houses are proposed to be permitted only where:

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

Types of coach houses

Basically, there are two types of coach houses:

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

Maximum height

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



1 1/2 storey coach house with lane access

Roofs

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

Unit Size

In order to control the size of the coach house, a minimum and maximum building area of between 33 m2 (355 ft2) and 60 m2 (645 ft2) is suggested.

Setbacks

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

Density

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

Parking

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

Access:

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



2 storey coach house with lane access





Coach house continued . . .

Layout

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

Secondary suite

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

Burkeville house retention

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

Subdivision

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

Outdoor space

It is proposed that a private outdoor space with a minimum area of 30 m2 (325 ft2) and minimum width and depth of 3 m (10 ft) be provided for the benefit of the coach house

Lane landscaping and services

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

Garage doors

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

Sustainable design

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

Design guidelines

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

Zoning Bylaw

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

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

Option 2

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

Survey question for coach houses:

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

☐ No Unsure

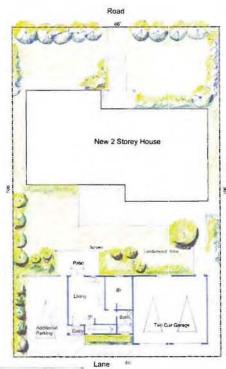
Comments:

- 4. If yes, do you prefer that:
 - Option 1: The City amend the Zoning Bylaw to allow coach houses in your neighbourhood by Building
 - Option 2: Each property owner request the City to amend the Zoning Bylaw after a Public Hearing to allow a coach house on their own property?

Comments:

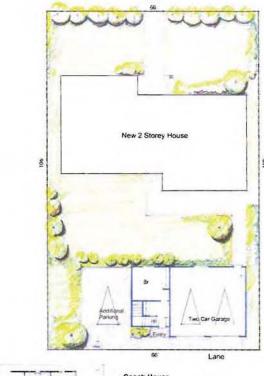


Proposed new, innovative forms of ground-oriented housing





Coach House 60% ground 40° Lot see: 653106





Coach House 25% ground 75% upper Let size: 66'x'06 Let Area, 7000 st





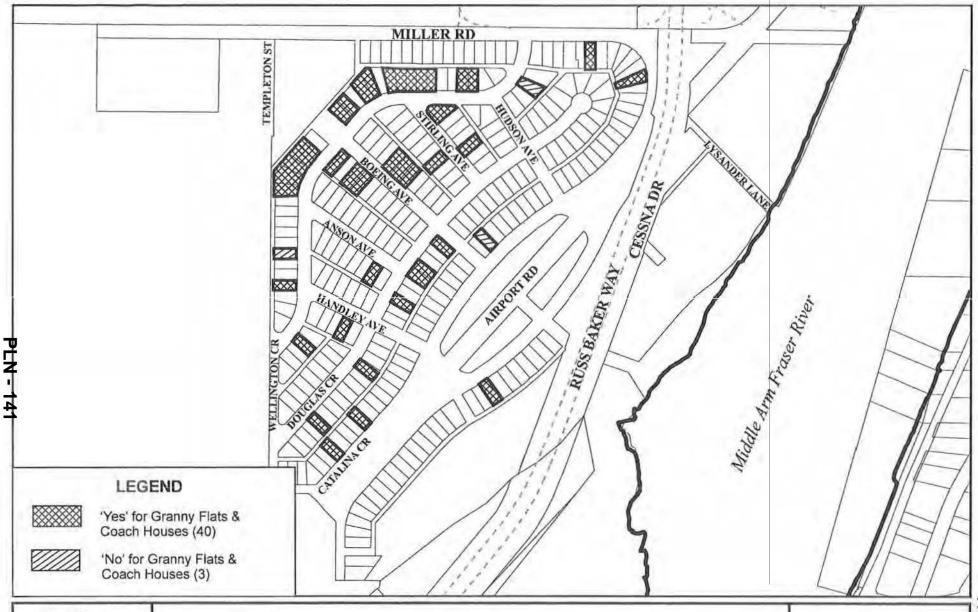
Coach House 25% ground and 75% upper



Survey

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	OCP 3rd Round Burkeville, Richmo	Open House Surv and Gardens, Edge	ey mere
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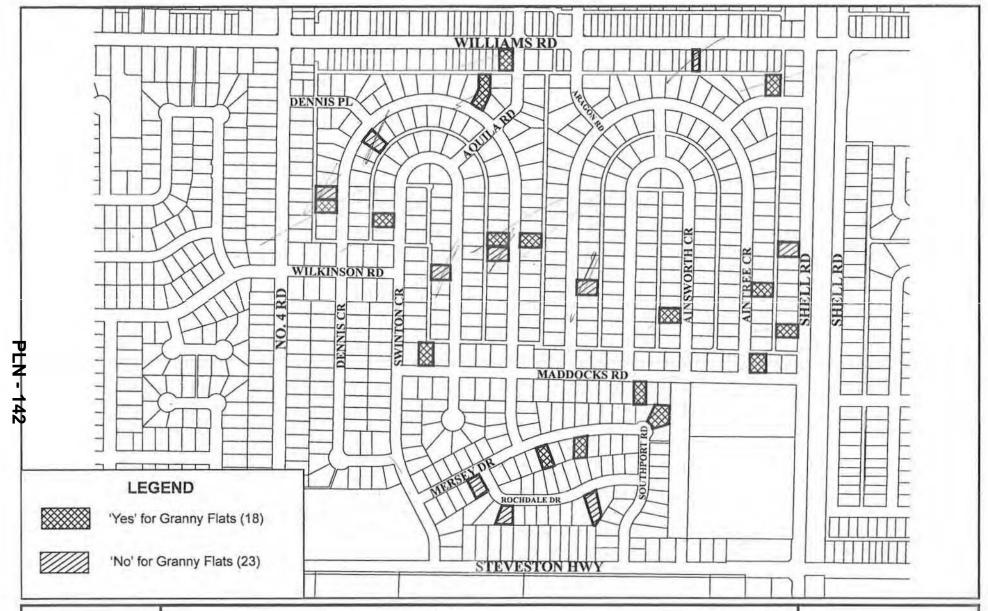




Burkeville Area Map

Original Date: 08/22/11

Revision Date:

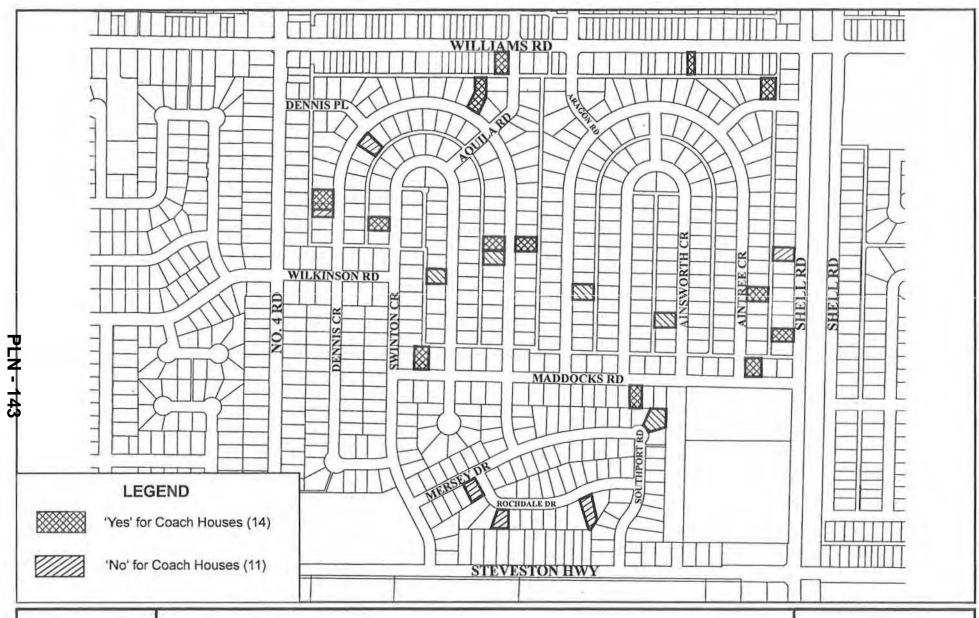




Edgemere Area Map

Original Date: 08/23/11

Revision Date:

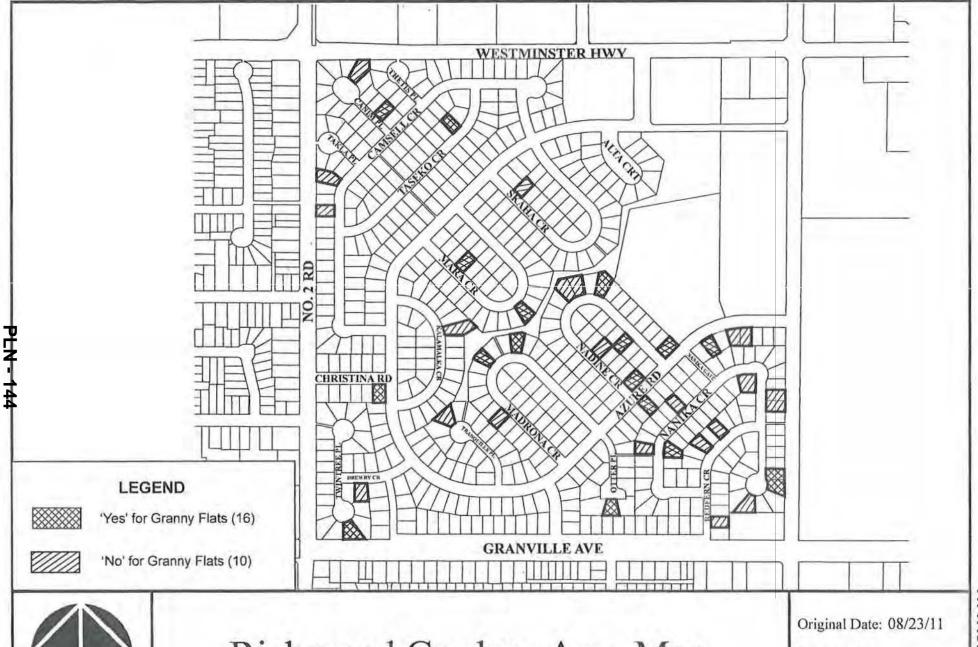




Edgemere Area Map

Original Date: 08/23/11

Revision Date:





Richmond Gardens Area Map

Revision Date:

OCP 3rd Round – Housing Survey for Burkeville, Edgemere and Richmond Gardens Survey Verbatim

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

Burkeville:

Survey #	Support Granny Flats	Comments
4	Yes	Need legislation and rules on flats
11	Yes	It's a great idea for a senior to know that they would be near their relatives if they need care.
12	Yes	I do not think houses in Burkeville are heritage and Granny Flats should be allowed on new or renovated houses.
21	Yes	The high value of our land cannot support an original 800 sq ft WWII home. Option 2 could turn into a "Gong Show"
70	No	Parking and density concerns mainly.
71	No	Originally supportive, but after walking around the neighbourhood and giving it more thought, I'm not sure it / they are a 'good fit' for our community. Lots depicted seem to have more room than average Burkeville lots. More green space possible
73	No	in between Parking is a concern – our streets are narrow and when residents park on both sides of the streets, the street then becomes a one way street. It is rather difficult for emergency vehicles to navigate our narrow streets as it is.0

OCP 3rd Round – Housing Survey for Burkeville, Edgemere and Richmond Gardens Survey Verbatim

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Edgemere:

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

Richmond Gardens:

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

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

Burkeville:

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

Edgemere:

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

Q5) Additional Comments:

Burkeville:

Survey #	Comments		
1	I am fully in support of higher density ground oriented housing. Particular coach houses.		
3	Maintain gravel back alleys		
8	I would like the city to consider paving the alleyway between Miller Road and wellington cres. Hopefully the city can pick up at least part of the tab as some miller road homes use this as their only car access.		
11	Please pave the back-lanes as the dust is just terrible. Should seal the places where the potholes are always there.		
	Now have a bus service that would actually take you to No 3 Rd and Richmond Centre. Also why isn't there a bus that runs 7 days a week, and on holidays. After all you can't go to a concert in the evening because the C92 quits at 7pm. Because there isn't a decent bus service, people may not want to live here.		
12	I think it is important to have this option to house parents and kids as prices have climbed to high. It is important to make a decision on a community level, so it is fair across the board. I support this in every way to make legal housing and a crack down on the illegal housing that is all over Burkeville.		
15	 Coach houses or granny flats should be allowed with new construction too. What about water connection / gas connection / hydro are going to be allowed as separate connection of only one connection. What happens to property taxes, do they go up or not. 		
47	4. Too many questions remains unanswered?		
17	I would agree with paving of all laneways.		
18	 I would like to see lanes paved. With this, I would be interested in moving the present original Burkeville house to rear of lot as a granny flat (with upgraded wiring and insulation and windows, ect) and build a modest size Burkeville style house as main residence facing Wellingdon. This is a large lot and not properly utilized at present with one tenant only – I will type a separate letter with thoughts. 		
19	I would agree to paving lanes		
20	I would agree to paving lanes		
21	I would like to see the Burkeville Lanes sealed with asphalt to keep dust to a minimum. Both for our homes and for proposed coach house suites. Better bus service for Burkeville residents would help older people get out.		
71	The neighbourhood is changing far too rapidly, with many developers seeing Burkeville's older homes as nothing more than cheap building lots – we don't want it to look the same as every other neighbourhood in Richmond)we saw it happen across the river – we lived on Tilton Cr. while our house was being rebuilt). We already have a number of lots in Burkeville that are almost entirely developed 9ie built on) and some very large and unusual looking		

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

Edgemere:

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

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

99	I'm glad to see the new ideas, but I'm only supportive of the granny flats concept.
	I also wonder about how many lots in the neighbourhood land themselves to the addition of a granny flat on their lot (many of the existing homes are too large or sited such that there is no room for a new building on-site).
	Careful consideration should be used.
100	Shame! Back way door to increase our taxes!
101	Already 17% increase this year! Boo!! Force existing suites to register, be inspected and have off-street parking as the progressive municipalities in Metro do!
102	Previous attempts at subdivision have failed. Is this a backdoor way of getting to "subdivide" the properties and increase taxes without increasing amenities?
104	We bought in this neighbourhood so we can have a large, private backyard and the last thing we want is neighbours to build coach houses to overlook our fences and stare onto our patios and yard and window and take away our privacy. Also increased alley traffic and parking in alleys is dangerous for our children.
105	I am concerned that increasing housing options will ultimately increase property taxes. For example: • needing to pave unpaved alleys (due to required parking and increased traffic • installing speed humps, ect to slow traffic • installing sidewalks, street lights, ect
	Also, very disappointed that I bought in this neighbourhood and moved here from a different community to come to learn coach house can be built next door and reduce my privacy and my value of my house - due to the lack of privacy
107	We already have a problem with too many vehicles parked on the road instead of in their own yards. We do not have curbs and sidewalks; these cars parked on the street are hazardous. The addition of granny flats or coach houses would multiply the amount of vehicles parked on the road. They would certainly block the back alleys/lanes which are crucial for waste pick up. Our neighbourhood was designed for one home/building per lot. Thank you
108	Questions 3 & 4 are not applicable as my property does not have a back lane. My support is based upon the City's further considerations of infrastructure and traffic in the area in view of the anticipated higher population density
109	The large number of existing illegal suites already in the area has created a parking lot feeling in some areas of the subdivision. The proposal as is does not deal with this issue but will add more living space and not really deal with the need for even more parking. I don't believe the 3 proposed parking spaces will deal with this problem.

110	I bought in a single family zoning and want it to stay that way.
114	Why coach houses and granny flats are not appealing to homeowners:
	When I attended the open house in October 2010 I was introduced to the concept of Granny Flats and Coach Houses. The dimensions of these where in m²; however most of us are still thinking in sq. ft.
	The average size of a Richmond lot is 60x20 = 7,200 sq ft
	The size of a house footprint is 45% of the lot size = 3,240 sq ft
	and that equals to 6,480 sq ft per average on storey house.
	The maximum size of a granny flat is 755 sq ft; a coach house 645 sq ft.
	Seriously, that is the size of a kids playhouse next to a 6,480 sq ft house! Even granny is used to a bigger place than 7655 sq ft. That is why no-one takes this option seriously. I think the City should let go of this idea.
	However, the idea of duplexes, triplexes and even fourplexes that look like single family dwelling makes a lot of sense, especially on lots larger than 7,200 sq ft. They can be side by side, front and back as well as up and down. They are part of the City's deification plan. They fit beautifully into single family neighbourhoods.
	They truly can mean "Affordable Housing" A \$1.5 mil duplex dwelling for \$750,000 per owner, a triplex \$500,000 per owner; and taxes and maintenance would be lower for each owner.
	This housing type should be encouraged by the planning department. It makes more sense than large single family houses where rooms and the garage are rented, and where 5 to 7 cars per house is common (like the house next door and down the road from me.)

