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**Richmond Official Community Plan Bylaw 9000  
Amendment Bylaw 10724 (OCP Update)**

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

1. Richmond Official Community Plan Bylaw 9000 Schedule 1, as amended, is further amended by:
  - 1.1. Deleting the Cover, OCP Youth Art Contest, Plan Interpretation, and Planning Area Boundaries Map and replacing them with Schedule A (Updated Cover, OCP Youth Art Contest, Plan Interpretation, and Planning Area Boundaries Map) attached to and forming part of this Bylaw;
  - 1.2. Deleting Section 1.0 (Moving Towards a Sustainable Community) and replacing it with Schedule B (A More Complete, Inclusive and Sustainable Community) attached to and forming part of this Bylaw;
  - 1.3. Deleting the Aircraft Noise Sensitive Development Map in Section 3.6.3 (Noise Management) and replacing it with Schedule C (Aircraft Noise Sensitive Development Map) attached to and forming part of this Bylaw.
  - 1.4. Relocating the amended Section 3.6.3 (Noise Management) to Section 9.0 (Island Natural Environment) following the existing Section 9.0, as a new Section 9.2, and renumbering accordingly;
  - 1.5. Relocating Section 3.6.5 (Health Canada Licensed Medical Cannabis Production, Non-Medical Cannabis Production and Cannabis Research and Development Facilities) to Section 6.0 (Resilient Economy) following Section 6.2, as a new Section 6.3, and renumbering accordingly;
  - 1.6. Deleting Section 3.0 (Connected Neighbourhoods With Special Places) and replacing it with Schedule D (Section 3.0: Build Better Neighbourhoods and Housing) attached to and forming part of this Bylaw;
  - 1.7. Inserting Schedule E (Lane Network Policy) attached to and forming part of this Bylaw in Section 8.1 (Road Network) following Objective 3, as a new Objective 4, and renumbering accordingly;
  - 1.8. Deleting Section 15.0 (Regional Context Statement (RCS)) and replacing it with Schedule F (Regional Context Statement (RCS)) attached to and forming part of this Bylaw;

- 1.9. Deleting the Land Use Map Definitions and replacing it with Schedule G (Land Use Map Definitions) attached to and forming part of this Bylaw;
- 1.10. Deleting Attachment 1 to Schedule 1 City of Richmond 2041 OCP Land Use Map and replacing it with Schedule H (City of Richmond 2050 OCP Land Use Map) attached to and forming part of this Bylaw; and
- 1.11. Updating the Table of Contents and List of Map and Attachments based on the contents of this Bylaw, renumbering all pages accordingly, and making related minor text, graphic, and format changes as necessary.
- 2. Any Bylaw to amend Richmond Zoning Bylaw 8500 that has received first, second and third reading prior to the adoption of this Bylaw shall be considered an application in progress and Attachment 1 to Schedule 1 of Richmond Official Community Plan Bylaw 9000, as it read immediately before it is amended by this Bylaw, shall apply to the adoption of such Amendment Bylaw.
- 3. This Bylaw may be cited as **“Richmond Official Community Plan 9000, Amendment Bylaw 10724”**.

FIRST READING

PUBLIC HEARING

SECOND READING

THIRD READING

OTHER CONDITIONS

ADOPTED

DEC 08 2025

JAN 19 2026

JAN 19 2026

JAN 19 2026

FEB 03 2026

CITY OF RICHMOND
APPROVED by
JH
APPROVED by Director or SDirector
<i>[Signature]</i>

\_\_\_\_\_  
MAYOR

\_\_\_\_\_  
CORPORATE OFFICER



City of  
Richmond

Schedule A to Bylaw 10724

# Official Community Plan (OCP)

Schedule 1 of Bylaw 9000

2050 OCP—A More Complete, Inclusive and Sustainable Community





City of  
Richmond

# Official Community Plan (OCP)

Schedule 1 of Bylaw 9000

2050 OCP—A More Complete, Inclusive and Sustainable Community



## **OCP Youth Art Contest**

The City of Richmond hosted a Youth Art Contest as part of the Official Community Plan (OCP) Update to showcase local youth talent and their vision for Richmond's future. The submitted artworks reflect key OCP themes, including housing affordability, community equity, climate change adaptation, and environmental enhancement. The winners are showcased throughout the OCP. Thank you to everyone who participated.

- Maggie Pi (age 15)
- Emily Du (age 11)
- Carys Braverman (age 13)
- Elina Khong (age 14)
- Leif Ferguson (age 5)

## **Plan Interpretation**

### **What is the Official Community Plan (OCP)?**

The OCP is a legal community planning document for managing the City's social, economic, land use, urban design, servicing, transportation and environmental future. It sets out a vision, goals, objectives, policies, guidelines and land use designations that reflect overall community values that have been determined through a public consultation process.

How is the Plan organized?

The OCP is comprised of:

1. Schedule 1: the overall OCP; and
2. Schedule 2: Area Plans and Sub-Area Plans.

Area Plans cover portions of the 15 planning areas within Richmond (see Planning Area Boundaries Map and OCP Land Use Map).

Sub-Area Plans refer to smaller areas within specific planning areas.

The OCP addresses broad city-wide issues while the Area Plans and Sub-Area Plans address local neighbourhood issues.

### **Land Use Maps – Plan Precedence**

If there is a conflict with respect to a land use designation between the OCP Land Use Map (Schedule 1) and the Area Plan or Sub-Area Plan Land Use Maps (Schedule 2), the Area Plan or Sub-Area Plan Land Use Maps shall take precedence, except that the land use designation in Schedule 1 shall take precedence notwithstanding conflicting information which may be shown in Schedule 2:

- for sites designated OCP Conservation Area;
- for sites designated OCP City Centre Downtown and designated under Richmond's Transit-Oriented Areas (TOA) Designation Bylaw 10560; and
- in situations where Schedule 1 permits more height, density, or uses on a site than the Area Plan or Sub-Area Plan and the development complies with all applicable Schedule 1 land use designations and policies, excluding the area designated in the Steveston Village Heritage Conservation Area Map which is attached to and forms part of the Steveston Area Plan and is designated as a Heritage Conservation Area under Section 614 of the Local Government Act.

### **Environmentally Sensitive Areas (ESA)**

The ESA policies, guidelines, and designations shown in Attachment 2 to the OCP (Schedule 1) supercede any contained in the Area Plan or Sub-Area Plans (Schedule 2).

### **Aircraft Noise Sensitive Land Use**

The Aircraft Noise Sensitive Land Use policies, guidelines and locations (Schedule 1) supercede any contained in the Area Plan or Sub-Area Plans (Schedule 2).

### **How does the OCP work?**

As a City document, the OCP can only encourage senior levels of government to take action; it cannot force or require senior governments to act. When implementing the OCP, the City will take into account agreements with other agencies.

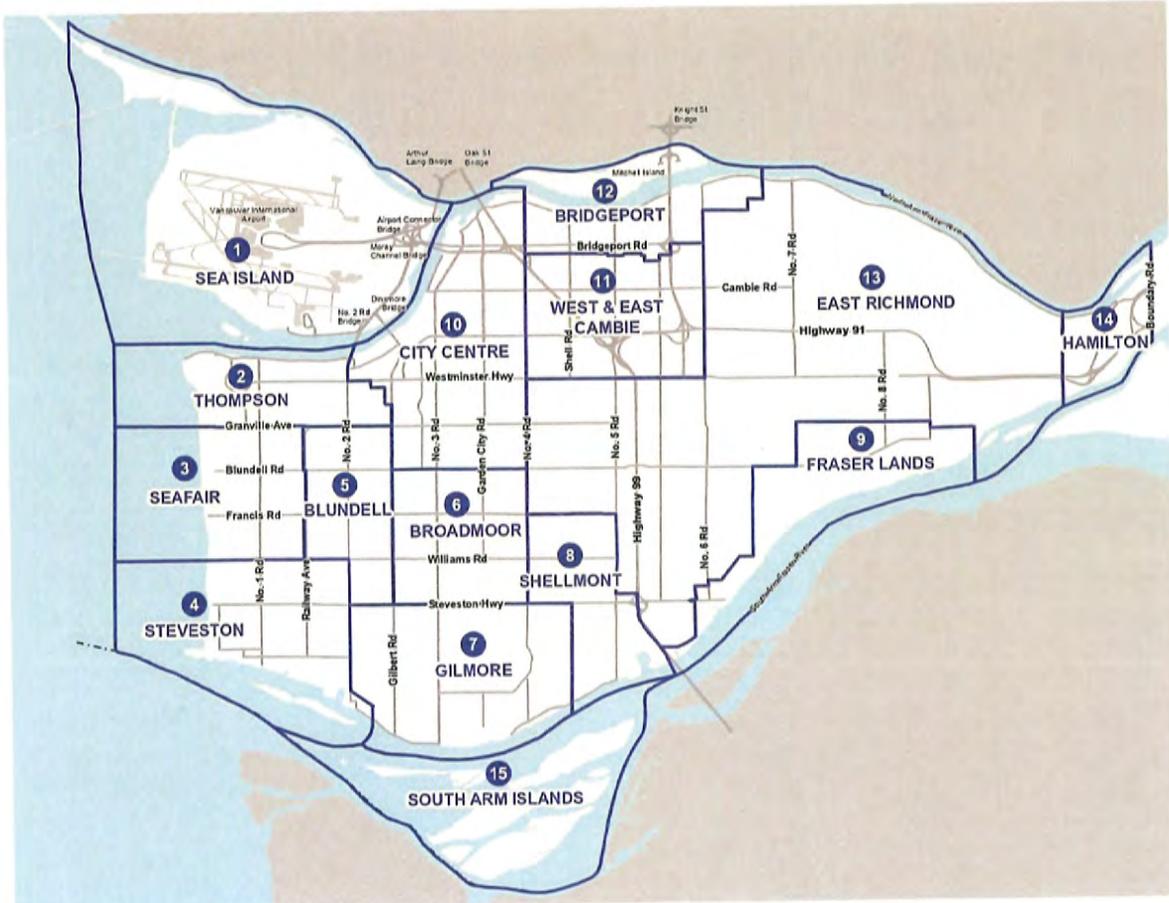
**Seeking Clarification**

The OCP is to be read as a whole and specific topics may be addressed in several chapters and maps, and in Development Permit Guidelines. For clarification of the OCP policies and maps, please consult with City planning staff. Council or its designate make the final decision.

**OCP Update**

Where the plan indicates Official Community Plan (OCP) 2041, these sections were not updated as part of the OCP 2050 Update undertaken in 2026. Notwithstanding, these sections are still considered to be current until future updates are adopted by Council.

# Planning Area Boundaries Map



## **1.0 A More Complete, Inclusive and Sustainable Community**



Maggie Pi, OCP Youth Art Contest, winner



Maggie Pi, OCP Youth Art Contest, winner

## 1.0 A More Complete, Inclusive and Sustainable Community

The foundation of the Official Community Plan (OCP) is the City of Richmond's vision to become the "**most appealing, livable and well-managed community in Canada**".

### Overview

The Official Community Plan (OCP) describes a long-term vision for the community and guides decision-making concerning growth and change. While the 2041 OCP (adopted in 2012) remains relevant, issues related to community completeness, housing, equity, climate and the environment have become more urgent and complex, and legislation enacted by the Province of British Columbia in 2023 and 2024 has changed the planning tools available to the City.

The 2050 OCP addresses these challenges with a targeted two-step update that focuses on housing affordability and choice first, followed by community equity, climate response, and environmental protection and enhancement. Other considerations including, but not limited to, parks and recreation, employment, transportation, utilities, City infrastructure, and arts and culture, will be the subject of future planning and public engagement.

Future OCP updates will occur every five years to ensure that Richmond stays on track and the OCP continues to support the City's effective and timely response to emerging issues, trends, opportunities and community needs.



Milestones for other plans, strategies and events that shape Richmond

- 2001**
  - » Urban Forest Strategy
- 2007**
  - » Affordable Housing Strategy
  - » Facilities Strategic Plan
- 2009**
  - » Flood Management Strategy
  - » Wellness Strategy
  - » Canada Line Opens
  - » Richmond Hosts the 2010 Olympic Winter Games 
- 2013**
  - » Building Our Social Future 2013-2022
- 2017**
  - » 2017-2027 Affordable Housing Strategy
- 2019**
  - » Public Tree Management Strategy 2045
- 2020**
  - » Industrial Lands Intensification Initiative (ILII)
- 2022**
  - » Community Energy and Emissions Plan (CEEP)
- 2023**
  - » Richmond Circular City Strategy
  - » Richmond Accessibility Plan 2023-2033
- 2024**
  - » Small-Scale Multi-Unit Housing (SSMUH) zoning
  - » Transit-Oriented Area (TOA) Bylaw
  - » Interim Housing Needs Report (2024 IHNR)
- Future/2028**
  - » Housing Needs Report

OCP Milestones

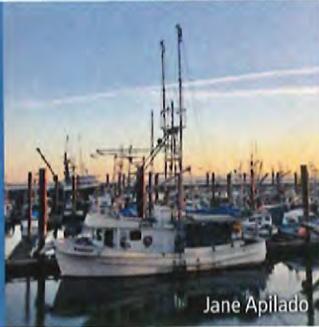
- Richmond's first Official Community Plan was adopted in 1987. Since then, each Plan has been a living document that guides change and responds to emerging issues and opportunities with topical amendments, companion plans and strategies.
- 2007 OCP**  
*Township of Richmond Bylaw 4700 (Adopted 1987)*
  - 2021 OCP**  
*City of Richmond Bylaw 7100 (Adopted 1999)*
    - » (2003) Richmond Agricultural Viability Strategy
    - » (2004) OCP Aircraft Noise Sensitive Development Policy
    - » (2006) West Cambie Area Plan
    - » (2009) City Centre Area Plan
    - » (2009) Steveston Village Heritage Conservation Strategy
  - 2041 OCP**  
**Moving Towards a Sustainable Community**  
*City of Richmond Bylaw 9000 (Adopted 2012)*
    - » (2014) Hamilton Area Plan
    - » (2014) Cannabis Production and Research
    - » (2014) Resilient Economy Strategy
    - » (2015) Steveston Secondary School Redevelopment Plan
    - » (2016) Arterial Road Land Use Policy (Expanded policy area)
    - » (2018) Market Rental Housing Policy
    - » (2018) Updated Road, Transit and Bike Networks
    - » (2018) Richmond Centre Shopping Centre Redevelopment Plan
    - » (2021) Farming First Strategy
    - » (2022) Climate Change, Green Buildings and Sustainable Infrastructure
    - » (2023) Lansdowne Shopping Centre Redevelopment Plan
  - 2050 OCP**  
**A More Complete, Inclusive and Sustainable Community**
  - 2055 OCP**  
Plans will be adopted in 2030 and every five years after that.



## 1.1 Themes Shaping Richmond

Special places and spaces shaped by nature, communities, cultures, values and aspirations make Richmond unique and inform an “uniquely Richmond” approach to planning and development.

### Island City



Jane Apilado

Richmond’s location, where the Fraser River meets the Pacific Ocean, shapes our landscape, economy, culture and identity. Protecting and enjoying our environmentally sensitive shoreline is a priority, including 49 kilometers of perimeter dikes that provide recreational trails and keep our low-lying islands safe from flooding and projected sea level rise.

### Cultivating Food Security



Mok

With nearly 39% of Richmond’s land base within the Agricultural Land Reserve (ALR), The City prioritizes protection of its fertile soils and promotes local food security and production including cranberries, which account for nearly 30% of the province’s total cranberry acreage.

### United by Arts and Culture



Becky Lee

Richmond is among the most multi-cultural communities in the country with more than 65% of residents identifying as racialized. This vibrant and rich diversity of people and culture is embraced and celebrated through our world-renown food scene, festivals, architecture, business and arts.

### Honoring Our Past, Celebrating Our Present and Shaping Our Future



Georgianna Lee

Heritage buildings, museums and places like Steveston Village and the Gulf of Georgia Cannery National Heritage Site preserve our collective memory of a culturally diverse history. Our heritage fosters community pride, supports tourism, and provides important lessons for our future.



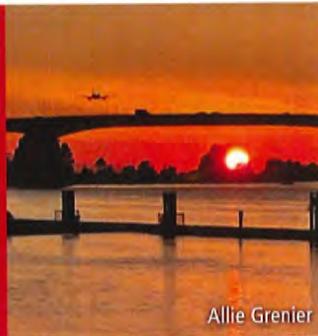
Striving for a Sustainable Future



Heather McEachern

Richmond is striving to achieve net zero emissions by 2050. Our district energy utility reduces greenhouse gas (GHG) emissions with smart, low-carbon approaches to heat and cool buildings. Proactive adoption of the BC Energy Step Code makes us leaders in energy efficiency compliance paths. Expanding our urban forest and protecting ecological assets contributes to a healthy, resilient, sustainable future. Richmond is also championing a circular city approach that aims to minimize waste by keeping products, components, and materials in use for as long as possible.

Connections Shape the City



Allie Grenier

In 2024, the Vancouver International Airport (YVR) served 26.2 million passengers - the airport's second-best annual total ever. As home to YVR, port operations – including Canada's largest small-craft commercial fishing port – and Canada Line, Richmond serves as an international and regional hub moving people and products, connecting our city to local, regional, and international markets, and creating jobs and vibrant economy.

Unique Places to Discover and Experiences to Embrace



Johnson Cheung

Richmond offers residents and visitors from near and far a wide array of experiences and things to enjoy. Visit a working fishing village, go whale watching or check out the birds following the Pacific Flyway, experience the thrill of high-performance sports at the Olympic Oval, or indulge in world-class cuisine and North America's largest night market, just to name a few.

Building a Healthy Community



Timothy Cheung

With over 870 hectares (2,150 acres) of parks, including 136 kilometers of trails, 87 kilometers of cycling routes, and a wide range of community and recreation facilities, Richmond's public spaces embody a commitment to physical and mental well-being. This commitment is evident in Richmond's consistently high life expectancy and its recognition by the ParticipACTION Community Challenge as the most active community in BC (2022, 2024) and Canada (2025).



Photographs of Themes Shaping Richmond were contributed through the **OCP Get Snapping** community engagement event. Thank you to everyone who participated!



While the City is required to update its OCP to provide for greater housing capacity and more multi-family development, this is not enough to make development happen or ensure a good “fit” with the local community.

To help address this, the 2050 OCP includes land use strategies to:

- Direct growth where people want to live and away from lands needed for agriculture, jobs and nature;
- Promote compact, transit-oriented development; and
- Optimize community benefits.

## 1.2 Provincial Housing Legislation

Changes to provincial housing legislation aimed at advancing the Province’s Homes for People Action Plan have had a transformative impact on land use planning across British Columbia and are reflected in the 2050 OCP. In Richmond, the provincial housing legislation increased the city’s capacity for new housing by approximately 95,000 dwelling units, requiring the City to initiate the following in June 2024:

- Rezone approximately 27,000 single-family and duplex-zoned lots for Small-Scale Multi-Unit Housing (SSMUH), permitting up to three, four or six dwelling units per lot depending on lot size and proximity to frequent transit service; and
- Designate those portions of City Centre situated within 800 m of the Capstan, Lansdowne and Brighthouse Canada Line stations as Transit-Oriented Areas (TOA), permitting high density, residential and mixed-use development subject to minimum specific densities (i.e., 5.0, 4.0 and 3.0 floor area ratio) and heights (i.e., 15, 12 and eight storeys) according to proximity to a station.

In addition, Richmond is required to demonstrate that it can accommodate its projected housing needs to 2041, as determined through its 2024 Interim Housing Needs Report (IHNR). The Report, which was prepared in compliance with provincial requirements, estimates that Richmond will need to build 52,000 new homes between 2021 and 2041. Achieving this target will require an average of 2,600 new dwellings annually to meet the needs of new and existing residents, which is 31% faster than the last 10 years (i.e., 1,980 units annually.)

As a result of the Province’s Small-Scale Multi-Unit Housing (SSMUH) and Transit-Oriented Areas (TOA) legislation, Richmond’s 2050 OCP Land Use Map includes capacity for more than twice the city’s estimated 2021-2041 housing needs.

With the aim of building better housing, not just more housing, Richmond’s 2050 OCP encourages measures to support increased affordability and build the right housing in the right place for more residents.





## 1.3 Today's Planning Challenges

In addition to the challenges posed by recent provincial legislation, the 2050 OCP must address other important planning challenges.

Planning Challenges	
 <b>HOUSING AFFORDABILITY</b>	<p>Housing costs have risen faster than incomes. Between 2006 and 2021, median before tax income for homeowners increased by 22%, while the cost to buy a home rose 116%. For the same period, renter income increased by 41%, while rents rose 77%. (Canada Census) The challenge is greatest for lower income households and made worse by inadequate senior government investment in affordable housing.</p>
 <b>CHANGING DEMOGRAPHICS</b>	<p>Richmond's fastest growing demographics are seniors 55+ years and adults aged 25-40 years. The diverse needs of these groups, together with persons with disabilities and other residents, can be well supported by compact, walkable community development that provides diverse housing options in proximity to transit, shops, services, jobs, child care and other amenities.</p>
 <b>UNBALANCED GROWTH</b>	<p>Since 2013, almost 70% of new housing has gone into the downtown, most of it in concrete high-rises. Provincial Transit-Oriented Areas (TOA) legislation will further intensify downtown growth, while suburban areas remain largely unchanged. This situation can make it hard to find the right housing in the right place at the right price – particularly as residents age or household needs change.</p>
 <b>DEVELOPMENT PRESSURES</b>	<p>Rapid growth increases development pressures on natural areas, existing housing stock and lands needed for jobs and agriculture. The outcomes are broad and include escalating housing costs, loss of older rental housing, increased invasive species and fragmentation of ecological networks, and displacement of non-profit organizations that support equity-deserving groups.</p>
 <b>CAR DEPENDENCY</b>	<p>Outside City Centre, only 28% of residents live within a 5- to 10-minute walk (400+ m) of frequent transit. Continued car dependency contributes to environmental and ecological degradation, more greenhouse gas (GHG) emissions, reduced physical activity and human health, and less equity, inclusiveness and social connections arising from dispersed land uses that can make it difficult and expensive for people to access the services, jobs and other things they need.</p>
 <b>CLIMATE CHANGE</b>	<p>As the frequency and intensity of weather events, flooding and heat increase, municipalities like Richmond are increasingly at the forefront of complex climate-related and future-proofing decision-making, including environmental protection, advocating for high-performance standards for new and retrofit construction, and building climate-resilient transit-oriented communities.</p>



**38,000+**  
people  
reached

## 1.4 Participation by the Numbers

Between June 2024 and July 2025, Richmond undertook public engagement across three interconnected planning initiatives, including provincial legislation concerning Small-Scale Multi-Unit Housing (SSMUH) and Transit-Oriented Areas (TOA) and the City's targeted update of Richmond's OCP. Through this process, the City connected with thousands of residents and interest groups. We thank everyone who participated for helping to shape the future of Richmond.

**24** open houses  
and pop-ups



**550+**



pieces of feedback from  
survey responses, emails  
and online submissions

**3,740+** attendees and interactions via  
the open houses and pop-ups

**23**

meetings and workshops  
with committees and  
community groups



Outreach and promotion took place through various channels such as news releases, City-e newsletters, Richmond Sentinel online newspaper ads, social media posts, posters at civic centres, bus shelter ads and emails to interest groups.



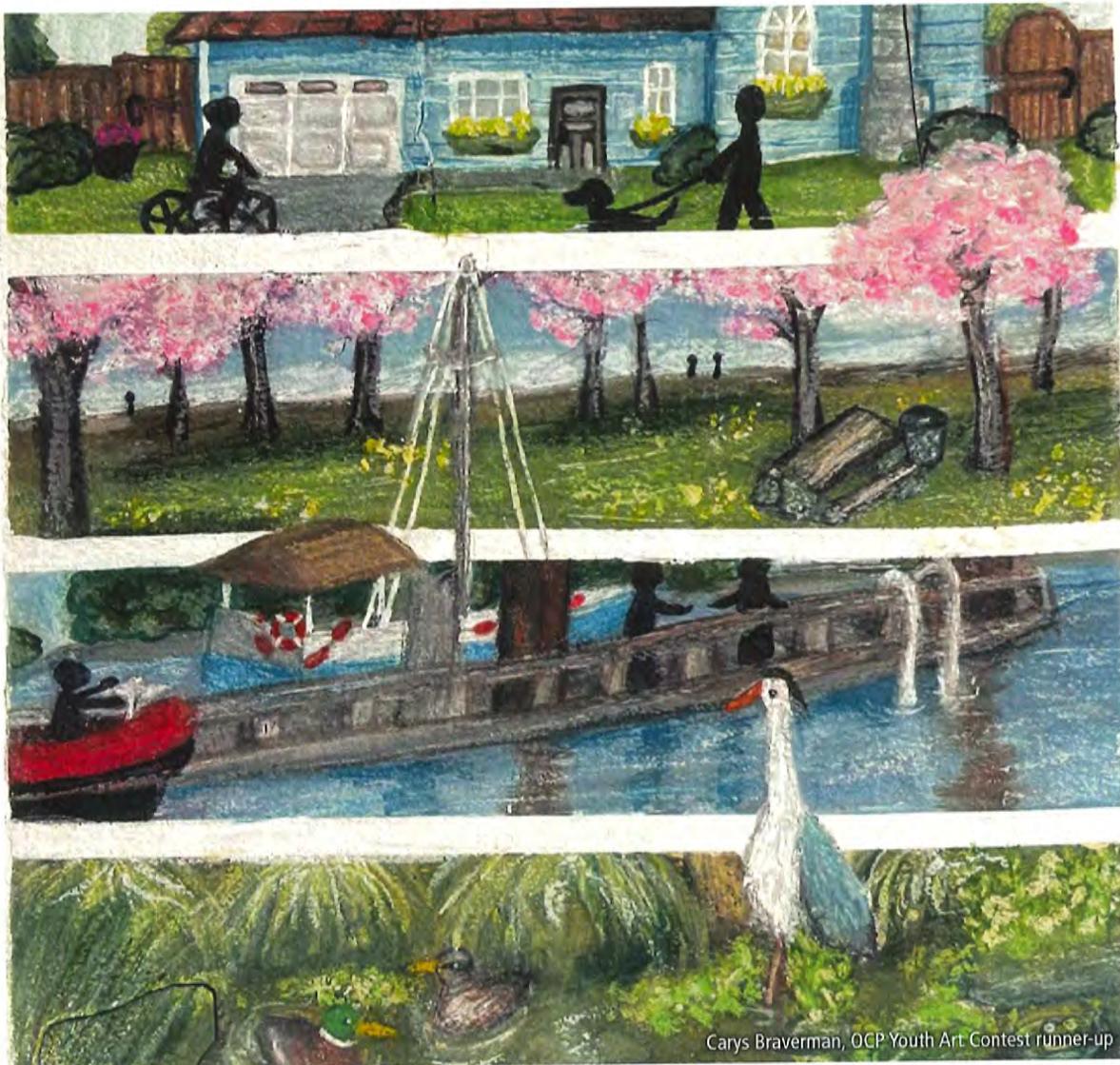
## 1.5 Moving Towards 2050

The 2041 OCP (adopted in 2012) established a broad vision with an emphasis on vibrant neighbourhoods, a resilient economy, enhanced recreation and social development, environmental protection, and promoting arts, culture and heritage. That vision continues to ring true today and guides the 2050 OCP update.



### Growth Management Framework

To address today's challenges and support the OCP vision, the 2050 OCP includes a growth management framework guided by three planning principles and four goals.



Carys Braverman, OCP Youth Art Contest runner-up



## Richmond's 2050 OCP Vision



*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, the health of the people and the health of the eco-system are sustained through community participation and long-term economic, social and environmental well-being.*

## Planning Principles



1. **Optimize planning outcomes** by maximizing transparency and leveraging development to increase community buy-in, reduce land speculation, and deliver community needs.
2. **Rebalance growth between inside and outside City Centre** to support downtown vibrancy and viability, while encouraging suburban areas to transition to become more walkable and complete, transit-oriented communities.
3. **Build a connected network of complete communities** that enable at least 90% of residents to live within a 20-minute walk or roll (1.6 km or less) of a mixed-use, transit-oriented village that meets their daily needs, contributes to less car use and reduces development pressures on lands needed for ecological health, agriculture and long-term economic viability.

