



Public Notice is hereby given of a Regular Council Meeting for Public Hearings being held on:

Public Hearing Agenda

Monday, January 20, 2025 – 7 p.m.

Council Chambers, 1st Floor
Richmond City Hall
6911 No. 3 Road
Richmond, BC V6Y 2C1

OPENING STATEMENT

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1. **RICHMOND ZONING BYLAW 8500, AMENDMENT BYLAW 10616**
(File Ref. No. 10-6500-00) (REDMS No. 7836018)

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See Page PH-3 for full report

Location: City Wide

Applicant: City of Richmond

Purpose: To amend Richmond Zoning Bylaw 8500 to include the definition and provision of a Transportation Demand Management Reserve Fund created by the Transportation Demand Management Reserve Fund Establishment Bylaw No. 10563.

First Reading: December 18, 2024

Order of Business:

1. Presentation from the applicant.
2. Acknowledgement of written submissions received by the City Clerk since first reading.
3. Submissions from the floor.

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Council Consideration:

1. Action on second and third readings of Richmond Zoning Bylaw 8500, Amendment Bylaw 10616.

2. Adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 10616.

ADJOURNMENT



City of Richmond

Report to Committee

To: Public Works and Transportation Committee **Date:** November 19, 2024
From: Lloyd Bie, P.Eng.
 Director, Transportation **File:** 10-6500-00/Vol 01
Re: **Transportation Demand Management (TDM) Reserve Fund Establishment**

Staff Recommendations

1. That the Transportation Demand Management Reserve Fund Establishment Bylaw No. 10563 as described in the staff report titled "Transportation Demand Management (TDM) Reserve Fund Establishment" dated November 19, 2024, from the Director, Transportation be introduced and given first, second and third readings; and
2. That Richmond Zoning Bylaw No. 8500, Amendment Bylaw No. 10616 to include the provision of a Transportation Demand Management Reserve Fund, be introduced and given first reading.

Lloyd Bie, P.Eng.
 Director, Transportation
 (604-276-4131)

Att. 1

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

Staff Report

Origin

On April 25, 2024, the BC government passed Bill 16 (Housing Statutes Amendment Act, 2024), which supports the recent legislative changes related to increasing the supply of housing in BC. The new legislation, through amendments to the Local Government Act provides local governments the ability to establish a reserve fund for the purpose of providing cash-in-lieu for Transportation Demand Management (TDM) measures.

This report recommends the establishment of a TDM reserve fund, which is required to hold the developer cash-in-lieu contributions towards TDMs. Amendments to the Zoning Bylaw are also recommended in compliance with Bill 16.

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

2.3 Ensure that both built and natural infrastructure supports sustainable development throughout the City.

This report supports Council's Strategic Plan 2022-2026 Focus Area #6 A Vibrant, Resilient and Active Community:

6.1 Advance a variety of program, services, and community amenities to support diverse needs and interests and activate the community.

Analysis

Bill 16: Transportation Demand Management Reserve Fund

Transportation demand management is a set of strategies to reduce traffic and parking demand of a development by encouraging travel by walking, cycling and transit.

Bill 16 provides local governments the ability to establish a reserve fund for the purpose of collecting cash-in-lieu for Transportation Demand Management (TDM) measures where certain criteria are satisfied. The Zoning Bylaw must set out which TDM requirements are eligible for a cash-in-lieu option and specify the associated value of the cash contributions. If the TDM provisions of the Zoning Bylaw give a developer the option to make a cash-in-lieu payment rather than delivering a specific TDM for their development, such payment must be made to the TDM reserve fund.

Funds collected in the TDM reserve fund can be used by the City to support future active transportation programs and infrastructure to promote increased walking and cycling trips in the City. Specifically, the amended Local Government Act identifies the money in the reserve fund, may only be used for the following:

(a) to pay the capital costs of constructing and installing transportation demand management measures in accordance with the bylaw;

(b) to pay principal and interest on a debt incurred by a local government as a result of an expenditure under paragraph (a); and

(c) to pay a person or public authority under a partnering agreement in order to pay capital costs incurred by the person or public authority to construct and install transportation demand management measures in accordance with the bylaw.