Richmond Gardens:

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

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

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

TODIO	PROPOSED 2041 OCP CONCEPT - April 2011 draft			
TOPIC	DESCRIPTION			
2011 - 2041 TOWARDS A SUSTAINABLE COMMUNITY	A sustainable and healthy island city that meets the needs of the present without compromising the ability of future generations to meet their own needs. It is a place where people live, work, and prosper in a welcoming, connected, accessible, and vibrant community. In Richmond, health of the people and health of the eco-system are sustained through community participation and long-term economic, social and environmental well-being.			
2041 OCP VISION	In 2041, Richmond has become a more sustainable city – a place of great spaces and experiences, whose greatest assets include its thriving downtown, healthy, distinct, and connected neighbourhoods, its island shoreline, open spaces and protected and productive agricultural lands. Richmond has adaptable prosperous businesses that enrich people, the community, the natural environment, the world and future generations. Richmond is a place where people: • feel connected to their physical surroundings, to the people around them, and to their community • are active and healthy • respect, honour and celebrate the diversity in their community • feel connected to the past, celebrate the present, and anticipate the future with enthusiasm Richmond has become more energy efficient and is responding to the challenges of climate change, in partnership with other levels of government, its citizens and its businesses. Richmond will become a city that is:			
2041 GOALS	1. Welcoming and diverse The city is inclusive and designed to support the needs of a diverse and changing population. 2. Connected and accessible People are connected to and interact with each other. Places, buildings and activities are connected and easy to access by everyone. Decisions with respect to housing, businesses, parks, recreation, transportation and community access, including street design and repair will be made to facilitate participation of all citizens including those with disabilities and restricted mobility. This allows everyone to participate fully in community life. 3. Valued for its special places A variety of places – big and small – in all neighbourhoods where residents and visitors will be drawn to them as vibrant people places or for their natural beauty. 4. Adaptable The city residents and businesses have the ability to anticipate and respond creatively to change. They build upon what already exists, learn from and build upon experiences from both within and outside the community. In partnership with each other, respond to the challenges of changing demographics, culture, technology, and climate.			
POPULATION AND EMPLOYMENT	 By 2041, Richmond's population will be 280,000 (100,000 in the City Centre) and will have 180,000 jobs (60,000 jobs in the City Centre). Richmond embraces its share of Metro Vancouver's 2041 population and job growth and understands that appropriately planned urban densification, a strong employment base, the continued protection of the ALR will create a city that is special, adaptable, diverse and vibrant. 			
REGIONAL CONTEXT STATEMENT (RCS)	 From 2011 to 2041, Metro Vancouver's regional growth (e.g., sustainability, population, employment, densification, land use [e.g., urban, agricultural, employment, recreation, conservation], transportation and infrastructure is to be guided by the proposed Metro Vancouver 2040 Regional Growth Strategy (RGS). The City's 2041 OCP must contain a Regional Context Statement (RCS) to identify how Richmond' OCP is and / or will be made consistent with the RGS over time. 			
GENERAL LAND USE CONCEPTS	 Highlights Development and re-development supported by transit options that place biking and walking above automobiles as priorities. An urban landscape that encourages and enables physical activity and social connection in everyday living. High density mixed uses in the City Centre Outside the City Centre, the focus appears to be, after more community consultation and support: Mix of low to medium density uses in the inner core of the neighbourhood centres and a diversity of ground-oriented residential housing choices in the outer core of the neighbourhood centres Intensified employment lands including industrial and commercial employment The preservation of agricultural lands Expanded parks and open spaces An improved transportation network with an emphasis on walking, cycling and transit. Shopping centre densification planning: City Led: After the 2041 OCP is approved, the City intends to lead consultative planning processes for the Hamilton and East Cambie Shopping Centres. Shopping Centre Owner Requests: After the 2041 OCP is approved, if the Blundell and Garden City shopping mall owners request their centres undergo city guided and owner undertaken planning and consultation at their expense, Council may approve such processes. 			

		PROPOSED 2041 OCP CONCEPT - April 2011 draft	
GHG TARGETS, ENERGY	after the Consider gr. 1) In May- be allow Rich Edg Burl 2) No othe Richmo 33% 80% Richmo Overtim	anny flats and coach houses June 2011, the following neighbourhoods will be asked to see if and where coach houses and granny flats may red to enable more housing choices in their neighbourhoods only: mmond Gardens (Thompson) emere (Shellmont) keville r neighbourhoods will be considered for granny flats and coach houses as part of the 2041 OCP Update. India committed to City wide GHG reduction targets: below 2007 levels by 2020 below 2007 levels by 2050 India has adopted a community-wide energy reduction target of 10% below 2007 levels by 2020 e, City staff will identify how the City can meet its GHG and energy reduction targets, based on partnerships	
TARGETS	 (e.g., enhanced senior government research and funding [(e.g., BC Hydro] developers) research, cost effectiveness and new developer requirements and opportunities. When prepared, these proposed strategies, policies and actions will be presented to Council for consideration. 		
OBJECTIVES			
A. Connected Neighbourhoods with Special Places	Objective	 Connected Sense of Place: Develop a varied range of distinct higher density mixed-use neighbourhood centres which will become the "heart" or "core" for the community and contribute to a sense of place. Diverse Range of Housing Choices: Support mixed and non-traditional housing forms and arrangements to support residents of all ages and abilities, challenges, characteristics and income levels. Promote Healthy Communities: Foster neighbourhood design that comprise many types of destinations a short distance from home with easy access to safe places where everyone in the community has a chance to be active. 	
	Concepts	 Neighbourhood centres will contain a diversity of housing choices, shops and services, a distinct public realm, special places, parks, recreation and sports facilities and a web of pedestrian and cycling connections Neighbourhood centres will contain varied and sustainable infrastructure (e.g., energy efficient buildings and green infrastructure) Housing outside of neighbourhood centre will be diverse, neighbourly, well designed and meet the needs of residents by providing a continuum of housing choices that are acceptable, appropriate and affordable to all incomes and ages and the needs of those with special circumstances Future planning that considers Aging in Place in each community. Staff Rationale: The ways in which neighbourhoods are designed and built have implications for health and quality of life. Compact, mixed use neighbourhoods that include many types of destinations, within a short distance from home, that can be easily reached by walking and cycling, provides more equitable access for residents to a range of services and amenities. Stores, parks, playgrounds, recreation, schools and libraries located near where people live. Neighbourhood design that encourages walking cycling and transit use is associated with better public health. Walkable neighbourhoods enable residents to enjoy active lifestyles. A diverse community that is made up of all age groups and abilities requires a range of house choices to meet their needs now and into the future. Streets and walkways that are pleasing to stroll along with activities along the way and interesting places to go promote healthy communities. 	

		PROPOSED 2041 OCP CONCEPT - April 2011 draft
	Objective	To create the environment for the City to be a "thriving, resilient, diverse and creative community" where people have a strong sense of identity and a clear sense of the attributes that make it unique. A citizenry that is empowered engaged and connected and a city that is a vibrant tourism destination.
B. Vibrant City: Arts, Culture, Heritage	Concepts	 Cultural Engagement: facilitate and create the environment and culture of the city that supports the arts and culture and enhances their contribution to the vibrancy and vitality of the community. Lifelong Learning: foster a joy of reading and a culture of lifelong learning Celebrating Heritage: preserve, promote and celebrate community heritage Community Revitalization: encourage and develop a mosaic of appealing, lively and distinctive areas, vibrant public spaces, festivals, events and activities An Economic Engine: harness the benefits of and support a creative economy and contribute to the thriving community tourism sector Staff Rationale: Many factors contribute to making a vibrant, healthy and sustainable community and the presence of a thriving arts, culture and heritage sector plays a critical role. The City plays a multifaceted role in ensuring a healthy and contributing arts, culture and heritage sector including: creating the environment for the sector to flourish through policy, zoning and support; facilitating and supporting individuals and organizations including access to facilities; and providing apportunities and activities for lifelong learning, creating and participating.

	1	PROPOSED 2041 OCP CONCEPT - April 2011 draft
	Objective	 Richmond is to be renowned as a place where residents have access to a diverse and leading edge range of recreation, sport and community wellness opportunities. Through this, residents are physically active and healthy, have an increased permanent commitment to wellness, and feel increasingly connected to their community.
C. Vibrant City: Recreation and Community Wellness	Concepts	 Strong Partnerships: Strategies to deliver services in partnership with many organizations – from volunteer-based community groups and social agencies, the Richmond School District, Vancouver Coastal Health, and many others. Being Uniquely Richmond: Strategies to ensure our services meet the needs of our diverse community – including our different ethnic groups, people living with disabilities, single-families, low-income families, our aging population and our youth. Connecting and Growing: Strategies to ensure our residents have opportunities for life-long learning, to meet their neighbours and feel they belong. Living Healthy and Active Lives: Strategies to address the widespread trend towards physical inactivity – to encourage people to live healthy and active lives from the cradle to the grave. Investing in Parks and Recreation Infrastructure: Strategies to ensure our facilities and sports fields support our active and healthy living ambitions.
		 Strong partnerships are important in order to build on each other's strengths, avoid duplication and deepen our reach into the community. Partnerships also inspire a shared stewardship of our community's well-being. We will continue to work closely with our community partners, including the Community Associations - with whom we jointly operate our community centres and ice arenas. We will develop new partnerships where possible, and continue to build on the close working relationships we have with Vancouver Coastal Health, the Richmond School District and other key agencies in Richmond. Only through recognizing that Richmond is unique can we ensure that our services and programs truly meet our diverse community's needs. We will continue to reach out to those 'hard to reach' residents, and address the needs of youth (especially low-asset youth), seniors and people with disabilities. We will continue to work towards ensuring that the broadest possible range of programs and opportunities appeals across all cultures, age groups and neighbourhoods. We will respond to accessibility and affordability issues for Richmond residents and we will continue to be inclusive of our diverse range of
		 e. Promoting community and neighbourhood building encourages social connectedness and enhances a sense of belonging. These are key components to achieving a sense of well being. We will continue to focus on addressing the need for people to enhance their skills beyond basic levels through using their discretionary time for fun and enjoyment and to be inspired and engaged in lifelong learning. We want to connect people with their environment and our green eco-network through opportunities to engage citizens in environmental stewardship activities. e. Strategies to encourage greater physical activity is vital. The Public Health Agency of Canada states that each year more than two-thirds of deaths result from four groups of chronic diseases, and that physical inactivity and unhealthy eating are key risk factors that lead to these diseases. With dramatically rising rates of overweight and obesity, healthy and active living needs to become a way of life for our residents. We will focus on: Increasing active living literacy (through facilitating our residents to have an increased permanent commitment to wellness and well-being); Helping children and youth builch healthy habits; Reducing barriers to living a physically active life for vulnerable populations; Building a connected and activated social environment; Creating urban environments that support wellness and encourage physical activity; and Promoting health literacy and individually-focused health care
		Investing in parks and recreation infrastructure is important because there is a direct connection between physical activity levels and appropriate provision of recreation and sports facilities, parks, trail and active transportation corridors. We will continue to advocate for a federal and municipal long-term funding plan to replace municipal recreation infrastructure. We will continue to implement the Parks and Recreation Facilities Strategic Plan; a 20-year plan which prioritises twenty-one projects. We will also continue to identify opportunities to seek grants and other forms of funding (through partnerships, etc) to improve or replace our parks and recreation facility infrastructure.
D. Safe City	Objective	 Provide a framework for a safe community that incorporates a prevention-focused, citizen engagement and public education model Anticipate, assess and manage the multiple natural hazards in Richmond

	T	PROPOSED 2041 OCP CONCEPT - April 2011 draft Be prevention focussed while providing optimum emergency response (includes education)
	Concepts	 Be prevention locused while providing optimum emergency response (includes education) Be public educators and facilitators of fire and rescue related safety matters and embrace the delivery of public education through community partnerships Deliver prevenition programs that are responsive to: statistical trends, hazards and the needs of a diverse community Provide safe transportation infrastructure that ensures the safety of multiple user groups and that encourages active transportation options (walking, biking, transit) Design safe street, neighbourhoods and places that are vibrant and crime free by intentional safe design of land use mix, public realm and buildings. Consult with the Richmond School Board in creating safe and walkable school areas. Staff Rationale Ensuring that people feel safe wherever they are; and The importance of a safe community in Richmond is a goal of Richmond Council – through ongoing education and prevention
	Objective	Richmond serves as a pre-eminent Asia-Pacific and Western Canadian air, sea, land and intermodal gateway and technology hub. It is home to a strategic range of sectors for a resilient economy, with a favourable job-to-labour force ratio and high paying jobs for local and regional residents. Richmond's future economic growth and industry diversification are achieved through retention and intensifying of existing industrial and commercial employment lands.
E. Resilient Economy	Concepts	 Priorities to 2041 include: Asia-Pacific Gateway: Fostering a strong Asia-Pacific Gateway enabling sector that takes full advantage of Richmond's strategic business location on the North American west coast, optimizes the use of its industrial land and other resources, and capitalizes on Asia's economic growth. Knowledge-Based Industries: Cultivating a high-paying, thriving technology and creative industries office, amenity and entertainment hub in the City Centre, that attracts skilled talent locally and from abroad. Amenities and Attractions: Developing a diversified lighter-footprint commercial sector that meets the growing needs of both Richmond residents and visitors alike Sustainable Local Resources: Championing a viable agricultural sector for both commercial and neighbourhood farmers, which responds to long-term community food security needs Population Services: Nurturing a responsive institutional sector that serves the access, mobility, and safety needs of a growing multicultural and demographically changing community Micro-Business: Encouraging flexible mixed-use development in the regional and neighbourhood centres that supports the needs of the home office sector, micro-entrepreneurs and small businesses. Staff Rationale: A balanced, robust and resilient Richmond economy is one of three fundamental cornerstones of the OCP Update sustainability framework and thus complements and enhances OCP principles of social and environmental sustainability. The end of the 20th century saw Richmond successfully amass a diversified industry base, largely resilient to economic downturns, in contrast, the first decade of the 21st century delivered a rapid residential boom resulting in gradual eradication of the local business base. A healthy, sustainable 21st century Richmond community will require continued focus on growing and diversifying the local economy and business tax base to serve both local
F. Agriculture and Food	Objective	Our agricultural lands are protected, viable and productive with an abundant capacity to produce food close to home Urban agriculture is commonplace in all Richmond neighbourhoods Our food security policies are implemented Senior government and financial support is obtained.
	Concepts	Better protect, encourage the productivity and viability of our agricultural lands by partnering with farmers, senior governments, institutions and others Review the Richmond Agricultural Viability Strategy and prioritize and implement with senior government support and funding. Improve equitable access to healthy food in every neighbourhood
G. Mobility and Access	Objective	To deliver a dynamic and effective transportation system that improves connectivity throughout the city and to the region for people and goods while achieving a major shift from automobile use to sustainable travel modes.

		PROPOSED 2041 OCP CONCEPT - April 2011 draft
	Concepts	 Walkable Neighbourhoods - Transform auto-dependant neighbourhoods around each service centre where significantly improved pedestrian and cycling realms foster walking and cycling as the preferred travel options for accessing local services and gathering with neighbours. Transit-Friendly City - Enhance transit and cycling connections and amenities amongst neighbourhood service centres and major employment areas for easy city-wide and regional travel without a car. Travel Smart, Live Long - Give priority to active transportation modes (cycling, walking and other non-motorized modes) that improve personal and environmental health, safety, social equity, and quality of life. A Caring Street System - Retrofit existing and build new transportation infrastructure to meet the changing mobility needs of the community by enhancing accessibility, comfort and security for all ages and abilities of users. Intelligent Investments - Deploy efficient and innovative transportation technologies to optimize the overall performance of the transportation system and reduce vehicle emissions and energy use. Moving Goods, Securing Jobs - Coordinate and implement timely improvements to enhance access to jobs and goods movement to support and promote growth in economic activities. Staff Rationale: Mobility and access are vital to the life of a city but our individual and collective travel choices can have long-lasting social, economic and environmental impacts. To maintain an effective transportation system that supports a growing and thriving city, travel patterns need to become more sustainable. Sustainable transportation aims to ensure that our needs for access to people, services and goods are met while protecting the environment and social equity for current and future generations. Compact, walkable neighbourhoods with mixed land uses and convenient public transit service allow communities to rely on foot, bicycle and transit to
H Ecological Network, Open	Objective	 To protect and develop a sustainable, well-designed system of parks and streets, trails and greenways, plazas and squares, the waterfront and waterways that significantly contributes to a healthy, vibrant city.

		PROPOSED 2041 OCP CONCEPT - April 2011 draft
Space & the Public Realm	Concepts	 Promoting a vibrant and 'distinctly Richmond' urban realm – Showcase and enhance the City's identity through a rich variety of great spaces and experiences that bring to life Richmond's natural and cultural heritage. Linking people, community and nature – Strengthen pedestrian and cycling linkages between every element of the city (neighbourhoods, schools, civic spaces, neighbourhood service centres, parks, natural areas, streets, commercial areas and industrial parks). Creating a greener, dynamic and resilient cityscape – Protect and create a network of resilient and healthy eco-systems that are integrated within the open space system to support biodiversity, recreation, social interaction and spiritual renewal. Transforming and celebrating our waterfront and waterways – Showcase Richmond's world-class waterfront on the Fraser River and enhance the Blue Network (the river, sloughs, canals, and wetlands for its ecological value and recreational opportunities. Building for physical, social, and spiritual well being – Provide a full range of appealing, welcoming places for residents and visitors of all ages and backgrounds to walk, exercise, play, socialize and engage in healthy, active lifestyles. Meeting multiple community objectives – Provide a diversity of open spaces that are flexible and adaptable to respond to growth, social needs and environmental changes while respecting the city's finite land resource. Responsive and collaborative stewardship – Sustain the quality of public places through innovative responsive management and shared stewardship between the City and multiple stakeholders to foster pride, purpose, and a sense of community. Staff Rationale Richmond enjoys a wealth of parks and a dike trail system that is a regional destination. A growing population and changing demographics will mean that the open space system will have to grow and become more diverse in the next 30 years. Wh
	Objective	To protect and improve the City's environmental health, ecological integrity and opportunities for the
	Objective	community to experience nature.

		PROPOSED 2041 OCP CONCEPT - April 2011 draft
		 Healthy Ecological Network – Protect and enhance a diverse, connected, and functioning ecological network. Ecological Design – Integrate ecological attributes into the City's built and cultivated landscapes. Pollution Prevention – Proactively implement best management practices to protect and improve water, air and soil quality. Strong Partnerships for Ecological Gain – Collaborate with the community and senior governments to protect and restore environmental health and ecological integrity. Great Nature Experiences – Make it easy and enjoyable for the community to experience nature. Adapting for Change – Use best available science and practices to better equip the City to adapt to climate change. Staff Rationale The open space and public realm system supports physical activity and social engagement, provides links for alternative forms of transportation, facilitates child and youth development, contributes to tourism and economic development, and contributes to the city's environmental health and resiliency to climate change Richmond's location - at the point where the Fraser River meets the Pacific Ocean - means that the island City is located within some of the most productive ecosystems in the world. The Richmond community depends upon its local ecosystem and broader environment to provide its daily socioeconomic needs – growing food, supplying water and clean air, and providing material resources. Increasing growth places higher demands on already stretched ecological resources. Research on ecological sustainability indicates that the worldwide use of resources is exceeding the Earth's capacity to renew and replenish them. "If everyone lived like an average Canadian, we would need 4 Earths to support current lifestyles." At the same time, awareness is growing that communities are likely to experience significant impacts from changing environmental conditions. Key concerns exist
		 In order to conserve the City's valuable ecological resources and be prepared for changing environmental conditions, 6 key concepts have been identified: Healthy Ecological Network, Ecological Design, Pollution Prevention, Strong Partnerships for Ecological Gain, Great Nature Experiences and Adapting for Change. Adapting for Change Addressing each of these in concert will help move us towards a robust and functioning ecological network woven throughout the City.
I. Social Inclusion	Objective	To facilitate development of a more socially sustainable city, recognizing the needs of all citizens with
Social Inclusion and Accessibility	Concepts	 Fundamental Human Needs – develop and implement strategies that address fundamental human needs (financial stability, adequate and affordable housing, equitable access to health and support services, social connectivity, mobility) Citizen Engagement - facilitate active and meaningful citizen engagement amongst the population Social Assets and Capacity Building – implement approaches which build on Richmond's key social assets and community capacity Staff Rationale As Richmond grows and develops over time, it is important that the City's existing high quality of life not only be maintained, but also enhanced. Indeed, the sustainable community vision for the OCP recognizes that, in addition to environmental and economic components, social sustainability is critical for Richmond's future. Concurrent with the OCP, the City is also preparing a 10 year Social Planning Strategy. Through consultations to date on the Strategy, social inclusion and accessibility have been identified as key objectives to pursue. The consultations have also confirmed the community's view that, while not being able to address all social issues on its own, the City can play an important role in: Addressing fundamental human needs Actively engaging all our citizens in decision making and activities Building on existing social assets and community capacity.
		Pertinent information from the Social Planning Strategy will be incorporated into the OCP.