## OCP Goals



1. **Build better housing:** Make Richmond a place where housing development delivers innovative, purpose-driven solutions that contribute to housing affordability and diversity, and equitable, resilient neighbourhoods.
2. **Build a more equitable community:** Advance equity and foster social inclusion and belonging by ensuring equitable access to resources and services, creating an accessible and inclusive built environment, and enhancing opportunities for all residents to participate in community decision-making.
3. **Strengthen Richmond's climate response:** Mitigate climate change and advance sustainable land use objectives by building compact, complete and connected communities that have the capacity and resources to respond and be resilient to the impact of a changing climate
4. **Enhance Richmond's island ecology:** Protect and enhance the ecological health and resiliency of Richmond's natural environment by restoring disturbed ecosystems, connecting fragmented natural assets and working to create a more biodiverse ecological landscape.



The growth management framework balances objectives for increased housing supply and provincial housing legislation with objectives for greater housing affordability and choice, livability and sustainability for residents today and future generations.

## The Right Growth in the Right Place

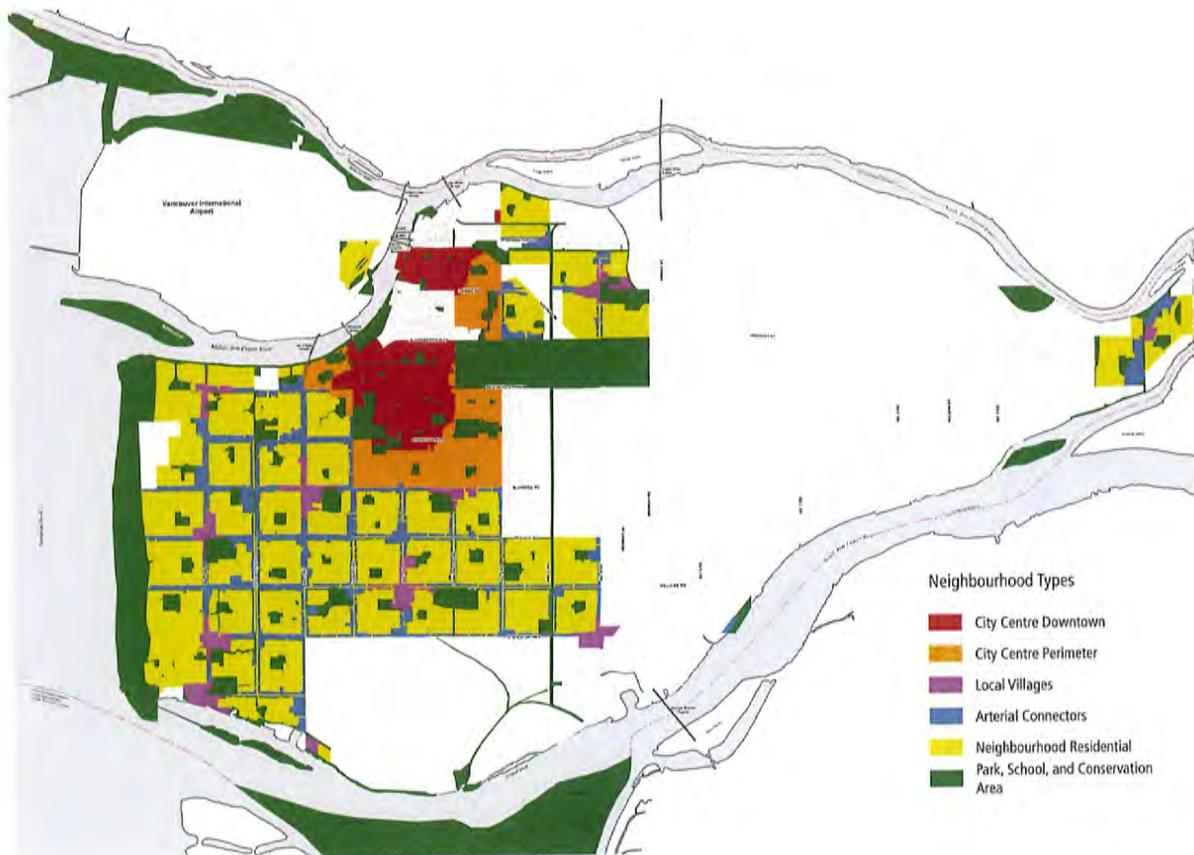
To protect and enhance the characteristics that make Richmond an attractive place to live, work, learn and play, the 2050 OCP includes a growth management framework that focuses on opportunities to increase housing supply, choices and associated affordability in locations where residential growth can best contribute towards a more complete, transit-oriented community.

Key elements of the framework include:

- Application of a compact, transit-oriented village planning approach;
- New mixed-use neighbourhood types;
- A form-based development approach to provide transparency and incentivize improved community outcomes;
- Greater housing options to meet the needs of diverse households; and
- Actionable Richmond-specific policies to address today's challenges.

## Defining New Neighbourhood Types

The 2050 OCP encourages a variety of walkable neighbourhood types supportive of diverse households and housing options.





### City Centre Downtown



**Where:** Inside City Centre within a 10-minute walk or roll (800 m) of the Capstan, Lansdowne and Brighthouse Canada Line stations (subject to Transit Oriented Areas, TOA, legislation)

**What:** High density, mid- and high-rise, mixed-use development with diverse housing options (including rental)

**Why:** To support a vibrant downtown and the City Centre's role as a regional urban centre balancing population, jobs and quality of life

### City Centre Perimeter



**Where:** Inside City Centre (excluding designated Transit-Oriented Areas, TOA)

**What:** Walkable, transit-oriented, predominantly low-rise, mixed-use villages (e.g., Oval, Alexandra), special amenities (e.g., Richmond Olympic Oval), jobs and diverse housing options (including rental)

**Why:** To provide a diversity of medium-density villages and housing options as a transition between the high-density City Centre Downtown and lower density suburbs

### Local Villages



**Where:** Outside City Centre (along arterial roads) within a 5-minute walk or roll (400 m) of existing shopping areas

**What:** Walkable, transit-oriented, mixed-use areas with low-rise apartments and townhouses (including rental housing), shops, healthy food stores, amenities and jobs

**Why:** To establish community hubs supporting more compact, inclusive, transit-oriented suburban neighbourhoods, more housing choices and reduced car dependency

### Arterial Connectors



**Where:** Outside City Centre (along arterial roads) more than a 5-minute walk or roll (400 m) from an existing shopping area

**What:** Transit-oriented townhouses, row houses and low-rise apartments (including rental housing), together with local-serving amenities and commercial uses (e.g., corner stores)

**Why:** To support family-friendly housing near transit and amenities with more affordable home ownership options and mortgage-helpers

### Neighbourhood Residential



**Where:** Outside City Centre (NOT along arterial roads)

**What:** Walkable, ground-oriented neighbourhoods with house-scale single, multiple and infill dwellings, pockets of townhouses and low-rise apartments (including rental housing) and local-serving amenities

**Why:** To support the gentle densification of traditional single-family neighbourhoods with housing that respects local character, increases choice, and helps reduce car dependency



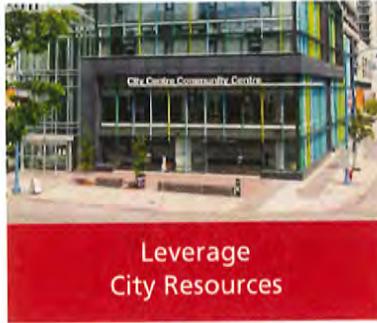
## Making It Happen

The growth management framework looks ahead to how the City can accommodate growth, while staying true to its goal of becoming more sustainable, inclusive and complete. Jurisdictions with demonstrated success, especially in the context of an expensive or volatile housing market, generally rely on clear development parameters (e.g., use, density, location, built form) that help reduce risk, increase public support and streamline development. The growth management framework identifies three levers to encourage the right growth in right place, encourage investment, and optimize positive community outcomes.



Leverage  
Private Development

Facilitate private developers and others to deliver more housing and complete, resilient, equitable communities where new and existing residents need them most via land use policies that set clear expectations and reduce risk, time, cost and speculation.



Leverage  
City Resources

Incentivize private developers and others to deliver better affordability, equity, accessibility, resiliency and ecological function via land use policies that encourage higher development standards and improved outcomes.



Leverage  
Partnerships

Remove barriers to government, non-profit and other investment in those people, places and spaces that are most in need via land use policies that prioritize enhanced affordability, equity and sustainability outcomes.

1

What is success?

We build **MORE**:

- Housing supply and options
- Walkable, transit-oriented villages
- Appealing ways to move without a car
- Green buildings and infrastructure

2

What is success?

We build **BETTER**:

- Housing that meets diverse needs that more people can afford
- Communities with housing, healthy food, jobs, amenities and transit for everyone
- Public and private places and spaces that are low-carbon, climate-resilient, connected, and biodiverse

3

What is success?

We build **BEST** with:

- More government and non-profit investment in housing for low-income households
- Engaged residents and others, including diverse and seldom-heard voices
- A culture of climate resiliency and environmental stewardship



## 1.6 Projected Growth to 2050

Since the last OCP was adopted in 2012, Richmond has grown significantly and this growth is expected to continue through 2050 and beyond. The updated OCP responds to recent trends and projections for population, housing, and employment.

Below is a snapshot of key trends and projections. Sources include Statistics Canada, Census, Metro Vancouver, and the National Household Survey (NHS).

### 1. Richmond's Population

FIGURE 1.A POPULATION GROWTH

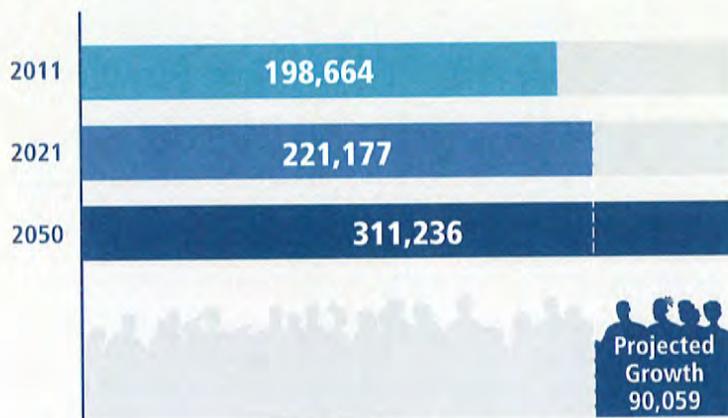


FIGURE 1.C PROPORTION OF POPULATION IN CITY CENTRE

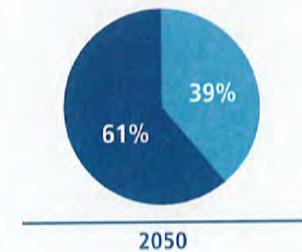
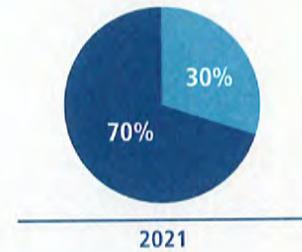
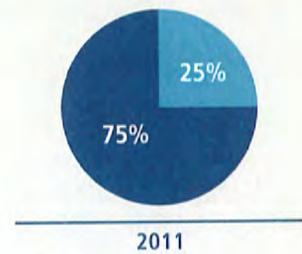
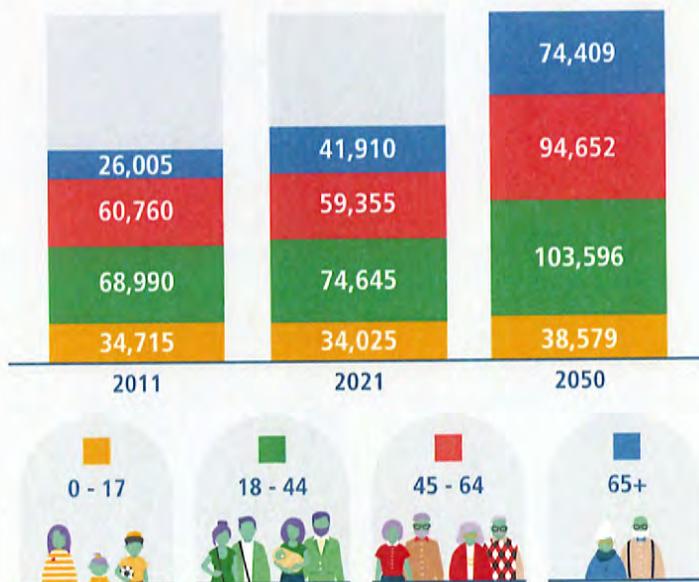


FIGURE 1.B AGE CHANGES



■ Outside City Centre  
■ Inside City Centre



## 2. Richmond's Housing

FIGURE 2.A DWELLING UNIT GROWTH

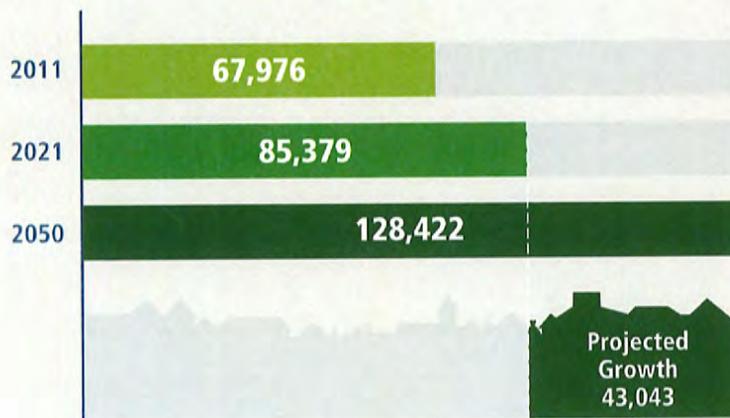


FIGURE 2.B AVERAGE HOUSEHOLD SIZE



FIGURE 2.C PROPORTION OF DWELLING UNITS BY STRUCTURE TYPE

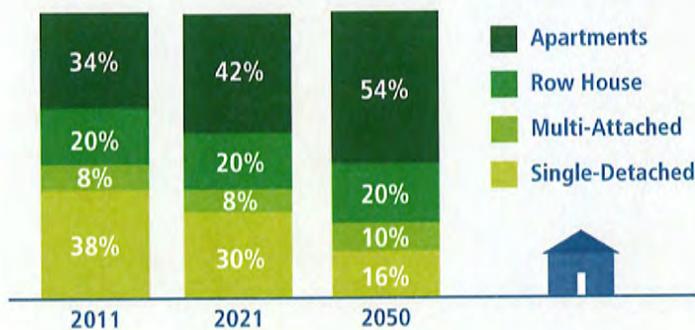


FIGURE 2.D PROPORTION OF DWELLING UNITS IN CITY CENTRE

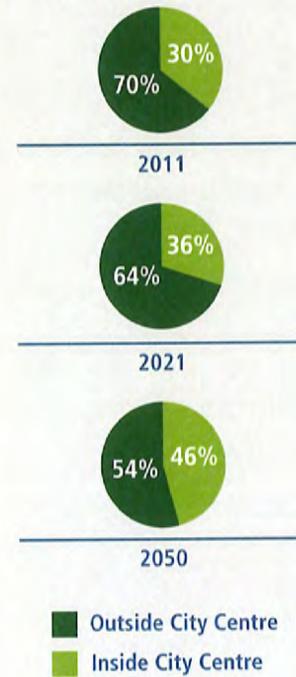
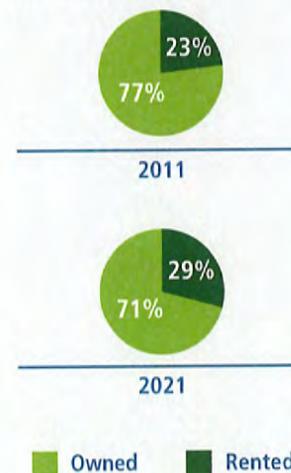


FIGURE 2.E PROPORTION OF HOUSEHOLDS THAT OWN THEIR HOME





### 3. Richmond's Employment

FIGURE 3.A NUMBER OF JOBS IN RICHMOND (2021 CENSUS)

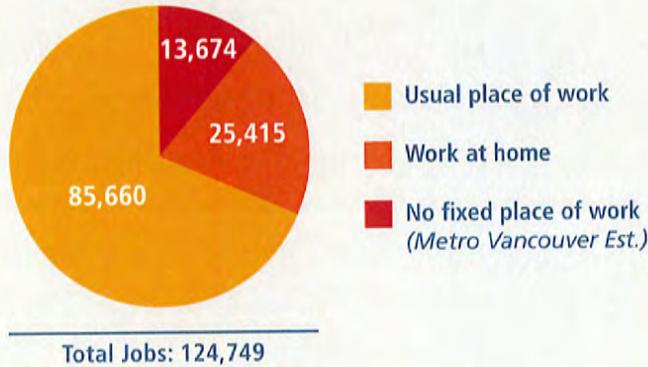
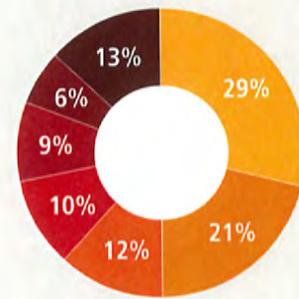


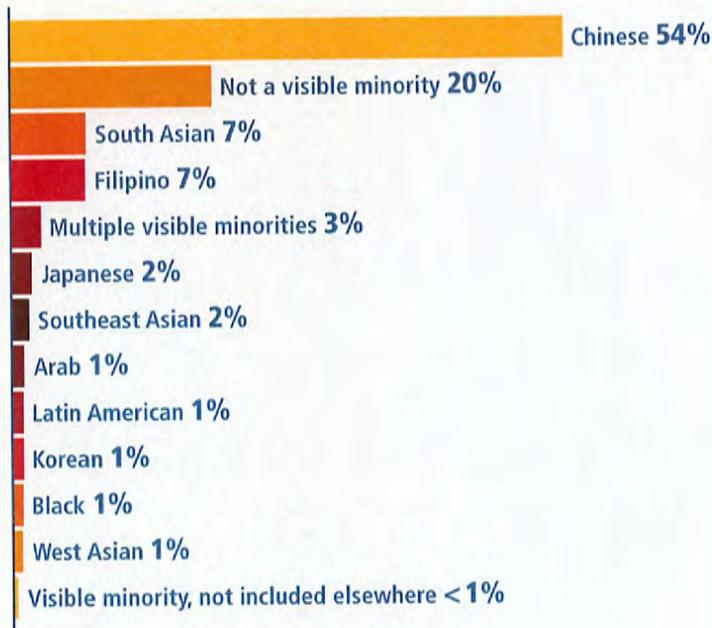
FIGURE 3.B JOBS BY SECTOR (2021)



- Sales and Service
- Business, Finance and Admin
- Trades and Transport
- Education, Law, and Social, Community and Government Services
- Natural and Applied Sciences
- Health
- Other

### 4. Richmond's Diversity

FIGURE 4.A VISIBLE MINORITIES (2021)



Sources: Statistics Canada, Census, Metro Vancouver, NHS

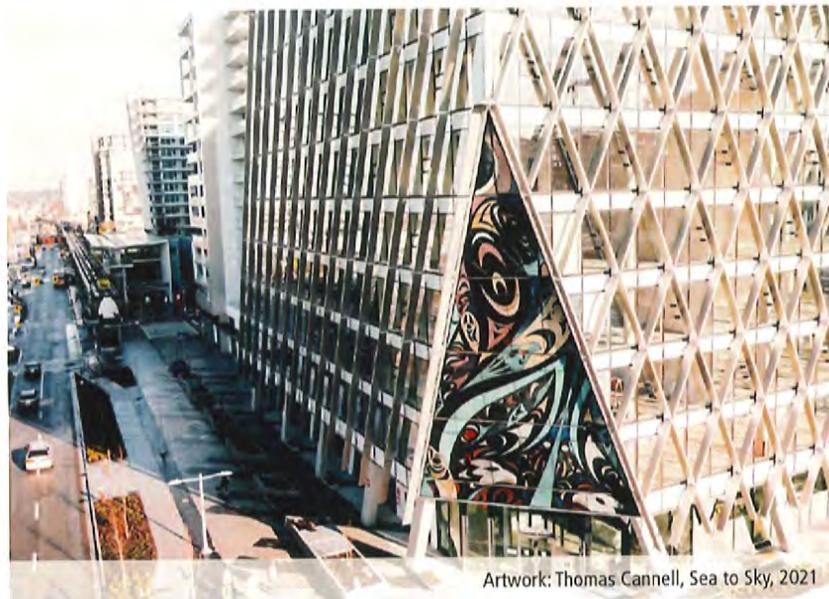




## 1.7 Reconciliation in Richmond

Reconciliation is essential to build respectful relationships and collaborative partnerships with local First Nations and urban Indigenous communities in and around Richmond. The City recognizes that the process of reconciliation requires a long-term commitment to renew and develop relationships with Indigenous Peoples.

The City of Richmond is committed to building and maintaining positive and respectful relationships with individual First Nations to advance reconciliation between Indigenous and non-Indigenous people.



Artwork: Thomas Cannell, Sea to Sky, 2021



Artwork: James Harry, Seven Generations, 2019



Emily Du, OCP Youth Art Contest, second place winner

## 1.8 Emerging Trends and Technologies

Richmond's long-term growth and development will be shaped by global, national and regional trends, and technological innovations that influence how people live, work, move and play. Shifts in trade, demographics, climate and technology are impacting land use, infrastructure, and community needs. The City must recognize these trends and anticipate how they may affect Richmond if planning is to remain relevant and proactive.

Today's notable trends can be organized into three groups:

### Protect and future-proof Richmond's land base

As Richmond grows, land use decision-making needs to protect the community's limited land base and ensure it remains flexible and adaptable to future social, economic, and environmental needs.

### Intensify City-owned lands

Apply a holistic approach to the management of City land, roads and parks so that these assets serve a variety of community needs and contribute to a more efficient and resilient urban environment.

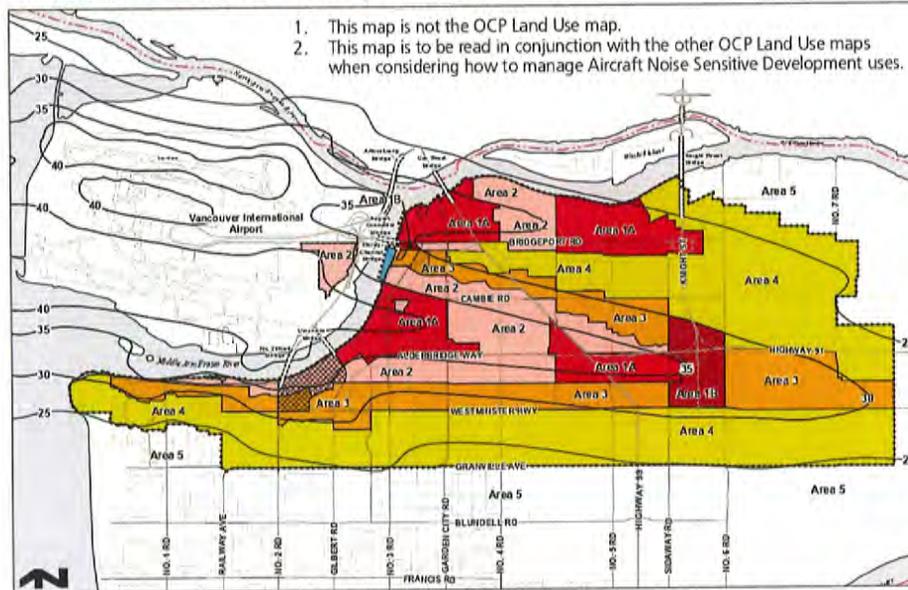
### Promote compact, transit-oriented growth

Foster connected, resilient and inclusive communities where people want to live, work, play and belong.