Contribution to the fund is payable at the time of the building permit issuance. Funds accrued in the reserve fund will support implementation of active transportation infrastructure, including but not limited to, capital expenses related to enhanced bicycle parking, sidewalks, shared pathways and transit amenities.

Existing Transportation Demand Management Policy

The Zoning Bylaw establishes the conditions for securing TDMs as part of a development. The existing bylaw promotes sustainable growth by securing TDM programs on-site as part of a new development. The implementation of TDMs for new developments are undertaken through two distinct provisions depending on the land use and location:

Transit Oriented Areas (TOAs): The Zoning Bylaw sets out mandatory TDM requirements for all residential developments in a TOA (Attachment 1). Specific TDMs are established for TOAs as requiring on-site parking for residential uses in TOA zones is prohibited in accordance with provincial housing regulations. The TDMs required in TOAs include transit passes, car share parking spaces and bicycle-related amenities. These provisions ensure residents have access to alternate modes of transportation as parking for a personal vehicle may not be available to them.

City Wide: For the majority of developments in the City, the provision of TDM measures is not mandatory. The Zoning Bylaw allows the City to secure TDMs through the development applications process when a parking reduction is being sought. This approach aligns a TDM plan for a development with the level of parking reduction and in consideration of the context of each site.

Proposed Amendments to Richmond Zoning Bylaw

In accordance with Bill 16, amendments to the Richmond Zoning Bylaw are required to establish a TDM reserve fund and enable the cash-in-lieu option for specific TDM measures.

Staff recommend bylaw amendments that permit cash contributions to expand the TDM options for new developments as follows:

Transit Oriented Areas (TOAs) - Transit Passes: Include the provision for a cash contribution equivalent to a minimum provision of a 1-year 2-zone transit pass per dwelling unit. The Zoning Bylaw requirement and assigned monetary value for the provision of transit passes in TOAs meet Bill 16's criteria for TDM cash-in-lieu. The City would not be required to provide the transit passes if the developer opts to provide a cash-in-lieu. The funds collected must be used by the City for the capital costs of active transportation infrastructure. This includes, but is not limited to enhanced bicycle parking, sidewalks, shared pathways, and transit amenities.

City Wide: Establishing a TDM reserve fund will allow any voluntary monetary contributions, towards TDMs secured through a rezoning, that are acceptable to the City, to be deposited into the reserve fund. For example, fulfilling frontage upgrades as part of smaller developments sometimes presents challenges for developers. In such instances, the reserve fund will provide flexibility for the developer to provide a cash-in-lieu for these works. The City will then be able to use the funds in the reserve fund to make active transportation infrastructure improvements city-wide.

Next Steps

Should Council grant first reading to the amendment Zoning Bylaw, the bylaw will be forwarded to a Public Hearing, where any area resident or interested party will have an opportunity to comment.

Staff will monitor developer interest in a cash-in-lieu option for the provision of transit passes in TOAs and other voluntary cash contributions towards the TDM reserve fund secured through rezoning. Staff are currently reviewing other opportunities to establish mandatory TDMs. In particular, securing TDMs to support Small-Scale Multi Unit Housing (SSMUH) developments would support reducing reliance on personal automobiles by future residents. Additional bylaw amendments to expand the City's TDM program will be brought forward, as required.

Financial Impact

None.

Conclusion

The recommended reserve fund establishment bylaw for the Transportation Demand Management (TDM) Reserve Fund reflects the new provincial Bill 16. The TDM reserve fund will permit developers to select cash-in-lieu contribution towards transportation demand management measures required through the development process in Transit Oriented areas (TOAs). The establishment of the TDM reserve fund will also permit any voluntary monetary contributions towards TDMs that are secured through a rezoning to be deposited in the fund. The reserve fund will broaden the City's TDM policy and support the implementation of walking and cycling related infrastructure.

As required by the Local Government Act (as amended by Bill 16), before June 30 of each year staff will provide an annual update on the status of the Transportation Demand Management (TDM) Reserve Fund.