J. Sustainable Infrastructure and Resources	Objective	 To improve the water, sanitary, drainage, energy and refuse infrastructure to meet the City's changing needs in a financially, socially and environmentally responsible manner. Meet the Demands of a Growing City – determine the infrastructure requirements that meet the needs of a growing population and develop an implementation plan that stays ahead of demand. Adapt to Climate Change – build climate change resilient infrastructure to meet challenges that include rising saa levels, wetter winters and drier summers. Sustainable Energy Sources – reduce the City's dependence on external power supplies by innovatively reducing and capturing waste energy and sustainable energy sources through conservation and the use of district energy utilities. Efficient Infrastructure – achieve greater infrastructure efficiency through proactive and creative planning of infrastructure upgrades and replacements, the use of new technologies, and educating the public on demand side management. Deliver projects with minimum life cycle costs on time and within budget. Staff Rationale: The City's population is predicted to grow by 90,000 over the next 30 years. The increase in population will result in higher demands on City infrastructure that will exceed the capacity of some infrastructure elements. It is important to identify those elements and improve them prior to their capacity being exceeded to maintain liveability while facilitating growth. Managing these infrastructure upgrades effectively plays a large role in achieving the City's goal of being well managed. While climate change impacts all people on the planet in many different ways, it will impact Richmond in two critical areas. The first area of concern is sea level rise due to global warming. Locally, sea level is predicted to rise 1.2 m over the next 100 years. As the City is dependent on its diking system for protection from the waters of the Strait of Geor
K. Implementation Strategy	Concepts	 Effective Implementation - Identify how the Official Community Plan vision, goals and objectives will be achieved to the year 2041 Phasing & Priorities - Identify the timing for further planning, Area and Sub Area Plan updates, development priorities, additional studies, significant land acquisitions and other initiatives. Sustainable financing (e.g., development cost charges, works and services), density bonusing, developer contributions and planning strategies are clear and transparent for the City, development community, general public and others. Others' Responsibilities - Clarify the role of Metro Vancouver, Translink, YVR, the Province and Federal Governments and their agencies in facilitating the implementation of the City's 2041 OCP.
L. Building/Site Design and Public Realm (DP Guidelines)	Concepts	 Development Guidelines that aim to the development of identifiable, lively, safe, accessible, sustainable, healthy urban areas and neighbourhood centres outside of the City Centre that focus on energy efficient, human scale, people-friendly built forms and a high quality public realm. More user-friendly guidelines for use by staff, developers and the general public Reinforcing sustainability, safety and security, connectivity, and accessibility guidelines of site

	PROPOSED 2041 OCP CONCEPT - April 2011 draft
	planning and "placemaking", including comprehensive landscaping and open space guidelines which influence the quality of the public realm Urban areas and neighbourhood centres that facilitate easy access to amenities, serve the daily needs of local residents, and invite walking and biking trough a system of direct routes from the residential areas to the neighbourhood centre, as well as between neighbourhood centres Open spaces and urban plazas integrated into developments that are part of the overall neighbourhood fabric Site-specific urban design concept statements that are responsive to the vision for the neighbourhood as part of the design review process of neighbourhood centres and major developments. Streamlining the guidelines to clarify and improve adaptability Staff Rationale: Revised, update, and re-organized guidelines will ensure that: sustainability, safety, and accessibility objectives are given priority; complete mixed use pedestrian friendly developments and neighbourhoods are developed; the existing residential character of neighbourhoods and quality of life is preserved; high quality civic outdoor space crucial to the enjoyment of public life is developed; information is easy to find and reference and that all relevant urban design considerations are taken into account for each development application; and community and neighbourhood values are recognized and respected through the design review process (e.g., failoring the interface between single family areas and higher density developments).
CAUTION	Important Notes: 1. As part of the 2041 OCP Concept, the Richmond City Council advises land owners and developers not to speculate, buy, or option land based on this 2041 OCP Concept (e.g., a change of land use, increased density or other considerations) because: (A) the 2041 OCP is not approved yet, (B) the 2041 OCP Concept may change when the 2041 OCP is prepared and finalized; and (C) after the 2041 OCP is approved, some policies (e.g., densification) will be subject to more long term City study and community consultation. 2. Land owners and developers are clearly advised that Council will not be bound to honour any land owner and developer action, prior to the 2041 OCP being approved. 3. It is understood that the City, after City studies, research, and consultation, may reword the actual OCP policies and this may change land use, density and related management policies.

Third Round OCP Update Concept Public Consultation Program

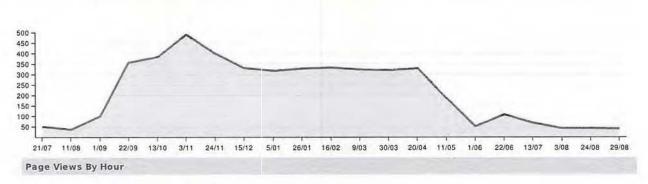
- Paper copies of the comments sheets were distributed at the open houses and were available online at the www.letsttalkrichmond.ca and City OCP website.
- The comment sheets and packages of the display board material were delivered to all community centres, libraries, SUCCESS office.
- Drop boxes were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

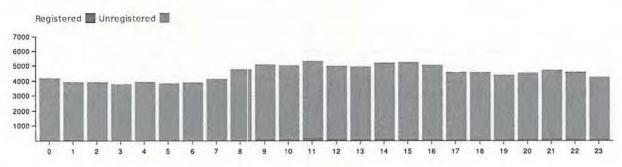
	Coach House and Granny FI	at Open Houses
Date	Venue	Number of Attendees
Wednesday, June 8/11	Burkeville - Sea Island Community Centre	37
Monday, June 20/11	Richmond Gardens – Samuel Brighouse Elementary	73
Tuesday, June 21/11	Edgemere - Thomas Kidd Elementary	65

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

Activity Report : Lets Talk Richmond

01 July 2010	= 29 August 2011	30			
Activity Overview		(lifetime)	Number of Participants who		
Site visits	90,878	(91,082)	Registered	268	(269)
Page views	109,014	(109,355)	Commented	0	(0)
Visitors	4,316	(4,334)	Agreed	0	(0)
Comments	0	(0)	Disagreed	0	(0)
Agrees	0	(0)	Downloaded documents	534	(534)
Disagrees	0	(0)	Downloaded videos	0	(0)
Document downloads	1,965	(1,965)	Viewed FAQs	9	(9)
Video plays	0	(0)	Took polls	21	(21)
Page Views By Date					





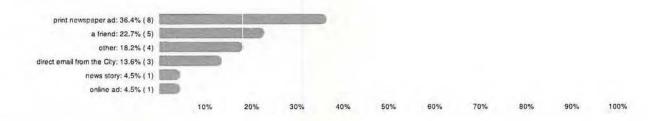
Engagement Depth		Averag	9		Total	Partie	ipant Co	nvers	ion				
Time on site	2m 5s	(2m 5s)	1131		131d 23h)		s who gistered					6.2%	(6.2%)
Page views	1.2	(1.2)	109,01	4(10	9,355)		wnloaded	docur	ments			12.4%	
Visits	21.1	(21.0)	90,87	8(91	.082)		ered parti	- 0.0	u v				(and the stay
Comments	0.0	(0.0)		0	(0)	-	mmented		2 11110			0.0%	(0.0%)
▶ primary				0	(0)) ac	reed/disa	areed				0.0%	(0.0%)
▶ replies				0	(0)	10.00	ok polls	3				7.8%	(7.8%)
Agrees	0.0	(0.0)		0	(0)	7	ok polis					11070	()
Disagrees	0.0	(0.0)		0	(0)								
Tools	Total	Pa	ige views		Votes	Co	mments	A	grees	Dis	agrees		Participants
Forum Topics	0	0	(0)	0	(0)	0	(0)	0	(0)	0	(0)	0	(0)
News Articles	5	454	(490)	0	(0)	0	(0)	0	(0)	0	(0)	0	(0)

Map of Richmond's Neighbourhoods				
			344	(344)
OCP fall newsletter and survey			298	(298)
Proposed new ground-oriented Housing: Burkville, Richr	nond Gardens, Edgemere		204	(204)
2041 OCP Goals			192	(192)
OCP Objectives: A to L			189	(189)
2041 OCP Vision			183	(183)
What is an OCP?			172	(172)
Official Communtiy Plan Update City Website			125	(125)
Genearl Land Use Concepts and Principles			68	(68)
City-wide Survey Results			35	(35)
Areas for Further Consultation for Coach Houses and G	ranny Flats		33	(33)
Coach Houses and Granny Flats - Background Informati			33	(33)
Neighbourhood Centres - Background Information			32	(32)
Future Neighbourhood Centre Planning for the 8 Shopp	ing Malls		31	(31)
What is an OCP?			26	(26)
				(1,965)
TOTAL			1,965	(1,903)
Video Download Activity				
TOTAL			0	(0)
Sources (Top 20)				Page vie
www.richmond.ca		1,370	(1,	370)
www.google.ca		523		523)
intranet		163		163)
richmond.ca		100		(100)
www.civicinfo.bc.ca		92		(92)
www.bclocalnews.com		84		(84)
www.google.com		72		(72)
www.facebook.com		58		(58)
www.yourlibrary.ca		58		(58)
www.letstalkrichmond.ca		54		(54)
letstalkrichmond.bangthetable.com		50		(51)
www.bing.com		42		(42)
yandex.ru		38		(38)
whois.domaintools.com		37		(37)
www.municipalinfonet.com		23		(23)
cms		13		(13)
www.sustainet.com		13		(13)
36ohk6dgmcdln.yom.mail.yahoo.net		12		(12)
		12		(12)
cms.cityrichmond.bc.ca twitter.com		12		(12)
and 177 others		12		144/
TOTAL		3,215	(3,	,226)
Search Terms (Top 20)	Search	Engine		Page vi
letstalkrichmond		Google	50	(50)
let's talk richmond		Google	44	(44)
lets talk richmond		Google	42	(42)
letstalkrichmond.ca		Google	38	(38)
letstalk richmond		Google	28	(28)
www.letsTALKrichmond.ca		Google	16	(16)
www.letstalkrichmond.ca		Google	13	(13)
		Bing	10	(10)
lets talk richmond		Bing	6	(6)
letsTALKrichmond.ca		DHILL	O.	(0)

www.letstalkrichmond	Bing	5	(5)
let's talk Richmond	Google	4	(4)
boundaries of richmond city	Google	4	(4)
letsTALKrichmond.ca	Google	4	(4)
richmond granny flat edgemere burkeville richmond gardens	Google	4	(4)
letstalkwichmond.ca	Google	3	(3)
letss talk richmond	Google	3	(3)
talk richmond	Google	3	(3)
lets talk richmond	Yahoo	3	(3)
www.letstalkrichmond.ca	Bing	3	(3)
and 121 others			
TOTAL		437	(437)
Polls			1 (1)
Voters (total)		21	(21)
Voters (% of participants)		0.5%	(0.5%)

Polls

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



Surveys	Survey takers	Survey takers (% of participants)	2 (2)
COMMENT SHEET: Proposed 2041 OCP Update Concept	11 (11)	0.3% (0.3%)	Summary Browse responses
PROPOSED NEW HOUSING SURVEY - Burkeville, Richmond Gardens, Edgemere	14 (14)	0.3% (0.3%)	Summary Browse responses

Submissions	Submis sion takers		Submissio	on takers (% of	participan	ts)		0 (0)
People		Comments		Agrees	ī	Disagrees	Sit	e visits
lichen	0	(0)	0	(0)	0	(0)	0	(0)
kosmicforces	0	(0)	0	(0)	0	(0)	0	(0)
Steve	0	(0)	0	(0)	0	(0)	0	(0)
Solway	0	(0)	0	(0)	0	(0)	0	(0)
jkg	0	(0)	0	(0)	0	(0)	0	(0)
derek williams	0	(0)	0	(0)	0	(0)	0	(0)
Bob Lepsoe	0	(0)	0	(0)	0	(0)	0	(0)
Max	0	(0)	0	(0)	0	(0)	0	(0)
Russ	0	(0)	0	(0)	0	(0)	0	(0)
carol Day	0	(0)	0	(0)	0	(0)	0	(0)
phb	0	(0)	0	(0)	0	(0)	0	(0)
meotway	0	(0)	0	(0)	0	(0)	0	(0)
angelako	0	(0)	0	(0)	0	(0)	0	(0)
4300 Bayview Street	0	(0)	0	(0)	0	(0)	0	(0)
_talbot@telus.net	0	(0)	0	(0)	0	(0)	0	(0)
Yew	0	(0)	0	(0)	0	(0)	0	(0)
Starr	0	(0)	0	(0)	0	(0)	0	(0)
MarieKerr	0	(0)	0	(0)	0	(0)	0	(0)
mgerlach	PÎ	N - 170	0	(0)	0	(0)	0	(0)

citizen30	0	(0)	0	(0)	0	(0)	0	(0)
TOTAL	0	(0)	0	(0)	0	(0)	0	(0)
Suburb	Participant	s	Comment	ts	Agrees	Disagrees	Site	e visits

Suburb	Partic	ipants	C	omments	1	grees	Disa	grees	Site	visits
Richmond	0 (250)	0	(0)	0	(0)	0	(0)	0	(0)
richmond bc	0	(5)	0	(0)	0	(0)	0	(0)	0	(0)
Vancouver	4	(4)	0	(0)	0	(0)	0	(0)	0	(0)
23-9111 No 5	1	(1)	0	(0)	0	(0)	0	(0)	0	(0)
V6X 2H2	1	(1)	0	(0)	0	(0)	0	(0)	0	(0)
bucharest	1	(1)	0	(0)	0	(0)	0	(0)	0	(0)
New West	1	(1)	0	(0)	0	(0)	0	(0)	0	(0)
Abbotsford	1	(1)	0	(0)	0	(0)	0	(0)	0	(0)
Richmnd	1	(1)	0	(0)	0	(0)	0	(0)	0	(0)
GVHBA	1	(1)	0	(0)	0	(0)	0	(0)	0	(0)
Vancouver / Richmond	1	(1)	0	(0)	0	(0)	0	(0)	0	(0)
North Vancouver	1	(1)	0	(0)	0	(0)	0	(0)	0	(0)
Sydney	0	(1)	0	(0)	0	(0)	0	(0)	0	(0)
richmond	250	(0)	0	(0)	0	(0)	0	(0)	0	(0)
Richmond BC	5	(0)	0	(0)	0	(0)	0	(0)	0	(0)
RICHMOND BC	0	(0)	0	(0)	0	(0)	0	(0)	0	(0)
RICHMOND	0	(0)	0	(0)	0	(0)	0	(0)	0	(0)
Unspecified	0	(0)	0	(0)	0	(0)	0	(0)	0	(0)
TOTAL	268	269)	0	(0)	0	(0)	0	(0)	0	(0)

Topic Breakdown

News Article Breakdown

5	news	articles	

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

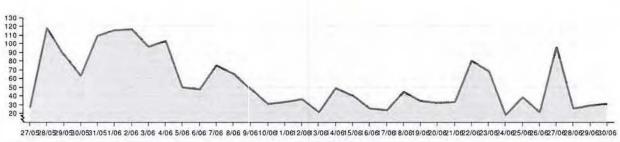
Page views	.22	(47)
Votes	0	(0)
Comments	0	(0)
Agrees	0	(0)
Disagrees	0	(0)
Participants	0	(0)
Let's Talk Social Planning		
Page views	16	(27)
Votes	0	(0)
Comments	0	(0)
Agrees	0	(0)
Disagrees	0	(0)
Participants	0	(0)
This is Richmond		
Page views	200	(200)
Votes	0	(0)
Comments	0	(0)

Agrees	U	(0)
Disagrees	0	(0)
Participants	0	(0)
This is Richmond		
Page views	194	(194)
/otes	0	(0)
Comments	0	(0)
Agrees	0	(0)
Disagrees	0	(0)
Participants	0	(0)
Proposed 2041 OCP Concept		
Page views	22	(22)
/otes	0	(0)
Comments	0	(0)
Agrees	0	(0)
Disagrees	0	(0)
Participants	0	(0)

Activity Report : Lets Talk Richmond

Page Views By Hour

27 May 2011	30 June 2011				
Activity Overview		(lifetime)	Number of Participants who		
Site visits	6.35	(1,186)	Registered	18	(22)
Page views	1,864	(2,785)	Commented	1	(1)
Visitors	303	(450)	Agreed	3	(3)
Comments	2	(2)	Disagreed	0	(0)
Agrees	4	(4)	Downloaded documents	131	(176)
Disagrees	0	(0)	Downloaded videos	0	(0)
Document downloads	660	(847)	Viewed FAQs	0	(0)
video plays	0	(0)	Took polls	0	(0)
Page Views By Date	6 20 5 5 7 1				



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					35 (0)		100		and the last
-	100		May 811						

Engagement Depth		Average			Total	Partie	ipant Co	nvers	ion				
Time on site	3m 10s	(2m 51s)	1d 9h	(20	1 8h)		s who gistered					5.9%	(4.9%)
Page views	2.9	(2.3)	1,864	(2,	785)		wnloaded	docur	mante			43.2%	(39.1%)
Visits	2.1	(2.6)	635	(1.	186)	-	ered parti					43.270	(33.1.70)
Comments	2.0	(2.0)	2		(2)	100000000000000000000000000000000000000	mmented	cipanic	3 11110			5.6%	(4.5%)
▶ primary			2		(2)	Þ ag	reed/disa	greed				16.7%	(13.6%)
▶ replies			0		(0)	Þ to	ok polls					0.0%	(0.0%)
Agrees	1.3	(1.3)	4		(4)	27.00							7
Disagrees	0.0	(0.0)	0		(0)								
Tools	Total	Pag	e views	1	/otes	Co	mments	A	grees	Dis	sagrees		Participants
Forum Topics	2	323	521)	0	(0)	2	(2)	4	(4)	0	(0)	2	(2)
News Articles	0	0	(0)	0	(0)	0	(0)	0	(0)	0	(0)	0	(0)