Emerging Trends and Technologies		
	What's happening?	What should Richmond do?
<p>GEOPOLITICAL</p>	<p><b>Shifting global trade patterns</b> and policies are impacting supply chains, labour markets, and the location of commerce and industry.</p>	<p>Protect a <b>strategic land supply</b> that can be adapted to meet the changing needs of commerce and industry.</p>
	<p><b>Unpredictable immigration rates</b> are hampering population and employment projections.</p>	<p><b>Be prepared to adapt</b> to fluctuating demands for housing, infrastructure and services.</p>
<p>ECONOMIC</p>	<p><b>Growth of e-commerce</b> is driving the expansion of logistics and delivery services, and impacting traditional retail.</p>	<p><b>Integrate goods movement</b> into road and curb management. <b>Support valued retail areas</b> with more customers and foot traffic.</p>
	<p><b>Evolving technologies and markets</b> are driving new industries, services and high-paying jobs (e.g., clean tech, circular economy).</p>	<p>Maintain a diverse <b>land supply for business and industry</b>, including transit-oriented, amenity-rich locations appealing to tech.</p>
<p>SOCIAL</p>	<p><b>Aging population and growing number of people with disabilities</b> are driving demand for accessible housing and access to a range of services.</p>	<p><b>Promote age-friendly and accessible</b> housing and neighbourhoods in proximity to daily needs, including health and social services.</p>
	<p><b>Changing demographics and cost</b> are driving demand for a wider variety of housing including smaller and adaptable dwellings (e.g., multi-generational housing).</p>	<p><b>Increase housing options</b> across the city, particularly including smaller, adaptable and less expensive units.</p>
<p>ENVIRONMENTAL</p>	<p><b>Climate change mitigation</b> demands continued reductions in community greenhouse gas (GHG) emissions and more circular, efficient use of materials.</p>	<p>Promote <b>compact, transit-oriented growth</b>, active mobility and high-performance buildings using circular design and low-carbon materials.</p>
	<p><b>Climate adaptation</b> is becoming urgent, driven by sea-level rise and increased extreme weather events.</p>	<p>Integrate <b>enhanced resilient design</b> standards into all new and retrofit construction.</p>
<p>TECHNOLOGICAL</p>	<p><b>Artificial intelligence (AI)</b> is rapidly transforming data systems, operations and management across all industries.</p>	<p>Apply AI to support data-driven decision making, increase City capacity and <b>streamline development</b> processes.</p>
	<p><b>Autonomous vehicles</b> (personal and commercial) will change mobility patterns, including parking demands and curbside management.</p>	<p>Pursue opportunities to <b>free up space within the public realm</b> to support active mobility and enhance pedestrian activities.</p>

**Aircraft Noise Sensitive Development Map**

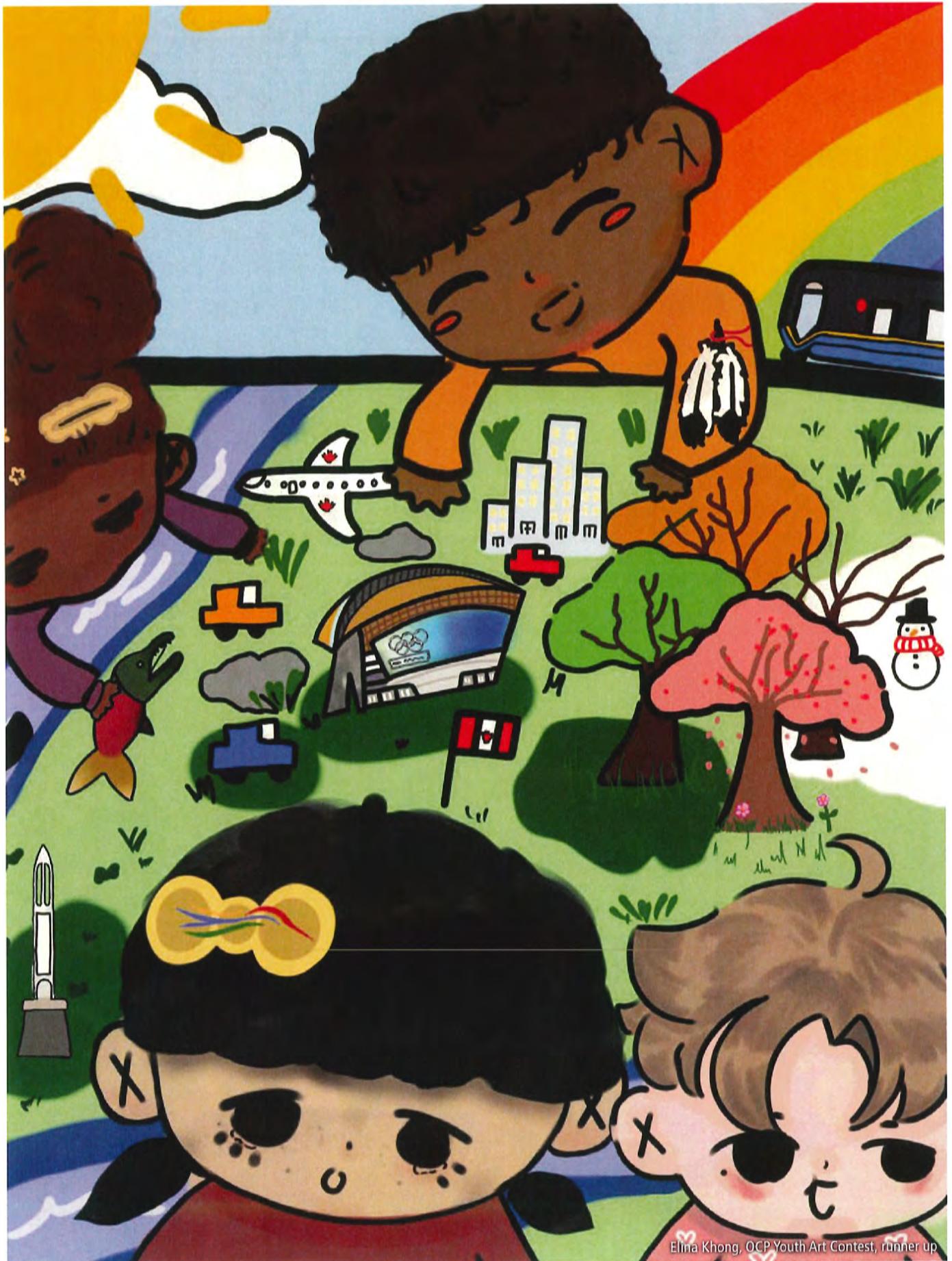


**Aircraft Noise Sensitive Development (ANSD) Policy Areas  
 (see Aircraft Noise Sensitive Development Policy Table)**

<p><b>No New Aircraft Noise Sensitive Land Uses:</b></p> <p><b>AREA 1A</b>          New Aircraft Noise Sensitive Land Use Prohibited</p> <p><b>AREA 1B</b>          New Residential Land Uses Prohibited</p>	<p><b>Areas where Aircraft Noise Sensitive Land Uses may be considered: subject to Aircraft Noise Mitigation Requirements</b></p> <p><b>AREA 2</b>          All Aircraft Noise Sensitive Land Uses (except new single family) may be considered (see Table for exceptions)</p> <p><b>AREA 3</b>          All Aircraft Noise Sensitive Land Use types may be considered</p> <p><b>AREA 4</b>          All Aircraft Noise Sensitive Land Use types may be considered</p> <p><b>No Aircraft Noise Mitigation Requirements</b></p> <p><b>AREA 5</b>          All Aircraft Noise Sensitive Land Use types may be considered</p>	<p> Objective: Current rezoning may proceed prior to Area Plan updates, based on the formula:          - Residential use: Up to 2/3 of the buildable square feet (BSF);          - Non-residential use: The remaining BSF (e.g., 1/3)</p> <p> Objective: To support the 2010 Olympic Speed Skating Oval:          - Residential use: Up to 2/3 of the buildable square feet (BSF);          - Non-residential use: The remaining BSF (e.g., 1/3)</p> <p> On Fraser River Above 30 NEF Residential (e.g. house boats) may be considered</p> <p> 2015 Noise Exposer Forecast (NEF) Contours</p> <p> Extent of Aircraft Noise Insulation</p>
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## **3.0 Neighbourhoods and Housing**



Elina Khong, OCP Youth Art Contest, runner up



Elina Khong, OCP Youth Art Contest, runner-up

## 3.0 Neighbourhoods and Housing

### Overview

Richmond's safe, healthy and amenity rich neighbourhoods make it a highly desirable place to live, work, learn and play. However, for many households the costs of living in the city have risen faster than income, particularly housing and transportation. Others are challenged to find the right type of housing in the right place as they age or their needs change. Factors affecting housing affordability and choice are dynamic, complex and vary over time. The economy, rising construction costs, the availability of skilled trades, senior government policies and funding, household needs, and development regulations are just a few.

The Province's *Homes for People Action Plan* aims to address housing challenges by delivering more homes faster. Municipalities must update their

To address Richmond's housing challenges, a goal of the 2050 OCP is to:

***Make Richmond a place where housing development delivers innovative, purpose-driven solutions that contribute to housing affordability and diversity, and equitable, resilient neighbourhoods.***

Official Community Plans (OCP) by December 31, 2025, to align with the findings of their 2024 Interim Housing Needs Report. Richmond's 2024 Report projects that the city will need to grow by 52,000 new dwellings between 2021 and 2041, which is 31% faster than the previous 10 years (i.e., 2,600 versus 1,980 units annually). The OCP aims to direct growth to deliver increased housing supply, choice and affordability, and support a more inclusive, livable and resilient community with a transit-oriented framework that encourages new housing where people want to live and promotes measures that make it easier and faster to build.



3.0 Neighbourhoods and Housing <i>Purpose-driven solutions for delivering permanent housing in Richmond<sup>(1)</sup></i>					
3.1 Build Better Neighbourhoods			3.2 Build Better Housing		
Objectives	 <b>1.</b> Build a transit-oriented village framework	 <b>2.</b> Build five complementary Neighbourhood Types	 <b>1.</b> Build more housing for new and existing residents	 <b>2.</b> Build more market-driven housing that more people can afford	 <b>3.</b> Build more below-market and non-market housing through effective partnerships
	Ensure 90% of Richmond residents live no more than a 20-minute walk or roll (1.6 km) of a transit village supporting residents' daily needs.	Rebalance growth 50-50 inside and outside City Centre with appealing, accessible transit-oriented neighbourhood development.	Build approximately 52,000 new homes in key areas by 2041 and more beyond, as prescribed in Richmond's 2024 Interim Housing Needs Report.	Achieve a 3% vacancy rate for rental housing, as prescribed in Richmond's 2024 Interim Housing Needs Report.	Build approximately 6,000 below-market and non-market homes by 2041 and more beyond, as prescribed in Richmond's 2024 Interim Housing Needs Report.
Policies	a. Encourage growth in preferred places	a. Promote a vibrant, high density City Centre Downtown	a. Increase supply and variety	a. Preserve rental	a. Embed flexibility
	b. Promote conveniently compact communities	b. Support a mosaic of distinct City Centre Perimeter neighbourhoods	b. Maintain livability	b. Prioritize rental	b. Prepare for development
	c. Encourage comfortably connected places and spaces	c. Establish local Villages as essential community hubs	c. Incorporate accessibility	c. Build Market rental	c. Expand opportunities
	d. Support a healthy mix of uses	d. Promote green, transit-oriented Arterial Connectors	d. Streamline approvals	d. Build Low-end Market rental	d. Steward priority projects
	e. Adopt a form-based approach	e. Foster more inclusive Neighbourhood Residential areas	e. Lower costs	e. Increase options for middle-income households	e. Foster community support

<sup>(1)</sup> Short-term accommodation options (e.g., emergency shelters, transitional housing) are addressed through other sections of the OCP, together with various other City strategies and plans.



### 3.1 Build Better Neighbourhoods



*Ensure 90% of Richmond residents live no more than a 20-minute walk or roll (1.6 km) of a transit village supporting residents' daily needs.*

#### Overview

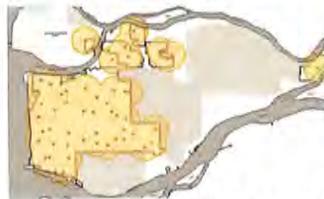
“Region-wide, nearly one-third of households spend more than 70% of their before-tax income on the two major and interrelated costs of housing and transportation.” (*Transport 2050, TransLink*) This situation affects everyone, but lower income households are most affected because they have fewer housing options, particularly if they work in urban centres where housing is most expensive. Complete, transit-oriented communities help to address affordability and inequity by locating the everyday things people need like transit, jobs, amenities and shops within a short walk or roll of housing options suitable for diverse households and all stages of life. These walkable communities are more resilient and efficient to service, reduce greenhouse gas (GHG) emissions, and contribute to better health and social outcomes.



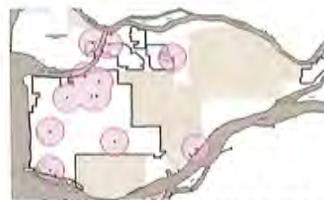
## OBJECTIVE 1: Build a transit-oriented village framework



Existing and planned parks



< 800 m to schools



< 800 m to City recreation facilities



< 800 m to employment



< 800 m to shopping



TransLink priority transit routes,  
Transport 2050

The purpose of a transit-oriented village framework is to guide growth towards a more compact community and its benefits, including:

- More housing supply and options for residents of all ages and abilities in the neighbourhoods they prefer;
- Economic viability due to more job opportunities and the proximity of local businesses to a larger, more diverse customer base;
- Improved public health from walking, biking and other forms of physical activity that contribute to better health outcomes;
- Greater community engagement due to more public spaces, uses and places that bring people together;
- Reduced transportation costs because walking, rolling, and shared mobility options are the most convenient choices for most short trips;
- A more resilient climate response, enhanced energy performance, and reduced greenhouse gas (GHG) emissions from cars;
- Lower per capita infrastructure costs and enhanced opportunities for green energy initiatives like district energy.

### POLICIES:

**a. Encourage growth in preferred places:** Make new transit-oriented communities attractive by prioritizing proximity to the places where people want to live.

- Prioritize growth and new housing development in **high-amenity locations** close to:
  - i. attractive, established neighbourhoods;
  - ii. parks, schools, and amenities;
  - iii. employment, co-working, and digital access spaces;
  - iv. activity clusters including destination and daily shopping, personal services, grocery stores, offices (e.g., medical, dental), restaurants and entertainment.
- Promote growth and new housing development **near transit** where residents benefit from convenience and contribute to increased transit ridership, frequency and cost-effective service improvements, including:
  - i. within a 10-minute walk (800 m) of Canada Line stations;
  - ii. within easy walking distance of TransLink's planned major transit network improvements including south of City Centre along No. 3 Road (via Broadmoor), east of City Centre along Cambie Road (via East Cambie) and along Steveston Highway (via Minato and Ironwood);
  - iii. along routes that can serve multiple destinations.



Based on *Complete Communities* from the Province of British Columbia

- Encourage growth and new housing development where they contribute to equitable, inclusive communities that **support residents of all abilities and economic situations through all stages of life** (e.g., singles, couples, families with children, multi-generational households, downsizers, seniors and others needing support).

**b. Promote conveniently compact communities:** Adopt a village approach that prioritizes the enhancement of existing activity clusters (e.g., shopping centres, transit stations) and their surroundings as walkable, mixed-use communities.

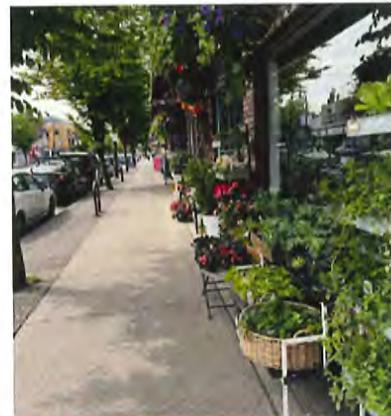
- Enhance the viability and attractiveness of existing activity clusters (e.g., shopping areas) by encouraging a **pedestrian-friendly shopping street (high streets) at the heart of each village**, together with transit, enhanced accessibility and mobility measures, amenities and increased housing supply and choice.
- Support diverse housing options for residents at all stages of life by **varying development intensity** from higher density, mixed-use development at the village centre (e.g., high street shops with apartments above) to lower intensity development (e.g., mid- and low-rise apartments, townhouses, detached dwellings) as the distance to the village centre increases.
- **Avoid one-size-fits-all** by scaling each village (e.g., form, character, intensity of development) to support its predominant role in Richmond as a local-serving, city-serving or regionally significant hub.



*Canada Line Villages, with their significant jobs, shopping, education, housing, amenities and links to the airport and other municipalities, will play important local, city, and regional roles.*



*Outside downtown, villages may serve bigger or smaller roles based on factors such as proximity to significant jobs and priority transit corridors (e.g., future rapid bus routes).*

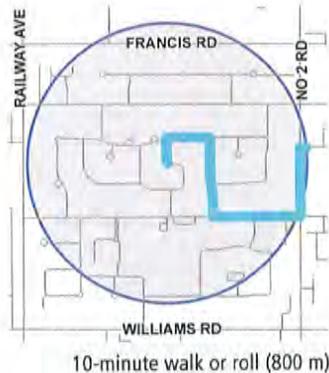
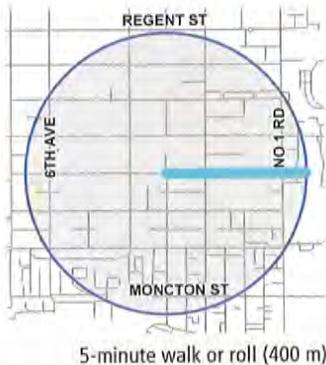


*Local neighbourhoods and special precincts (e.g., hospital, university) may be supported by small activity nodes that put daily needs, transit and amenities close to home and work.*



### MAKE DISTANCES WALKABLE

*Richmond's street network affects walking distance. Travelling 400 m as the crow flies could be a quick 5-minute walk or three times that. Breaking up big blocks with trails will shorten trips and improve walkability.*



**c. Encourage comfortably connected places and spaces:** Make walking and rolling (e.g., bicycle, scooter, wheelchair) the preferred choices for most short trips, including getting to and from transit, for people of all ages and abilities.

- Incentivize large and small development to **break up big blocks** and shorten the distance to daily needs by walking and rolling (e.g., transit, shopping, jobs, parks, schools, amenities) with a dense network of walkways, trails, people-first streets, off-street bike paths and greenways.
- Increase safety and comfort for walking and rolling by:
  - i. discouraging unnecessary cross-neighbourhood motor-vehicle routes, employing traffic calming, and buffering walking/rolling from fast traffic (e.g., landscaped boulevards);
  - ii. providing a dense, connected network of sidewalks and controlled crossings with accessibility technology;
  - iii. enhancing visibility (e.g., street lighting, curb bulges).
- Enhance the **appeal of walking, rolling and transit** with:
  - i. accessible pedestrian-friendly streetscapes including, among other things, residential streets with attractively landscaped frontages, visible and welcoming front doors to individual dwellings, 24/7 activity, and village high streets with weather protection, a mix of restaurants and pedestrian-oriented shops, and generous display windows giving views to activities inside;
  - ii. a dense, multi-purpose blue-green-grey infrastructure network supporting active mobility, stormwater management, healthy ecological corridors for vegetation and wildlife, an enhanced tree canopy (i.e., for shade, reduced heat island effect, sense of well-being), and an attractive urban environment;
  - iii. large and small, multi-modal mobility hubs designed to seamlessly integrate multiple travel modes, barrier-free infrastructure, and placemaking strategies with the aim of supporting accessible pedestrian-oriented centres (e.g., village high streets) and helping to maximize first-to-last kilometre connectivity near Canada Line stations and transit hubs.



## Blue-Green-Grey Network

An integrated blue-green-grey network combines the reliability of conventional, engineered, “grey” infrastructure systems (e.g., roads, bike paths, sewers) alongside nature-based, “blue-green” solutions (e.g., bioswales, wetlands, tree canopy) to strengthen urban resilience, enhance access to high quality public open spaces, complement conventional park space, and contribute to healthier living.

*An integrated blue-green-grey network approach is most effective when it is applied at all scales.*



**LARGE:** Connecting people and natural assets across the city



**MEDIUM:** Making connections at the village scale



**SMALL:** Making connections in your neighbourhood



## Mobility Hubs

Mobility hubs are key crossroads that help bridge the gap between frequent transit and each person's origin and destination by clustering mobility services with housing, jobs, shopping and/or amenities.

Mobility hub designs and features may vary based on their location, user needs and opportunities.



Neighbourhood hubs locate mobility services close to home



Village hubs co-locate mobility with shops, housing and jobs



(Marine Gateway, Perkins + Will Architects)

Canada Line-type hubs integrate mobility with high-density development.



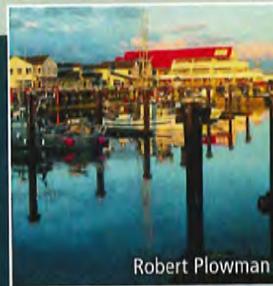
**Capacity for Growth:**

*Within City Centre, up to 50,000 residents may live within a 10-minute walk (800 m) of a Canada Line station. Outside City Centre, 10,000 or more residents may live within a 10-minute walk (800 m) of a village high street depending on each village's role as a focus for local residents or one that also supports significant jobs or regionally important uses (e.g., Oval Village).*



**d. Support a healthy mix of uses:** Incentivize a healthy, viable mix of land uses necessary to support residents and ensure the growth of livable, sustainable, inclusive and economically vibrant communities.

- Ensure an adequate **supply and diversity of commercial and complementary uses** (e.g., social services, recreation) to meet the needs of each village's residents and sustain the economic viability of local businesses and other employers.
  - i. Prioritize sufficient residential development within a 10- to 20-minute walk (800 m to 1600 m) of a village centre without displacing important pedestrian-oriented high street uses and other necessary non-residential activities.
  - ii. Prioritize high streets as animated, high-amenity, pedestrian-friendly areas at the heart of each village, scaled to take account of each location's intensity of development, character and role in Richmond (e.g., local, city-wide or regionally significant).
  - iii. Outside City Centre where existing commercial sites are subject to redevelopment (e.g., shopping centres, convenience plazas), encourage at least 1:1 replacement of existing commercial floor area to maintain residential proximity to necessary shops and services.
  - iv. Outside City Centre where large residential sites are subject to redevelopment (i.e., typically old, very low-density townhouse and apartment sites) and are more than a 10-minute walk (800 m) from a village high street and/or will create a large number of new dwelling units, encourage the development to provide neighbourhood-scale commercial and/or other uses (e.g., coffee shop, corner store, medical, dental, child care) to support walkability, meet the needs of new and existing residents close to home, and enhance the development's relationship with the neighbourhood.
  - v. Encourage commercial units of adequate size, proportion and features (e.g., loading) to meet local needs, support economic viability, and adapt to changing demands and trends, including, but not limited to, a typical unit depth of 18 m or more (typically no less than 9 m), larger units for grocery and other large-format stores, and flexible spaces suitable to a variety of uses (e.g., second floor space adaptable to office, medical/dental, education, social services, recreation).



Robert Plowman



## Pedestrian-Friendly High Streets

Village centres, whether they are served by rapid transit or buses, are focused on shopping areas in the form of high streets that serve residents' daily needs and bring people together to work, play, learn and connect.

As Richmond grows, its existing shopping areas will grow and change too. In City Centre, since the advent of Canada Line, shopping areas have become more diverse and pedestrian-focused, and traditional malls are reinventing themselves with outdoor shopping, housing and amenities.

Outside City Centre, apart from Steveston, car-oriented shopping centres are still the norm. Encouraging these areas to transition to become mixed-use villages with housing and pedestrian-friendly high streets will contribute to more lively, appealing village centres, increased foot traffic and retail viability, enhanced livability and sustainability, and stronger community identity.

## Learning from Richmond's Favourite Village High Street

Steveston Village's heritage and location make it unique, but all successful high streets share key characteristics: appealing shopping and a public realm that encourage people to walk, linger and come back. This requires:

- diverse shops and restaurants, including the things that people need like healthy food markets and drug stores;
- shops and restaurants designed to encourage window shopping and animate the public realm (e.g., dining patios);
- shopping areas with narrow shop fronts (typically less than 10 m wide) usually stretching at least two blocks along both sides of the street (and further in people-dense areas) so there are lots of shops in each block and people – including local residents – are encouraged to explore;
- screening large-format stores behind smaller stores or locating them above the ground floor so they mitigate potential impacts to the street frontage (i.e., lack of pedestrian scale and animation);
- locating offices and other uses that do not animate the street frontage (e.g., uses requiring privacy) above the ground floor;
- providing weather protection for sun and rain, pedestrian-scale signage and lighting, public art, seating, street trees, and other public amenities.

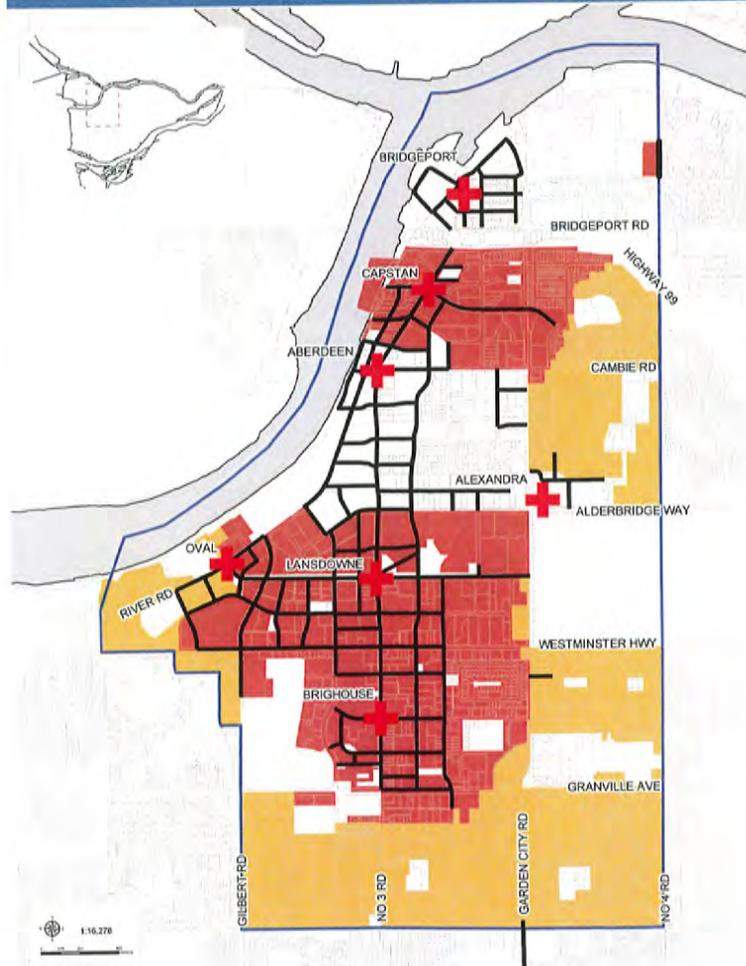


## Planning Richmond's Village High Streets

Richmond's villages and their high streets will come in many shapes and sizes. Among them:

- Steveston Village's high street area, which covers many blocks, is the most advanced and the Steveston Area Plan sets a clear vision for its future.
- City Centre mixed-use villages, including Capstan, Lansdowne, Brighthouse, Oval and Alexandra, are likewise subject to existing plans that guide growth. In response to recent provincial legislation that intensifies permitted development near the Canada Line, the City Centre's designated network of high streets is being expanded to meet increased need. Future study and public engagement will further refine high street planning.
- Outside City Centre, future study and public engagement are needed to plan for local villages, their high streets, and related community needs.

## City Centre High Street Map



- |   |                      |   |                       |
|---|----------------------|---|-----------------------|
|  | High Streets         |  | City Centre Downtown  |
|  | City Centre Boundary |  | City Centre Perimeter |
|  | Village Centres      |   |                       |



Kwantlen Polytechnic University, Chip Wilson School of Design

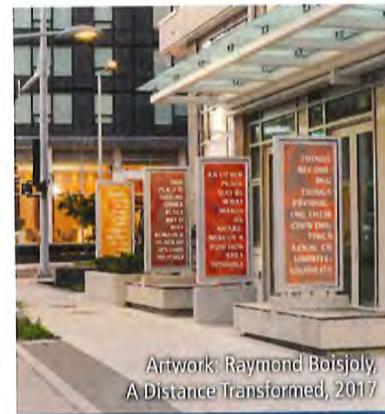
- Support **emerging roles and incremental change** in and around villages and neighbourhoods with the development of:
  - i. special precincts (i.e., mixed-use villages or village-like clusters of residential and complementary non-residential uses and transit) in proximity to significant activity generators such as the hospital, Richmond Olympic Oval, and post-secondary institutions;
  - ii. new nodes, ranging in size from a favourite coffee shop to a new village high street, where this addresses residential demand, proximity to employment, new amenities or transit hubs, or other factors.
- Support complete communities with **Complete Village Spaces** that help to deliver important equity- and resiliency-supporting uses and services (e.g., social purpose spaces) hand-in-hand with growth.
  - i. Encourage Complete Village Spaces, in a form and character that respects local surroundings, **in all areas where housing is a principal use.**
  - ii. Implement **development-finance tools** to fund specified growth-related amenities.
  - iii. Incentivize **developer-funded construction** of Complete Village Spaces that do not benefit from other finance tools including, but not limited to, exploring opportunities for increased height and associated density bonusing in the vicinity of City Hall (i.e., over and above provincial minimum heights and densities for Transit-Oriented Areas).



*In Canada Line villages (subject to Richmond's Transit-Oriented Areas bylaw), 4% of total floor area may be secured for Complete Village Spaces.*



*Across Richmond, sites with existing Complete Village Spaces (e.g., places of worship) may be intensified with the addition of housing or community-supporting uses.*



Artwork: Raymond Boisjoly, A Distance Transformed, 2017

*Across Richmond, density bonusing will be used to secure Complete Village Spaces of all sizes.*



## Supporting Communities with Complete Village Spaces

Complete, walkable, transit-oriented communities need housing, jobs, shopping, and amenities, along with other uses and intangibles that contribute to equity and resilience, but are not associated with significant commercial benefit and, thus, are not readily provided by the market.

Policies supporting the delivery of Complete Village Spaces will help provide for those uses and intangibles with initiatives aimed at permitting, incentivizing, and financing public and private sector development.



**Complete Village Space** means an institution, facility or other space, which may be operated for profit or not for profit, for the provision of cultural, arts, healthcare, child care, adult day programs, social services, emergency shelter, government or public safety, and may include other uses or services necessary for community well-being and equity, as determined on a site-specific basis to the City's satisfaction.

### A. Land Use Designations

- **Complete Village Spaces Overlay** designation may apply city-wide to sites with Complete Village Spaces (e.g., places of worship) to encourage the retention and enhancement of such uses with infill development where the Complete Village Spaces are secured, other uses are limited to those permitted by the Land Use Map, and the development complements and benefits the community to the City's satisfaction.
- **City Centre Downtown** designation, which applies to lands subject to Richmond's Transit-Oriented Areas bylaw (i.e., within 800 m of Capstan, Lansdowne and Brighthouse Stations), within which area development may construct and secure 4% of total floor area as Complete Village Space, to the City's satisfaction (excluding projects where residential uses comprise rental housing only).

### B. Density Bonuses (Voluntary)

- **Complete Village Space Bonus** may apply to all areas of Richmond where housing is a principal use (except Small-Scale Multi-Unit Housing sites) and permits bonus density (0.2 floor area ratio) comprising 50% market housing and 50% City-owned Complete Village Space (constructed and transferred to the City at no cost to the City).
- **Village Centre Bonus** may apply to specific City Centre locations on the Land Use Map, NOT subject to Richmond's Transit-Oriented Areas bylaw, and permits bonus density (1.0 floor area ratio) for non-residential uses provided that 5% is City-owned Complete Village Space (constructed and transferred to the City at no cost to the City) and the remainder includes, in part or in whole, uses needed for village viability (e.g., grocery store) to the City's satisfaction.