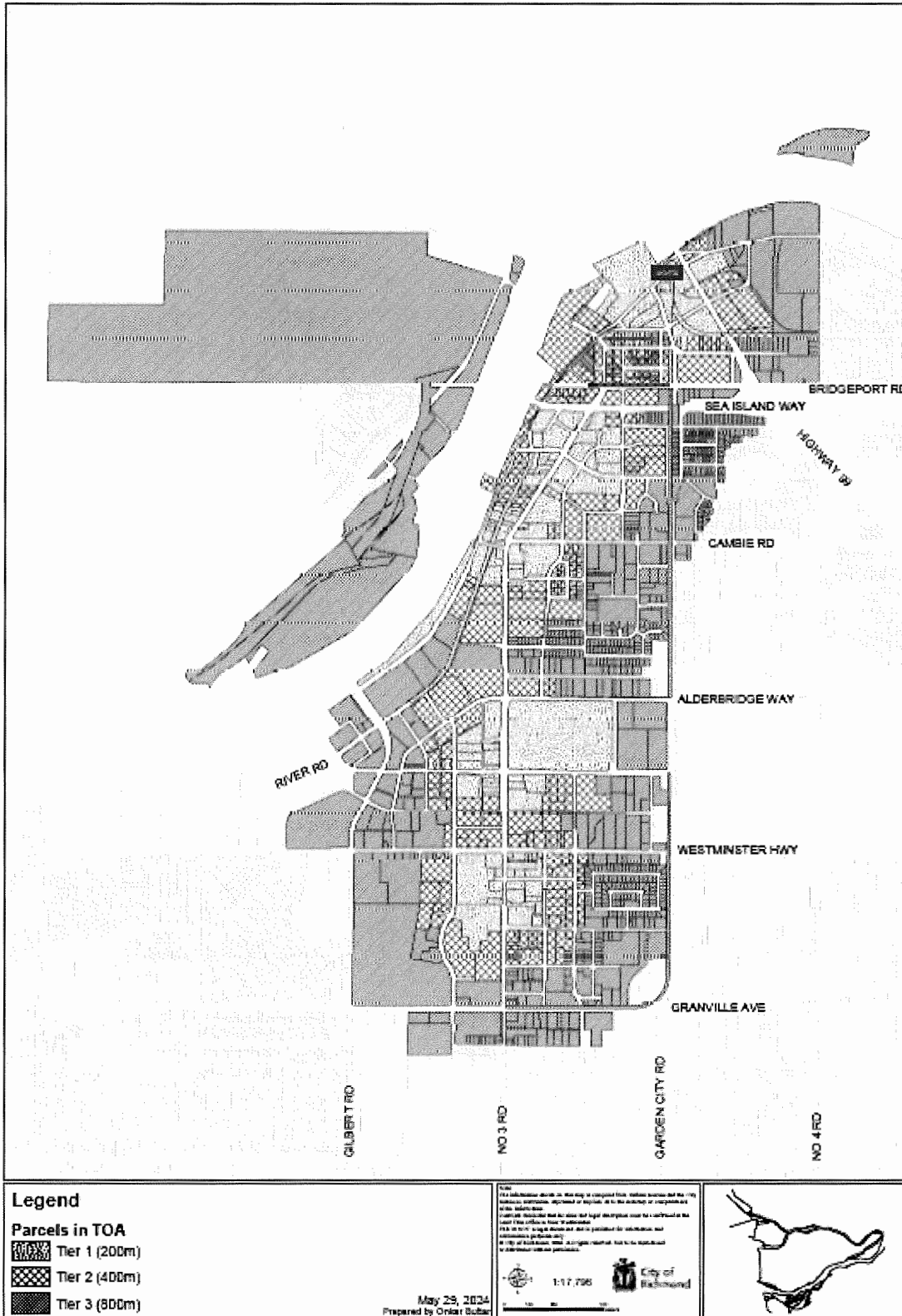


Sonali Hingorani, P.Eng.
Manager, Transportation Planning and New Mobility
(604-276-4049)

SH:sh

Att. 1: Transit-Orientated Areas (TOA) Map

Transit-Orientated Areas (TOA) Map





Special Council
Wednesday, December 18, 2024

RES NO. ITEM

PUBLIC WORKS AND TRANSPORTATION COMMITTEE

9. TRANSPORTATION DEMAND MANAGEMENT (TDM) RESERVE
FUND ESTABLISHMENT

(File Ref. No. 10-6500-00) (REDMS No. 7836018)