Document Downloads			Docu	ment downloads
OCP Objectives: A to L			150	(183)
2041 OCP Vision			133	(174)
2041 General Land Use Concepts and Principles			127	(156)
2041 OCP Goals			87	(117)
Detailed Survey Results and Verbatim Comments			37	(42)
Coach House and Granny Flats - Brackground Info	rmation		19	(30)
Future Neighbourhood Centre Planning for the 8 S	Shopping Malls		20	(28)
City-wide Survey Results			23	(27)
Key Messages from 2nd Round OCP Findings			21	(26)
Neighbouhood Centres - Background Information			18	(24)
Areas for Further Consultation for Coach Houses a	and Granny Flats		15	(23)
What is an OCP?			10	(17)
TOTAL			660	(847)
Video Download Activity				
TOTAL			0	(0)
Sources (Top 20)				Page views
See A. Legger Spart Stock Stephen 20		11		The second secon
www.google.ca		11		(16)
www.yourlibrary.ca		14		(14)
www.facebook.com		11 8		(11)
www.google.com				(9)
m.facebook.com		2		(2)
bangthetable.com		1		(2)
corporate.bangthetable.com		1		(1)
by148w.bay148.mail.live.com		1		(1)
sn128w.snt128.mail.live.com		1		(1)
www.google.at		1		(1)
col16w.col116.mail.live.com		1		(1)
36ohk6dgmcd1n.yom.mail.yahoo.net		0		(1)
www.google.co.jp TOTAL		53		(1)
				(02)
Search Terms (Top 20)		Search Engine		Page views
2041 OCP Update Concept		Google	2	(2)
richmond ocp		Google	2	(2)
site:letstalkrichmond.ca coach Burkeville		Google	2	(2)
Official Community Plan 2041		Google	1	(1)
ocp richmond		Google	1	(1)
mission and vision concept		Google	1	(1)
site:letstalkrichmond.ca coach		Google	1	(1)
granny flats vs. coach houses		Google	0	(1)
vision goals and objectives		Google	0	(1)
TOTAL			10	(12)
Polls				0 (0)
Voters (total)		0		(0)
Voters (% of participants)		0.0%		(0.0%)
Polls				
Surveys St	urvey takers	Survey takers (% of participants)		2 (2)
Submissions Su	ıbmission takers	Submission takers (% of participants)		0 (0)
		A STATE OF THE STA		5. 15/

People	C	omments		Agrees		Disagrees	Sit	e visits
Olga	2	(2)	0	(0)	0	(0)	0	(0)
teacherman	0	(0)	0	(0)	0	(0)	0	(0)
kelandtrev	0	(0)	0	(0)	0	(0)	0	(0)
hawthorne	0	(0)	1	(1)	0	(0)	0	(0)
Martinvdh	0	(0)	0	(0)	0	(0)	0	(0)
chikabooday	0	(0)	0	(0)	0	(0)	0	(0)
Yew	0	(0)	0	(0)	0	(0)	0	(0)
lelikj	0	(0)	0	(0)	0	(0)	0	(0)
Tripper	0	(0)	0	(0)	0	(0)	0	(0)
lavric	0	(0)	2	(2)	0	(0)	0	(0)
snomojo	0	(0)	0	(0)	0	(0)	0	(0)
Marsaine	0	(0)	0	(0)	0	(0)	0	(0)
summerland	Ô	(0)	0	(0)	0	(0)	0	(0)
bonil	0	(0)	0	(0)	0	(0)	0	(0)
rgraham	0	(0)	0	(0)	0	(0)	0	(0)
Edward	0	(0)	0	(0)	0	(0)	0	(0)
brentwood	0	(0)	0	(0)	0	(0)	0	(0)
Think	0	(0)	0	(0)	0	(0)	0	(0)
sofunke	0	(0)	0	(0)	0	(0)	0	(0)
wardo	0	(0)	1	(1)	0	(0)	0	(0)
TOTAL	2	(2)	4	(4)	0	(0)	0	(0)

Suburb	Partic	cipants	C	omments.	1	grees	Disa	grees	Site	visits
Richmond	16	(20)	2	(2)	4	(4)	0	(0)	0	(0)
Richmond BC	1	(1)	0	(0)	0	(0)	0	(0)	0	(0)
Vancouver	1	(1)	0	(0)	0	(0)	0	(0)	0	(0)
RICHMOND	0	(0)	0	(0)	0	(0)	0	(0)	0	(0)
richmond	0	(0)	0	(0)	0	(0)	0	(0)	0	(0)
Unspecified	0	(0)	0	(0)	0	(0)	0	(0)	0	(0)
TOTAL	18	(22)	2	(2)	4	(4)	0	(0)	0	(0)

Topic Breakdown

2 forum topics

Proposed OCP Concept Vision, Goals and Objectives

Page views	192	(311)
Votes	0	(0)
Comments	1	(1)
Agrees	2	(2)
Disagrees	0	(0)
Participants	1	(1)
Proposed 2041 OCP Concept - Did we leave anything out?		

Page views	131	(210)
Votes	0	(0)
Comments	1	(1)
Agrees	2	(2)
Disagrees	0	(0)
Participants	1	(1)

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



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

2041 Update: Third round public consultation

The purpose of this open house is to:

- Provide you with the results and outcomes of the 2nd round public consultation including:
 - City-led master planning processes for East Cambie and Hamilton Neighbourhood Centres
 - More community consultation in May-June to see whether residents in Richmond Gardens, Edgemere, and Burkeville want to consider coach houses and granny flat options
- Obtain your feed back on the:
 - Proposed 2041 OCP Concept (OCP Vision, Goals and Objectives)
 - 2041 general land use principles
- 1. Please review the display panels which describe the proposed 2041 OCP Concept.
- 2. Please fill out the comment sheet to let us know what you think about the proposed 2041 OCP Concept by Thursday, June 30, 2011.
 - Complete and drop off the proposed 2041 OCP Concept comment sheet in the drop boxes provided at this open house OR
 - Fill it out online at www.letstalkrichmond.ca, the City's online discussion forum OR
 - . Take it home and mail or fax it back to us or drop it off at the OCP drop boxes at any community centre, library or at City Hall.

- 3. Visit the online discussion forum at www.letstalkrichmond.ca
 - . There is a discussion forum for you to discuss the proposed 2041 OCP Concept.
 - You can also see what other people said and have your say by visiting www.letstalkrichmond.ca
- 4. Stay involved by checking out the online website. We will let you know what the feedback was for this round of OCP consultation and future 2012 open houses when the OCP is drafted in mid-2012



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







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

What is sustainable development?

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



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

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

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

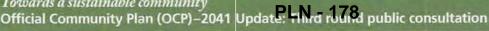
In July 2010, Council endorsed that staff explore new housing options in the single family areas outside the City Centre as part of the 2041 OCP Update. Council agreed that staff should present to the public to determine their degree of acceptance via open houses and a survey:

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



Welcoming and diverse . Connected and accessible . Valued for its special places . Adaptable







The October 2010 OCP Survey: Coach houses and Granny flats

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

Part A of the survey asked Richmond residents whether they would consider:

- On smaller single family lots (up to 550 m2)
 - granny flats or coach houses instead of a secondary suite in a single-family house; or
 - a duplex on the lot instead of a single family house and a secondary suite.
- On larger single family lots (over 550 m2):
 - granny flats or coach houses in addition to a secondary suite in a single-family house; or
 - a duplex, instead of a single-family house and a secondary suite.

The table below lists these housing forms and how Richmond defines them.

Housing types proposed for single family neighbourhoods outside the City Centre

Housing type	Description
Granny Flat	A detached, self-contained dwelling located on the ground floor in the rear year—a maximum size would be 70 m2 (755 sf)
Coach House	A self-contained dwelling located above a detached garage in the rear yard—maximum size would be 60 m (645 sf)
Duplex	Two self-contained dwellings located either: (1) side by side, or (2) front & back on the site—the maximum size would be the same as a single-family house







The October 2010 OCP Survey: **Neighbourhood Centres**

Part B of the survey consisted of three questions related to future planning around the eight neighbourhood centres outside the City Centre. Residents were asked if they would consider, after the 2041 OCP is approved:

- future planning and community consultation around the eight neighbourhood centres to create more mixed use and walkable communities where people can better live, work, shop and play;
- · a range of uses and building types in the inner core (e.g., mixed use buildings with commercial at grade and residential or office above, low to medium rise apartments and townhouses on the shopping centre site); and
- · a range of housing types such as triplexes, fourplexes, some townhouses as well as granny flats, coach houses and duplexes in the outer core (e.g., outside the inner core of the shopping centre and within the single-family residential area.

Definitions

- The inner core is the shopping centre itself and any adjacent commercial or multiple-family residential sites along the major arterial roads abutting the Neighbourhood Centre.
- · The outer core is the area within a 5 minute walk to the inner core. Consideration will be given to a range of housing types (granny flats, coach houses, duplexes, triplexes, and fourplexes) in the outer core.











OCP Housing/Neighbourhood Centre City-Wide Survey Results

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

Part A: New Housing Types in Single Family Areas

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

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

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

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

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

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

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

3.	Eight (8) Neighbourhood Centre Areas: Over the long term, after the 2041 OCP Update is completed, more detailed planning should be undertaken, in close consultation with the neighbourhood, for the eight (8) Neighbourhood Centre Areas.	Strongly Agree/Agree 78% (383)	Strongly Disagree/Disagree 10% (49)
4.	Inner Core of the Neighbourhood CentreIn the future planning and community consultation for the eight (8) Neighbourhood Centres, a range of uses and building types in the inner core (e.g., mixed use buildings with commercial at grade and residential or office above, low to medium rise apartment and townhouses) should be considered:	Strongly Agree/Agree 52% (255)	Strongly Disagree/Disagree 27% (136)
5. Outer Core of the Neighbourhood CentreIn the future planning and community consultation for the eight (8) Neighbourhood Centres, the range of housing types in the outer core (e.g., outside the inner core and within the single-family residential area) should be extended beyond coach houses, granny flats and duplexes to included triplexes, fourplexes and some townhouses.		Strongly Agree/Agree 32% (154)	Strongly Disagree/Disagree 57% (280)



Key Messages from 2nd Round OCP Survey Findings

Part A: Housing Choices in Single-Family Areas

In general, Richmond residents indicated the following:

Citywide, (49% to 56%) either strongly disagreed or disagreed with coach houses, granny flats or duplexes on lots located anywhere but on an arterial road;

- In the Seafair area (163 out of 488 surveys), there was very low support for considering new housing types; 62% to 68% strongly disagreed or disagreed with coach houses, granny flats or duplexes on lots not located on an arterial road.
- There was some support (over 50%) in specific areas for considering either coach houses or granny flats in Steveston, Granny flats in Broadmoor, Coach houses and granny flats in Shellmont, Hamilton, Cambie East and in Burkeville.
- The duplex housing form was not supported by most areas. Most mentioned that the look and size of existing duplexes in Richmond was very unappealing.
- · Citywide, the concerns most mentioned regarding the new housing options were the:
 - increased number of parked cars on the street or on the site;
 - additional neighbourhood traffic;
 - loss of back yard and green space;
 - loss of privacy from overlook;
 - loss of existing single family neighbourhood character and lifestyle (quiet and peaceful; sense of belonging and commitment);
 - creation of more impermeable surfaces on the lots;
 - increased noise.
- The perceived benefits of the housing options that were most mentioned from those in support were:
 - allowing additional housing on a lot would be a way to preserve older houses (building a granny flat or coach house to reach the same maximum density allowed on the lot);
 - providing a positive income and mortgage helper;
 - giving more flexibility (e.g., for couples, seniors);
 - creating lower cost housing for renters; and
 - ensuring that the new housing options have good design guidelines

Part B: Future Planning for Neighbourhood Centres

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

The "most mentioned" benefits of neighbourhood centre densification:

- more compact communities
- more green space
- more people living within walking distance of shops and services
- more stores and services
- improved transit service; and
- a wider range of housing options and more affordable housing choices.









Areas for further consultation for coach Houses and Granny Flats options

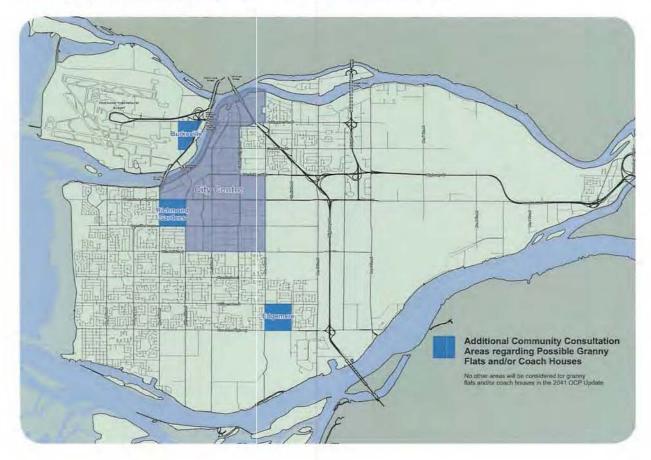
When the survey results were categorized into the 14 planning areas, an accurate sense of what area residents supported or did not support was not captured because the participation was so low. For example, there were only 4 respondents in Burkeville. Staff did further analysis using criteria:

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

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

In April 2011, City Council approved:

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



Future Neighbourhood Centre Planning for 8 shopping malls

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

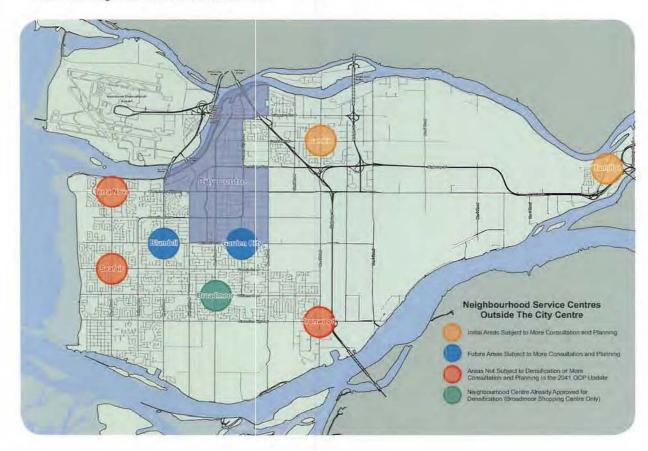
- degree of survey support,
- age of the centre, as older centres tend to redevelop, and
- the need for improvements (e.g., traffic, beautification).

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

In April 2011, City Council approved:

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

- City-led neighbourhood centre master planning processes will be undertaken for East Cambie and Hamilton Neighbourhood Centres;
- If the owners of Blundell and Garden City shopping malls, request in writing to initiate a neighbourhood centre densification planning process which the City will guide and they will undertake and pay for, such requests will be considered by Council;
- Densification of the Seafair, Terra Nova and Ironwood Neighbourhood Centers, not be considered in the 2041 OCP Update; and
- The Broadmoor Neighbourhood Centre, approved by Council in 2010, can continue its densification, as per the Broadmoor Neighbourhood Centre Master Plan.







Population and Employment

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

2041 General Land Use Concepts and Principles

Highlights

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









Towards a sustainable community

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

2041 OCP Vision

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

Richmond is a place where people:

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

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













2041 OCP Goals

Richmond will become a city that is:

1. Welcoming and diverse

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

2. Connected and Accessible

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

3. Valued for its special places

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

4. Adaptable

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















A. Connected Neighbourhoods with Special Places

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

Objective:

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

Concepts:

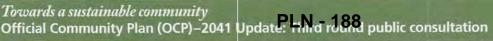
- Neighbourhood Heart: Develop a varied range of distinct higher density mixed-use neighbourhood centres, outside the city centre which will become the "heart" or "core" for each community and contribute to a sense of place.
- Connected Sense of Place: Each neighbourhood will contain a diversity of housing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















B. Vibrant City: Arts, Culture and Heritage

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

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

Objective

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

Concepts

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











C. Vibrant City: Recreation and Community Wellness

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

Objective

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

Concepts

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











D. Safe City

Objective

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

Concepts

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













E. Resilient Economy

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

Objective

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

Concepts

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









Agriculture and Food

Richmond has a long and rich history of farming.

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

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

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

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

Objective

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

Concepts

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











G. Mobility and Access

Moving to a Sustainable Tansportation System

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

Objective

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

Concepts

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











G. Mobility and Access continued . . .

Concepts continued . . .

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











H. Ecological Network, Open Space and the Public Realm

Ecological Network

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

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

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

Richmond residents have shown strong support for positive environmental action:

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

Objective

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

Concepts

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

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









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

Open Space and the Public Realm

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

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







Objective

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

Concepts

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





I. Social Inclusion and Accessibility

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

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

Objective

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

Concepts

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













J. Sustainable Infrastructure and Resources

Objective

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

Concepts

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











K. Implementation Strategy

Objective

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

Concepts

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











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

Objective

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

Concepts

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



Pedestrian priority over unsides reinforced by, paversent channes, padestrian scale Pighting, wide sidewalls, and landscaped snating areas reinforce padestrian relicitorous valsidas, querall character and sheet activity



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



Commercial parting areas organized in small parting clusters using different pavement colour and texture, raised pedestrian crossings, bullards



Commental parking areas organized in small parking dustions using different government colour and texture, vased pedestrian crossings, bollanti Vehicles are forced to move slowly through the parking area.



parking lot allowing natural absorption of rain water and contribute to



coost use or lastercomers, organization of parking in small customs, one-ways relicular movement, bursiers — all contributing to the safety of productions.



Manager outsings with strong single samely character continuous to early transition between high and medium rise residential and hover density densities are



continuous street frontage and substantial landscaping provide a transit



Family oriented townhouse developments must provide children's playground areas. This playground is located at the centre of the complex is protected from internal drive asiles, and provides for catual submillance by



Thank you for attending our open house.

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

Next steps

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

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

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

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

Fourth Round Open Houses

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

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

OCP public consultation timeline



For more information

For more information, please call 604-276-4188 or visit www.letstalkrichmond.ca.

Don't forget to complete the comment sheet. Your answers will help us in the next phase of the OCP update.



May 28, 2011

COMMENT SHEET Proposed 2041 OCP Update Concept

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

proposed 2041 C (Please mark the	CP Concept provide	the direction necessa sponds to how much y	e, the vision, goals and ary to begin to draft the you agree with or disag	OCP Update.
Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree
Do you have any areas?	suggestions or com	ments about the propo	osed 2041 Update Cor	ncept in the following
Vision:				
-	-			
Goals:				
-				
12 Objectives:				
Did we leave any	thing out?			
×				

Richmond

.../over

Thank you for your input.

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

- Complete and drop off the 2041 OCP Update comment sheet in the drop boxes provided at this open house OR
- Fill it out online at www.letstalkrichmond.ca. the City's online discussion forum.

-	Take it home and mail or fax it back to use or drop it off at the OCP drop boxes at any community centre, library or at City Hall.