### C. Development Finance Tools

- **Amenity Contribution Charge (ACC)** program may be mandatory and apply city-wide to fund the City's development of specific amenities NOT delivered through the Complete Village Space Bonus, Village Centre Bonus or other means.
- **Voluntary Developer Contributions** may be negotiated through rezoning on a site-specific basis to facilitate the transfer of Complete Village Space off-site for construction by the City (based on the City's approved equivalent-to-construction rate for Complete Village Space) and on-site backfilling of the transferred space with market housing or non-residential uses, as applicable, with respect to the City Centre Downtown land use designation, Complete Village Space Bonus and Village Centre Bonus.



## Complete Village Spaces in City Centre

Since adoption of the City Centre Area Plan in 2009, the Village Centre Bonus and other density bonuses have been instrumental in securing developer-funded amenities, but this will no longer be the case:

- Transit-Oriented Areas (TOA) legislation limits density bonuses to situations where heights and densities exceed TOA minimums; BUT
- Current Airport Zoning Regulations (AZR) and other factors make this largely unachievable.

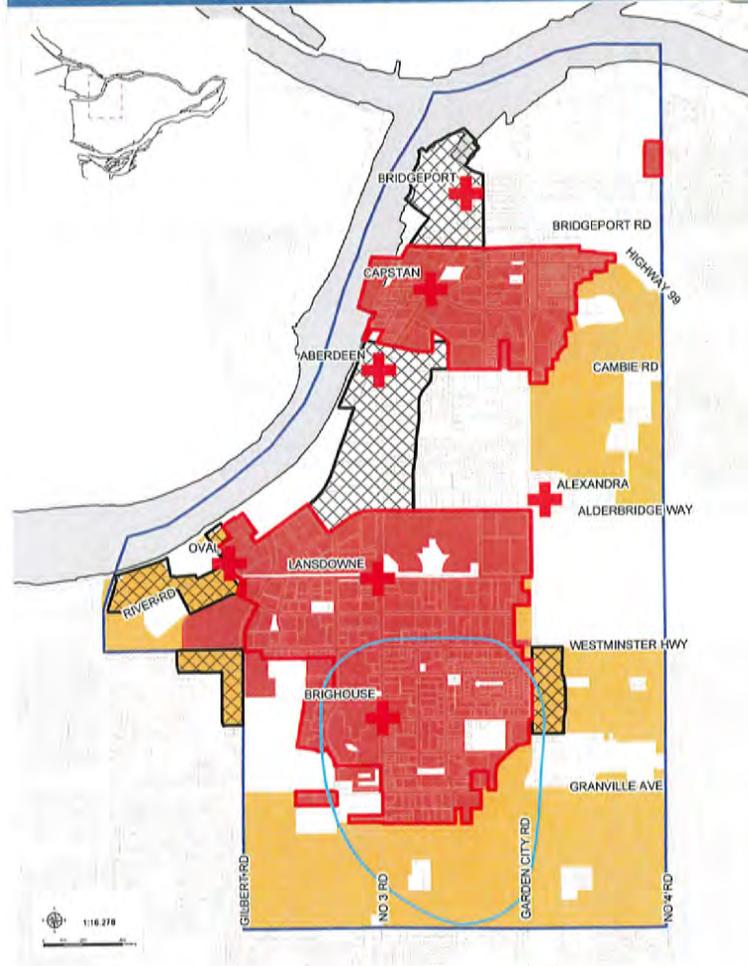
### Village Centre Bonus

In City Centre locations outside TOA, the Village Centre Bonus can continue to be used to secure eligible City-owned amenities (i.e., not benefitting from Amenity Cost Charge funding).

### TOA Height Study

Inside TOA, the City will continue to work with the Vancouver Airport Authority regarding the potential to exceed current AZR height limits near City Hall (subject to federal approval) to safely deliver improved housing, development and community outcomes.

## Transit-Oriented Areas (TOA) & Village Centre Bonus Map



- |  |   |  |                       |
|--|---|--|-----------------------|
|  | Village Centre Bonus                                |  | City Centre Downtown  |
|  | City Centre Boundary                                |  | City Centre Perimeter |
|  | Village Centres                                     |  |                       |
|  | Areas subject to Transit-Oriented Areas (TOA) Bylaw |  |                       |
|  | Area subject to future height study                 |  |                       |



**Built form** refers to a building's height (e.g., number of storeys) and shape and how it relates with its surroundings. Built form is key to the character of our surroundings and quality of life.



#### **Apartment Unit**

**Depth:** Proposed dwelling unit depth is consistent with Metro Vancouver's Digitally Accelerated Standardized Housing (DASH) program, which considers best practices regarding daylight penetration (i.e., approximately 8.0 m), plus additional depth for rooms (e.g., washrooms) that do not require daylight.



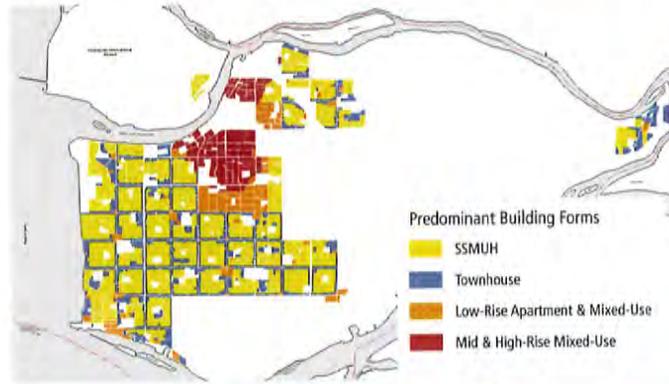
**e. Adopt a form-based approach:** Make clear the intended built form and building type (e.g., townhouse or apartment) to provide transparency, respect neighbours, and give developers the clarity and flexibility needed to deliver on important housing and urban design outcomes (e.g., housing affordability, walkability, accessibility, equitable access to shops and services).

- Ensure that expectations regarding built form and character are **predictable and complementary** to existing neighbourhoods.
  - i. Apply **building envelopes** to guide the size and shape of buildings, together with setbacks, building separation, and related built form criteria.
  - ii. Ensure that building envelopes are **sensitive to the interface** between larger and smaller scale neighbours (e.g., mitigate overlook and shading).
  - iii. For low-rise apartment buildings (up to six storeys), help manage urban character (e.g., apparent size, bulkiness), maintain open space, and ensure livability (e.g., daylight and ventilation) by using applicable building envelopes in combination with preferred **maximum dwelling unit depths**, including 9.6 m for apartment units with windows on one side only and 14.0 m for apartment units with windows on two sides.
  - iv. Update **Development Permit (DP) guidelines** to provide clarity regarding form and character outcomes and support a form-based approach to affordability.
- Encourage **viable densities** that contribute to the financial viability of desired housing outcomes and related objectives.
  - i. Set base densities (e.g., height, floor area ratio) that have strong market acceptance and demonstrate reasonable financial viability in today's challenging market and over the long term.
  - ii. Incentivize the right kind of development in the right place by prioritizing key locations (e.g., near transit and amenities) and increasing achievable density for developments that deliver greater affordability (e.g., rental housing versus strata dwellings).
  - iii. Above established base densities, regulate achievable density by height only (not by floor area ratio) to avoid a one-size-fits-all approach and incentivize developers to seek out sites and building designs that are best suited to optimizing housing and development outcomes.



## More Predictable Housing Options and Building Forms

Predictable variations in building form supports transparency, financial viability, and increased housing options and affordability.

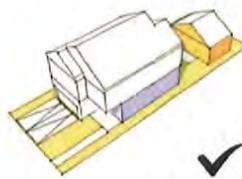


% of residential land base

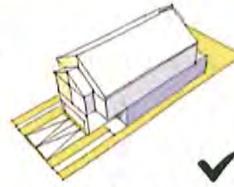
✓ indicates most common types. Actual building designs will vary.

### 54% Small-scale multi-unit housing

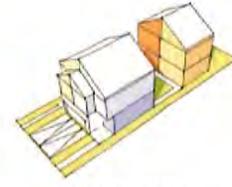
- 2 ½ storeys maximum
- Up to 3, 4 or 6 units per lot depending on proximity to frequent transit and lot size
- Sixth unit must be a below-market rental unit



3-unit option ✓



4-unit option ✓



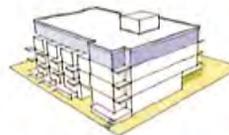
6-unit option

### 25% Townhouse

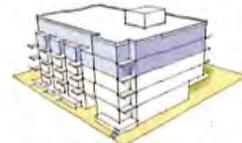
- 3-storey townhouses will likely predominate
- Rental apartments may be up to 4 storeys, but may increase to 5 with a corner store or 6 on large sites



3-storey option ✓



4-storey option



5- to 6- storey option

### 10% Low-rise apartment & mixed use

- 4-storey apartments will likely predominate
- Rental buildings may be up to 5 storeys, but may increase to 6 for village mixed-use or large sites



4-storey option ✓



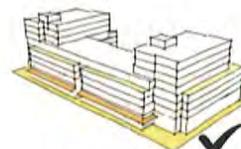
5-storey option



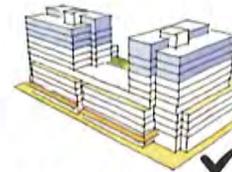
6-storey option

### 11% Mid- and high-rise mixed use

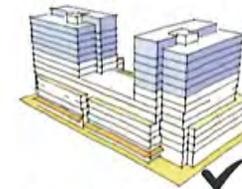
- Applies within 800 m of designated Canada Line stations (as per Transit-Oriented Areas legislation), plus limited nearby high-rise areas (e.g., Oval Village, hospital precinct).



8-storey option within 800 m of a station ✓



12-storey option within 400 m of a station ✓



15-storey option within 200 m of a station ✓

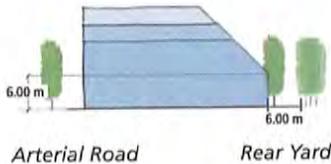


## Sensitive Adjacencies with Arterial Road Development

Sensitive interfaces between neighbouring built forms are necessary for quality of life. Sculpted building envelopes are applied to arterial road developments to reduce building height, shading and overlook of adjacent Small-Scale Multi-Unit Housing (SSMUH). While arterial road building heights may vary, all will typically have 6.0 m rear yards, be shorter than SSMUH at their rear setback, and be limited by a sloped envelope (45 degrees) that pushes higher buildings away from shorter neighbours.

### Arterial Connectors:

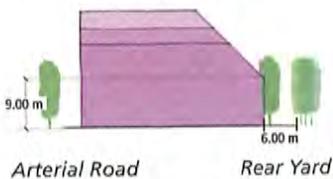
*3-storey townhouses will be typical, but rental buildings may be taller.*



Arterial Road Rear Yard

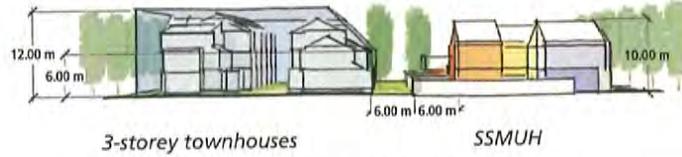
### Local Villages:

*3-storey townhouses and 4-storey apartments over shops will be typical, but rental buildings may be taller.*



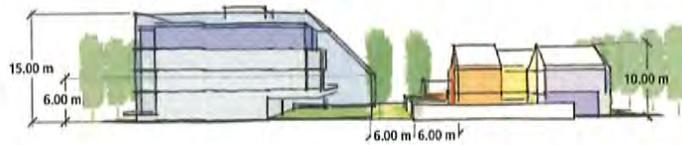
Arterial Road Rear Yard

## Arterial Connectors



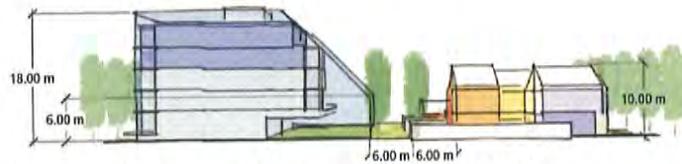
3-storey townhouses

SSMUH



4-storey rental apartment

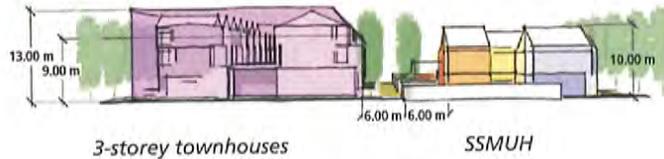
SSMUH



5-storey rental apartment with corner store

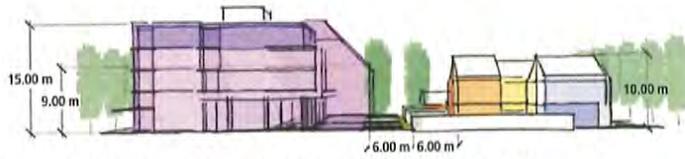
SSMUH

## Local Villages



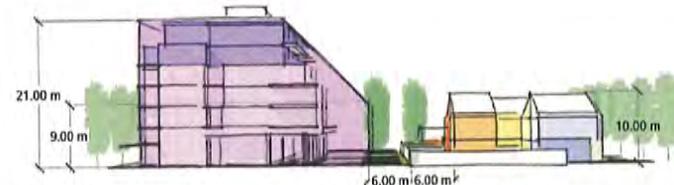
3-storey townhouses

SSMUH



4-storey rental apartment with/without shops

SSMUH



Up to 6-storey rental apartment with shops

SSMUH



- Consider **best practices** to enhance housing outcomes, support attractive, inclusive neighbourhoods, and streamline development approvals and construction.
  - i. **Form-based zoning:** Apply a form-based approach to standard zones to increase flexible development outcomes and reduce reliance on more time-consuming site-specific zones without compromising development character or neighbourhood fit.
  - ii. **Inclusionary zoning:** Require that maximizing permitted residential floor area entails developers constructing below-market rental dwellings on-site or, for eligible projects (as set out in City policy), providing a cash contribution to the City to facilitate the construction of below-market rental dwellings off-site.
  - iii. **Density bonusing:** Consider measures to incentivize superior outcomes (e.g., housing affordability or diversity, accessibility, higher steps of the BC Energy Step Code, community benefits).
  - iv. **Overlay designations:** Designate specific locations and/or uses for higher density to support desired housing and community outcomes (e.g., rental housing along arterial roads, residential intensification of properties with existing Complete Village Spaces such as places of worship).
  - v. **Pre-zoning:** Explore a new zoning framework based on long-term planning to better align the Official Community Plan and Zoning Bylaw, provide predictable form and character outcomes, contribute to greater transparency and community confidence, and reduce the time, cost and risk associated with site-specific rezoning processes.
  - vi. **Accelerated housing initiatives:** Support streamlining of cost-effective wood construction by exploring opportunities for standardized development streams including, but not limited to:
    - pre-approved designs for accessory dwelling units and Small-Scale Multi-Unit Housing (SSMUH);
    - measures aimed at optimizing the cost-effective delivery of four- to six-storey apartment buildings, including off-site construction opportunities (e.g., prefabrication of cross laminated timber panels and modules).



## OBJECTIVE 2:

### Build five complementary neighbourhood types

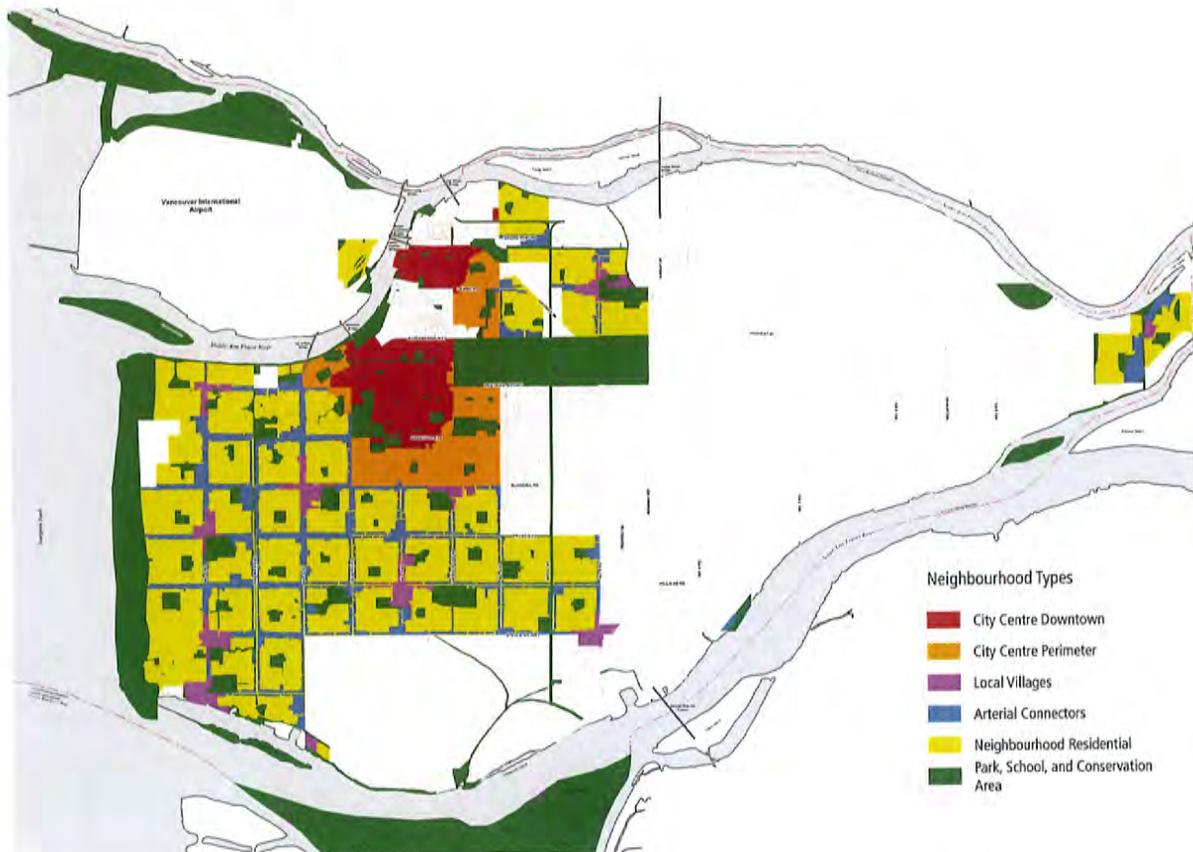


*Rebalance growth 50/50 inside and outside City Centre with appealing, accessible transit-oriented neighbourhood development.*

Building complete, compact communities helps to put people within an easy walk or roll of their daily needs including transit, shops, amenities, jobs and attractive housing options. However, a one-size-fits-all approach will not work. Building complete Richmond communities involves five complementary Neighbourhood Types offering a variety of opportunities for housing, shops and services, jobs, amenities and related uses. Together, these Neighbourhood Types will help to guide and rebalance growth inside and outside City Centre by helping to support enhanced urban living in downtown areas and creating new opportunities for compact village life in suburban neighbourhoods.

### POLICIES

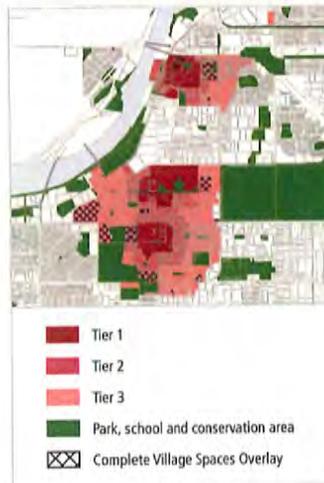
The following policies address those areas of Richmond where housing is a principal use, either alone or in combination with other uses (i.e., mixed-use), organized according to five Neighbourhood Types.





## City Centre Downtown

*City Centre Downtown is one of three City Centre areas including the mixed-use City Centre Perimeter and lands designated for business and hospitality uses in Bridgeport and Aberdeen Villages (subject to high aircraft noise). City Centre Downtown comprises those areas within a 10-minute walk or roll (800 m) of the Capstan, Lansdowne and Brighthouse Canada Line stations, which areas are subject to Richmond's Transit-Oriented Areas (TOA) bylaw and identified for high density, mixed-use development (including secured rental housing) supporting a vibrant downtown and the City Centre's role as a regional urban centre balancing population, jobs and quality of life.*



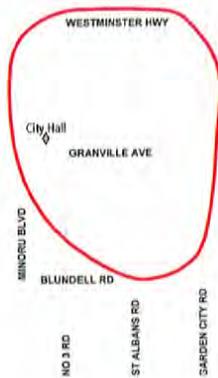
### Promote a vibrant, high density City Centre Downtown

- a. Reinforce the City Centre Downtown as Richmond's vibrant, high density, mixed-use, urban core with significant transit-oriented housing (including secured rental housing), jobs, amenities and a walkable, green public realm.
  - **Housing:** Encourage 50% of Richmond's new dwellings to be built in this area, including secured market and below-market rental dwellings, and essential housing (i.e., workforce and student housing) supporting downtown residents, jobs, access to employment and education, and economic vitality.
  - **Local-serving shops and services:** Encourage commercial and community uses (e.g., Complete Village Spaces) throughout the area to meet residents' needs (e.g., child care, grocery stores, medical/dental), support vibrant public life (e.g., high streets) and jobs, support transit, and strengthen the vitality of village centres.
  - **Special precincts:** Encourage new lively neighbourhood-scale mixed-use nodes to support areas in proximity to key activity generators (e.g., hospital, universities) to enhance their distinct identities, support their special needs, and encourage a more diverse and vibrant downtown comprising a network of smaller vibrant communities.
  - **Jobs:** Encourage large developments to provide larger spaces for offices, hotels and employment uses, particularly near transit.



**FUTURE STUDY:  
Brighthouse Village Height Study**

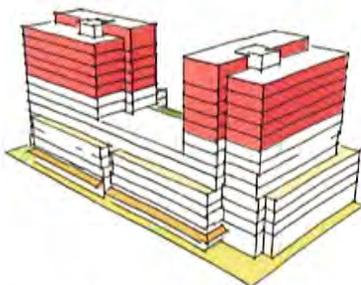
*Continue to work with the Vancouver Airport Authority regarding the potential to exceed current Airport Zoning Regulation (AZR) height limits near City Hall (subject to federal approval) to safely deliver improved housing, development and community outcomes.*



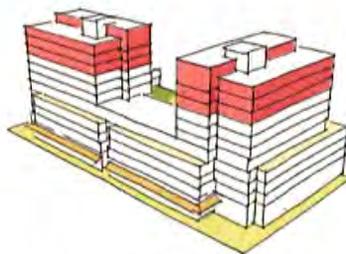
- **Connectivity:** Expand, enhance and connect local streets, lanes, pedestrian, bike and ecological networks with an emphasis on a high-quality public realm that supports improved transit service and ridership (e.g., mobility hubs), active mobility, and healthier, greener, more resilient and appealing neighbourhoods.
- **Built form:** Allow for a mix of building types on every block with heights and densities generally decreasing as distance increases from each Canada Line station.
- **Built form (Canada Line integration):** Encourage a dense network of public realm-activating, pedestrian-oriented uses and public spaces (e.g., plazas, mid-block walkways) in proximity to stations.
- **Built form (High Streets):** Encourage pedestrian-oriented commercial and street-activating uses at grade along designated high streets. Screen and minimize the impact of large-format stores, parking, residential lobbies and other uses that do not contribute to an animated, engaging public realm.

**Typical Building Types & Envelope**

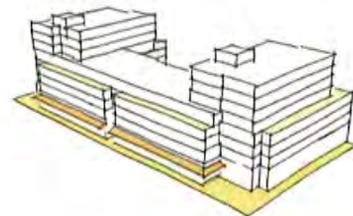
City Centre Downtown development is subject to a simple podium-tower envelope where a low-rise building or the low-rise portion of a building has a typical maximum height of 25 m, and any higher portion of a building is subject to typical tower features (e.g., maximum habitable floorplate).



**Tier 1:** Up to 15-storey mixed use (mixed tenure or rental)



**Tier 2:** Up to 12-storey mixed use (mixed tenure or rental)



**Tier 3:** Up to 8-storey mixed use (mixed tenure or rental)



City Centre Downtown				
SUB-TYPES		TIER 1	TIER 2	TIER 3
<b>General locations</b>		Within a 3-minute walk (200 m) of a transit station	Within a 5-minute walk (400 m) of a transit station	Within a 10-minute walk (800 m) of a transit station
<b>Typical uses</b>	Predominant	• Mixed-use	• Mixed-use	• Mixed-use
	Other	• Office and hotel • Community uses	• Office and hotel • Community uses	• Apartment • Office and hotel • Community uses
	High streets	Pedestrian-oriented commercial and street-activating uses at grade along designated streets (Residential discouraged, except entries/lobbies.)		
<b>Typical heights <sup>(1)</sup></b>	Storeys	Up to 15	Up to 12	Up to 8
	Measure	Up to 47 m geodetic	Up to 38 m geodetic	Up to 26 m geodetic
<b>Typical floor area ratios (FAR) <sup>(2) (3)</sup></b>	Total	Up to 5.0 FAR	Up to 4.0 FAR	Up to 3.0 FAR
	Commercial	0.5 FAR	0.5 FAR	0.5 FAR
	Complete Village Space	4% of total buildable floor area (excluding projects where residential uses comprise rental housing only)		
	Residential	Up to 4.3 FAR	Up to 3.34 FAR	Up to 2.38 FAR
<b>Typical housing options <sup>(4)</sup></b>	Mixed tenure	Typical height & FAR apply to all options	Typical height & FAR apply to all options	Typical height & FAR apply to all options
	Market rental			
	Mixed rental			
<b>Typical vehicle access</b>		Expansion of local street and public lane networks is required. Access via a public lane or shared driveway is encouraged. Arterial road access should be minimized.		
<b>Typical mid-block trails</b>		Public links encouraged to reduce travel distance to transit and amenities.		
<b>Typical built form features <sup>(5)</sup></b>	Site size	Frontage: At least 50 m    Depth: At least 40 m		
	Setbacks	At least 3.0 m along streets and public spaces (Varies elsewhere)		
	Street walls	Up to 25 m high. For street walls >3 storeys, top storey(s) are set back.		
	Towers <sup>(6)</sup>	Habitable floorplates: Up to 650 m <sup>2</sup> , but may be larger subject to use and approved design Spacing: At least 24 m (excluding balconies and projections)		
	Skyline	Varied building heights are encouraged		
	Other	Development Permit Guidelines may apply		
<b>Special Use: Marina</b>	Use	Waterborne residential is limited to designated locations only.		
	Other	Zoning Bylaw and other requirements apply to uses on or near the dike and river.		

<sup>(1)</sup> Maximum building height may be subject to established Airport Zoning Regulations (AZR) in certain areas. Rooftop features may exceed typical heights for Tiers 2 and 3 only, subject to approved design and AZR. The actual number of storeys achievable may be less than indicated depending on proposed floor-to-floor heights.

<sup>(2)</sup> Commercial may include various non-residential uses (including community uses). Pedestrian-oriented Commercial is required along designated high streets. Increasing Commercial above 0.5 FAR requires a 1:1 decrease in Residential density.

<sup>(3)</sup> Increasing Complete Village Space (CVS) above 4% requires a 1:1 decrease in other uses.

<sup>(4)</sup> "Mixed tenure" means a mix of strata, market rental and below-market rental dwellings in compliance with City policy. "Mixed rental" means rental dwellings only (i.e., no strata units) including below-market dwellings in compliance with City policy.

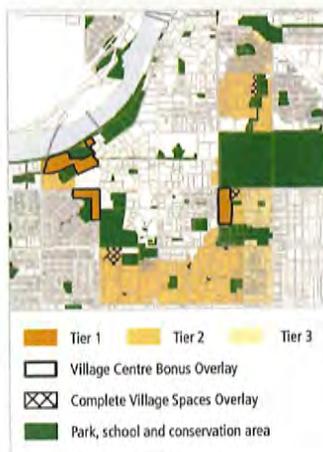
<sup>(5)</sup> Achievable outcomes may be impacted where a development does not provide the identified typical built form or applicable envelope features. Variations may be permitted to provide livability, urban design, and/or community benefit(s).