- (1) *That the Transportation Demand Management Reserve Fund Establishment Bylaw No.10563 as described in the staff report titled "Transportation Demand Management (TDM) Reserve Fund Establishment" dated November 19, 2024, from the Director, Transportation be introduced and given first, second and third readings; and*
- (2) *That Richmond Zoning Bylaw No. 8500, Amendment Bylaw No. 10616 to include the provision of a Transportation Demand Management Reserve Fund, be introduced and given first reading.*

ADOPTED ON CONSENT



**Transportation Demand Management Reserve
Fund Establishment Bylaw No. 10563**

WHEREAS:

- A. Section 188(1) of the *Community Charter* authorizes Council to establish a reserve fund for a specified purpose and direct that money be placed to the credit of the reserve fund;
- B. Council wishes to establish a reserve fund for the purposes described in this bylaw;

The Council of the City of Richmond enacts as follows:

1. The Transportation Demand Management Reserve Fund is established.
2. For the purpose of this bylaw:
 - (a) “**City**” means City of Richmond:
 - (b) “**Partnering Agreement**” has the meaning set out in the Community Charter (BC), as may be amended or replaced from time to time:
 - (c) “**Transportation Demand Management Measures**” means projects (including pilot projects), programs, and infrastructure for improving the movement of people and goods, reducing motor vehicle dependence and increasing sustainable transportation through provisions, including but not limited to enhanced bicycle parking, sidewalks, shared pathways, and transit amenities.
3. Any and all amounts in the Transportation Demand Management Reserve Fund, including any interest earned and accrued, may be used:
 - (a) to pay the capital costs of constructing and installing Transportation Demand Management Measures, and any other capital costs that support improving the movement of people and goods, reducing motor vehicle dependence, supporting a safe systems approach and increasing the range of sustainable mobility options;
 - (b) to pay principal and interest on a debt incurred by the City as a result of an expenditure under subsection 3(a) above; and

(c) to pay a person or public authority under a Partnering Agreement in order to pay capital costs incurred by the person or public authority to construct and install Transportation Demand Management Measures.

4. If any section, subsection, paragraph, clause or phrase of this bylaw is for any reason held to be invalid by the decision of a court of competent jurisdiction, such decision does not affect the validity of the remaining portions of this bylaw.
5. This Bylaw is cited as **“Transportation Demand Management Reserve Fund Establishment Bylaw No. 10563”**.

FIRST READING

SECOND READING

THIRD READING

ADOPTED

MAYOR

DEC 18 2024

DEC 18 2024

DEC 18 2024

CORPORATE OFFICER

CITY OF RICHMOND
APPROVED
for content by originating dept.

APPROVED for legality by Solicitor




**Richmond Zoning Bylaw 8500
Amendment Bylaw 10616
(Transportation Demand Management Measures)**

The Council of the City of Richmond enacts as follows:

- (1) Richmond Zoning Bylaw 8500, as amended, is amended to add the following definition to Section 3.4:

“Transportation Demand Management Reserve Fund” means the statutory Capital Reserve Fund created by the Transportation Demand Management Reserve Fund Establishment Bylaw No. 10563.”

- (2) Richmond Zoning Bylaw 8500, as amended, is amended further by replacing Section 7.9A.1(d)(i) in its entirety and replacing with the following:

- i) “Transit Pass Program: provision of a minimum of one 2-zone transit pass per **dwelling unit** for one year, or equivalent cash-in-lieu contribution to the **Transportation Demand Management Reserve Fund** at the time of building permit issuance for the development at the then applicable published Compass card rates;”

- (3) This Bylaw is cited as “**Richmond Zoning Bylaw 8500, Amendment Bylaw 10616**”.

FIRST READING

PUBLIC HEARING

SECOND READING

THIRD READING

ADOPTED

DEC 18 2024

CITY OF RICHMOND
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APPROVED for legality by Solicitor <i>JA</i>

MAYOR

CORPORATE OFFICER