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Proposed 2041 OCP Update Concept

Verbatim Survey Responses

Survey Verbatim for Question #2

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

Vision:

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

and looks nice but it is very generic.

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

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

Goals:

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

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

12 Objectives:

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

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

30	No Response	"Neighbourhoods" is another 1990's word (pie in the sky) and is no longer appropriate for a city of 200,000 as it is today, - and that will be a City of 350,000 to 400,000 in 2041. (Call it City Centre and surrounding town Centres).
		 Instill a sense of pride to be a citizen Install signs with slogans: "Keep Richmond green!" and "Keep Richmond clean and don't litter" Richmond should not only be a "green" city, but encourage the use of "renewable" energy and let the public know of these efforts. Encourage developers to find uses for grey water – to filter it & treat it and use it for toilets in multi-family, apartments and high rise developments to use it for greenery and trees surrounding these developments (as water will be at premium in 2041). The City must hold developers to plant trees to cool the increased use of concrete, to absorb rain runoffs, to help with the wind tunnel effect of higher buildings and towers. Urban forests: together with the loss of trees in re-development areas, the City must commit to the planting of Urban Forests, as a refuge for wildlife and especially birds, which are natural insect controllers. Build underground cisterns that catch rain water for parks and the city sprinkler systems Create consumer and pedestrian friendly City Centre (and Town Centres) allow outdoor seating areas for café's and restaurants away from the polluted air of the main streets, but close to them. Allow small and home based businesses to

- Allow small and home based businesses to sell their product directly to the public, ie street vendors in small market areas, street artists allowed and encouraged in market areas and parks.
- tell developers to quit building homes with massive garages fronting and dominating the streets. Build veranda's and porches instead.
- Responsible urban development bylaws. Be mindful of the river, create natural areas with trees, shrubs and grassers along the river. Roads and buildings close to river disrupt

	hydrology, surface and groundwater flows permanently, increasing the potential for flooding. Raise the dykes! Plan for increased sewage discharges that accompany rapid urban growth.
--	----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

Did We leave anything out?:

Survey #	Opinion on Concept (Q1)	Survey Responses (Q-2)
2	Strongly Agree	How to connect 2 airports together by high-speed train? (Vancouver and Abbotsford airports) I just support to do everything on map. 1. Leave a corridor for the high-speed, so no building is permitted to be constructed along this corridor. 2. Decide where the railway stations to be located (about 15 km apart from each other). 3. Plan to make communities around the railway stations.
3	Strongly Agree	Transit
4	Strongly Agree	"A High school" can be shared with N / W
7	Strongly Agree	Put our roads on a diet, give up whole lanes for transit and bikes. LOWER the speed limit 30km in all built up areas, provide lots of buses and help pay for it with ZERO tolerance speed cameras, of course people will speed so take there automatic fines and offset transit costs. Do away with many regular parking spots and make them available to the disabled. Make them free but all other spots should be short stay and very expensive, keep bus fares to the bare minimum and increase a richmond road tax for cars. I know thats going to cause outrage but if you want to make changes in the way people think, you have to go BIG and drastic. Give pedestrians and cyclists priority at intersections. Make it safer and they will come, its proven in many parts of the world even in North America. Provide more storage for bikes, do away with some car parking for a bike carrell, encourage stores to provide racks so we can get groceries and load up the bike trailer Richmond is a great place to live but with more people coming, new rules have to be enforced. We have the chance to set an example, lets not waste that listening to small minded and short sighted people. Without a healthy and sustainable environment, nothing else matters
8	Strongly Agree	We live in West Richmond. We use the Canada Line everyday and love it. We can access the line by bus but wish there was central parking in Richmond to park for a reasonable price like parking at the casino.
9	Strongly Agree	Not that I can think of!

11	Agree	 Stopping development and building of mega homes on agricultural land.
		-Increase rapod transit capability – ie more cars -Solve traffic gridlock at Steveston Hwy and No 5 road
		-Protect farmland from pesticides / herbicides and general destruction / removal of the top soil.
		-Protect the waterways from pollution.
12	Agree	I don't want to live above someone else's garage or in some one's house.
		I don't want to be constraint by strata and dual with my neighbour to change the color of the house or the roof, eg. Duplex.
		I don't want to be a landlord either.
		I want to be able to buy a house without the need to have tenant to survive the mortgage.
		I believe the oversized lots in Richmond should be divided into smaller ones.
		In conclusion, I disagree with your way to densify Richmond. If we densify Richmond, what you will achieve is a city if Chinese landlord where basically no one with local income will be able to access ownership.
13	Agree	Facilities – gravel placed on road shoulders in areas with no sidewalks.; Shrubbery cleared from sidewalks ect, for disabled people to move around.
		Cell phones cause cancer, we are told also herbicides and weeds (including unwanted trees) are multiplied in Richmond. Our application, each household should be allowed to use up to 50 judiciously each spring on the property. My vegetable garden is so full of weeds, I can't pull them out and it is the first time in 37 years that I haven't planted a vegetable garden.
14	Agree	I'm glad to see you have included food security as an important concept to nurture and take action on
33	Agree	Yes – no acknowledgement of / reference to Richmond's First Nations population / ongoing history and participation.
		 Conservation and sustainability education needs to start @ early level (k-3/4). Small children are very effective educators of their

		 elders. Passionate and intense. I didn't see any reference to % of residents whose places of employment also in Richmond (I think it used to be 50/50 in the days Johnny Carline was Rmds 1st economic development officer. It was something to be proved of. are we anywhere close ti 50/50 today? Today's housing prices would have diluted it significantly – I would think. Removing areas for density development. Strongly rigid for an OCP which is surely a true "work in progress" and to the degree that Rmd itself is. Needed: A local /Federal partnership strategy for preventing / containing private / public encroachment into existing food production lands (eg. Port Authority). Ditto for similar, such as airport and the fuel deliver pipeline. Otherwise good and Thank you. A 43 year resident and home owner
33	Agree	Yes – no acknowledgement of / reference to Richmond's First Nations population / ongoing history and participation. • Conservation and sustainability education needs to start @ early level (k-3/4). Small children are very effective educators of their elders. Passionate and intense. • I didn't see any reference to % of residents whose places of employment also in Richmond (I think it used to be 50/50 in the days Johnny Carline was Rmds 1st economic development officer. It was something to be proved of. are we anywhere close ti 50/50 today? Today's housing prices would have diluted it significantly – I would think. • Removing areas for density development. Strongly rigid for an OCP which is surely a true "work in progress" and to the degree that Rmd itself is. • Needed: A local /Federal partnership strategy for preventing / containing private / public encroachment into existing food production lands (eg. Port Authority). Ditto for similar, such as airport and the fuel deliver pipeline. Otherwise good and Thank you. A 43 year resident and home owner

15	Neutral	- Nothing about schools. Making them multi- purpose/use.
		-Seniors housing needs increasing
1		-Social housing
1		-Developers need to be on board - reduce density
		of some of their proposals.
		-I'm looking for connected neighbourhoods with
		special places in East Richmond.
		-On Housing - granny flats, ect. Rather than
	1	permitting / creating max size, why not % of lots size
		as main factor?
		-multi-level?
1.		-only with laneway? -must pay share of property tax + utility
		-must pay share of property tax + utility
1		Let's do more and not always in City Centre. O-
		zone was great! Why not do again more often.
		-Why no big screen tv for Canucks playoffs -
		could've done at Oval or City Hall or off Cambie
1-2		High School / East Richmond community centre.
16	Neutral	How about an emergency plan? We are an
100		earthquake zonehow can we deal with the
1		disaster when our population is increasing rapidly.
		Suggestion: Including Wi-Fi or other wireless
		access to public facilities (eg. richmond Hospital,
		Thompson communications). Just in case no phone
1		line available after earthquake, people can use wifi
1		internet to communicate. Especially in community centres, schools, hospitals serving as centres for
		evacuation.
11		Thanks for listening and keep up the good work.
17	Neutral	The ALC is subject to political manipulation (see
	A A Proposition A.	Chilliwack) at the provincial gov't level. Protection of
		agricultural land would require changes to provincial
		legislation and likely a change in gov't will be
		necessary.
		The Canada Line is going to be overloaded given
		the plans for massive residential development in the
		Vancouver Cambie corridor. More frequent
		scheduling will be necessary. TransLink cannot be allowed to have people left at bus stops because
		buses are full. More frequent late night buses
		should be reinstated.
		Neighbourhoods should not be forced to accept
		higher densities against their wishes.
		riighter defiaities against their wishes.

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

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

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

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



School District No. 38 (Richmond) 7811 Granville Avenue, Richmond, BC V6Y 3E3 TO: MAYOR & EACH
GOUNGILLOR
FROM: CITY CLERK'S OF THE (COO4) 668-6000

July 20, 2011

Mayor M. Brodie and City Councillors City of Richmond 6911 No. 3 Road Richmond, BC V6Y 2C1 pc: Joe Errey Terry Crove

DB INT

Dear Mayor Brodie:

Re: Proposed 2041 OCP Update Concept

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

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

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

Sincerely,

Mrs. Donna Sargent, Chairperson

On Behalf of the Board of Education (Richmond)

cc Trustees

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

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

WPLN 5. 224





Malcolm D. Brodie Mayor

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

August 18, 2011

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

Dear Mrs. Sargent:

Re: Proposed 2041 OCP Update Concept

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

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

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

Lifelong Learning – foster a joy of reading and a culture of lifelong learning;

 Safety For Kids – consult with the Richmond School Board in creating safe and walkable school areas; and



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

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

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

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

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

The City looks forward to continued collaboration with the Board.

Yours truly,

Malcolm D. Brodie

Trustees

Mayor

pc:

M. Pamer, Superintendent of Schools M. DeMello, Secretary-Treasurer

Richmond City Councillors

Joe Erceg, MCIP, General Manager, Planning and Development, Richmond

Terry Crowe, Manager, Policy Planning Division, Richmond



June 30, 2011

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

Dear Mr. Burke:

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

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

1. The Company

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

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

2. Ecowaste's Property in Richmond

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

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

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

3. Ecowaste's Operations

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

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

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

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

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

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

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

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

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

In addition, under OCP Goal 4 Adaptable,

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

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

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

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

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

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

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

Mr. Wozny concludes that:

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

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

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

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

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

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

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

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

5. Ecowaste's Request to the City of Richmond

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

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

Thank you for your consideration of the above.

Yours sincerely,

Tom Land

Vice President & General Manager

Ecowaste Industries Ltd.



Report to Committee

To: Planning Committee

Date: September 6, 2011

From: Victor Wei, P. Eng.

File: 10-6455-00/Vol 01

Director, Transportation

Brian J. Jackson, MCIP Director of Development

Re: TANDEM VEHICLE PARKING IN MULTI-FAMILY RESIDENTIAL UNITS

Staff Recommendation

- That staff be directed to consult with stakeholders, including Urban Development Institute, Greater Vancouver Home Builders Association, and other small townhouse builders not part of the UDI and GVHBA, on the following parking-related topics specific to multi-family residential developments:
 - · impacts of regulating the extent of tandem parking provided;
 - · minimum dimensions of parking stalls; and
 - measures to better define visibility of visitor parking.
- 2. That staff report back as soon as possible on the results of the consultation and any proposed measures to address identified concerns.

29

Victor Wei, P. Eng. Director, Transportation (604-276-4131) Brian J. Jackson, MCIP Director of Development (604-276-4138)

FOR ORIGINATING DEPARTMENT USE ONLY							
ROUTED To: Policy Planning		CONCURRENCE Y ☑ N □	CONCURRENCE OF G	ENERAL MANAGER			
REVIEWED BY TAG	YES V	NO	REVIEWED BY CAO	YES NO			

Staff Report

Origin

Concerns have recently been identified by City Council and residents regarding the potential for spillover parking into surrounding neighbourhoods arising from tandem parking (as opposed to side by side parking) arrangements in multi-family residential units. At recent Public Hearings, Staff were requested to review the impacts of tandem parking in townhouse developments to the adjacent street system. This report presents the results of staff's analysis of this issue and recommends that further consultation with stakeholders be undertaken.

Analysis

1. Scope of Work

To fully investigate any potential issues arising from tandem parking arrangements in multifamily residential units, staff undertook extensive analysis including:

- <u>Review of City Bylaw Provisions</u>: existing language and current practice/criteria of staff in permitting tandem parking;
- <u>Land Use / Urban Design Implications</u>: potential implications of tandem parking on building form and unit yield;
- <u>Best Practices</u>: of other Greater Vancouver municipalities (e.g., Vancouver, Burnaby, New Westminster, Delta, Surrey, Coquitlam);
- <u>Survey of Residents</u>: of existing townhouse developments with tandem and traditional sideby-side parking to solicit feedback regarding on-site parking adequacy and convenience;
- Observed Impacts on Adjacent Streets: on-street parking site surveys on both arterial and local roads at each of the surveyed sites; and
- <u>Community Bylaws Review</u>: record of three hour parking restriction violations and illegal conversions of tandem garages to habitable area.

2. Current City Bylaw Provisions for Tandem Parking

The provision of tandem parking was first formalized in City's *Zoning & Development Bylaw* on July 21, 2008 and the bylaw last amended on April 19, 2010 as part of the overall bylaw update. Per Section 7.5.6¹ of the bylaw, where residents of a single dwelling unit within a multi-family development in site specific zones (i.e., ZT45, ZT48 to ZT53, ZT55 to ZT65, and ZT67) intend to use two parking spaces, the spaces may be provided in a tandem arrangement with both spaces having standard dimensions (i.e., length of 5.5 m and width of 2.5 m). These site-specific zones are generally located within the City Centre area with the exception of two site specific zones in the Hamilton area and on Francis Road just east of No. 3 Road (i.e., 8080 Francis Road). For other zones, a proposal for tandem parking would require a variance. Generally, staff support the provision of tandem parking in order to reduce

^{1 7.5.6.} Where residents of a single dwelling unit:

reside in a building used for:

i) housing, apartment;
 ii) mixed residential/commercial purposes; or

iii) housing, town in site specific zones ZT45, ZT48 to ZT53, ZT55 to ZT65, and ZT67; and

b) intend to use two parking spaces, the spaces may be provided in a tandem arrangement, with one standard parking space located behind the other, and both standard parking space located behind the other, and both standard parking space located behind the

lot coverage in smaller sites and in areas with specific constraints (e.g., where ground floor is non-habitable due to the minimum flood construction level requirement), provided that other conditions noted in Section 7.5.6 of the bylaw are met and registration of a restrictive covenant on title prohibiting the conversion of the spaces into habitable area is included as part of the development process.

Prior to the current City Bylaw provision for tandem parking as described above, tandem parking has been permitted in townhouse developments, although there was no explicit reference for this parking arrangement in previous bylaws.

Staff estimate approximately 20% to 25% of the existing townhouse units city wide have tandem parking spaces. This split between tandem parking and side by side parking arrangements is expected to increase based on a review of the more recent townhouse development applications. Staff anticipate approximately 50% to 65% of the units provided in future townhouse developments could potentially have tandem parking.

3. Urban Design Implications of Tandem Parking on Building Form and Unit Yield

3.1 Building Form

Typically, most townhouses in Richmond can be grouped into the following three categories:

- <u>Three Storey Units with Tandem Parking</u>: have a long and narrow configuration with unit widths ranging from 4.1 m to 5.0 m (narrower units provide two bedrooms and wider units provide three bedrooms on the top floor) and depths ranging from 11 m to 16 m;
- <u>Two Storey Units with Side-by-Side Double Car Garage</u>: main living space is on the ground floor adjacent to the garage and three to four bedrooms are on the upper floor; and
- Three Storey Units with Side-by-Side Double Car Garage: a newer typology where the garage and sometimes a small den are located on the ground floor with the main living space on the second floor and three bedrooms on the third floor. Widths range from 5.6 m to 7.2 m and depths vary from 8 m to 9.75 m.

3.2 Site Grade / Flood Proofing Impact on Massing

Where there is a significant difference between the minimum flood construction level (FCL) and the surrounding natural grade, the minimum required elevation is generally achieved by setting the first habitable floors over a non-habitable ground floor on natural grade that is dedicated to parking use only. Note that this typology is only practical where all units on site are three storeys high with a non-habitable space provided on the ground floor and drive aisles built on natural grade. This three storey townhouse typology is not practical for arterial road redevelopments due to compliance with the:

- minimum flood proofing elevation (FPE), which is typically 0.3 m above the crown of the fronting street; and
- Arterial Road Redevelopment Policy, which requires buildings to step down to two or two
 and one-half storeys along the rear yard interface with single-family housing, side yards and
 at the internal drive aisle entrance.

The resulting two or two and one-half storey double car garage units needed to comply with the above requirements typically entails that the site be filed to achieve the minimum FPE and a unit

design that includes some habitable space on the ground floor. The full height and mass of the central portion of the townhouse clusters, including a substantial portion of the garage at grade, is therefore quite evident along the street frontage.

3.3 Urban Design Implications

Relative to tandem units, double garage units dictate wider units, which may give the overall development site a welcome sense of openness at the interior of the site; to a minor degree, this sense of openness is still present in Arterial Road Redevelopment sites that combine the double garage units with tandem parking units. Independent from the height of the tandem or double garage units, the streetscape public realm is not seriously affected by the garage configuration as appropriate pedestrian scale and visual interests along the fronting streets are often reinforced by street facing windows and well-defined individual unit entries. However, the sense of space and character along the internal drive aisles, may be affected by restrictions resulting from garage configuration types since developers may disregard design features that increase the sense of identity, place and unit entrance along the internal drive aisle (such as landscaping breaks, prominent back entry doors or staggered facades) on the double garage units in order to minimize the width of the units. While this could be addressed by a wider unit design, the wider townhouse cluster generally results in a stronger massing of the building. Moreover, this type of wider unit is not well received by developers as it reduces unit yield.

3.4 Unit Yield and Unit Typology Relationship

Density in terms of overall net floor area is not affected by the garage configuration in a three storey unit whether a tandem or double garage typology. However, unit yield is directly affected by the elimination of tandem parking units since wider double garage units make the drive aisle less efficient and therefore yields fewer units on the same length of driveway (see **Attachment 1** for typical townhouse unit width). In essence, approximately 21% to 34% more pavement would be required with double car garages (see **Attachment 2** for detailed results).

Staff also examined the implications on unit yield of typical townhouse developments on arterial roads. Site planning is often organized so that buildings fronting the arterial road are primarily three storeys in height (including the ground floor garage) but step down to a two storey height along the side yards and the driveway entrance. Using this typical typology combination, there would be a five to 12.5 per cent reduction in unit yield (depending on the width of the development site) if tandem units were to be prohibited on arterial road developments (see **Attachment 3** for detailed results and complete calculations).