<sup>(6)</sup> Tower means those parts of a building that are more than 25 m above finished grade.



## City Centre Perimeter

*City Centre Perimeter is one of three City Centre areas including the mixed-use City Centre Downtown and lands designated for business and hospitality uses in Bridgeport and Aberdeen Villages (subject to high aircraft noise). City Centre Perimeter comprises those areas identified as a transition between the high-density downtown and lower density suburbs and is characterized by walkable, transit-oriented, mixed-use villages (e.g., Oval, Alexandra), special amenities (e.g., Richmond Olympic Oval), jobs and diverse housing options (predominantly low-rise housing, including secured rental).*



### Support a mosaic of distinct City Centre Perimeter neighbourhoods

- b. Enhance the City Centre Perimeter as a mosaic of distinct, walkable neighbourhoods with a wide range of housing options (including secured rental housing), connected green spaces, and special mixed-use village centres, community nodes and amenities.
  - **Housing:** Increase housing choice and affordability through infill housing that contributes to more complete communities, particularly including low-rise, secured, market and below-market rental housing (i.e., up to six storeys depending on the local area and site size).
  - **Local-serving shops and services:** Reinforce the role and vitality of the area's existing village centres and high streets (i.e., Oval Village and Alexandra) with diverse commercial and community uses (e.g., Complete Village Spaces) in a high-amenity, walkable environment.
  - **Emerging areas:** Support emerging neighbourhoods (e.g., Oaks, hospital area, McLennan North) with new lively neighbourhood-scale mixed-use nodes to support walkability, meet community needs close to home, and enhance their diversity, more intimate scale and distinct identities.



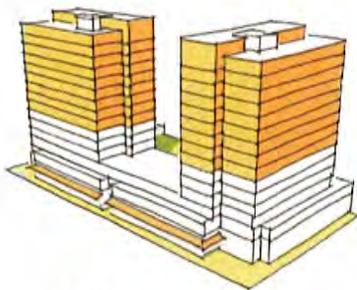
**FUTURE STUDY:  
Oaks Sub-Area Plan**

*Undertake public engagement and planning for the Oaks area (east of Capstan Village) to address the effects of provincial Transit-Oriented Areas (TOA) legislation on the neighbourhood and how best to support its cohesive development as a walkable, transit-oriented, and complete community.*

- **Connectivity:** Expand, enhance and connect local streets, lanes, pedestrian, bike and ecological networks with an emphasis on a high-quality public realm that supports improved transit service and ridership (e.g., mobility hubs), active mobility, and healthier, greener, more resilient and appealing neighbourhoods.
- **Built form:** Allow for a mix of building types that reflect the distinct character of each village and neighbourhood.
- **Built form (High Streets):** Encourage pedestrian-oriented commercial and street-activating uses at grade along designated high streets. Screen and minimize the impact of large-format stores, parking, residential lobbies and other uses that do not contribute to an animated, engaging public realm.

## Typical Building Types & Envelope

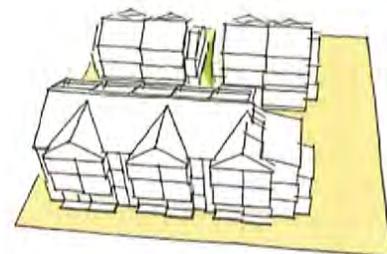
- Tier 1 and Tier 2 are subject to a simple podium-tower envelope where a low-rise building (Tier 2) or the low-rise portion of a building (Tier 1) has a maximum height of 25 m, and any higher portion (Tier 1 only) is subject to typical tower features (e.g., habitable floorplate).
- Tier 3 townhouse and Small-Scale Multi-Unit Housing shall comply with the applicable Richmond Zoning Bylaw envelopes.



**Tier 1:** Up to 15-storey mixed use (mixed tenure or rental)



**Tier 2:** 4-storey apartment (mixed tenure) or 6-storey apartment (rental)



**Tier 3:** 3-storey townhouse (shown) or 2 1/2-storey Small-Scale Multi-Unit Housing (SSMUH) (not shown)



City Centre Perimeter				
SUB-TYPES		TIER 1	TIER 2	TIER 3
<b>General locations</b>		Oval Village, McLennan North, hospital precinct	Oval Village, McLennan North and South, Moffatt, St. Albans, Alexandra	McLennan North and South, Oaks
<b>Typical uses</b>	Predominant	• Mixed use	• Townhouse • Apartment	• Small-Scale Multi-Unit Housing (SSMUH) <sup>(1)</sup> • Townhouse
	Other	• Commercial • Community uses	• Mixed use • Townhouse • Community uses	• Apartment (rental) • Community uses
	High streets	Pedestrian-oriented commercial and street-activating uses at grade along designated streets (Residential discouraged, except entries/lobbies.)		
<b>Typical heights</b> <sup>(2)</sup>	Storeys <sup>(3)</sup>	Up to 15	Up to 4	Up to 3 (2 ½ for SSMUH)
	Measure	Up to 47 m geodetic	Up to 15 m	Up to 12 m (10 m for SSMUH)
<b>Typical floor area ratios (FAR)</b> <sup>(1)</sup>	Total	Up to 3.0 FAR	Up to 1.2 FAR	Up to 0.6 FAR
	Commercial <sup>(4)</sup>	1.0 FAR	Use permitted	Use permitted (except SSMUH)
	Residential	Up to 2.0 FAR	Up to 1.2 FAR	Up to 0.6 FAR
<b>Typical housing options</b> <sup>(1)(5)</sup>	Mixed tenure	Typical height & FAR	Typical height & FAR	Typical height & FAR
	Market rental		Up to 5 storeys (18 m) & variable FAR	Up to 3 storeys (12 m) & variable FAR
	Mixed rental		Up to 6 storeys (21 m) & variable FAR	Up to 4 storeys (15 m) & variable FAR
<b>Typical vehicle access</b>		Completion/improvement of the public lane network is required. Access via a public lane or shared driveway is encouraged. Arterial road access should be minimized.		
<b>Typical mid-block trails</b>		Public links encouraged to reduce travel distance to transit and amenities.		
<b>Typical built form features</b> <sup>(1)(6)</sup>	Site frontage	At least 50 m	At least 50 m along major arterial roads (40 m elsewhere)	
	Site depth	At least 40 m	Varies	
	Setbacks	At least 3.0 m along streets and public spaces (Varies elsewhere)		
	Street walls	Up to 25 m high	For buildings >3 storeys, top storey(s) are set back	
	Tower <sup>(7)</sup> habitable floorplates	Up to 650 m <sup>2</sup> , but may be larger subject to use and approved design	Not applicable	Not applicable
	Tower <sup>(7)</sup> spacing	At least 24 m (excluding balconies and projections)	Not applicable	Not applicable
	Skyline	Varied building heights are encouraged		
	Other	Development Permit Guidelines may apply		
<b>Special Use: Oaks</b>	Use	East of Capstan Village, comprising parts of City Centre Downtown and Perimeter		
	Other	Rezoning approval is subject to City adoption of a new area plan for the Oaks		

<sup>(1)</sup> For SSMUH, notwithstanding the table above, development shall comply with Richmond's Zoning Bylaw.

<sup>(2)</sup> Maximum building height may be subject to established Airport Zoning Regulations (AZR) in certain areas. Rooftop features may exceed typical heights for Tiers 2 and 3 only, subject to approved design and AZR (except for SSMUH).

<sup>(3)</sup> The actual number of storeys may be less than indicated depending on proposed floor-to-floor heights.

<sup>(4)</sup> Commercial may comprise various non-residential uses, including community uses. For Tier 1, the identified commercial density is subject to the Village Centre Bonus (VCB) and greater commercial area requires a 1:1 decrease in residential area.

<sup>(5)</sup> "Mixed tenure" means a mix of strata, market rental and below-market rental dwellings in compliance with City policy. "Mixed rental" means rental dwellings only (i.e., no strata units) including below-market dwellings in compliance with City policy.

<sup>(6)</sup> Achievable outcomes may be impacted where a development does not provide the identified typical built form or applicable envelope features. Variations may be permitted to provide livability, urban design, and/or community benefit(s).

<sup>(7)</sup> Tower means those parts of a building that are more than 25 m above finished grade.



## Local Villages

*Local Villages are those areas outside City Centre that are generally within a 5-minute walk or roll (400 m) of existing suburban shopping areas and are identified for walkable, transit-oriented development with low-rise apartments and townhouses (including secured rental housing), shops and healthy food stores, amenities and jobs.*



### Establish Local Villages as essential community hubs

- c. Establish Local Villages as essential community hubs with lively high streets and diverse housing options (including secured rental housing) that contribute to Richmond's suburbs becoming more walkable, transit-oriented, complete and inclusive.
  - **Housing:** Support Local Villages as Richmond's key apartment and higher-density townhouse areas outside City Centre with options for diverse household needs (e.g., seniors, families with children), incomes (e.g., secured market and below-market rental housing), and cost-effective wood construction.
  - **Housing (Compact growth):** Encourage opportunities for an adequate number of residents to live within convenient walking distance of a village high street to support economic viability through the proximity of local businesses to a large, diverse customer base.
  - **Local-serving shops and services:** Encourage villages to be community hubs with diverse pedestrian-oriented shops, grocery stores, restaurants, outdoor dining, general retail, medical, dental, education, amenities, and other uses, including community uses (e.g., Complete Village Spaces, social public spaces), that support residents, jobs, and transit viability (typically including 1:1 replacement of any existing commercial floor area).
  - **Connectivity:** Expand, enhance and connect local streets, lanes, pedestrian, bike and ecological networks along arterial roads and to/from interior neighborhoods with an emphasis on a high-quality public realm that supports improved transit service and ridership (e.g., mobility hubs), active mobility, and healthier, greener, more resilient and appealing neighbourhoods.



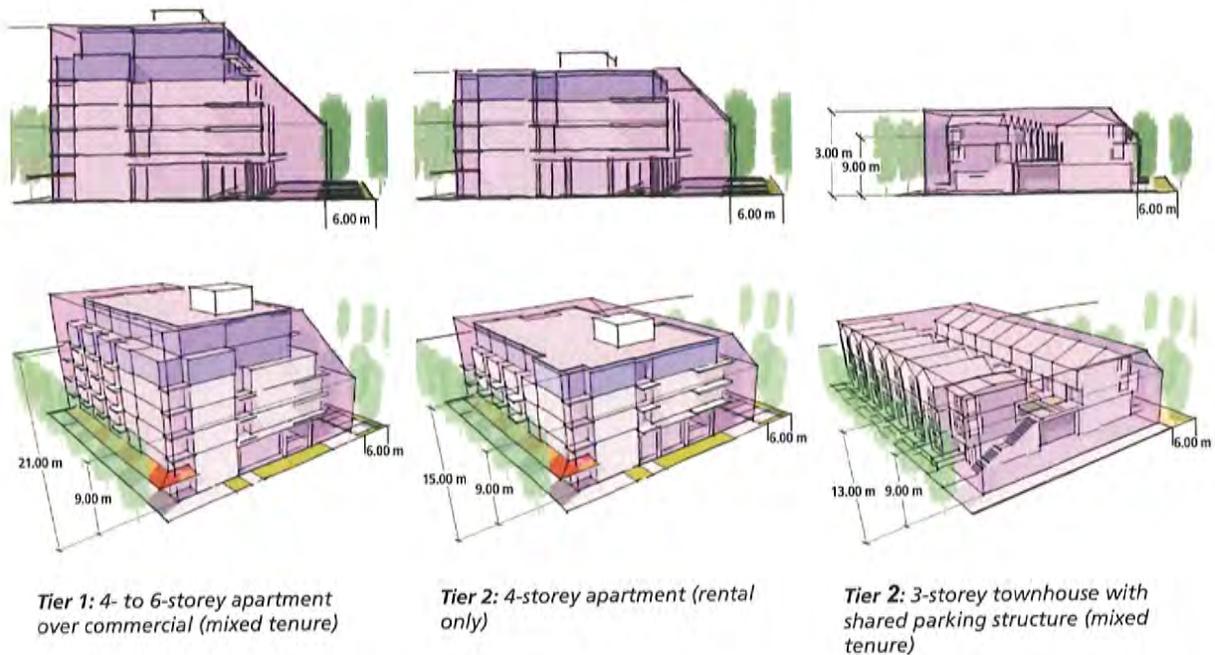
**FUTURE STUDY:  
Local Village Planning**

*Undertake public engagement and planning to address community needs and objectives regarding high street location and design, mixed-use, apartment and townhouse development, connectivity (e.g., trails, streets, mobility hubs and measures), jobs and business, public open space, amenities, and built form and character.*

- **Built form:** Encourage strong, three- to six-storey streetwall-type buildings to make it distinct from adjacent arterial road development and impart a more urban character.
- **Built form (High Streets):** Encourage pedestrian-oriented commercial and street-activating uses at grade along designated high streets. Screen and minimize the impact of large-format stores, parking, residential lobbies and other uses that do not contribute to an animated, engaging public realm.
- **Built form (Traffic management):** Minimize vehicle access to/ from arterial roads with minimum site consolidations, secured shared driveways and public lanes.

**Typical Building Types & Envelope**

Local Village development is subject to a building envelope that slopes at 1:1 above 9 m, measured at the 6 m rear setback, to mitigate shading and overlook of lower density neighbours.





Local Villages		
SUB-TYPES	TIER 1	TIER 2
<b>General locations</b>	Properties fronting designated Local Village high streets	Within a 5-minute walk (400 m) of a Local Village high street
<b>Typical uses</b>	Predominant	• Mixed use (apartment)
	Other	• Mixed use (townhouse) • Commercial • Community uses
	High streets	For Tier 1 only: Pedestrian-oriented commercial and street-activating uses at grade along designated streets (Residential discouraged, except entries/lobbies.)
<b>Typical heights <sup>(1)</sup></b>	Stores <sup>(2)</sup>	Up to 4
	Measure	Up to 15 m
<b>Typical floor area ratios (FAR)</b>	Total	Up to 1.2 FAR + commercial
	Commercial <sup>(3)</sup>	Additional FAR permitted
	Residential	Up to 1.2 FAR
<b>Typical housing options <sup>(4) (5)</sup></b>	Mixed tenure	Typical height & FAR
	Market rental	Up to 5 storeys (18 m) & variable FAR
	Mixed rental	Up to 6 storeys (21 m) & variable FAR
<b>Typical vehicle access</b>	Completion/improvement of the public lane network is required. Access should be via a public lane or shared driveway. Arterial road access should be minimized (except two driveways may be permitted at corners where two arterial roads intersect.).	
<b>Typical mid-block trails</b>	Public links are encouraged to reduce travel distance to/from interior neighbourhoods.	
<b>Typical built form features <sup>(5)(6)</sup></b>	Site frontage	At least 50 m along major arterial roads (40 m elsewhere)
	Site depth	Where designated lots are less than 35 m deep, Local Village sites may include abutting internal lots (i.e., fronting local roads), subject to approved design demonstrating a form and character compatible with internal neighbours.
	Setbacks	At least 3.0 m along streets, public spaces and side yards. At least 6.0 m along abutting internal lots (i.e., fronting local roads), which setback may be reduced by the width of an existing or new public lane.
	Building separation	At least 9.0 m for single aspect dwellings or 7.0 m for dual aspect dwellings, measured at the narrowest point (including balconies and habitable projections)
	Street walls	For buildings >3 storeys, top storey(s) are set back
	Skyline	Varied building heights are encouraged
	Other	Development Permit Guidelines may apply
<b>Special Use: Steveston</b>	Where a conflict exists, Steveston Village Heritage Conservation Area requirements shall take precedence over Local Village policies.	

<sup>(1)</sup> Rooftop features may exceed typical heights, subject to approved design.

<sup>(2)</sup> The actual number of storeys may be less than indicated depending on proposed floor-to-floor heights.

<sup>(3)</sup> Commercial may comprise various non-residential uses, including Complete Village Space uses. For Tier 1, developments should provide the greater of (a) 1:1 replacement of existing commercial floor area at the time of rezoning, or (b) commercial unit(s) having a typical minimum depth of 9.0 m along the designated high street frontage and, as applicable, deeper units for large format uses important to the viability of the Local Village (e.g., grocery store).

<sup>(4)</sup> "Mixed tenure" means a mix of strata, market rental and below-market rental dwellings in compliance with City policy. "Mixed rental" means rental dwellings only (i.e., no strata units) including below-market dwellings in compliance with City policy.

<sup>(5)</sup> Local Village envelope applies to all applicable development.

<sup>(6)</sup> Achievable outcomes may be impacted where a development does not provide the identified typical built form or applicable envelope features. Variations may be permitted to provide livability, urban design, and/or community benefit(s).



## Arterial Connectors

*Arterial Connectors comprise those areas outside City Centre along arterial roads that are generally more than a 5-minute walk or roll (400 m) from an existing suburban shopping area and are identified for transit-oriented townhouses, row houses and low-rise apartments (including secured rental housing), together with local-serving amenities and commercial uses (e.g., corner stores).*



### Promote green, transit-oriented Arterial Connectors

- d. Develop Arterial Connector areas as appealing, pedestrian-friendly, transit-oriented greenways with an attractive mix of low-rise housing options (including secured rental housing), local services and improved connectivity.
- **Housing:** Support Arterial Connectors as important high quality, family-friendly housing areas close to transit with ground-oriented housing types (e.g., townhouses and row houses with optional rental lock-off suites) that help address the demand for ownership options and mortgage helpers.
  - **Housing (Rental):** Support opportunities for secured, low-rise rental apartments throughout the area, typically up to four storeys but up to five storeys on mixed-use corner sites.
  - **Local-serving shops and services:** Retain and enhance residents' access to corner stores and similar convenience uses by encouraging mixed-use redevelopment of existing commercial sites comprising low-rise rental apartments over local-serving commercial and community uses (e.g., Complete Village Spaces), typically including 1:1 replacement of any existing commercial floor area.
  - **Connectivity:** Expand, enhance and connect local streets, lanes, pedestrian, bike and ecological networks along arterial roads and to/from interior neighbourhoods with an emphasis on reducing unnecessary car trips, promoting transit and active mobility, and supporting healthier, greener, more resilient and appealing neighbourhoods, including mobility hubs in association with activity nodes and destinations (e.g., mixed-use corner developments, public facilities such as community centres).



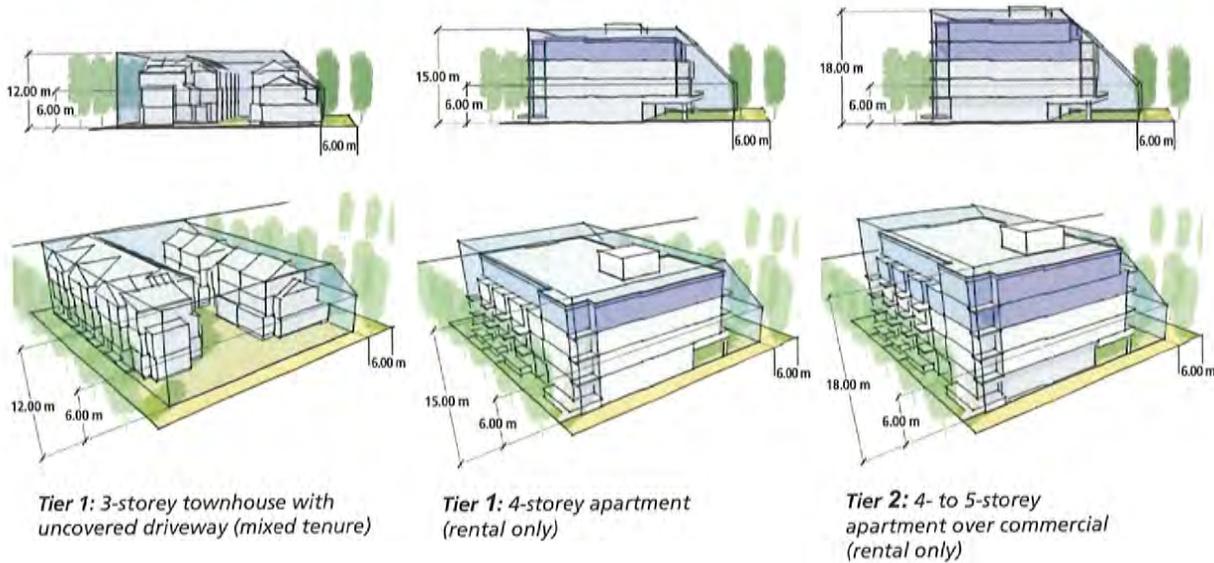
**FUTURE STUDY:  
Arterial Road  
Enhancement**

*Undertake public engagement and planning to address how to shift arterial roads from being traffic corridors to attractive avenues supporting high-quality housing, transit and active transportation (along and to/from the arterials) in balance with other transportation demands.*

- **Built form:** Allow for a mix of compatible building types including townhouses, row houses and low-rise rental apartment buildings.
- **Built form (Traffic management):** Minimize vehicle access to/from arterial roads with minimum site consolidations, secured shared driveways and public lanes.
- **Built form (SSMUH and row house):** For lots developed with Small-Scale Multi-Unit Housing (SSMUH) or row houses, vehicle access should be provided via a public lane only (e.g., not via the fronting arterial road or side street).

**Typical Building Types & Envelope**

- Arterial Connector development is subject to a building envelope that slopes at 1:1 above 6 m, measured at the 6 m rear setback, to mitigate shading and overlook of lower density neighbours.
- Small-Scale Multi-Unit Housing (SSMUH) shall comply with the applicable Richmond Zoning Bylaw envelope.





Arterial Connectors		
SUB-TYPES	TIER 1	TIER 2
<b>General locations</b>	Within a 10- to 20-minute walk (800 m to 1 km) of a Local Village high street	Existing dispersed convenience-commercial and similar sites
<b>Typical uses</b>	Predominant	• Townhouse and rowhouse <sup>(1)</sup>
	Other	• Apartment (rental only) • Community uses
	High streets	For Tier 2 only: Pedestrian-oriented commercial and street-activating uses at grade along principal site frontage (Residential discouraged along principal site frontage.)
<b>Typical heights <sup>(2)</sup></b>	Storeys	Up to 3
	Measure	Up to 12 m
<b>Typical floor area ratios (FAR)</b>	Total	Up to 0.8 FAR
	Commercial <sup>(3)</sup>	Use permitted
	Residential	Up to 0.8 FAR
<b>Typical housing options <sup>(2) (4)</sup></b>	Mixed tenure	Typical height & FAR
	Market rental	Up to 4 storeys (15 m) & 1.2 FAR
	Mixed rental	Up to 4 storeys (15 m) & variable FAR
<b>Typical vehicle access</b>	Completion/improvement of the public lane network is required. Access should be via a public lane or shared driveway. Arterial road access should be minimized (except two driveways may be permitted for Tier 2 corner sites).	
<b>Typical mid-block trails</b>	Public links are encouraged to reduce travel distance to/from interior neighbourhoods.	
<b>Typical built form features <sup>(5)(6)</sup></b>	Site frontage	At least 50 m along major arterial roads (40 m elsewhere)
	Site depth	Where designated lots are less than 35 m deep, Arterial Connector sites may include abutting internal lots (i.e., fronting local roads), subject to approved design demonstrating a form and character compatible with internal neighbours.
	Setbacks	At least 3.0 m along streets, public spaces and side yards. At least 6.0 m along abutting internal lots (i.e., fronting local roads), which setback may be reduced by the width of an existing or new public lane.
	Building separation	At least 9.0 m for single aspect dwellings or 7.0 m for dual aspect dwellings, measured at the narrowest point (including balconies and habitable projections).
	Street walls	For buildings >3 storeys, top storey(s) are set back
	Skyline	Varied building heights are encouraged
	Other	Development Permit Guidelines may apply
<b>Special Use: Small-Scale Multi-Unit Housing</b>	Development criteria	Development of existing SSMUH-zoned lots shall be permitted where access is via a public lane. Rezoning to create new SSMUH-zoned lots and/or the subdivision of SSMUH-zoned lots is not supported.
	Regulations	Notwithstanding the table above, SSMUH development shall comply with the Zoning Bylaw.

<sup>(1)</sup> Rowhouse is a form of townhouse (suited to shallow sites) where dwellings are attached side-by-side in a single row along a street frontage and a public lane along the rear of the site provides direct vehicle access to each dwelling.

<sup>(2)</sup> The actual number of storeys may be less than indicated depending on proposed floor-to-floor heights. Rooftop features may exceed typical heights, subject to approved design. Tier 2 development on a mid-block site should not exceed 4 storeys.

<sup>(3)</sup> Commercial may comprise various non-residential uses, including Complete Village Space uses. For Tier 2, developments should provide the greater of (a) 1:1 replacement of existing commercial floor area at the time of rezoning, or (b) commercial unit(s) having a typical minimum depth of 9.0 m along the designated high street (principal) frontage and, as applicable, deeper units for large format uses important to the viability of the Arterial Connector (e.g., drug store).

<sup>(4)</sup> "Mixed tenure" means a mix of strata, market rental and below-market rental dwellings in compliance with City policy. "Mixed rental" means rental dwellings only (i.e., no strata units) including below-market dwellings in compliance with City policy.

<sup>(5)</sup> Arterial Connector envelope applies to all applicable development (e.g., not SSMUH).

<sup>(6)</sup> Achievable outcomes may be impacted where a development does not provide the identified typical built form or applicable envelope features. Variations may be permitted to provide livability, urban design, and/or community benefit(s).



## Neighbourhood Residential

*Neighbourhood Residential comprises those areas outside City Centre that are not along arterial roads and are identified as walkable, ground-oriented neighbourhoods with house-scale single, multiple and infill dwellings, pockets of townhouses and low-rise apartments (including secured rental housing) and local-serving amenities (e.g., child care).*



### Foster more inclusive Neighbourhood Residential areas

- e. Support Neighbourhood Residential areas to become more inclusive and resilient with a “gentle density” approach that respects local character, delivers more housing choice and affordability, enhances walkability, and contributes to reduced car dependency.
- **Housing (SSMUH):** In Small-Scale Multi-Unit Housing areas, support continuous improvement in housing, including the retrofit of existing dwellings, to increase housing choices and affordability, enhance energy performance, and increase connectivity for pedestrians and bikes, while respecting local character.
  - **Housing (SSMUH Lot Size):** In Small-Scale Multi-Unit Housing areas, rezoning for the purpose of subdividing existing lots may be considered generally in accordance with the Small-Scale Multi-Unit Housing (SSMUH) Lot Size Map to respect the distinct character of individual neighbourhoods and support multi-unit housing opportunities (e.g., versus small-lot single detached houses).
  - **Housing (Large sites):** Encourage intensification of older multi-family sites with housing options that respect, enhance and diversify neighbourhoods, including townhouses and low-rise rental apartments (up to six storeys depending on lot size).
  - **Local-serving shops and services:** Encourage developments involving a significant increase in dwellings to provide neighbourhood-scale commercial (e.g., corner store, coffee shop, medical/dental), community uses (e.g., Complete Village Spaces) and mobility hubs to support walkability, meet residents’ needs close to home, and support a cohesive neighbourhood.



**FUTURE STUDY:  
Walkable Neighbourhood  
Strategy**

*Undertake public engagement and planning to prepare a strategy supporting incremental blue-green-grey network improvements contributing to enhanced ecological health, more resilient communities, and making walking and rolling the most convenient choices for most short trips.*

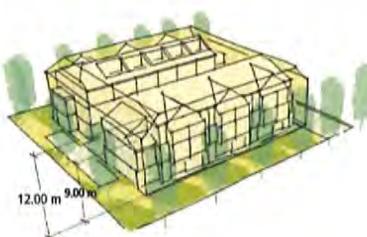
- **Connectivity:** Expand and connect local streets, lanes, pedestrian, bike, and ecological networks with an emphasis on connecting existing parks, schools, amenities, natural assets and destinations to create a connected, walkable, multi-neighbourhood network of shared public blue-green-grey spaces and linkages.
- **Connectivity (Large sites):** Encourage projects involving the redevelopment of older multi-family sites to include a connected publicly accessible network of motor vehicle, pedestrian and bike routes, as applicable, connecting the development and the neighbourhood with daily needs, transit and other destinations.
- **Connectivity (SSMUH):** Explore means to incentivize voluntary developer contribution of public mid-block trails and bike links.