In general, wider development sites present a higher level of flexibility in site planning. A mix of unit widths and typologies are typically included in a development to maximize the unit yield and respond to the unique site configuration of each development site (see **Attachment 4** for results of a case study conducted in the North McLennan Area). It is noted that the number of two-bedroom townhouses would be minimized if tandem units are not allowed as the double garage units are generally able to adequately accommodate three bedrooms on a single floor.

3.5 Conclusions on Land Use/Urban Design Implications

In summary, the garage arrangement (whether tandem or side-by-side) does not have any significant impact on the overall urban design of the site and massing of typical four unit cluster buildings; however, this impact may be significant with clusters of more than four units. The

PLN - 236

combination of unit types in a cluster as well as the configuration of each unit typology (width and depth) is dependent on the overall site configuration, the design of internal circulation, and various city and building code requirements. Developers often could use a different combination of unit typologies to achieve the same density in terms of floor area. However, it is apparent that wider units would make the drive aisle less efficient in terms of unit yield for a given length of driveway. Limiting townhouse typologies to double garage units only would reduce not only the unit yield but also the proportion of two- bedroom vs. three-bedroom units.

One potential land use implication relates to the inherent affordability of lower priced townhouses with tandem parking. If tandem parking was eliminated, the average price for townhouses may rise as a result.

4. Practice in Other Greater Vancouver Municipalities

Staff reviewed the Zoning Bylaws and discussed with staff of several municipalities in the Greater Vancouver area to determine if other jurisdictions permit tandem parking and, if so, under what criteria as well as the dimensions of the parking spaces. This information is summarized in Table 1 below.

Table 1: Tandem Parking Provisions in Other Greater Vancouver Municipalities

Municipality	Tandem Parking Identified in Bylaw	Limit on the Number of Units with Tandem Parking	Minimum Parking Stall Dimensions length (m) x width (m)	Tandem Parking Practice
Richmond	*		5.5 x 2.5	 Supported for multiple residential sites where residents of a single dwelling unit would have at least one parking space in non-tandem arrangement Supported for some hotel development where parking is by valet
Vancouver		(50% maximum)	5.5 x 2.5	 Supported for some multiple residential sites and for hotels where parking is by valet and the jockeying of vehicles would not disrupt garage circulation. Tandem spaces counted as one space for the purposes of meeting minimum requirements of the bylaw.
Burnaby			5.5 x 2.6	Would be considered only if for parking above and beyond bylaw requirements so that there are no potential impacts to on-street parking
New Westminster			5.3 x 2.59- 2.74	Supported for some townhouse developments
Delta	1		5.5 x 2.75	 Supported for townhouse, single family, duplex, and strata house dwellings only.
Surrey	*		6.1 x 2.6 (within garage); 6.0 x 2.6 (one space outside).	Supported for ground-oriented multiple unit residential buildings (containing two or more units) and parking facilities.
Coquitlam			5.8 x 2.6-2.9	Tandem spaces counted as one space for the purposes of meeting minimum requirements of the bylaw.

With respect to parking space dimensions, the City's current standard width of 2.5 m is the same as that for Vancouver and marginally narrower than those for other suburban municipalities by 0.1 to 0.4 m. Typical vehicle widths range from 1.95 m for a compact car to 2.45 m for a pickup truck (both including side mirrors).

Staff also obtained feedback from staff in other municipalities as to any apparent operational concerns arising from the provision of tandem parking in multi-family residential units, which is summarized in Table 2 below.

Table 2: Operation of Tandem Parking in Other Greater Vancouver Municipalities

Municipality	Comments from Municipal Staff re Operation of Tandem Parking
Burnaby	 Concerns regarding the jockeying of vehicles may involve backing over City right-of- way and create additional potential conflicts with either pedestrians or other vehicles.
New Westminster	Concerns regarding conversion of inner tandem parking stall to liveable space.
Delta	 No formal monitoring information as to how well tandem parking works but have had comments from some residents that it leads to higher use of on-street parking. Conversion of parking spaces to storage/habitable spaces appears to be independent of whether parking is in a tandem or side-by-side arrangement.
Surrey	 Mixed responses from developers with respect to providing tandem parking. A large number of developers, especially those with smaller townhouse developments, are not pursuing tandem parking as these units are more difficult to sell, even at a lower price. Staff see tandem parking as a means to make housing more affordable. Responses from adjacent residents have been mixed, depending on the neighbourhood. Key concerns have been the spillover of townhouse parking on to adjacent streets with single-family housing. The spillover parking from townhouses seems to be less of a concern outside the single-family areas. Considering undertaking a pilot study on tandem parking that would focus only on selected neighbourhood(s) with the intent to work with the residents and developers to develop tandem parking policies/regulations that are specific to the neighbourhood in question. The timing for such a study is not yet confirmed.
Coquitlam	 Considering allowing tandem parking in high density buildings only for two-bedroom plus type units (not one-bedroom units or visitor space locations). Can be difficult to ensure that tandem parking spaces remain as two spaces. Multi-vehicle families may choose to park one vehicle on the street due to the inconvenience of jockeying vehicles and/or conversion of the parking space to storage.

In summary, tandem parking is permitted for multiple unit residential buildings in several other Greater Vancouver municipalities. While some municipal staff have concerns regarding spillover parking impacts on to adjacent streets, no formal monitoring has occurred to substantiate these concerns.

5. Survey of Richmond Residents

In July 2011, staff distributed a survey (see **Attachment 5**) to approximately 1,170 owners and occupants of 35 existing townhouse developments in Richmond with both tandem and conventional side-by-side parking to obtain their feedback regarding on-site vehicle parking adequacy (including visitor parking) and convenience (including parking space dimensions). Of the total 1170 units surveyed, 68.5% had a tandem parking arrangement. A total of 395 surveys were returned for a response rate of 33.8 per cent, which is typical of City transportation-related surveys. Of the 395 respondents, 243 (61.5 per cent) have tandem parking. Key findings are summarized in Table 3 below (see **Attachment 6** for detailed survey comments).

Table 3: Key Findings of Resident Survey

Question & Number of Respondents	All Responses	Those Who Have Tandem Parking	Those Who Have Side by Side Parking
Q1: How many parking spaces does your townhouse unit have? (393 Respondents)	 1: 12.4% 2: 81.0% 3: 1.3% Other: 4.8% No response: 0.5% 	 1: 15.2% 2: 79.4% 3: 2.1% Other: 3.3% No response: 0% 	 1: 3.9% 2: 87.7% 3: 0% Other: 7.6% No response: 0.8%
Q2: How many vehicles do you own in your household? (393 Respondents)	 1: 34.9% 2: 58.2% 3: 5.3% Other: 1.0% No response: 0.5% 	 1: 37.4% 2: 56.4% 3: 4.1% Other: 1.6% No response: 0.5% 	 1: 29.4% 2: 62.5% 3: 8.1% Other: 0% No response: 0%
Q3: Is number of parking spaces adequate for your needs? (386 Respondents)	 Too few: 30.6% Too many: 0.8% Just right: 66.3% No response: 2.3% 	 Too few: 34.6%⁽²⁾ Too many: 1.2% Just right: 61.3% No response: 2.9% 	 Too few: 22.8%⁽³⁾ Too many: 0% Just right: 76.5% No response: 0.7%
Q4: If current number of parking spaces is too few, indicate the number of parking spaces you would like to have. (165 Respondents)	 1: 3.1% 2: 16.8% 3: 19.1% Other: 2.3% No response: 58.3% 	 1: 1.6% 2: 18.9% 3: 19.8% Other: 3.3% No response: 26.4% 	 1: 5.9% 2: 11.8% 3: 19.1% Other: 3.7% No response: 59.6%
Q5: If space sufficient or too much, how is extra parking space used? ⁽¹⁾ (223 Respondents)	 Storage: 25.3% Visitor Parking: 19.5% Other: 11.6% No response: 43.5% 	 Storage: 31.5% Visitor Parking: 23.2% Other: 11.9% No response: 33.3% 	 Storage: 29.8% Visitor Parking: 21.2% Other: 12.5% No response: 36.5%
Q6: Is size of garage/ carport adequate? (390 Respondents)	Yes: 54.7%No: 44.1%No response: 1.3%	Yes: 51.0%No: 47.7%No response: 1.3%	Yes: 63.2%No: 36.0%No response: 0.8%
Q7: Indicate parking space arrangement of your garage/carport. (390 Respondents)	 Tandem: 61.5% Side by side: 34.4% Other: 2.8% No response: 1.3% 	Not Applicable	Not Applicable
Q8: If parking spaces are tandem, is this workable? (239 Respondents)	Not Applicable	Yes: 39.1%No: 59.3%No response: 1.6%	Not Applicable

(1) Results reflect responses only from respondents who indicated "Too many" or "Just right" for Question 3.

(2) Of those who said "Too few," 69.0% have the same number or fewer vehicles than parking spaces.

(3) Of those who said "Too few," 67.7% have the same number or fewer vehicles than parking spaces.

From the above, more residents with tandem parking cite having too few parking spaces and a too small garage vis-à-vis those with side by side parking. With respect to the size of the garage, residents most commonly stated that the garage was too narrow, which makes it difficult to enter and exit the vehicle and limits storage space. A majority of residents with tandem parking (59.3 per cent) indicate that the arrangement is not workable for their daily activities with residents most commonly citing the inconvenience of jockeying vehicles. Of these 59 per cent, just over two-thirds (67.4 per cent) own two or more vehicles. Of those with tandem parking who indicated that the arrangement is acceptable (39.1 per cent), over one-half (55.8 per cent) have

two or more vehicles. In addition to the survey results, a local developer commented to staff that:

- residential units with tandem parking are less desirable and thus sell last and for lower cost than units with side by side parking; and
- irrespective of a tandem or side by side parking arrangement, the internal dimensions for parking garages are tight.

Staff also note that a number of residents reported having inadequate visitor parking. For example, of those 63 residents providing comments to Question 3, one-third cited a need for more visitor parking in their complex, particularly if on-street parking is not permitted or is very limited on adjacent streets. The City's current visitor parking requirement for townhouse developments is 0.20 spaces per dwelling unit, which is identical to that in Burnaby, New Westminster, Delta, Surrey, and Coquitlam. Based on site observations by staff, there appears to be developments where the visitor stalls are not easily located from the entrance, scattered randomly rather than consolidated and/or not clearly demarcated, all of which may result in visitors not being aware of the parking. A further possibility is that strata councils may not appropriately manage use of the visitor stalls by residents, irrespective of their location or whether or not the spaces are properly marked.

6. Observed Parking Impacts on Adjacent Streets

In August 2011, staff conducted site visits to 35 existing townhouse developments (of which the resident surveys as noted previously were sent to) with both tandem parking and conventional side by side parking. The purpose of the site visits was to observe on-street parking usage on a typical weekday between 6:00 pm and 8:00 pm on both the adjacent arterial and local roads fronting the site and within a 200 m radius (approximately two- to three-minute walking distance) of each site. The full results are presented in **Attachment 7.**

While a potential impact of multi-family residential developments with high percentages of tandem parking arrangements may spillover parking to adjacent local streets, such a result is not manifested at the locations investigated. On-site observations indicate that the streets surrounding the developments generally have excess on-street parking capacity for both residents of and visitors to these neighbourhoods. Only two locations investigated, i.e., Norton Court in the Hamilton area and Odlin Road in the West Cambie area, exhibited on street parking utilization at capacity. However, it should be noted that there is a very limited supply of parking available on these two streets with just four spaces on Norton Court and three spaces on Odlin Road. Most other streets in the study area experienced parking utilization of less than 50%. Similarly, there appears to be sufficient visitor parking capacity although usage may be higher on weekends.

With respect to the impact of curb extensions on street operations, these features are typically placed at intersections to improve pedestrian safety by shortening crossing distances, increasing the visibility of pedestrians to motorists (and vice-versa) and slowing traffic speeds. As on-street parking is not permitted within six metres of an intersection, the placement of curb extensions at these locations has no impact on the available capacity of on-street parking.

7. Review of Relevant Violations Issued by Community Bylaws

Per Section 12.4(1) of the City's Traffic Bylaw, an individual cannot park a vehicle between the hours of 8:00 am and 6:00 pm on any roadway abutting a premises used for residential or commercial purposes for more than three hours unless those premises are the property or residence of the person or his/her employer. Given this provision, staff reviewed the violations of this three hour time limit issued by Community Bylaws over the past six years (2005 to present) on streets with single family residences that are within a 200 m radius of the townhouse developments with both tandem parking and conventional side-by-side parking.

Of the 206 total violations issued citywide (i.e., all streets in the city) over the six-year period, only nine (4.4 per cent) were on streets adjacent to townhouse developments with both tandem parking and conventional side-by-side parking as shown in Table 4 below.

Table 4: Location of Ticket Violations for Residential Parking over 3 Hours

Area	Street	Total # Dev'ts	Total # Units	% with Tandem Parking	# Streets within 200 m	Ticket Location & Number of Occurrences	Date
Blundell	No. 2 Road	2	36	61%	9	Comstock Rd: 3 Laurelwood Ct:1	Aug 2011 May 2006
Gilmore	Steveston Hwy	1	50	76%	7	Kimberley Dr: 1	Aug 2010
Broadmoor	No. 3 Road	1	16	75%	5	Bates Rd: 1	Aug 2010
North McLennan	Ferndale Rd Birch St	4	146	94%	6	Ferndale Rd: 1 Alberta Rd: 2	Oct 2008 Oct 2007

While these violations may be attributable to the residents of the multi-family development choosing to park one or more of their vehicles on-street rather than on-site, one cannot infer that the actions were undertaken solely by residents with tandem parking who wished to avoid the inconvenience of moving vehicles. Further, it should be noted that further work would be required to determine the nature of the violation (i.e., whether the spillover parking is caused by residents of the multi-family development vs. single-family dwelling units). Equally plausible explanations for possible spillover parking from the multi-family development include residents with more vehicles than parking spaces (whether tandem or side by side), residents using their on-site parking for storage, visitors to the complex, and residents merely preferring the convenience of on-street parking.

As noted in Section 2, units with tandem parking have a restrictive covenant registered on title that prohibits the conversion of the tandem parking spaces into habitable area. Accordingly, staff also reviewed the illegal suite inspections conducted by Community Bylaws (which are initiated on a complaint basis) over the past two years (2010 to present) in multi-family developments. Of the 67 illegal suite inspections conducted to date (40 in 2010 and 27 to date in 2011), a total of three inspections were undertaken in multi-family developments with one inspection referred to Building Approvals to address unauthorized additions while the remaining two inspections found no contravention. Nevertheless, it should be noted that some strata self-manages these issues and not all incidents/contraventions are reported to the City.

- II-File: 10-6455-00/Vol 01

8. Summary of Key Findings

Based on staff's investigations, the key findings are:

- allowing tandem parking reduces the lot coverage for smaller sites and increases housing affordability, as units with tandem parking typically sell for lower cost than units with side by side parking:
- limiting townhouse typologies to double garage units only would reduce not only the unit yield but also the unit variety;
- the City's practice in allowing tandem parking in multi-family residential developments is consistent with some Greater Vancouver municipalities that already permit tandem parking and others currently reviewing/studying the merits of tandem parking:
- the City's parking space dimensions are very similar to that of other Greater Vancouver municipalities:
- 59 per cent of surveyed residents with tandem parking find the arrangement inconvenient due to the need to jockey vehicles but only four respondents (1.7 per cent) indicated that they parked their second vehicle on the street as a result;
- 48 per cent of surveyed residents with tandem parking (versus 36 per cent with side by side parking) indicated that the garage was too narrow, which makes it difficult to enter and exit the vehicle and limits storage space:
- on a typical weekday evening, there is generally sufficient on-site visitor parking and onstreet parking capacity on the local and arterial streets within a 200 m radius of the surveyed sites that have both tandem and side by side parking;
- visitor parking is not always easily located from the entrance, is scattered randomly rather than consolidated and/or not clearly demarcated; and
- very few violations have been issued for motorists exceeding the three hour parking time limit on streets with single family residences that are adjacent to multi-family complexes that have both tandem and side by side parking.

9. Recommendations

Based on the above findings, staff recommend that the City continue to permit tandem parking in multi-family residential townhouse developments in order to reduce lot coverage, particularly for smaller sites, and maintain unit variety and affordability. However, to address concerns identified by residents, staff recommend that stakeholders (e.g., Urban Development Institute, Greater Vancouver Home Builders Association, and other small townhouse builders not part of the UDI and GVHBA) be consulted immediately on the following parking-related topics specific to multi-family residential developments:

- Regulation of Tandem Parking: consider establishing a maximum percentage of tandem parking allowed in a development based on criteria such as development size (e.g., number of units, frontage length) and dimension;
- Compatibility of Tandem Parking: consider establishing requirements/guidelines on tandem parking based on its location (e.g., within or outside City Centre), adjacent land uses (e.g., proximity to established single-family housing zones), and street classification (e.g., if development is located on or near a local road or an arterial road with full-time parking restrictions);

- Parking Space Dimensions: for tandem parking stalls only, consider increasing the width and/or depth to provide easier access to the vehicle and/or more storage space; and
- <u>Visitor Parking</u>: measures to better define how visitor parking is to be provided in terms of location, degree of consolidation, wayfinding, and identification.

The above findings and recommendations of staff were presented to the Richmond Parking Advisory Committee which expressed support for the next steps to be taken. The intent of the proposed further consultation with the development industry is to verify the perceived concerns and develop mutually acceptable policies and measures. If approved, staff would report back as soon as possible on the results of the consultations and any identified measures. It should be noted that grandfathering of the requirements on existing applications would be considered particularly on any new restriction on the amount of tandem parking that would result in a lower unit yield.

Financial Impact

None at this time.

Conclusion

In response to perceived concerns identified by residents regarding the potential for spillover parking into surrounding neighbourhoods arising from tandem parking (as opposed to side by side parking) arrangements in multi-family residential units, staff undertook a comprehensive analysis of the issue. The cumulative results of a resident survey, on-site staff observations and a review of relevant bylaw violations do not reveal that spillover parking is a notable concern at the 35 sites investigated in Richmond.

The resident survey did reveal that of those residents with tandem parking, 59 per cent find the arrangement inconvenient due to the need to jockey vehicles but only four respondents (1.7 per cent) indicated that they parked their second vehicle on the street as a result and 48 per cent indicated that the garage was too narrow. A number of residents also cited a shortage of visitor parking; on-site staff observations of visitor parking revealed that it is not always easily located from the entrance, is scattered randomly rather than consolidated and/or not clearly demarcated.

Based on the collective findings, staff suggest that further consultation with stakeholders be undertaken on the following parking-related topics specific to multi-family residential developments:

- impacts of regulating the extent of tandem parking provided based on criteria such as development size and dimensions;
- compatibility of tandem parking based on its location, adjacent land uses, and street classifications;
- minimum dimensions of parking stalls; and
- measures to better define visibility of visitor parking in terms of location, degree of consolidation, wayfinding, and identification.

Such consultation with the building industry will ensure that in considering any changes to regulating tandem parking, a balance between affordability and livability is achieved. Staff

would report back as soon as possible (e.g., four to six months) on the results of the consultation and any proposed measures to address identified concerns.

Fred Lin, P.Eng., PTOE

A/Manager, Transportation Planning (604-247-4627)

Joan Caravan

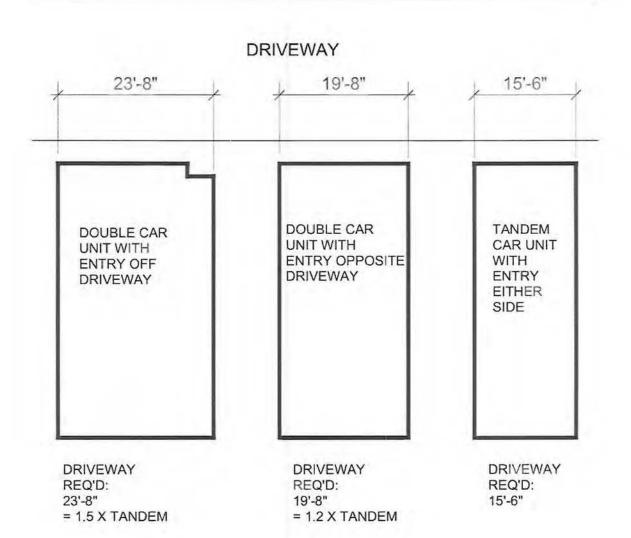
Transportation Planner (604-276-4035)

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JC:lce

Typical Widths of Townhouse Typologies



Pavement Required per Townhouse Typology

	Townhouse Typology					
Item	Tandem	Double Car with Building Entry Opposite Side of Driveway	Double Car with Building Entry Same Side of Driveway			
Unit Width	4.7 m	6.0 m	7.2 m			
Driveway Paving Area Required per Unit (based on 6.7 m driveway width)	31.7 m ²	40.1 m ²	48.3 m ²			
Efficiency Compared to Tandem Units	-	21% more pavement per unit required	34% more pavement per unit required			

Implications on Unit Yield: Arterial Road Developments

Townhouse Unit Yield per Typology and Width of Development Site

Townhouse Typology	Lot Width						
	40 m (minimum at local arterial)	50 m (minimum at major arterial)	60 m	80 m	100 m	120 m	
Mix of Double Garage and Tandem Units (6 unit cluster along arterial road and duplex interface with single- family housing)	10	12	16	21	27	33	
Double Garage Units Only	9	11	14	20	25	30	
Reduction in Unit Yield (# Units)	1	1	2	1	2	3	
Reduction in Unit Yield (%)	10.0%	8.3%	12.5%	5.0%	7.4%	9.1%	

Option 1: Maximum Tandem Units

Townhouse Typology	Lot Width						
	40 m (minimum at local arterial)	50 m (minimum at major arterial)	60 m	80 m	100 m	120 m	
Front Row:							
Driveway Entry Location	Side	side	side	centre	centre	centre	
# of two storey end units (18.5 ft typical)	2	2	2	4	4	4	
# of tandem units (15 ft. typical)	4	5	8	9	13	17	
Subtotal	6	7	10	13	17	21	
Rear Row:				1			
Amenity Space Location	Side	side	side	centre	centre	centre	
# of duplex units	4	5	6	8	10	12	
Total # of units	10	12	16	21	27	33	

Option 2: Double Garage Unit only

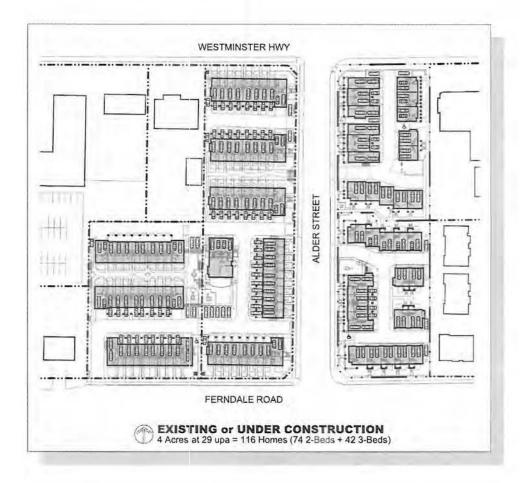
Townhouse Typology	Lot Width						
	40 m (minimum at local arterial)	50 m (minimum at major arterial)	60 m	80 m	100 m	120 m	
Front Row:							
Driveway Entry Location	Side	side	side	centre	centre	centre	
# of 2 storey end units (18.5 ft typical)	2	2	2	4	4	4	
# of double garage units (18.5 ft typical)	3	4	6	8	11	14	
Subtotal	5	6	8	12	15	18	
Rear Row:							
Amenity Space Location	Side	side	side	centre	centre	centre	
# of duplex units	4	5	6	8	10	12	
Total # of units	9	11	14	20	25	30	

Note: Based on a site with a lot depth of minimum 40 m.

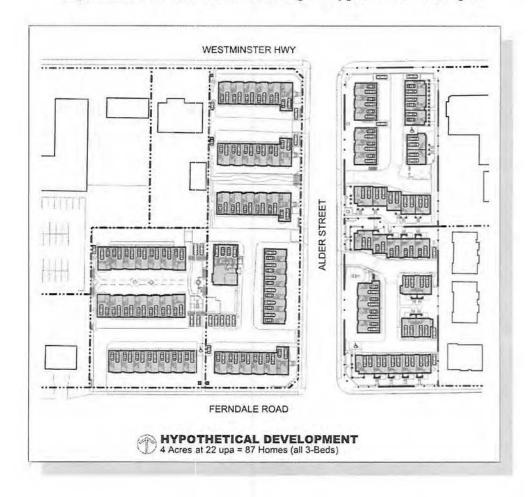
Hypothetical Examples:

Per a study of a mix of a total of 82 tandem and 34 double garage three storey units that have been proposed in a series of high density townhouse developments in the North McLennan Area (see below), if the townhouse typologies are limited to double garage units only and the internal circulation design remains the same, the unit yield would be reduced by 29 units or 25 per cent (i.e., 82 tandem units are replaced by 53 double garage units).

Although this study for a specific site does not account for all design parameters that might also affect unit yield (e.g., property shape, frontage lengths, the number of road crossings, etc), it does suggest a relatively large impact to unit yield in high density townhouse areas if the typology is limited to double garage units only. The study also suggests that with this typology restriction, the size of townhouses would be larger and the variety of unit design will be reduced. In particular, the number of two bedroom townhouses would be minimized if tandem units are not allowed as the double garage units can adequately accommodate three bedrooms on a single floor.



Implications on Unit Yield: Existing & Hypothetical Examples



TOWNHOUSE PARKING SURVEY

(Please print)				
Address:				
Question 1: How many parking spaces does your townhouse unit have?	Answer: 1 □ 2 □ 3 □ Other			
Question 2: How many vehicles do you own in your household?	Answer: 1 □ 2 □ 3 □ Other			
Question 3: Please indicate if the number of parking spaces you currently have are adequate for your family's needs:	Answer: ☐ Too few ☐ Too many ☐ Just the right number of spaces Comments:			
Question 4: If you feel your current number of parking spaces is too few, please indicate the number of parking spaces you would like to have.	Answer: 1 □ 2 □ 3 □ Other Comments:			
Question 5: If you feel the number of parking spaces provided for your townhouse unit is sufficient or too many, please indicate how you utilize the extra space.	Answer: Storage Visitor parking Other (please specify) Comments:			
Question 6: Do you find the size of your parking garage/carport adequate?	Answer: Solution Yes Solution No Comments:			
Question 7: Please indicate the parking space arrangement of your garage/carport?	Answer: □ Tandem – end to end □ Side by Side □ Other (please specify)			
Question 8: If the parking spaces are tandem, do you find this way of parking workable for your daily activities?	Answer: ☐ Yes ☐ No Comments:			

Please enclose the completed survey form in the postage paid, addressed envelope provided and return to the City by: <u>Friday</u>, <u>July 29</u>, <u>2011</u>. Thank you for your participation in this survey. Should you have any questions, please contact Fred Lin, A/Markayer, **25** hsportation Planning at 604-247-4627.

Q3: Please indicate if the number of parking spaces you currently have are adequate for your family's needs. (63 of the 386 respondents who answered the question provided the comments below)

- 3 parking spaces is better
- Not enough storage in home
- No guest parking.
- Need temp parking for guests.
- More visitor parking.
- Especially when we have visitors or guests, esp. when we have parties.
- Especially when we have parties/special occasions.
- Nobody like to visit this complex, sale of property is difficult, parking issues all the time.
- We would be OK but there is no street parking at all. I have a ticket already.
- Once we get a second car, will be difficult when we have visitors.
- There are only 11 visitor spots for a 54 unit townhome complex and no street parking. It's difficult for residents to live harmoniously.
- We wanted more parking space for storage use.
- We'd like an extra space for guests or camper.
- Visitor rules so strict. No nearby street parking for my visitors.
- · Can't have more than 2 vehicles.
- Parking is tight for 2 large vehicles.
- Need more visitor parking.
- But wouldn't mind having extra parking.
- Inside only, very inconvenient can't park outside - terrible!
- . The garage is too small for the vehicles.
- It is a tandem garage so we park 1 car on the street for easier access.
- No driveway so guests need to find parking elsewhere when guest parking is full.
- Garage too narrow to park vehicles.
- When friends/family come over, there's not enough parking lot.
- But when friends come over, not enough visitor parking for them. My neighbour has 2 cars themselves, but they have only 1 parking space, they always took the visitor parking all clay long.
- Need 1 or 2 more.
- We have a tandem garage. In reality only one car can park in the garage at a time. 2 cars don't fit comfortably.
- Son is getting a car and will require a parking space.
- An extra would be good for visitors. Not enough visitor parking - 35 units with only 5 visitor parking.
- We use 1 parking space for storage.
- Mine is the front & rear parking style. It is not that convenient for us. My husband has to park on the street sometimes.

- The tandem parking space is not convenient to park 2 cars.
- · Could use one more.
- Not nearly enough visitor parking when friends come over.
- Double car garage supposedly, but it can only fit one car or two small cars and no storage space if that's the case.
- Not enough space in garage to move once cars are parked.
- Not enough visitor parking.
- There are 2 handicapped parking out of the 6 parking.
- Need extra space for future car for member of family or visitor.
- My daughter comes to visit me 3-4 times per week.
- Planning to get third car.
- Garage is used as a storage area presently.
- I found that some people converted their garages to living space leading to illegal parking in fire lane.
- It's tandem. Only one can be used as parking.
- If our sons come home for short stays, we would need two or three spaces.
- Currently we are a single vehicle family but when the kids are older and have their own vehicles, we won't have enough.
- Everyone parks on the street because their socalled townhouse doesn't have enough parking.
- Spot #2 blocks access to Spot #1. Need to shuffle vehicles. Third vehicle on the way.
- I am a single person but I can see how this would be a challenge for a family.
- Visitor parking not sufficient.
- No spare use as storage.
- A bit more spare from the street would be better because sometimes we will have some friends and families to visit.
- No room for guest parking
- Now is garage 1 car plus driveway, front-back arrangement.
- Tandem design is inefficient constantly jockeying cars.
- Some units have too many cars and are using too much street parking.
- No guest park.
- We also have visitor parking available in our complex.
- Not enough parking.
- Need garage space for some storage too so one car is on the street. Only 4 spots on street

PLN - 252 for 3 townhouse complexes.

- We need more visitor parking as some residents park overnight at the visitor parking spot.
- However, we need more visitor parking.
- Street parking causes inner roads to be extremely narrow and unsafe (e.g., Ash, Keefer, Heather).

Q4: If you feel your current number of parking spaces is too few, please indicate the number of parking spaces you would like to have. (54 of the 165 respondents who answered the question provided the comments below)

- Not enough visitor parking spaces.
- That's fine for us.
- No guest parking.
- We wish to have more visitor parking.
- We wish to have more visitor parking in our area in general.
- More parking for visitors or parking in the road should be allowed.
- There should be one outside the home.
- 1 available not in the garage.
- The third space by utilizing visitor parking.
- A street parking space would be favourable and highly appreciated rather than a very wide bicycle lane in front of our complex.
- 3 or more parking would be ideal.
- More visitor's parking will be great.
- Again, outside parking needed or proper utilizing of visitor parking.
- But not tandem.
- Additional space for guests.
- In Hennessy Gardens there are 92 units in total, at least 75 customers parking lot.
- When friends/family sleep over, they would have spaces to park their cars.
- It would be great if we can have 2 visitor parking spots.
- More visitor parking required only 8 spots for 37 units.
- I want more storage space.
- Not enough visitor parking.
- Needs to be larger though far too small. We have had several scrapes of vehicles.
- 2 parking spaces is enough if we have storage room.
- But not tandem.
- Just about right, right now.
- Enough.
- Garage & outside our garage.
- I would like more visitor parking for the whole complex.
- Side by side will be better.

- It will be more convenient if the parking space can park 2 cars side by side.
- I have noticed that several of my neighbours have built an extra room in the garage and then park their vehicles in visitor parking. A problem!
- We need one more vehicle and parking space.
- Designated disabled parking space preferred but often used by other neighbours who are not disabled.
- Not enough visitor parking spaces.
- Only 5 visitor parking is not enough.
- It is much convenient to have road side parking along No. 2 Road.
- For future car for member of family or visitor.
- Extra visitor parking would be great.
- Only one inside parking is not sufficient.
- · Just the right number of spaces.
- For the visitor parking, especially relatives.
- We don't need a car-size space just a bit of space sideways for easier/safer drive-thru when driving in/out of garage.
- Wish more space for storage.
- · Side by side.
- Shouldn't a three bedroom unit have three spaces?
- Prefer double side by side.
- Just perfect for our household. We find that most people make another room from their tandem garage and park one car out on the road.
- I see the # of cars parked in my street, indicates other houses need to park outside.
- 2 or 3 are fine.
- 3 or more.
- 2 side by side.
- · OK for now.
- Tandem design is good enough for one car.
- Not enough for guest.

Q5: If you feel the number of parking spaces provided for your townhouse unit is sufficient or too many, please indicate how you utilize the extra space. (62 of the 223 respondents who answered the question provided the comments below)

- Visitor parking not enough use.
- Not enough parking.
- Residents park on the visitor parking spot.
- Guest parking.
- Working area.
- No extra space.

- Not enough visitor parking.
- Very minimal visitor parking for a Richmond suburb.
- Out of 36 units, we only have 6 visitors parking too few!
- Too few! Out of 36 units, we only have 6 visitors parking. Too few.
- Prices at the complex will be higher and easy to sell. Parking in this complex sucks.
- Sufficient 2 spaces, 2 cars.
- Need more visitor parking.
- Need more parking spaces. We only have 4
 parking, my family out of town need to park on
 the street if they stay for more than a week.
- Too few visitor parking.
- Just barely enough but design is for 2 cars, so no complaint.
- Not sufficient. We hardly have spaces to store our bicycles and other car-related things.
- Not enough.
- Parking space
- 2 is sufficient.
- A few could be rented to those with oversize vehicles.
- Just fit
- No extra space.
- Use both spots. Would love more visitor parking.
- We need more recreational facilities.
- · Or den.
- Second one-half of tandem garage.
- On road
- Just enough for 2 cars.
- To make more visitor's parking space by sacrificing the garden area.
- Just enough to fit 2 small cars in it. Family's SUV can't even fit in there.
- Just enough.
- Enough for 2 cars but not enough for visitor parking.
- Barely adequate we have created higher storage shelves, etc.
- The space is for 2 spots however the size of the spots is extremely small and not long enough for a big truck.
- Visitor parking too restrictive not enough

- An extra could serve as visitor parking.
- It is sufficient, no extra space.
- There are insufficient visitor parking spaces in our complex, usually taken by other residents not visitors.
- We use the sides for storage.
- Not enough visitor parking for the complex.
- · Just right.
- Too many handicap parking, we need more visitors instead.
- For member of family living in household.
- Not enough visitor parking. There are 26 units & only 3 visitor & 2 handicap parking. Way too few because you cannot park on No. 2 Rd. Use some of the flower bed for extra parking.
- My parking is not sufficient we used them as bicycle parking because we lost our bikes, they were stolen many times already, we kept our snowboard, etc.
- The complex has 4 visitors parking spaces, which is sufficient for a 10 unit complex.
- I don't feel it's enough.
- Barely sufficient.
- More visitor parking
- If possible, more visitor parking for the complex (now there are 4 visitor parking for 16 units).
- Need to provide many parking spaces for visitors.
- Third vehicle.
- · Home office. I barely fit my stuff.
- Recreation area.
- There are way too many cars parked on the side streets making it very inconvenient to get out of the neighbourhood & causes many problems (e.g., vision blocked) making it dangerous.
- Other=street parking. Right now the street parking is Mon-Fri 7-6 disable. It would be great if it can be changed to 8-5 disable.
- We only have 2 visitor parking, which is not enough.
- Play room.
- Not spacious.
- Make into extra room.
- Not enough space for parking and storage.

Q6: Do you find the size of your parking garage/carport adequate? (112 of the 390 respondents who answered the question provided the comments below)

- It's too narrow, if can make wider that be fine (increase 2 feet).
- Too small.
- Very tight. Hard to open doors without hitting walls.
- Two cars in tandem garage. Have to move the cars around quite often. We leave at different times and come in at different times.
- Too small.
- Too small.
- Too tiny, when car's in the garage, hardly space to walk on the side.