**Typical Building Types & Envelope**

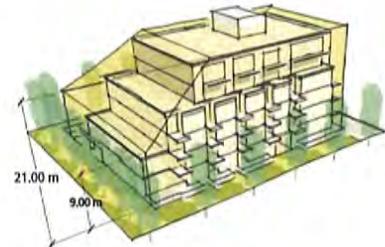
- Tier 1 (Small-Scale Multi-Unit Housing, SSMUH) shall comply with the applicable Richmond Zoning Bylaw envelope.
- Tier 2 development is subject to a building envelope that slopes at 1:1 above 9 m, measured at the setback line at the interface of Tier 1 and Tier 2 sites (excluding road interfaces) to mitigate shading and overlook and respect neighbourhood scale.



*Tier 1: 2 ½-storey Small-Scale Multi-Unit Housing*



*Tier 2: 3-storey townhouse with open driveways (mixed tenure)*



*Tier 3: 4- to 6-storey apartment on large sites (rental only)*



Neighbourhood Residential			
SUB-TYPES		TIER 1	TIER 2
<b>General locations</b>		Interior neighbourhoods (i.e., without arterial road frontages)	Existing multi-family pockets in interior neighbourhoods
<b>Typical uses</b>	Predominant	• Small-Scale Multi-Unit Housing (SSMUH) <sup>(1)</sup>	• Townhouse
	Other	• Community uses	• Community uses
	High streets	For Tier 2 only: Large developments are encouraged to provide a corner store, child care and/or other uses to enhance neighbourhood completeness and walkability	
<b>Typical heights<sup>(2)</sup></b>	Storeys <sup>(3)</sup>	2 ½	Up to 3
	Measure	10 m	Up to 12 m
<b>Typical floor area ratios (FAR)</b>	Total	Up to 0.6 FAR	Up to 0.8 FAR
	Commercial <sup>(4)</sup>	Not permitted for SSMUH	Use permitted
	Residential	Up to 0.6 FAR	Up to 0.8 FAR
<b>Typical housing options<sup>(5)</sup></b>	Mixed tenure	For Tier 1 (SSMUH), typical height & FAR apply to all options	Typical height & FAR
	Market rental		Up to 4 storeys (15 m) & variable FAR
	Mixed rental		Up to 6 storeys (21 m) & variable FAR
<b>Typical vehicle access</b>		Completion/improvement of the public lane network is required. Driveway crossings of sidewalks, treed boulevards and on-street parking should be minimized.	
<b>Typical mid-block trails</b>		Public links are encouraged to reduce travel distance to transit/amenities.	
<b>Typical built form features<sup>(6)(7)</sup></b>	Site size	For Tier 1 (SSMUH), Richmond's Zoning Bylaw regulations shall apply	Tier 2 development may include Tier 1 lots where this enhances housing outcomes, overall community benefit, and sensitive neighbourhood fit.
	Setbacks		At least 6.0 m along all lot lines, but this may be reduced via approved design.
	Building separation		At least 9.0 m for single aspect dwellings or 7.0 m for dual aspect dwellings, measured at the narrowest point (including balconies and habitable projections)
	Street walls		For buildings >3 storeys, top storey(s) are set back
	Skyline		Varied building heights are encouraged
	Other		Development Permit Guidelines may apply
<b>Special Use: Small-Scale Multi-Unit Housing (SSMUH)</b>	Subdivision	Any subdivision of a SSMUH-zoned lot shall comply with the lot's existing zoning or with applicable City policy permitting rezoning for the purpose of subdivision.	
	Tier 2 lots	Rezoning Tier 2 lots to facilitate SSMUH development (e.g., subdivision) is discouraged.	
	Regulations	Notwithstanding the table above, SSMUH development shall comply with the Zoning Bylaw.	

<sup>(1)</sup> For SSMUH, notwithstanding the table above, development shall comply with Richmond's Zoning Bylaw.

<sup>(2)</sup> For Tier 2 only, rooftop features may exceed typical heights, subject to approved design.

<sup>(3)</sup> The actual number of storeys may be less than indicated depending on proposed floor-to-floor heights.

<sup>(4)</sup> Commercial density may comprise various non-residential uses, including Complete Village Space uses.

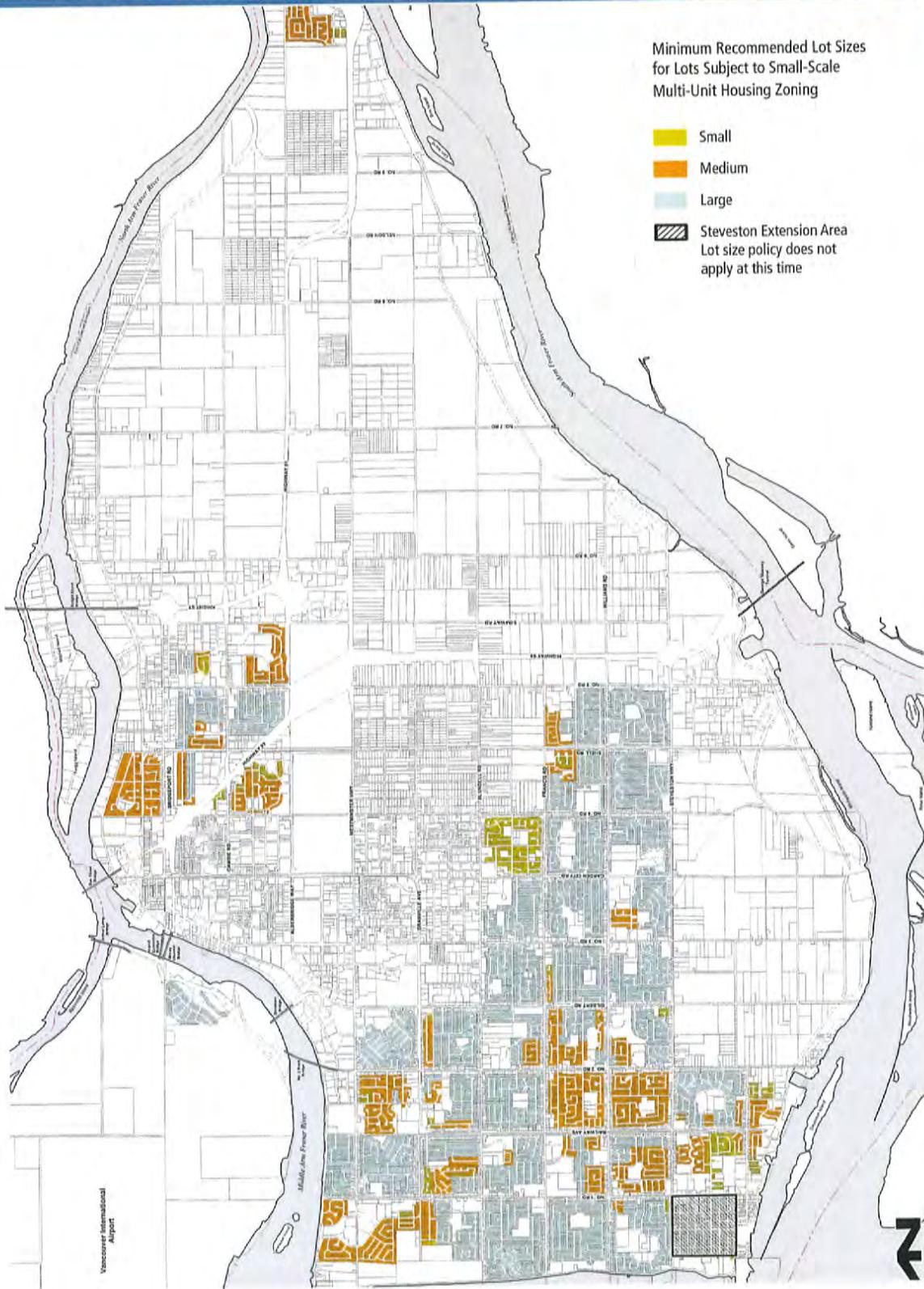
<sup>(5)</sup> "Mixed tenure" means a mix of strata, market rental and below-market rental dwellings in compliance with City policy. "Mixed rental" means rental dwellings only (i.e., no strata units) including below-market dwellings in compliance with City policy.

<sup>(6)</sup> Neighbourhood Residential and Small-Scale Multi-Unit Housing (SSMUH) envelopes apply to applicable development.

<sup>(7)</sup> Achievable outcomes may be impacted where a development does not provide the identified typical built form or envelope features. Variations may be permitted to provide livability, urban design, and/or community benefit(s).



# Small-Scale Multi-Unit Housing (SSMUH) Lot Size Map





## 3.2 Build Better Housing

### Overview

In Richmond, building better housing refers to more than increasing capacity to comply with provincial housing legislation. The OCP growth management framework balances objectives to increase housing supply with objectives to maximize affordability and enhance livability for Richmond residents. To achieve this, the growth management framework includes policies and strategies to encourage a greater variety of housing types in desired locations by clarifying a city-wide approach for development. Associated policies promote continuous improvement to support development that provides significant public benefit and results in more equitable communities.



## OBJECTIVE 1: Build more housing for new and existing residents



Build approximately 52,000 new homes in key areas by 2041 and more homes to 2050, as prescribed in Richmond's Interim Housing Needs Report.



Richmond housing starts by type of units (2015-2024)



Resident housing needs vary, reflecting differences in household type, income, ability, life stages and values. The growth management framework defines an environment that welcomes construction of homes that are responsive to local housing needs and are affordable for more households. It also addresses Census data that suggests that when faced with a change in life stage or income, residents may be unable to find suitable alternate housing in the city. The framework strives to support new and long-time Richmond residents with increased housing supply and a greater variety of housing types, including housing that allows residents to age in place and remain connected to their community.

### POLICIES:

- a. **Increase supply and variety:** Increase housing supply to meet Richmond's long-term housing needs as estimated by the 2024 Interim Housing Needs Report and accommodate development targets set by the Provincial Housing Target Order for Richmond.
  - Ensure that **adequate land** is zoned and designated to permit the supply of new dwellings needed to 2041, as estimated by the City's 2024 Interim Housing Needs Report.
  - Define a growth management framework to **support delivery** of more housing that clarifies City objectives for housing diversity and choice.
  - Use the City's **regulatory tools** and available resources to secure a diverse mix of housing types and tenures, including alternative ownership and rental housing models, to deliver more housing choices that more households can afford.
  - Apply an **equity lens** to the growth management framework to ensure the benefits that are associated with growth are distributed to address any imbalances or disparities.
  - Ensure that **rental housing continues to be secured** in new development, including areas that are subject to Richmond's Transit-Oriented Areas bylaw (i.e., City Centre Downtown).
  - Prepare the City's first "regular" **Housing Needs Report**, as required by the Province of British Columbia, by December 31, 2028, and every five years thereafter.
  - **Update the City's Official Community Plan and Zoning Bylaw** as necessary, to align with housing needs assessments, as required by provincial housing legislation.



**b. Maintain livability:** Balance initiatives to increase housing supply and affordability with objectives to build suitable housing that prioritizes resident health and well-being.

- **Encourage each bedroom** in a multi-family development to include a window (i.e., for the purpose of determining number of bedrooms per dwelling unit) to support livability and a diversity of household needs, including those of families with children.
- Encourage all multi-family housing to provide a **minimum of 40%** of dwelling units with two or more bedrooms that are suitable for families with children, with the following exceptions:
  - i. For **Low-End Market Rental** housing units, at least 15% of units should have two bedrooms and 5% should have three bedrooms or more as specified in the Affordable Housing Strategy.
  - ii. For **Small-Scale Multi-Unit Housing (SSMUH)** development involving three or more units on a lot, at least two dwellings should have two or more bedrooms.
  - iii. **Housing geared to defined household needs** may reflect a site-specific, needs-based mix of unit type(s) that reflects factors including income, household size, age, ability and housing type (e.g., workforce housing, seniors housing, student housing), as determined to the satisfaction of the City.
- For Small-Scale Multi-Unit Housing (SSMUH), individual units should not have their windows exclusively oriented to interior side yards.
- Provide **useable private outdoor space** for all residential units of all types and tenures.
- Build homes that **support health and wellness** for their residents and the community (e.g., protect natural assets and introduce new space(s) for trees and vegetation in site design to support nature and ecosystem health, encourage high performance buildings that optimize energy efficiency, minimize environmental impact, deliver a healthy indoor environment, minimize long-term operation and maintenance costs for occupants).
- Define **“good neighbour”** practices to clarify expectations affecting Richmond’s diverse neighbourhoods and households (e.g., non-market, market housing and home ownership) to support good neighbourhood fit (e.g., noise, maintenance, complementary building design).



**Basic Universal Housing (BUH)** means those dwelling units that provide accessibility features in compliance with Richmond's Zoning Bylaw. The phased introduction of enhanced accessibility measures in the BC Building Code will require the City to monitor and periodically update its basic universal housing policy to remain relevant.



- c. Advance accessibility:** Build more housing that advances accessible design to respond to the diverse and changing needs of Richmond's aging population and growing number of community members with disabilities.
- **Integrate accessible design** into all new and retrofit residential and mixed-use development in order that all publicly accessible areas of new and retrofit development are accessible and safe spaces for people of all ages and abilities, including people with all types of disabilities (physical, sensory, cognitive and mental health).
  - Provide a diversity of new and retrofit housing options that integrate accessible design to meet the **needs of residents and their visitors** (e.g., wheelchair accessible units, adaptable units, visitable units and units that accommodate mobility aids, dementia friendly design).
  - Encourage housing that accommodates diverse needs and abilities to **support independent living**.
  - **Clarify targets** for the delivery of accessible housing in new multi-family development to better enable people of all ages and abilities to stay in their community as their needs change, including the following:
    - i. Provide specified **aging-in-place** features in all multi-family dwelling units and in at least one dwelling unit in each Small-Scale Multi-Unit Housing (SSMUH) development.
    - ii. Encourage inclusion of **basic universal housing** features in all apartment housing types, with basic universal housing features being provided for all market rental housing units and as established in the Affordable Housing Strategy for Low-End Market Rental housing units.
    - iii. Require specified **convertible features** in all multi-storey, multi-family dwelling units, excluding Small-Scale Multi-Unit Housing development.
- d. Streamline approvals:** Continue to simplify, streamline and improve transparency of development review processes.
- **Update design guidelines**, including those for Small-Scale Multi-Unit Housing (SSMUH) development, various forms of townhouse development, apartment housing (4-, 5- and 6-storeys), and areas subject to Richmond's Transit-Oriented Areas bylaw (i.e., City Centre Downtown).
  - **Accelerate delivery** of efficient and scalable homes by including elements of the provincial and/or Metro Vancouver home building models that are suitable in the Richmond context in design guidelines for apartment housing (e.g., 4-, 5- and 6-storey buildings).
  - **Provide design support** (e.g., information bulletins, pre-approved design templates) and technical guidance (e.g., BC Energy Step Code compliance strategies) using the City's website and publications and/or public/industry engagement.



- Explore initiatives to **reduce risks, uncertainty** and the duration of concept-to-construction processes in strategic locations, which may include the following:
  - i. **Pre-zone** land, which may involve the following:
    - pre-zone broadly (e.g., all areas that permit 4- to 6-storey apartment development or along all arterial roads) or narrowly (e.g., only within City Centre Downtown or a Local Village) to encourage development of a specified development type and/or defined location;
    - pre-zone for rental housing conditional to inclusion of a minimum defined amount of below-market and/or non-market housing to encourage delivery by private development; and/or
    - pre-zone based on ownership/operation (e.g., owned/operated by government, non-profit organization, housing co-operative) to facilitate the construction of below-market and/or non-market housing.
  - ii. **Pre-service** lands, pre-plan and/or document existing servicing levels to streamline development approvals, incentivize growth in preferred locations, and/or to support non-market housing (e.g., City initiated design, funding and/or construction of utility upgrades).
  - iii. **Pre-approve** multi-unit housing design templates to expedite the plan development and design review process (e.g., customizable designs aimed at expediting City approvals, reducing cost and establishing minimum design expectations).
- Collaborate **with other levels of government** and crown corporations to establish coordinated and streamlined assessment and construction processes to optimize cost-efficiency and accelerate development timelines (e.g., standardized hydro infrastructure upgrades, template Servicing Agreements for Small-Scale Multi-Unit Housing development).
- Collaborate and exchange information with the **development industry** to identify and develop balanced solutions to the challenges associated with delivering more housing options.



- e. Lower costs:** Support practices that lower costs associated with construction and operation (e.g., financing, construction costs, utilities, maintenance).
- Encourage **retention, renovation, rehabilitation** (e.g., energy upgrades, addition of accessory dwellings) of older housing stock that is in good condition to support more affordable ownership and rental options (i.e., as compared to new construction) and increase opportunities for households to stay in their neighbourhoods as their needs change.
  - **Prioritize low-rise apartment** housing (i.e., 4-, 5- and 6-storeys) by encouraging its construction in key areas (e.g., along arterial roads and City Centre Perimeter) to maximize cost-effective housing delivery associated with wood construction (i.e., faster construction timelines and lower energy consumption during construction, easier to remodel/modify in the future, a durable, renewable resource with associated indoor temperature regulation benefits that may reduce energy bills).
  - Encourage adoption of **modern technologies** including modular construction and prefabrication to advance efforts to increase the prevalence of off-site construction options to realize lower cost, more efficient development and less associated construction waste.
  - Encourage **high-performance buildings** (i.e., new construction and retrofit) to optimize energy efficiency, minimize environmental impact, deliver a healthy indoor environment, and offer improved long-term affordability resulting from significant energy savings over time.
  - Explore opportunities to support rental housing that delivers significant **community benefits** in preferred locations through City-initiated upgrades to municipal infrastructure.
  - Explore opportunities to enhance **development viability** through flexibility in the City's development review and approval processes (e.g., accepting surety bonds as an alternative to traditional forms of security).
  - Explore opportunities to deliver **more family-friendly** housing options in Small-Scale Multi-Unit Housing (SSMUH) neighbourhoods, including house-scale townhouse-type development (e.g., side-by-side units) on larger lots, which by way of being smaller than a standard arterial road townhouse and not along a busy street, may be an attractive and more attainable housing option for many households.
  - Define criteria for developers to **align parking** construction to demand to reduce related construction costs and advance the City's transportation and climate response objectives including, among other things, exploring opportunities to advance housing outcomes through the following:
    - i. Recent removal of mandatory residential parking minimums, excluding accessible parking, loading, and commercial/office/industrial parking in areas subject to Richmond's Transit-Oriented Areas bylaw (i.e., City Centre Downtown); and
    - ii. Consideration of parking reductions for new development where residential use is exclusively reserved for rental tenure, as determined by Council, subject to exhausting all parking rate reduction provisions in the Zoning Bylaw and staff review of site-specific considerations.



## OBJECTIVE 2:

### Build more developer-driven housing that more people can afford



Achieve a 3% percent vacancy rate for rental housing as prescribed in Richmond's 2024 Interim Housing Needs Report.

Affecting housing affordability requires a multi-faceted approach that includes increasing alternatives to standard market home ownership. The growth management framework encourages private development to construct secured rental housing and to retain, renovate and rehabilitate existing rental development. It also supports multi-generational housing, and alternative ownership and rental housing models, including those that assist renters who aspire to own a home.

The combination of higher housing costs, greater demand for rental housing and low rental vacancy rates affects housing affordability. Census data indicates that renter households comprise close to a third of Richmond households and represent all age groups and household types. This includes households that have a desire to purchase a home but are unable to do so at current prices. As ownership costs increase, more people may require rental housing, and with low vacancy rates, rent rates are anticipated to remain high. Further, in Richmond, household incomes for renter households tend to be lower than those for owner households. As a result, renter households are generally more impacted by increases in housing and other living expenses. In light of this, the growth management framework prioritizes measures aimed at increasing Richmond's supply of secured rental housing.

#### POLICIES:

a. **Preserve Rental:** Protect the existing stock of secured rental housing and minimize displacement of those who live in rental housing.

- Encourage **renewal, renovation and rehabilitation** (e.g., energy upgrades) and regular maintenance to extend the useful life of rental housing and discourage its premature redevelopment.
- Encourage property owners to **maintain existing rental buildings** in good repair and in a safe condition (e.g., Rental Premises Standards of Maintenance Bylaw).
- **Advocate** for funding from senior government or other agencies to upgrade and extend the lifespan of existing rental and co-operative housing developments.
- Continue to exclusively provide rental housing on the site when a rental development is replaced, ensuring **1:1 replacement of the rental** units with secured Low-End Market Rental units, or housing with other depths of affordability, to the satisfaction of the City, with the same number of bedroom units and the same number of ground-oriented units as originally located on the site.
- **Replace existing rental units** in a mixed tenure development with secured Low-End Market Rental units at a 1:1 replacement rate with replacement units having the same number of bedroom units and the same number of ground-oriented units as originally located on the site.





## **Application Evaluation Policy for Redevelopment of an Existing Rental Housing Development**

### **Pre-Application (to be undertaken by the applicant)**

- Prepare and send a letter to tenants, which requires pre-approval by City staff, regarding the property owner's development plans that includes an outline for the proposed project, expected timeline, defined communication plan and information regarding the City's tenant protection policies.
- Collect the views of existing tenants in writing and submit the information to the City.

### **Application Review and Council Consideration (information to be prepared for Council's consideration)**

- The impact that a proposed conversion/redevelopment will have on the stock of rental housing in Richmond, including the current vacancy rate.
- The views of existing tenants, collected by the applicant and submitted to the City in writing.
- A Building Condition Assessment Report prepared by the applicant in a form that is acceptable to the City from a registered architect, engineer, or another qualified professional, including an assessment of the life expectancy and the state of repair of the building, general workmanship and the degree of compliance with all City bylaws and servicing standards.
- A Tenant Relocation Plan, prepared by the applicant, that includes the following:
  - i. A minimum four months' notice to end the tenancy, and otherwise as set out in the provincial Residential Tenancy Act.
  - ii. Regular and ongoing notification to existing tenants that provides updates regarding the status of ongoing development approvals and related matters (e.g., demolition, building permits).
  - iii. First right-of-refusal to return to the property with maximum rents being set at below-market rent rates for a similar unit in the new development. Starting rent rates and associated income thresholds may vary depending on the length of tenancy prior to redevelopment in accordance with the Affordable Housing Strategy.
  - iv. For tenants who have resided in the applicable rental units longer than one year:
    - Compensation to the tenant(s), which considers the length of tenancy in the building prior to redevelopment, being no less than three month's rent, or alternative sum as outlined in the City's Affordable Housing Strategy.
    - Assistance in finding alternative accommodation which meets the tenant's needs that is located in Richmond, or in another location at the tenant's discretion, and where the rent does not exceed Canada Mortgage and Housing Corporation's (CMHC) average area rents for Richmond.

### **Construction and Occupancy**

- Applicant prepares and submits an interim tenant relocation report and a final tenant relocation report to confirm execution of the Tenant Relocation Plan.



*Mixed tenure means a development comprising a mix of strata, market rental and below-market rental dwellings in compliance with applicable City policies.*



*Secured rental housing in mixed tenure development is generally provided in development with more than 60 units, which is associated with longer development timelines.*

- **Protect tenants** from eviction due to renovation by encouraging property owners proposing to undertake maintenance, repair, retrofit or other construction involving a rental building to accommodate tenant(s) living in their unit(s) during construction or, as applicable, relocating tenant(s) to temporary equivalent accommodation at the same rental rate(s), together with the unrestricted right to return to their unit(s) when work is complete.
  - **Support tenants** living in rental buildings proposed for strata conversion/redevelopment by applying a consistent process to evaluate the development application and mitigating the impacts of being displaced by requiring a Tenant Relocation Plan, in addition to being subject to the standard application review process.
  - Encourage **alternatives to strata conversion** of an existing rental or housing co-operative building when the rental vacancy rate is less than 4%.
  - Implement an **application evaluation** policy for applications involving the redevelopment of an existing rental housing development.
- b. Prioritize Rental:** Encourage developer-driven construction of all forms of secured rental housing.
- Reflect the **significance of rental housing** in land use plans and supporting policies, recognizing its important contribution to the City's supply of housing that is more affordable, offers more housing choices to meet the needs of a diverse population and contributes to social diversity and a healthy community.
  - Apply a **form-based model** to incentivize secured rental development, including market rental and Low-End Market Rental housing, in land use plans that includes supplementary heights and permissions for variable density to encourage new development of rental housing.
  - **Prioritize opportunities** for apartment buildings with more than 60 dwelling units (e.g., in City Centre and redevelopment of large existing multi-family sites) to optimize developer-constructed rental housing consistent with market rental housing policies and the Affordable Housing Strategy, including Low-End Market Rental housing.
  - Continue to explore **new opportunities and pathways** to optimize construction of more secured rental housing in response to low levels of rental vacancy, suppressed household formation, rising numbers of households spending 50% or more of their before-tax income on shelter costs, and increasing instances of households living in housing that is inadequate, unsuitable, or unaffordable.
  - Maintain **equivalent livability expectations** between rental housing and ownership housing regarding location (i.e., rental housing is supported only in locations where mixed-use and residential use is permitted), design and construction, and amenities.



- Prioritize **seniors rental housing** in locations that are near frequent transit service and community assets such as health care and social supports.
- Support **faith-based organizations** to optimize lands where residential use is permitted, to provide secured rental housing while advancing broader social and cultural outcomes, which may be accomplished by applying the Complete Village Spaces Overlay.
- **Limit stratification** of secured rental housing units.
- Provide the following incentives to new development where residential use is exclusively **reserved for rental tenure development** in recognition of the significant community benefit provided by the secured rental housing units:
  - i. Supplementary building height and variable density as applicable.
  - ii. Expedited rezoning and development permit application review ahead of in-stream applications.
  - iii. Exemption from public art and community planning contributions, and exemption from Amenity Cost Charges, as specified in the City's Amenity Cost Charges bylaw, for those housing units that are secured at below-market and non-market rates.
  - iv. Additional parking reductions, as determined by Council, subject to exhausting all parking rate reduction provisions in the Zoning Bylaw and staff review of site-specific considerations.
- Encourage equitable distribution of residential parking between ownership and secured rental housing units, including any below-market rental housing, when **residential parking** is voluntarily provided in areas subject to Richmond's Transit-Oriented Areas bylaw.



**c. Build Market Rental:** Continue to secure market rental housing units in new multi-family development.

- Secure **at least 15% of the total residential floor area** ratio in a new multi-family development as habitable floor area for market rental housing, excluding residential floor area secured as Low-End Market Rental housing.
- Provide development with **60 or less apartment units and townhouse development** an option to provide an equivalent cash contribution to an affordable housing reserve account, in lieu of constructing market rental dwelling units, at the following rates, which are to be revised by adding the annual inflation for the preceding two calendar years using the *Statistics Canada Vancouver Consumer Price Index – All Items* inflation rate every two years after February 28, 2027, with revised rates published in a City Bulletin:
  - i. for new townhouse development: \$33.26 per buildable m<sup>2</sup> (\$3.09 per buildable ft<sup>2</sup>);
  - ii. for apartment development inside City Centre (i.e., City Centre Downtown and City Centre Perimeter): \$65.77 per buildable m<sup>2</sup> (\$6.11 per buildable ft<sup>2</sup>); and



iii. for apartment development outside City Centre (i.e., Local Villages, Arterial Connectors, Neighbourhood Residential):  
\$37.57 per buildable m<sup>2</sup> (\$3.49 per buildable ft<sup>2</sup>).

- Exempt Small-Scale Multi-Unit Housing (SSMUH) from the requirement to provide secured market rental housing in a multi-family development (notwithstanding Zoning Bylaw provisions requiring that a **sixth dwelling on a SSMUH lot** shall be a Low-End Market Rental unit).
- Exempt new development that is exclusively reserved for rental tenure from the requirement to provide Low-End Market Rental housing units, in recognition of the **significant community benefit** provided by the secured rental housing.
- Exempt habitable floor area secured as market rental housing from **public art and community planning contributions**, in recognition of the significant community benefit provided by the secured rental housing.
- Secure all market rental housing in perpetuity by **utilizing residential rental tenure zoning** and, where applicable, one or more legal agreements, and/or other alternative approaches to the satisfaction of the City.
- Apply a **form-based model** to encourage new development where residential use is exclusively reserved for rental tenure and further encouraging inclusion of Low-End Market Rental housing in the development to address community need (i.e., additional height, variable density).
- Revisit the Market Rental Housing Policy with consideration of new provincial housing legislation to define **new pathways** to secure market rental housing, including in areas affected by Richmond's Transit-Oriented Areas bylaw (i.e., City Centre Downtown).



**d. Build Low-End Market Rental:** Continue to secure Low-End Market Rental housing units in new multi-family development.

- **Secure Low-End Market Rental housing** units in market and non-market multi-family development in accordance with Richmond's Affordable Housing Strategy, or similar Council-endorsed strategy, and the framework for the Low-End Market Rental Housing Program.
- Provide development with 60 or less apartment units, townhouse development, and the sixth unit in a 6-unit Small-Scale Multi-Unit Housing development an option to voluntarily provide an equivalent cash contribution to a **City affordable housing reserve account** (i.e., equivalent to the estimated cost of constructing Low-End Market Rental dwelling units).
- Secure a **secondary suite** or an equivalent cash contribution through rezoning applications that would enable subdivision and the development of a net new single-family dwelling, in accordance with Richmond's Affordable Housing Strategy.



**Low-End Market Rental Housing** is a city-wide rental housing program initiated in 2007. The program secures rental housing that serves low to moderate income households and is typically provided through larger scale residential development projects. Maximum rents are set at 10% below the Canada Mortgage and Housing Corporation's Average Market Rent for the City of Richmond.



- Encourage development to **exceed the minimum provisions** for Low-End Market Rental Housing in mixed tenure development (e.g., lower rental rates, increase provision of two- and three-bedroom family-oriented dwellings), which may reduce the floor area secured as market rental housing.
- Exempt habitable floor area secured as Low-End Market Rental housing from **public art and community planning contributions**, and from Amenity Cost Charges, as specified in the City's Amenity Cost Charges bylaw, in recognition of the significant community benefit provided by the secured rental housing.
- **Secure all Low-End Market Rental housing in perpetuity** by utilizing residential rental tenure zoning and, where applicable, legal agreements and/or other alternative approaches, to the satisfaction of the City.
- Prioritize Low-End Market Rental housing units in locations that are near **frequent transit service and community assets** such as health care and social supports.
- Continue to **regularly update Richmond's Affordable Housing Strategy**, which outlines the framework for the Low-End Market Rental Program, alongside other initiatives to secure housing that is more affordable.

## Responding to Housing Needs

Richmond's Affordable Housing Strategy and the Low-End Market Rental Housing Program provide direction to respond to the current and future housing needs of the community, specifically including provisions for the following priority groups.

Priority Group	Identified Housing Gaps
Families <i>(including lone -parent families, families with children, multi-generational families)</i>	<ul style="list-style-type: none"> <li>▪ Family friendly two to three bedroom units</li> <li>▪ Low-End Market Rental housing</li> <li>▪ Secured rental housing</li> </ul>
Low and moderate income earners	<ul style="list-style-type: none"> <li>▪ Low-End Market Rental housing</li> <li>▪ Secured rental housing</li> </ul>
Low and moderate income seniors	<ul style="list-style-type: none"> <li>▪ Accessible, adaptable, and visitable housing</li> <li>▪ Low-End Market Rental housing</li> </ul>
Persons with disabilities	<ul style="list-style-type: none"> <li>▪ Low-End Market Rental housing</li> </ul>
Vulnerable populations	<ul style="list-style-type: none"> <li>▪ Various types of non-market housing for singles, couples and families</li> </ul>



**e. Increase Options for Middle-Income Households:** Support alternative rental and ownership housing models that respond to the needs of middle-income households whose access to market housing is limited due to cost or availability and who do not qualify for below market or non-market housing.

- Continue to define a strategy to expedite construction of **Essential Housing** that includes identifying precincts where development may be prioritized (e.g., Workforce Housing in the existing healthcare hub that includes Richmond Hospital and associated healthcare offices and businesses).
- Encourage employers, industry, non-profits and institutions to form **partnerships and combine resources** to collaboratively develop Essential Housing.
- Encourage construction of **Workforce Housing** to ensure that workers from a wide variety of sectors stay and live in Richmond, contributing towards servicing the community (e.g., teachers, firefighters, nurses, seasonal/tourism/restaurant workers).
- Extend incentives that apply to secured rental housing to Essential Housing, provided it is **secured rental housing**.
- Explore opportunities to support Richmond **housing co-operatives** with expiring operating agreements intending to retrofit and/or redevelop (e.g., redevelopment intensification, pre-zoning, access to City funding conditional to provision of enhanced community benefit, protections/provisions for existing residents).
- Explore **opportunities for flexibility** when housing type and affordability align with household needs including consideration of household income, household composition, nature of housing need (e.g., regular employment, student housing, seasonal tourism, locum, seniors housing) with consideration of the following:
  - i. **Location:** Generally in high density, central areas where residents have convenient access to transportation options, shops and services or elsewhere when co-located with target employment/education, provided residential use is a permitted land use in the 2050 Land Use Map and transportation options, services and amenities typical of a transit-oriented village are within a 10 minute walk.
  - ii. **Tenure:** Typically rental, with opportunity for other accommodations to meet specific needs (e.g., Workforce Housing may include ownership units).
  - iii. **Rental rate:** Align housing cost with household income, with inclusion of below-market rents strongly preferred (e.g., health care workers reflect a range of incomes and needs, a nurse can afford market rent while custodial positions would benefit from below-market rent).
  - iv. **Reflect unique housing needs:** Align housing needs with lifestyle and costs (e.g., health supports for older adults, housing with built-in furnishing, shared amenities like study areas and laundry for students).



- v. **Affordable living:** Optimize affordability by including access to amenities that are suitable for the user group (e.g., walking distance to employment, furnished accommodation, on-site child care, provisions consistent with the City's Seniors Strategy).
- vi. **Unit size (general):** A mix of unit sizes, including multi-bedroom units in accordance with the City's family-oriented housing policy is preferred; however, unit mix and unit sizes may vary to reflect the user group's unique needs (e.g., roommate-oriented housing).
- vii. **Unit size (small units):** Where small units are appropriate for the user group, site specific evaluation for small unit sizes should consider the following additional factors:
  - **Size:** Minimum 30 m<sup>2</sup> (322 ft<sup>2</sup>) unit size, which must include a three piece bathroom and full kitchen in the unit, and larger unit sizes as required to provide on-site accessible dwelling units.
  - **Development characteristics:** directly associated with complementary use(s) (e.g., post secondary student housing located on the site of the educational institution) and provide a meaningful contribution toward housing affordability (i.e., not limited to lower rent resulting from smaller unit sizes).
  - **Prioritize livability:** include additional amenities for small size units (e.g., secure large size storage units, high ceilings, indoor/outdoor amenity space that exceeds policy specifications, enhanced age-friendly design).
- Encourage **affordable home ownership (AHO)** options that make purchasing a home more attainable for middle-income households today and upon re-sale (i.e., re-sale restrictions apply to ensure that AHO units remain affordable for future eligible households).

## Alternate Pathways to Ownership

Comparison of affordable home ownership (AHO) and rent-to-own pathways to home ownership.

	Typical Attributes	
	Affordable Home Ownership (AHO)	Rent-to-Own
Structure	<ul style="list-style-type: none"> <li>▪ Government or non-profit initiative.</li> <li>▪ Requires long-term, dedicated administration and assets that can be leveraged.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Government or developer initiative.</li> </ul>
Contribution to affordability	<ul style="list-style-type: none"> <li>▪ Carries forward affordability accommodations for future owners.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Beneficial to the initial purchaser. Affordability is not passed on to future owners.</li> </ul>
Financial supports	<ul style="list-style-type: none"> <li>▪ Includes provisions to maintain stable housing costs throughout the term of ownership and may offer financial assistance.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Alternative financing model.</li> <li>▪ Subject to standard and project specific risks (e.g., declining property value).</li> </ul>



## What is Essential Housing?

Essential Housing includes housing models geared to middle-income households whose access to market housing is limited due to cost or availability. Essential housing is intended for specific segments of the population including those who provide a vital service to the community or for whom housing needs are associated with a specific life-stage.

### Types of Essential Housing



#### Workforce Housing

Typically this is secured rental housing, but may include ownership units, for those who work in key economic sectors to enable them to live near their place of employment. Housing costs relate to household income and can vary within the development.



#### Student Housing

Secured, furnished rental housing and associated amenities for post-secondary school students, located on- or off-campus and rented at or below market rates. Student housing may comprise self-contained units (e.g., with kitchens) for shared or individual occupancy or dormitory type accommodation with shared dining facilities.



#### Seniors Housing

Housing that is suitable for the unique housing needs of seniors that considers an individual's level of independence and care needs (e.g., active lifestyle community, independent living, retirement home, assisted living, memory care). Seniors housing may be offered at market or non-market rent.



#### Affordable Home Ownership

A "hybrid" ownership model. Homes are offered at below market rate to households who cannot achieve home ownership through the market. Rental and re-sale restrictions apply to ensure units remain affordable for future eligible households.



#### Community-Led Affordable Housing

Multi-family housing initiated, developed and/or managed by its occupants that aims to maintain permanent affordability (e.g., co-operative housing). Development is generally characterized by below-market rent but may include limited market-rent housing. It does not include community-led housing models that are delivered and operated at market rates (e.g., co-housing characterized by enhanced amenities to support community cohesion but without resale restrictions).



### OBJECTIVE 3:

#### Build more below-market and non-market housing through effective partnerships



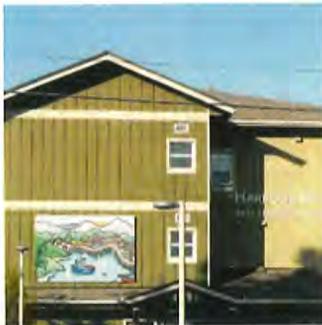
Build approximately 6,000 below-market and non-market homes by 2041 and more beyond, as prescribed in Richmond's 2024 Interim Housing Needs Report.

The City has been an active partner in the delivery of housing that serves the needs of families, seniors, working households, and other priority groups. To secure housing for some of the more vulnerable members of the community, the City has relied on partnerships with senior levels of government and local non-profit housing operators to secure capital and operating funding. More work is required to address the increased demand for below-market and non-market rental housing. The City cannot do this alone. The growth management framework intends to secure more funding and increase development of below-market and non-market housing through stronger partnerships and relationships.

**Below-Market Rental Housing** is housing that serves low and moderate income households with maximum rent rates set below rents found within the local market and where the depth of affordability and tenant eligibility is secured (e.g., Low-End Market Rental housing).



**Emergency shelters and transitional housing** are important for anyone who is without a safe or stable place to stay and experiencing homelessness or at risk of homelessness. These forms of temporary accommodation can provide a step towards long-term housing solutions but are not considered to be "housing". The temporary nature of emergency shelters and transitional housing distinguish them from the long-term or permanent housing models considered as part of the growth management framework. Temporary accommodation such as emergency shelters and transitional housing is addressed through other sections of the OCP, and in various City strategies and plans.



### POLICIES:

- a. **Embed Flexibility:** Optimize government and non-profit agency housing initiatives to prioritize below-market and non-market housing.
  - **Align City processes** with other government and agency programs that prioritize renewal and construction of housing that prioritizes vulnerable populations.
  - Define a **housing equivalencies** framework for use in evaluating affordability across alternate housing programs or approaches involving variable combinations of below-market, non-market and market housing types.
  - Recognize that below-market and non-market housing programs typically set rents to break even and, as a result, some combination of near-market and/or market housing dwelling units may be required to make projects **financially viable**.



**Non-Market Rental Housing** is housing that serves very low income households and is commonly operated by a non-profit housing organization or other entity which receives ongoing operating subsidies from the government.



**b. Prepare for development:** Advance a project-ready environment to support construction of below-market and non-market housing.

- Explore opportunities to secure reliable **long-term funding** for both construction and long-term operation of below-market and non-market housing.
- Increase the **inventory of City-owned land** available to support the delivery of below-market and non-market housing through the creation of a land acquisition strategy (e.g., clarify a strategy for accepting land at no cost to the City, in lieu of constructing rental housing).
- **Leverage City-owned land** to enable the delivery of below-market and non-market housing by allowing cost savings to be passed on to the operator and future tenants, which may include providing land at a nominal rate or establishing a financing framework that allows non-profit organizations and other community partners to gain access to land through long-term financing arrangements that also provide cost recovery to the City.
- **Establish partnerships** with government housing organizations (e.g., Build Canada Homes, Canada Mortgage and Housing Corporation, BC Housing, Indigenous housing societies, Metro Vancouver Housing Corporation).
- Prepare **development-ready projects** to increase the likelihood of securing senior government funding, which may favor an advanced development concept that demonstrates viability and expedited delivery.
- **Advocate** to senior levels of government for funding to upgrade municipal infrastructure in locations where rental housing with significant community benefits is constructed.

**c. Expand opportunities:** Continue to create new avenues to support building more below-market and non-market housing.

- **Advocate** to senior levels of government for access to crown and provincial land, where residential use is supported to deliver below-market and non-market housing.
- Mobilize **long-term investments** in housing affordability by facilitating introductions and advancing relationships between government, non-profit agencies, First Nations, and private developers to encourage exchange between those who create and manage housing grants and funding, those with expertise with housing priority groups, and those with construction experience.
- Encourage **balanced city-wide distribution** of housing with supports for priority groups, including vulnerable populations, in residential neighbourhoods inside and outside City Centre (including high-density and lower density locations) near transit, residents daily needs (e.g., healthy food stores), services and amenities (e.g., child care, schools, parks).



*Richmond's affordable housing reserve fund is used to provide funding to specific non-market housing projects and initiatives.*



**d. Steward priority projects:** Allocate resources to support below-market and non-market housing projects.

- Support the on-going operation of a **Housing Office** to enhance the delivery and management of below-market and non-market housing.
- Provide **customized assistance** for development of below-market and non-market housing to assist scheduling, coordination, and general administration throughout the application review and permitting process.
- **Strengthen partnerships** with government and non-profit housing organizations throughout Richmond and Metro Vancouver to:
  - i. increase Richmond's attractiveness as a candidate for funding and development;
  - ii. facilitate knowledge sharing between non-profits and industry experts to advance housing development across the housing continuum;
  - iii. establish relationships with those with expertise in housing priority groups as identified in Richmond's Affordable Housing Strategy;
  - iv. advocate for consistent definitions for housing terms and performance metrics in the region to improve the quality of regional monitoring and the accuracy of affordability reporting.

**e. Foster Community Support:** Build a supportive community environment for below-market and non-market housing.

- Organize and support housing related events and workshops to encourage information sharing and **build community** and industry awareness regarding housing affordability challenges in the City.
- **Develop design guidelines** that ensure below-market and non-market housing supports tenants, housing operators, and neighbours by considering the following:
  - i. incorporate user-centred design (e.g., needs-based design, indoor and outdoor amenity spaces that support opportunities for residents to socialize on-site); and
  - ii. implement high-quality building designs that are architecturally compatible and complement neighbourhood form and character (e.g., preservation of privacy).
- Encourage inclusion of **community features** into building and site design (e.g., social enterprises, community art, space for non-profit operation, private commercial retail/services).

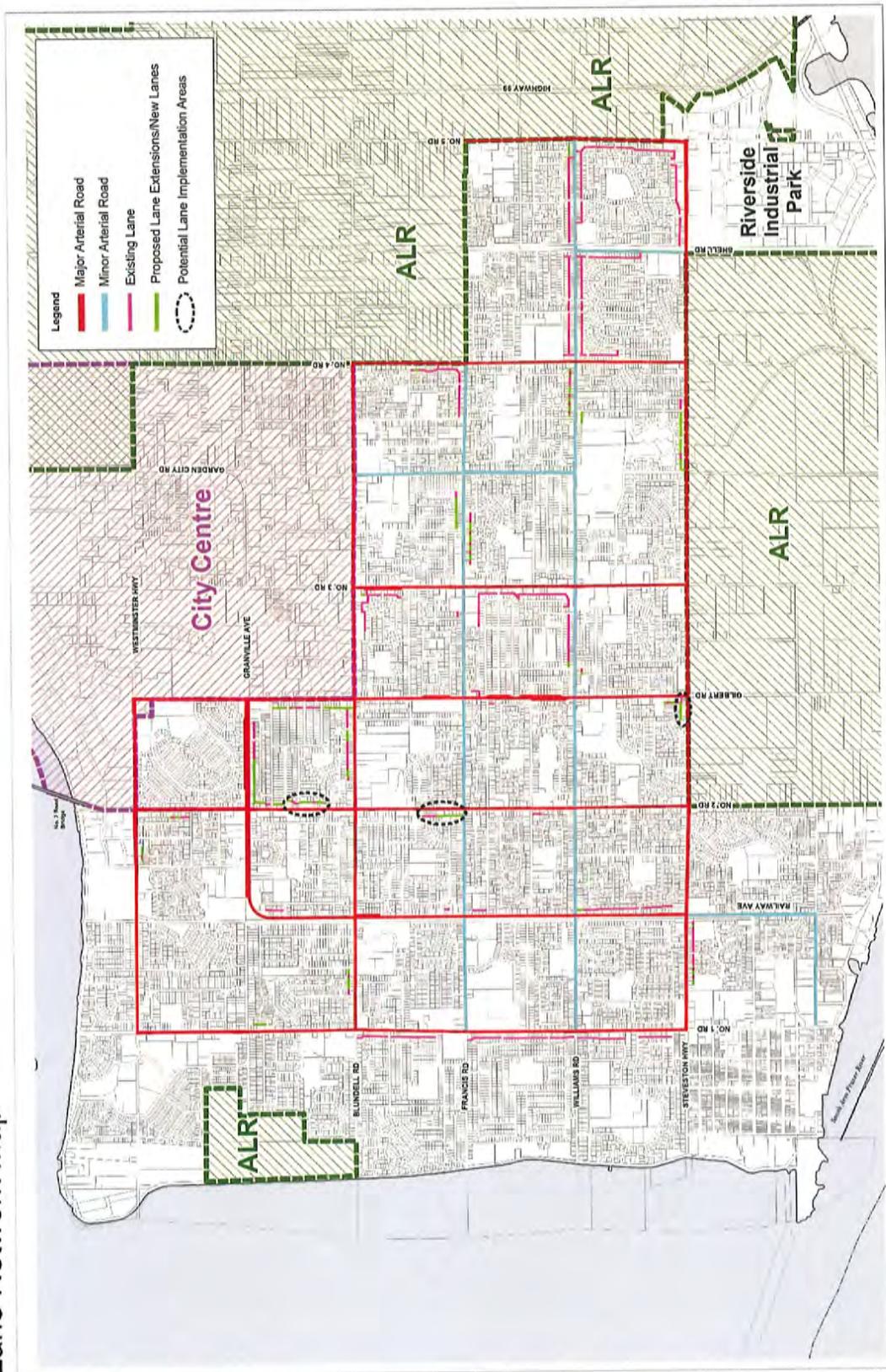
**OBJECTIVE 4:**

**Encourage opportunities to secure lane development along arterial roads through new development.**

**POLICIES:**

- a) Densification along major arterial roads should minimize traffic disruption by eliminating driveways along arterial roads.
- b) Densification along minor arterial roads should result in no net increase in the number of driveways to maintain existing traffic flow.
- c) The Lane Network Map identifies areas where lane establishment and/or extension is encouraged.
- d) Developers are encouraged to connect to an established lane network. Where a city block has been identified for lane development but has limited opportunity for the existing lane to be extended to a local road, a connecting lane (i.e., temporary connection to arterial road) may be considered.
- e) The location of the connecting lane will be determined at the time of a development application based on:
  - a. the overall access needed for the entire block;
  - b. location of the existing driveways; and
  - c. type of traffic movements appropriate for the block.

# Lane Network Map



## **15.0 Regional Context Statement**

## Metro 2050 Goal 1: Create a Compact Urban Area

The 2050 OCP encourages compact, mixed-use, transit-oriented urban villages that focus new housing near residents' day-to-day needs and support people through all stages of their lives. Growth will be accommodated within the Urban Containment Boundary and will be directed where it optimizes local opportunities to support a diversity of housing types and needs. Building complete Richmond communities involves five complementary neighbourhood types: 1) the City Centre Downtown identified for high-density, mixed-use, transit-oriented urban village development; 2) City Centre Perimeter identified as a transition between Richmond's high-density downtown and lower density suburbs; 3) Local Villages that are within a 5-minute walk (400 m) of existing shopping areas with low-rise apartments and townhouses; 4) Arterial Connectors for transit-oriented townhouses, row houses and low-rise apartments together with local-serving amenities and commercial uses; and 5) Neighbourhood Residential with house-scale single, multiple and infill dwelling, pockets of townhouses and low-rise apartments with local-serving amenities. Together, they will help rebalance growth inside and outside City Centre, increase housing choice and deliver more walkable, inclusive and affordable places for everyone.

### Goal 1 Targets

Policy with Target	Applicable OCP Policies	Supplementary Information
<p>1.1.9 b) Provide Member Jurisdiction population, dwelling unit, and employment projections, with reference to guidelines contained in Table 1, and demonstrate how local plans will work towards accommodating the projected growth within the Urban Containment Boundary in accordance with the regional target of <b>focusing 98% of residential growth inside the Urban Containment Boundary</b></p>	<p>The City has used the Metro Vancouver's population and dwelling unit projections to develop the growth framework and new OCP policies. The projected residential growth will be accommodated within the Urban Containment Boundary. See RCS Map.</p> <p>Below are Richmond's population and dwelling unit projections based on the medium growth scenario:</p> <p><u>Population</u>                      2030: 257,978                      2040: 288,526                      2050: 311,236</p> <p><u>Dwelling Units</u>                      2030: 101,457                      2040: 116,555                      2050: 128,422</p> <p>The OCP includes policies to increase housing supply to meet Richmond long-term housing needs as estimated by the 2024 Interim Housing Needs Report and accommodate development targets set by the Provincial Housing Target Order for Richmond, and update</p>	<p>The OCP aligns with the findings of the 2024 Interim Housing Needs Report. The land use map reflects capacity for twice the amount of estimated housing need and encourages construction of a greater variety of housing types to accommodate the housing needs of more residents. The projection using the Province's Housing Needs Report Method is 2,600 unit per year which is substantially higher than Metro Vancouver's dwelling projections: 1,478 units per year (low), 1,614 units per year (medium) and 1,764 units per year (high).</p> <p>The pre-zoning of almost 27,000 single-family and duplex lots to permit small-scale multi-unit housing (SSMUH), as directed by Bill 44, roughly doubled the total capacity of those lands from approximately 54,000 units, with two units per lot, to 108,000 units, which assumes four units per lot. Further, Richmond's Transit-Oriented Areas (TOA) Bylaw, as defined by Bill 47, has increased</p>

	<p>the OCP as needed to align with housing needs assessments as required by provincial housing legislation. (Section 3.2 Objective 1 Policy a)</p> <p>Below are the employment projections for Richmond by Metro Vancouver.</p> <p><u>Employment</u></p> <p>2030: 171,476</p> <p>2040: 188,302</p> <p>2050: 200,555</p> <p>Section 6 (Resilient Economy) includes policies to achieve a vision for a resilient economy. The current OCP incorporates the 2041 Employment Lands Strategy, which examines the supply of employment lands and policies to address Richmond’s long-term economic and business development needs. The OCP policies are supported by changes made to the OCP and Zoning Bylaw in 2021 through the Industrial Lands Intensification Initiative (ILII) to support the protection and intensification of industrial lands. The ILII advances the recommended actions in the Metro Vancouver Regional Industrial Strategy and aligns with Metro Vancouver’s 2040 Regional Growth Strategy to achieve the regional target. The City is committed to continuing to support industrial intensification in a manner that aligns with industry needs and City’s objectives.</p>	<p>development capacity by roughly 30,000 units within 800 m of Richmond's Canada Line Capstan, Lansdowne and Brighthouse stations, as compared to the current City Centre Area Plan (CCAP).</p> <p>The City is currently developing a new Economic Strategy to guide the City’s long-term economic direction, support business growth and retention and strengthen community resilience.</p>
<p>1.2.23 a) provide dwelling unit and employment projections that indicate the Member Jurisdiction’s share of planned growth and <b>contribute to achieving the regional share of growth for Urban Centres and Frequent Transit Development Areas as set out in <a href="#">Table 2</a></b> (Dwelling Unit and Employment Growth</p>	<p>The proposed OCP can accommodate the projected residential growth and continues to achieve the regional share of growth for Urban Centres. 50% of the residential growth is projected to be in the City Centre.</p>	

<p>Targets for Urban Centres and Frequent Transit Development Areas)</p> <p>Regional Targets for Residential Growth by Location:</p> <ul style="list-style-type: none"> <li>• <b>All Urban Centre Types: 40%</b></li> <li>• <b>Frequent Transit Development Areas: 28%</b></li> </ul> <p>Regional Targets for Employment Growth by Location:</p> <ul style="list-style-type: none"> <li>• <b>All Urban Centre Types: 50%</b></li> <li>• <b>Frequent Transit Development Areas: 27%</b></li> </ul>	<p>The majority (80%) of the employment growth between 2009 and 2041 will be in the City Centre, Sea island (YVR) and North Richmond. The City Centre will remain the main area of jobs in the City and primary area of future office development in the City.</p> <p>Section 6 (Resilient Economy) includes City’s commitment to continue to coordinate long-term community planning with neighbouring jurisdictions, vital to long-term employment and a resilient local and regional economy (YVR, Port Metro Vancouver, TransLink, Metro Vancouver, Steveston Harbour Authority) (Section 6.1 Objective 1 Policy e)</p>	
<p>1.2.23 b) ii) include policies and actions for Urban Centres and Frequent Transit Development Areas that: <b>focus and manage growth and development in Urban Centres and Frequent Transit Development Areas consistent with guidelines set out in Table 3</b> (Guidelines for Urban Centres and Frequent Transit Development Areas) and demonstrate how that growth will contribute to the Urban Centre and Frequent Transit Development Area targets set out in <a href="#">Table 2</a> and <a href="#">Action 1.2.12</a></p> <p><i>1.2.12 Implement the strategies and actions of the Regional Growth Strategy that contribute to regional targets as shown on Table 2 to:</i></p> <p><i>a) focus 98% of the region’s dwelling unit growth to areas within the Urban Containment Boundary;</i></p> <p><i>b) focus 40% of the region’s dwelling unit growth and 50% of the region’s employment growth to Urban Centres; and</i></p> <p><i>c) focus 28% of the region’s dwelling unit growth and 27% of the region’s employment growth to Frequent Transit Development Areas.</i></p>	<p>City Centre villages, including Capstan, Lansdowne, Brighthouse, Oval and Alexandra, are subject to existing Area Plans that guide growth and provide for at least 50% of Richmond’s projected new dwellings. In response to recent provincial Transit-Oriented Areas (TOA) legislation, permitted building height and density is increased within 800 m of the Capstan, Lansdowne and Brighthouse Canada Line Stations.</p> <p>Proposed Section 1.6 defines new neighbourhood types. City Centre Downtown is within a 10-minute walk or roll (800m) from Canada Line Stations and identified for high density, mid- and high-rise, mixed-use development with diverse housing options (including rental) to support a vibrant downtown and the City Centre’s role as a regional urban centre balancing population, jobs and quality of life.</p>	<p>Future study and public engagement will further refine planning for transit-oriented village across the city, including Canada Line and future frequent transit villages.</p>