- Most SUVs and older collector cars are longer and wider.
- One side is too short to fit many vehicles, and it is barely wide enough for two vehicles.
- Too narrow garage.
- It's a tandem garage, which is not very convenient - space for storage is very limited and garage is too narrow.
- It is a little bit too small. Opening/closing the door will always hit the wall.
- My 1/2 ton pickup truck barely fits in. Very tight with a small car in tandem.
- The width size is quite narrow, the length is quite short. Having a van, you cannot close and open the storage trunk if the garage door is closed, and no space to walk around your van.
- Too tight and narrow.
- Too narrow / need more space for storage.
- Size too compact, could be bigger and possibly include a driveway.
- It's a tight space for 2 vehicles.
- Only suitable for mid size vehicles. A large van like a Montana could not be parked in the garage.
- Need more storage space & room between vehicles.
- Bigger vehicle will be tight.
- Too short.
- Size is not big enough for just 1 multi-purpose vehicle & 1 small car.
- Just barely enough. It would be better if there is a bit more space for storage purpose.
- Crammed.
- Too small.
- Too small tandem garage is not ideal.
- The front to back parking in garage for 2 vehicles is inconvenient as we need to shuffle vehicles often.
- The garage is bit too narrow.
- Definitely not! Terrible set up.
- Not too spacious.
- Although the carport is designed for two cars, it's too small.
- Family van or SUV cannot fit in the garage due to the width.
- Too narrow for car parking.
- Too crowded, there's almost no space for us to walk between two cars.
- Too small compared to the garage of a house.
- · Carport is too small, can't even park a car.
- · Cannot park two full size cars
- Garage is barely wide enough for 2 vehicles parking is very tight. One of us has to back in.
- It's too tight for side by side parking
- We only have 1 car, if we add 1 more, size is not enough because we don't have storage.
- Could be wider

- Narrow side to side
- Only good for small cars very narrow.
 Tandem garage does not have enough side space for adequate storage or larger vehicle.
- Wider the better.
- We are fortunate to have a wide, end-unit, which is extremely important to us.
- If one car is OK, but two car side by side is narrow.
- It should be bigger.
- Entrance should be wider for the garage
- A little bigger would be much better.
- Too small
- I have to be very careful park in and out of the garage.
- Prefer larger garage for better clearance for ease of parking and more storage space.
- Too narrow.
- The design for 2 cars to park one after another in the narrow long parking space is not convenient.
- Too small for van.
- It is inconvenient if I have 2 cars parked in the garage and I am the first in & first out. Then have to move cars. Also, too tight for a big truck. Overall, do not like tandem parking.
- Entrance & space more wider will be easier for parking.
- A little too narrow difficult to enter and exit.
- Just fits could be a bit longer.
- Adequate for only one car + storage.
 Sometimes we have company car and cannot fit. Have to park on road. Probably should not be classified as two car garage or city should set standard adequate size for 2-car garage.
 Size currently differs from detached home
- A bit larger is better especially for bigger cars.
- It is very tight, you have to be a very good driver to park in the tight space.
- Not deep enough and not wide enough to park 2 cars.
- Not enough visitor parking.
- Too small.
- Could use an extra foot in width and an extra foot in length.
- Garage size is too small, not enough space for storage.
- The size of my parking spaces just fit in.
- · Bit too narrow. Two cars barely fit.
- It's tandem and inconvenient not enough space to move around - wrong design.
- A bigger space (sideways) would be better to keep things tidier.
- This is too small
- A little small.

Too small.

PLN - 255

- The garage is too narrow. Hard to get on/off the vehicle inside.
- My parking garage is tandem for 2 parking but it is difficult to park 2 cars together.
- Too small, few storage space when parking two vehicles.
- Too narrow.
- Far too narrow.
- A bit narrow on the right side, can't even open the door of passenger side half-way.
- We have single car garage; we'd prefer side by side - but difficult to find
- Too small.
- A bigger garage will be helpful.
- Too narrow; supports for patio/balcony decrease manoeuvring ability.
- My parking garage size is too small for my family.
- Too small. It is fine for a small car but not good for the bigger car like a van.
- Too narrow.
- Quite narrow entrance have hit the wall twice.
- The garage is quite narrow, thus making walking space limited once the cars are in. Our cars are both small cars.
- Too narrow, can't exit from passenger side door.
- No, a bit small.
- You kidding? It's Richmond! You barely able to open door after you parked.

- Too small small vehicle only no storage space.
- I think they make you think there is space for 2 cars -- that's not the case.
- A bit too small.
- Too small.
- For a two car garage, it is big. More space for storage would be nice.
- · But not at the entrance, it's too small.
- Too narrow, you need professional skills to park your car.
- The size of the parking garage is too small.
- The width of garage need increase.
- Not enough room for storage.
- Garage fits vehicle adequately but leaves little room for storage.
- Too narrow of the door.
- Not enough room for storage.
- · Too narrow.
- Entrance gate a little narrow.
- Not enough space.
- A little too small/tight.
- Needs to be a bit bigger.
- If it were a little wider or longer, we would have storage room and an easier time getting in and out of car seats in the backseats of our cars.

Q8: If the parking spaces are tandem, do you find this way of parking workable for your daily activities? (107 of the 239 respondents who answered the question provided the comments below)

- Not convenient for the family members daily activities
- Side by side parking was necessary for us when we looked for a home. We leave/come home at different times so to organize the person leaving first in the morning would be a total headache!
 We each need our own cars as we commute with items for work, so it's not possible just to take the car that's in front in the morning.
- 2 ft longer and 2 ft wider, that be fine.
- We work around it. Side by side would be more convenient.
- Most days.
- Somewhat.
- I am always shuffling vehicles.
- Not really. Too small & too few.
- Very frustrating having to move vehicles several times daily.
- Very frustrating and inconvenient.
- A lot of trouble to move around the cars.
- It's workable but not ideal.
- Yes, workable but a pain when on e person only knows automatic and other person is sick.
- Better than nothing (no choice).

- I use the front for my vehicle and the back for storage. When moving things in & out, I have to move my car elsewhere, which is very inconvenient
- One person has to move the car around for another person to drive out. Not very convenient.
- A bit not convenient (prefer side by side) but most small townhouses have such inconvenience.
- Can become a headache sometimes as we have different schedules.
- Absolutely not. It's a hassle moving cars every time.
- Bad idea.
- If we have 2 parking, we would prefer side by side.
- Again, definitely not.
- Tandem is an inefficient and inconvenient way of parking.
- The tandem parking space is inconvenient.
 This is why the other car has been parked on the street.
- Have to arrange which vehicle parks first or

PLN - 256 late.

- If my car is not close to the exit, every time I
 move out I have to drive the other car out first.
- It is very inconvenient. We have to switch sometimes.
- We constantly have to move cars or exchange cars to be able to drive the "inner" car in the garage.
- Hassle to have to change cars, depending on which car leaves for work earlier.
- It's not convenient. If I want to use another car at back, I need to drive the front car first.
- Very time-consuming to switch the car every night.
- One car is OK, 2 cars will be a problem.
- Most people with tandem garages park only one vehicle in the garage, they all park their second vehicle on the road/street. Others consistently park in visitor spots or in fire lanes.
- We have to juggle cars but are fine with that configuration.
- Always have to re-park the cars to accommodate whoever has to leave the house first.
- For now.
- I only have 1 car.
- Difficult to park and plan which car in first & out.
 Not user-friendly.
- Tandem garages make no sense. In our situation we use the garage as storage because like I said above it's almost impossible to park 2 cars front to back.
- Rather inconvenient for 2 cars.
- Too narrow.
- It is not convenient.
- Inconvenient if we have 2 cars to park in the garage, so we turned half of it into an extra room instead.
- It won't be workable if my family have two cars
- Side by side is better.
- Side by side would be better.
- Too inconvenient.
- When my husband works long day, it is OK.
 Otherwise, I have to plan who parks first and out first.
- Not ideal but workable. More of an irritation.
- Yes, but inconvenient when cars have to be moved.
- We need to move the car frequently, it's not convenient. It's better to have side-by-side, but yes it's more expensive.
- I prefer side by side parking.
- But not as convenient as side by side parking.
 We sometimes have to make necessary changes.
- Works because there is only one vehicle that is parked.
- Inconvenience. I will not buy a home with tandem parking.

- It can sometimes be inconvenient we have to back out & switch cars.
- Very inconvenient.
- It is a hassle to have another person back up the car before the car in front can get out.
- But prefer side by side garage.
- It is OK for 1 car only.
- Tandem parking does provide challenges as constant requirement to change parking spots.
- Very inconvenient.
- Every time my wife and I need to arrange parking sequence to meet both of our schedules.
- Garage is small.
- You can park only one.
- See answers to Q6 & Q4.
- Move car to allow the other to come out & add fumes inside the structure.
- I don't want to drive the other vehicle & when I'm home, I need to drive in early but leave for work early too.
- Occasionally we have 2 cars parked. We have to move cars in/out to let the other car out.
- Only one is used for parking. The other one has to park on the street. In this case, one parking space is enough instead of making the other one as storage.
- I prefer to have side by side parking, then I don't have to move my car if I have one more car at home.
- Always need to move away the car behind it if we want to use the car at front. Or else we have to park one car on the street all the time.
- Not so convenient if we have 2 cars.
- Side by side spaces are more convenient but we have to accept what our budget could afford us when we decided to buy our residential unit.
- But we prefer non-tandem.
- I need to switch my cars from the front to the back position for my son or daughter.
- We manage but require moving cars; prefer double side by side
- Prefer side by side
- Too inconvenient
- Inconvenient when I need to go out.
- Actually it is inconvenient to a point that moving cars in & out has become such work/thing that we feel we don't want to do but have to do daily. We didn't expect this when we purchased it.
- Inconvenient to move the cars in and out all the time. Not enough space to get on and off both sides of car.
- Side by side is better more convenient.
- Too much trouble having to move cars around all the time.

PLN - 257 More better with side by side

- It will be better if the arrangement is side by side.
- Too much vehicle shuffling, key sharing, etc.
- Move both cars in and out often to get the right car, as I usually leave home for work early. The house design with a side by side garage will provide more space in the house.
- It would be very hard plus where do you keep the other stuff?
- Have to move the car daily at night
- Tandem is impractical. It is very troublesome to move the first vehicle out each time.
- Too narrow.
- However, I prefer side by side parking.
- But I prefer side by side parking.
- Makes it inconvenient to get out.
- We need to move our cars around too much.

- Tandem is completely impractical, cannot guarantee rear car leaves first and returns last.
- While a pain at times, it is manageable.
- Our garage are side by side.
- Not very good. I prefer the side by side, more convenient.
- Not convenient.
- · No
- It would be more difficult if we had 2 cars.
- Very inconvenient to move one car to get the one out.
- We leave and return at different times so constantly have to juggle cars.
- Have to frequently re-arrange cars.
- We purposely did not buy a unit with a tandem garage.

Other Comments (9 of the 395 respondents provided the comments below)

- Give Westminster Hwy parking access.
- The problem in our area isn't with the individual parking within our unit, but with the lack of visitor
 parking. Our complex has 37 units and only 9 visitor parking stalls. You can appreciate that these can
 fill up very fast. I can't figure out as to why there can't be parking along Westminster Hwy between
 McLean and Gilley. This would solve our problem as well as the other 2 townhouse complexes in our
 area. Thanks.
- Need more visitor parking! Either in complex or on the street.
- There is very limited visitor's parking only 7 spaces for 50 units.
- In the next survey, it would be great to have questions regarding the number of visitor's spaces, where they are located, and how they are utilized. Thank you!
- My townhouse had 2 tandem parking spaces originally but I have enclosed the first space to use an extra room. This suits my current needs.
- At present there are at least 6 cars that belong to Orchard Lane owners parking every day and overnight on the 6000-block of Comstock Road and Udy Road. This is unacceptable. City of Richmond must stop any further development or subdivisions on No. 2 Road.
- I think the way the new townhouses are built is setting up for street clogging. It's not true you can fit
 two cars in these townhouses.
- Richmond is building too many townhouse complexes increasing traffic and parking issues.

On-Site Observations: On-Street and Visitor Parking Use

Area	Address	# Units	% Tandem Parking	Adjacent St. within 200 m	# On Street Parking Spaces	% On-Street Parking Use	# Visitor Spaces	% Visito Parking Use
Hamilton	22380 Sharpe Ave 22386 Sharpe Ave	35 17	0.0% 52.9%	Sharpe Ave	49	65.3%	7 3	14.3% 33.3%
	22711 Norton Court	33	100.0%				7	14.3%
	22728 Norton Court	9	55.6% 83.3%		4		3	0.0%
	22788 Norton Court	24				and the state of t	3	0.0%
	22788 Westminster Hwy	54	72.2%	Norton Court	7	100.0%	11	9.1%
			68.0%		11.8%			
West Cambie	9800 Odlin Road	92	54.3%	Odlin Road	3	100.0%	18	50.0%
				Tomicki Ave	55	9.1%		
				No. 4 Road	150	6.0%		
0			Area Su	btotal: Average Use		8.2%	50.0%	50.0%
son	6111 No. 1 Road 6179 No. 1 Road	34 35	88.4%	No. 1 Road	58	5.2%	5 5	60.0% 20.0%
Thompson	6331 No. 1 Road 6511 No. 1 Road	33 12	81.8% 0.0%	No. 1 Road	58	6.1%	6 3	33.3% 66.7%
F			Area Su	btotal: Average Use		5.7%		42.1%
			53.8%	Comstock Rd	22	9.1%	4	25.0%
	E-27 - 27			Udy Road	16	6.3%		
	7231 No. 2 Road	26		Langton Rd	70	28.6%		
=		1		Linscott Rd	9	22.2%		
Blundell				Laurelwood Crt	17	35.3%		
5	8171 No. 2 Road	10	80.0%	Cantley Road	61	3.3%	4	50.0%
8				Cantley PI	14	7.1%		
	8171 No. 2 Road			Chemainus Dr	26	23.1%		50.0%
				Clearwater Dr	14	7.1%		
			16.5%		37.5%			
	7171 Steveston Hwy		76.0%	Gilbert Rd	58	0.0%	18	16.7%
				Kimberley Dr	32	3.1%		
ø		50		Monashee Dr	12	16.7%		
Gilmore				Buttermere Dr	11	9.1%		
Ë				Bamberton Dr	41	12.2%		
9				Waterton Dr	9	33.3%		
				Manning Crt	14	14.3%		
			Area Su		7.9%		16.7%	
_	9600 No. 3 Road		75.0%	Saunders Rd	28	7.1%	4	0.0%
00		16		Mowbray Rd	21	4.8%		
Ē				Pigott Rd	64	0.0%		
Sac				Bates Rd	70	10.0%		
Broadmoor				Greenlees Rd	6	16.7%		
			Area Su		5.8%		0.0%	
Steveston	12251 No. 2 Road	50	55.6%	No. 2 Road	27	48.1%	1	0.0%
	12311 No. 2 Road	54	77.8%	No. 2 Road	27	48.1%	11	63.6%
			48.1%		58.3%			
McLennan North	9400 Ferndale Road	8	87.5%			- Delega	10	30.0%
		100	0.00	Ferndale Rd	74	56.8%		- N. W. C.
	9551 Ferndale Road	58	86.2%	Ferndale Rd	69	53.6%	9	33.3%
	9751 Ferndale Road	21	100.0%	Ferndale Rd	69	53.6%	4	0%
	6188 Birch Street	59	50.8%	Birch Street	18	33.3%	9	66.7%
			Area Su	btotal: Average Use		53.0%		27.9%

On-Site Observations: On-Street and Visitor Parking Use

Area	Address	# Units	% Tandem Parking	Adjacent St. within 200 m	# On Street Parking Spaces	% On-Street Parking Use	# Visitor Spaces	% Visito Parking Use
McLennan South (north of General Currie Road)	9451 Granville Ave	30	96.7%	Granville Ave	34	29.4%	5	20.0%
	9791 Granville Ave.	7	57.1	Granville Ave	17	0.0%	2	100%
				No. 4 Road	40	0.0%		
				Turnill St	70	58.6%		
	7393 Turnill Street	45	75.6%	Turnill St.	70	58.6%	4	50%
	9333 Sills Ave 59	59	18 2%	Sills Ave	62	69.4%	11	18.2%
				Heather St	45	20.0%		
				No. 4 Road	20	0.0%		
	7331 No. 4 Road	22		No.4 Road	20	0.0%	6	33.3
		26.0%		32.1%				
McLennan South (south of General Currie Road)	9308 Keefer Street	31	87.1%	Keefer Ave	42	57.1%	7	28.6%
				Ash St	40	27.5%		
	9688 Keefer Street	32	56.3%	Keefer Ave	28	46.4%	7	28.6%
				Turnill St	75	45.3%		
				Heather St	97	35.1%		
	7533 Turnill Street	15	91.7% 91.7%	Turnill St.	75	45.3%	9	66.7%
	7533 Heather Street	45		Heather St.	97	35.1%		
	9051 Blundell Road 7840 Garden City Road	12 10	66.7% 60.0%	Turnill St	75	45.3%	5 5	60.0% 60.0%
				Garden City Road	25	28.0%		
				Blundell Road	26	3.8%		
	7820 Ash Street	5	40.0%	Ash St	40	27.5%	None Identified	n/a
9	Area Subtotal: Average Use					37.0%	100000000000000000000000000000000000000	52.6%



Memorandum

Planning and Development Department Policy Planning

To: Mayor & Councillors Date: September 15, 2011

From: Brian J. Jackson, MCIP File:

Director of Development

Re: Proposed Removal of Pilings by Imperial Oil Limited in Leased Waterlots at 3880

Bayview Street

Purpose

The purpose of this memo is to provide an update on the proposed removal of pilings in waterlots leased by Imperial Oil Limited (IOL) at 3880 Bayview Street. No pilings are proposed for removal in the fee simple property of IOL, unless required by upland remediation. (Attachments 1 & 2)

Background

- Imperial Oil Limited obtained a Heritage Alteration Permit (HAP) for 3880 Bayview on July 26, 2010 http://www.richmond.ca/ shared/assets/Hazco PLN 07201026980.pdf
- The HAP Council issued required that all pilings, groups of pilings, and cross beams associated with the dock and pile-supported structures in the leased water lots, fee simple upland and submerged foreshore be retained at this time.
- IOL has advised that the pilings and dolphins in the waterlot leased from Vancouver Fraser Port Authority (VFPA), now Port Metro Vancouver (PMV), must be removed to comply with their lease.

Update

Staff advise that:

- The two (2) waterlots are under the jurisdiction of PMV. The City is unable to require a HAP given PMV has jurisdiction.
- PMV staff have confirmed that the terms of the IOL lease require all waterlot improvements (pilings) to be removed by December 31, 2011. (An extension for the removal of the pilings may be possible.)
- IOL will be removing the pilings. IOL intends to commence removal as early as September 26, 2011 pending contractor resources. If IOL cannot complete the work in September, the work will be completed before the end of October.

- The improvements to be removed include (Attachment 2):
 - 3 dolphins containing 20 pilings total,
 - A portion of the former wharf containing 11 pilings total (decking removed previously).
- Pilings in the submerged portion of the fee simple lot will be left in place unless removal of any piles is required to complete upland remediation.

For clarification please contact me at Local 4138.

Brian J. Jackson, MCIP

Director of Development

BJ:tcb

Attachments

Attachment 1 Imperial Oil Project Area For Removal of Pilings

Attachment 2 Imperial Oil Scope of Pilings to Be Removed Within Leased Waterlots

Cc Joe Erceg, General Manager Planning & Development Wayne Craig, Program Coordinator Development Terry Brunette, Planner Policy Planning