Strategy 1.1: Contain urban development within the Urban Containment Boundary		
Section	Policy	Applicable OCP Policies
<b>Adopt Regional Context Statements that:</b>		
a)	Depict the Urban Containment Boundary on a map, generally consistent with the Regional Land Use Designations map (Map 2)	See OCP RCS Map
b)	Provide Member Jurisdiction population, dwelling unit, and employment projections, with reference to guidelines contained in Table 1, and demonstrate how local plans will work towards accommodating the projected growth within the Urban Containment Boundary in accordance with the regional target of focusing 98% of residential growth inside the Urban Containment Boundary	<i>Please see response in Targets section</i>
c)	Include a commitment to liaise regularly with Metro Vancouver Liquid Waste Services and Metro Vancouver Water Services to keep them apprised of the scale and timeframe of major development plans as well as specific plans to separate combined sewers	<p>Section 12 (Sustainable Infrastructure and Resources) includes policies to work with Metro Vancouver to maintain and improve the efficiency of infrastructure. For example, Section 12.1 Objective 1 includes policies to continue to work with Metro Vancouver on sanitary trunk and treatment plant capacity improvement projects (Policy e) and participate in the on-going implementation of the Metro Vancouver's Integrated Liquid Waste Resource Management Plan (Policy f).</p> <p>Section 12.3 Objective 1 includes policies to continue to work with Metro Vancouver on water supply capacity improvement projects (Policy g) and to continue to support the Metro Vancouver's Drinking Water Management Plan (Policy h).</p>
d)	Integrate land use planning policies with local and regional economic development strategies, particularly in the vicinity of the port and airports, to minimize potential exposure of residents to environmental noise and other harmful impacts	<p>The industrial land use designation excludes retail and residential uses.</p> <p>Section 9.2 (previously in Section 3.6.3) includes noise management policies and designates aircraft noise sensitive land use and</p>

Policy 1.1.9

			<p>mitigation requirements to enhance livability.</p> <p>In Section 14.1.5 (DP Area Designations) all industrial sites in the City Centre, and industrial sites adjacent to non-industrial uses are designated as DP Areas to mitigate potential adverse impacts on surrounding uses.</p>
<b>Strategy 1.2: Focus growth in Urban Centres and Frequent Transit Development Areas</b>			
	<b>Section</b>	<b>Policy</b>	<b>Applicable OCP Policies</b>
<b>Policy 1.2.23</b>	<b>Adopt Regional Context Statements that:</b>		
	a)	provide dwelling unit and employment projections that indicate the Member Jurisdiction's share of planned growth and contribute to achieving the regional share of growth for Urban Centres and Frequent Transit Development Areas as set out in Table 2 (Dwelling Unit and Employment Growth Targets for Urban Centres and Frequent Transit Development Areas)	<i>Please provide response in Targets section</i>
	b)	include policies and actions for Urban Centres and Frequent Transit Development Areas that:	See below.
	i)	identify the location, boundaries, and types of Urban Centres and Frequent Transit Development Areas on a map that is consistent with the guidelines set out in Table 3 (Guidelines for Urban Centres and Frequent Transit Development Areas) and Map 4	<p>The OCP land use map identifies the City Centre which is consistent with the guidelines set out in Table 3 of the Regional Growth Strategy.</p> <p>The City Centre boundaries are proposed to be adjusted to reflect recent provincial Transit-Oriented Areas (TOA) legislation and related considerations but remain generally consistent with the Urban Centre boundaries in the RGS map. See RCS Map.</p> <p>The current RCS allows amendments to adjust the boundaries of Urban Centres, provided such boundary adjustments meet the guidelines set out in Table 3 of the Regional Growth Strategy.</p>

ii)	focus and manage growth and development in Urban Centres and Frequent Transit Development Areas consistent with guidelines set out in Table 3 (Guidelines for Urban Centres and Frequent Transit Development Areas) and demonstrate how that growth will contribute to the Urban Centre and Frequent Transit Development Area targets set out in Table 2 and Action 1.2.12	<i>Please provide response in Targets section</i>
iii)	encourage office development to locate in Urban Centres through policies, economic development programs, or other financial incentives	<p>Section 6.2 Objective 2</p> <p><i>City Centre</i></p> <p>a) establish City Centre as the primary area of future office development in the City, to accommodate future regional/local office and institutional demands</p> <p>b) consider policy and tax incentives for stand-alone and/or mixed-use office space in the Bridgeport and Aberdeen commercial reserves</p> <p>c) ensure that public realm improvements (streetscape, public spaces) maintain high property values and, where appropriate, encourage the re-development of single-storey retail and light industrial properties to higher-density office space</p> <p>Section 2.2.3 (a) of the City Centre Area Plan encourages office- friendly development opportunities and office- friendly checklist (e.g., large, flexible site, high density, large floorplate buildings) Also, it supports commercial opportunities, especially office, where new housing is restricted due to aircraft noise (policy 2.2.3.c)</p>
iv)	support modal shift by establishing or maintaining reduced residential and commercial parking requirements in Urban Centres and FTDA's and consider the use of parking maximums	Proposed Section 3.2 Objective 1 includes policies to lower costs associated with housing construction and operation.

			<p>For example:</p> <ul style="list-style-type: none"> <li>• Define criteria for developers to align parking construction to demand to reduce related construction costs and advance the City's transportation and climate response objectives</li> <li>• Remove mandatory residential parking minimums, excluding accessible parking, visitor parking and loading, and commercial/office/industrial parking in areas subject to Richmond's Transit-Oriented Areas (TOA) bylaw (i.e., City Centre Downtown) as required under recent provincial legislation.</li> <li>• Consider parking reductions for new development where residential use is exclusively reserved for rental tenure, as determined by Council (over and above parking rate reduction provisions in the Zoning Bylaw).</li> </ul> <p>Section 8.5 (Mobility and Access) Objective 2</p> <p>a) permit the provision of optional rather than mandatory parking spaces for residential developments where practical</p> <p>b) pursue mechanisms to allow developers' funding contributions towards alternative transportation modes (transit, cycling, walking) in lieu of providing vehicle parking</p> <p>c) permit reduced parking requirements for new developments located near major transit corridors and for mixed-use developments sharing parking, for example,</p>
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			<p>for multiple family residential developments</p> <p>The Zoning Bylaw includes regulations regarding provision of parking in TOA (City Centre). There is no minimum number parking required for residential uses, except for accessible parking spaces.</p>
v)		<p>consider the identification of appropriate measures and neighbourhood plans to accommodate urban densification and infill development in Urban Centres, Frequent Transit Development Areas, and, where appropriate, Major Transit Growth Corridors in a resilient and equitable way (e.g. through community vulnerability assessments, emergency services planning, tenant protection policies, and strategies to enhance community social connectedness and adaptive capacity)</p>	<p>The goal of the proposed Section 3 (Neighbourhoods and Housing) is to make Richmond a place where housing development delivers innovative, purpose-driven solutions that contribute to housing affordability and diversity and equitable, resilient neighbourhoods.</p> <p>Section 3.1 (Build Better Neighbourhoods) applies a growth management approach based on a transit-oriented village framework that aims to encourage more compact community growth and its benefits, including more housing supply and options, economic viability, improved health, equity and inclusivity, reduced transportation costs, a more climate-resilient community and reduced greenhouse gas (GHG) emissions, and lower per capita infrastructure costs.</p> <p>Section 3.1. Objective 1 includes a policy to encourage growth and new housing development where they contribute to equitable, inclusive communities that support residents through all stages of life (Policy a).</p> <p>Section 3.2 (Build Better Housing) Objective 1 includes a policy to apply an equity lens to the Growth Management</p>

			<p>Framework to ensure the benefits that are associated with growth are distributed to address any imbalances or disparities (Policy a).</p> <p>Sectio 3.2 Objective 2 includes policies to minimize displacement of those who live in rental housing (e.g., tenant relocation plan requirement) (Policy a).</p> <p>The City is currently undertaking a targeted OCP update for community equity to enhance social inclusion and well-being of all community members, especially the equity-deserving groups. These policies will work together with other strategies and plans within the proposed Growth Management Framework to ensure growth is accommodated in a resilient and equitable way. The targeted update process is currently underway.</p>
vi)		consider support for the provision of child care spaces in Urban Centres and Frequent Transit Development Areas	<p>Proposed Section 3.1 (Build Better Neighbourhoods) Objective 1 (Policy d) encourages commercial and community uses throughout the City to meet residents' daily needs including child care. Policy d also introduces new policies regarding Complete Village Spaces and tools to permit, incentivize and finance public and private sector uses, including child care.</p> <p>The City Centre Area Plan includes specific policies and strategies supporting the creation or expansion of child care through the development process (City Centre Area Plan Section 2.8.2.b). Where recent provincial TOA legislation</p>

			<p>hampers the City's ability to use density bonusing, the new Complete Village Spaces policies provide new measures to permit, incentivize and finance public and private sector uses, including child care.</p> <p>The City has also updated the Child Care Strategy and adopted the 2021-2031 Richmond Child Care Action Plan which complement and work together with the OCP policies.</p>
vii)		consider the implementation of green infrastructure	<p>Section 9 (Island Natural Environment)</p> <p>Objective 2: promote green infrastructure and Green Infrastructure Network (GIN) and their underlying ecosystem services on all lands.</p> <p>Policies include e) develop a toolbox of planning and environmental policies to support site and neighbourhood level planning processes to integrate the GIN tool within the Ecological Network. This will include the identification of opportunities to acquire, enhance and protect lands through redevelopment and rezoning.</p> <p>In addition, the City Council adopted the updated Community Energy and Emissions Plan 2050 which includes a strategic direction to enhance green infrastructure to maximize the climate benefits of Richmond's green infrastructure by protecting and expanding existing carbon stores in trees, vegetation and soils.</p>

		Also, the Ecological Network Management Strategy (2015) includes green infrastructure (e.g., community gardens, rain gardens, green roofs, and watercourses) as a feature in the Ecological Network and encourages incorporating more green infrastructure into built environment.
viii)	focus infrastructure and amenity investments (such as public works and civic and recreation facilities) in Urban Centres and Frequent Transit Development Areas, and at appropriate locations within Major Transit Growth Corridors	Proposed Section 3.1 (Build Better Neighbourhoods) focuses growth, infrastructure and amenity investment in transit-oriented communities (i.e., City Centre, local villages and other areas close to transit). Section 3.1, Objective 1, prioritizes growth in high amenity locations and near transit.
ix)	support the provision of community services and spaces for non-profit organizations	<p>Section 3.1, Objective 1, Policy d introduces new policies regarding Complete Village Spaces and related tools to permit, incentivize and finance public and private sector uses, including space to accommodate community services and non-profit organizations. Tools include, but are not limited to, the, Village Centre Bonus Overlay (as originally introduced in the City Centre Area Plan in 2009) and new Complete Village Space Overlay (i.e., city-wide density bonus).</p> <p>Section 11.3 Objective 2: facilitate the provision of space for community agencies, including:</p> <p>a) establish mechanisms to assist non-profit agencies and community groups to secure office or program space, or funding (e.g., through senior governments, NGOs, the lease of any surplus City space, negotiation with developers in the rezoning process)</p>

			<p>b) establish clear, transparent guidelines for the securing and allocating of City-owned or negotiated community agency space (e.g., eligibility criteria, cost factors, timing, roles and responsibilities)</p> <p>c) support non-profit agencies and community partners to develop and maintain an inventory of space requirements for community agencies in Richmond</p> <p>The policies will be further enhanced through the targeted OCP update for community equity in the future.</p>
x)		<p>consider, where Urban Centres and Frequent Transit Development Areas overlap with Employment lands, higher density forms and intensification of commercial and light industrial</p>	<p>Section 1.6 introduces five mixed-use neighbourhood types, including City Centre Downtown (which is within a 10-minute walk of specified Canada Line stations and identified as key employment area) and Local Villages (which are outside City Centre and intended to support the daily needs of residents, together with diverse jobs and business).</p> <p>Section 6.1 includes policies to densify neighbourhood commercial centres through multi-use development integrating a range of employment uses (Objective 1 Policy b).</p> <p>Section 6.2 includes policies to consider increasing the maximum building height in industrial zones or removing it (Objective 1 Policy i) and to encourage higher density industrial employment uses in the City Centre (Objective 1 Policy d for City Centre)</p> <p>Section 6.2 also includes a policy to consider increasing</p>

		office Floor Area Ratios along major transportation corridors (Objective 2 Policy a)
xi)	take appropriate steps to avoid or mitigate the negative health impacts of busy roadways on new or redeveloped residential areas	Section 9.2 (previously in Section 3.6.3) includes policies for noise management including noise from traffic and Canada Line. For example, new developments are required to achieve CMHC interior noise standards and ASHRAE standards and register noise covenants.
c)	Include policies for General Urban lands that:	See below
i)	identify General Urban lands and their boundaries on a map generally consistent with Map 2	General Urban lands are identified on the RCS Map and their boundaries are generally consistent with the RGS.
ii)	exclude new non-residential Major Trip- Generating uses, as defined in the Regional Context Statement, from those portions of General Urban lands outside of Urban Centres and Frequent Transit Development Areas and direct new non-residential Major Trip-Generating uses to Urban Centres and Frequent Transit Development Areas	<p>Section 1.6 introduces five mixed-use neighbourhood types, including City Centre Downtown. Additional direction is provided through Section 6.2 Objective 5</p> <p><i>City Centre</i> Policy b) encourage major public and institutional uses (e.g., universities, Crown corporations) in the Bridgeport and Aberdeen Village commercial reserves.</p> <p>City Centre Area Plan</p> <p>Policy 2.2.3.d Encourage the City Centre's continued role as an important city-serving and regional retail centre via:</p> <ul style="list-style-type: none"> <li>• the designation of ample, well-located lands for urban retail and reduced automobile-oriented commercial uses</li> <li>• a network of Pedestrian-Oriented Retail Precincts providing a focus for the City Centre's retail activities</li> <li>• minimum recommended commercial retail unit sizes</li> </ul>

		aimed at enhancing retail flexibility and viability.
		<p>Policy 2.4.1 a</p> <p>Encourage the establishment of an arts, culture and heritage district within the City Centre as a centre for a special precinct where zoning and development guidelines, economic and cultural strategies and related practices support and provide incentives for a vibrant, diverse and viable arts community and a focus for complementary uses, such as dining, theatre, galleries, retail, education and festivals.</p>
iii)	encourage infill and intensification (e.g. row houses, townhouses, mid-rise apartments, laneway houses) in appropriate locations within walking distance of the Frequent Transit Network;	<p>The proposed Growth Management Framework in Section 1.6 includes different neighbourhood types including Local Villages, Arterial Connectors and Neighbourhood Residential. Infill, townhouses and low-rise apartments are proposed to be permitted with local serving amenities, commercial uses and access to transit in these types of neighbourhoods. This will help strengthen growth outside City Centre, increase housing choice and deliver more walkable places for everyone.</p>
iv)	encourage neighbourhood-serving commercial uses	<p>Proposed Section 3.1 (Build Better Neighbourhoods) encourages a healthy mix of uses in village centres and incentivizes land uses necessary to support residents and ensure the growth of livable and economically vibrant communities. This includes:</p> <ul style="list-style-type: none"> <li>- (3.1, Objective 1 Policy d) designating pedestrian-oriented village high streets as for development</li> </ul>

		<ul style="list-style-type: none"> <li>- as animated high amenity pedestrian-friendly areas</li> <li>- (3.1, Objective 2, Policies a, b, c) promoting villages designated locations</li> <li>- (3.1, Objective 2, Policy d) designating existing commercial sites along arterial roads for mixed-use development with 1:1 commercial replacement</li> <li>- (3.1, Objective 2, Policy e) encouraging large development in traditional detached housing areas to include corner stores and other neighbourhood needs</li> </ul>
d)	with regards to Actions 1.2.15 and 1.2.23 c) ii), include a definition of “non-residential Major Trip Generating uses” that includes, but is not limited to, the following uses: office or business parks, outlet shopping malls, post-secondary institutions, and large-format entertainment venues	The OCP currently includes definitions of “Mixed Employment”, which includes stand-alone office and business parks, and “Commercial” those areas of the city where the principal uses provide for retail, restaurant, office, business, personal service, arts, culture, recreational, entertainment, institutional, hospitality and hotel accommodation. Commercial areas exclude residential uses, except for caretaker accommodation.
e)	consider the identification of new Frequent Transit Development Areas in appropriate locations within Major Transit Growth Corridors, as part of the development of new or amended area or neighbourhood plans, or other community planning initiatives	<p>A FTDA is not proposed.</p> <p>However, proposed Section 3 includes policies to promote growth and new housing development near transit including Canada Line stations, TransLink’s planned major transit network improvements and along routes (arterial roads) that can serve multiple destinations (Section 3.1. Objective 1 and Policy a).</p>
f)	consider long-term growth and transportation planning coordination with adjacent municipalities, First Nations,	Proposed section 3.1 includes policies to promote growth and

		TransLink, and Metro Vancouver for transit corridors that run through or along two or more adjacent jurisdictions	<p>new housing development near transit including Canada Line stations, TransLink’s planned major transit network improvements or along routes that can serve multiple destinations (Objective 1 and Policy a).</p> <p>Section 8 (Mobility and Access) includes policies to work with TransLink to improve transit service (Section 8.2 Objective 1)</p>
<b>Strategy 1.3: Develop resilient, healthy, connected, and complete communities with a range of services and amenities</b>			
	<b>Section</b>	<b>Policy</b>	<b>Applicable OCP Policies</b>
<b>Policy 1.3.7</b>	<b>Adopt Regional Context Statements that:</b>		
	a)	support compact, mixed-use, transit, walking, cycling and rolling-oriented communities	<p>Proposed OCP Growth Management Framework (Section 1), together with Section 3 (Neighbourhoods and Housing) and Section 8 (Mobility and Access), include policies to support compact, mixed-use transit, walking, cycling and rolling-oriented communities. These policies are supported and completed by various City strategies and plans such as Community Energy and Emissions Plan.</p> <p>For example, Section 1.0 proposes five transit-oriented neighbourhood types, including City Centre Downtown (focused on the Canada Line) and Local Villages (focused on key arterial road intersection outside City Centre that are served by frequent transit or well-located for frequent transit service in the future.</p> <p>Section 3.1 Objective 1</p> <p>b) Promote conveniently compact communities: Adopt a village approach that prioritizes</p>

		<p>the enhancement of existing activity clusters (e.g., shopping centres, transit stations) and their surroundings as walkable, mixed-use communities.</p> <p>c) Encourage comfortably connected places and spaces: Make walking and rolling (e.g., bicycle, scooter, wheelchair) the preferred choices for most short trips, including getting to and from transit, for people of all ages and abilities.</p> <p>Section 8.1 Objective 1: Reduce the reliance on private vehicle travel by increasing the priority of walking, rolling, cycling and transit within the road network</p>
b)	locate and support community, arts, cultural, recreational, institutional, medical/health, social service, education and child care facilities, and local serving retail uses in Urban Centres or areas with good access to transit	<p>Proposed Section 1.0 includes a Growth Management Framework that prioritizes development near existing parks, schools, recreation facilities, jobs, local-serving retail, medical/dental, etc.</p> <p>Proposed Section 3.1 (Build Better Neighbourhoods) incentivizes a healthy, viable mix of land uses necessary to support residents and ensure the growth of livable, sustainable, inclusive and economically vibrant communities (Objective 1 Policy d) including Complete Village Space policies that encourage the provision of large and small spaces for community-supporting uses (e.g., arts, culture, child care) particularly in transit-oriented villages.</p>
c)	provide and encourage public spaces and other place-making amenities and facilities (e.g. community gardens, playgrounds, gathering places, etc.) in new and established neighbourhoods, for all ages, abilities, and seasons, to support social connections and engagement	Proposed Section 3.1 includes a policy to encourage growth and new housing development where they contribute to equitable, inclusive communities that support residents through all stages of

		objectives and policies to ensure equitable access to green spaces and public spaces and provide a full range of places for residents of all ages and backgrounds (Objective 1 Policies a and b)
iii)	safe and inviting walking, cycling, and rolling environments, including resting spaces with tree canopy coverage, for all ages and abilities	<p>Section 8 (Mobility and Access)</p> <p>Objective 2: Encourage sustainable travel by enhancing the safety, comfort and accessibility of the transportation system for vulnerable road users (e.g., pedestrians, the mobility challenged, cyclists)</p> <p>For example, policies include a) retrofit road and streetscape features to meet the changing mobility needs of the community to enhance accessibility, comfort and security for all ages and abilities of users (e.g., all sidewalks and pathways to have curb ramps at intersections as required, additional benches, larger font for signage, wayfinding maps).</p>
e)	support the inclusion of community gardens (at-grade, rooftop, or on balconies), grocery stores and farmers' markets to support food security, and local production, distribution and consumption of healthy food, in particular where they are easily accessible to housing and transit services	<p>Section 7.2 Promote Urban Agriculture and Advance Food Security</p> <p>Objective 1: To support and increase the range of urban agriculture (e.g., community gardening) and strengthen the food system beyond production.</p> <p>Objective 2: Strengthen the local food system to contribute to the economic, ecological and social well-being of the city.</p> <p>Objective 3: Support Locally Grown Food</p>

b)	limit development to a scale, form, and density consistent with the intent for the Rural land use designation, and that is compatible with on-site sewer servicing	N/A, no Rural designation in Richmond
c)	specify the allowable density and form, consistent with Action 1.4.1, for land uses within the Rural regional land use designation	N/A, no Rural designation in Richmond
d)	prioritize and support agricultural uses within the Agricultural Land Reserve, and where appropriate, support agricultural uses outside of the Agricultural Land Reserve	<p>Section 7.1 Protect Farmland and Enhance Its Viability includes a number of policies under the following objectives.</p> <p>Objective 1: Continue to protect the City's agricultural land base in the ALR.</p> <p>Objective 2: Ensure agricultural production remains the primate use of agricultural land.</p>
e)	support the protection, enhancement, restoration, and expansion of ecosystems identified on Map 11 to maintain ecological integrity, enable ecosystem connectivity, increase natural carbon sinks and enable adaptation to the impacts of climate change	<p>Section 2 (Climate Change Response) includes objectives and policies to effectively respond to climate change, reduce GHG emissions, improve conditions through carbon sequestration and strengthen resiliency. (Section 2.2, Objective 1, Section 2.3 Carbon Sequestration Objective 1, Section 2.4 Climate Change Adaptation)</p> <p>Section 9 (Island Natural Environment) takes an Ecological Network approach while accommodating growth, and encourages ecological values, lands and connectivity to be integrated into land use planning initiatives (Objective 1)</p> <p>Section 10 (Open Space and Public Realm) includes objective and policies to strategically expand the range of ecosystem services integrated within the open space and public realm to strengthen and contribute to the Ecological Network (Objective 5).</p>

		<p>life and abilities (Objective 1 Policy c). Future detailed village planning and community engagement will advance these objectives (e.g., high street designs, enhanced public spaces and accessible connectivity measures).</p> <p>These policies will be further enhanced through a targeted update for community equity. The policy development is currently underway.</p>
d)	respond to health and climate change-related risks by providing equitable access to:	<p>See below.</p> <p>Note: these policies will be further enhanced through a targeted update for community equity. The OCP policy development is currently underway.</p>
i)	recreation facilities	<p>Section 4.2 (Recreation and Community Wellness) Objective 2</p> <p>a) continue to reach out to “hard to reach” populations, people with disabilities and older adults and youth</p> <p>b) deliver a broad range of programs and opportunities that appeal across all cultures, age groups and under-served groups</p> <p>c) address recreation accessibility and affordability issues in collaboration with community agencies through guidance and financial support where appropriate.</p> <p>These policies will be further enhanced through a targeted update for community equity and other City strategies and plans (e.g., Recreation and Sport Strategy).</p>
ii)	green spaces and public spaces (e.g. parks, trails, urban forests, public squares, etc.)	Section 10 (Open Space and Public Realm) includes

			Proposed section 3.1 Objective 1 Policy d) encourages a healthy mix of uses to support walkability and meet the needs of residents close to home. The proposed transit-oriented villages support economic diversity, food security and health objectives.
f)	consider, when preparing new neighbourhood and area plans, the mitigation of significant negative social and health impacts, such as through the use of formal health and social impact assessment methods in neighbourhood design and major infrastructure investments		The mitigation of significant negative social and health impacts is being considered for the development of policies to advance community equity and will be considered when developing area plans in the future.
g)	provide design guidance for existing and new neighbourhoods to promote social connections, universal accessibility, crime prevention through environmental design, and inclusivity while considering the impacts of these strategies on identified marginalized members of the community		Section 14 includes Development Permit guidelines that promote social connections, universal accessibility (section 14.2.12), CPTED (section 14.2.11) and inclusivity. Future detailed village planning and community engagement will advance these objectives (e.g., high street designs, enhanced public spaces and accessible connectivity measures).
h)	consider where appropriate, opportunities to incorporate recognition of Indigenous and other cultures into the planning of Urban Centres, FTDAs, and other local centres		The City is in the process of updating the City's Art Strategy. The current Richmond Art Strategy (2019-2024) promotes inclusivity and diversity in the arts. Supporting actions include highlighting Richmond's cultural diversity in arts and culture marketing and communication and ensure that programming involves work by Musqueam and other Indigenous artists.

**Strategy 1.4: Protect Rural lands from urban development**

Policy	Section	Policy	Applicable OCP Policies
	Adopt Regional Context Statements that:		
a)		identify Rural lands and their boundaries on a map generally consistent with Map 2	N/A, no Rural designation in Richmond

		<p>The City adopted the Ecological Network Management Strategy in 2015 to protect and enhance ecological assets. The Strategy provides an overview of Richmond’s current ecological assets, identify and group the key areas of the City to focus future specific actions where most appropriate, and provide tailored guidance on how the Ecological Network can be strengthened by different vegetation and land use types within the City.</p> <p>The Community Energy and Emission Plans 2050 includes eight strategic directions to achieve Richmond’s GHG emission reduction targets.</p>
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**Metro 2050 Goal 2: Support a Sustainable Economy**

The proposed Growth Management Framework strategically directs growth to where it best contributes to broad complete community objectives. It includes defined and connected growth areas, which preserve non-residential land uses that support economic diversity, food security and health objectives as well as a align with climate and environmental objectives.

Section 6 (Resilient Economy) includes policies to achieve a vision for a resilient economy. The OCP policies are supported by changes to the OCP and Zoning Bylaw resulting from the Industrial Lands Intensification Initiative (ILII) to support the protection and intensification of industrial lands.

In addition, the City has adopted Circular City Strategy. It aims to maximize resource value by designing out waste and pollution, keeping products and materials in use longer, and regenerating nature through responsible consumption.

The City of Richmond is also developing a new Economic Development Strategy to guide the City’s long-term economic direction, support business growth and retention and strengthen community resilience.

**Strategy 2.1 Promote land development patterns that support a diverse regional economy and employment opportunities close to where people live**

	Section	Policy	Applicable OCP Policies
<b>Policy</b>	<b>Adopt Regional Context Statements that:</b>		
	a)	include policies to support appropriate economic activities, as well as context-appropriate built form for	Section 1.0 proposes five transit-oriented neighbourhood types, including City Centre Downtown

b)	<p>identify Trade-Oriented lands, if applicable, with a defined set of permitted uses that support inter-regional, provincial, national, and international trade (e.g. logistics, warehouses, distribution centres, transportation and intermodal terminals) and location needs (e.g. large and flat sites, proximity to highway, port, or rail infrastructure) on a map consistent with the goals in the Regional Growth Strategy. Strata and/or small lot subdivisions on these lands should not be permitted</p>	<p>Section 6.1 (Multi-Objective Employment Lands Policies) includes policies to continue to collaborate and coordinate with neighbouring jurisdictions and partners (e.g. YVR, PMV, TransLink, Metro Vancouver) for resilient local and regional economy (Objective 1 Policy e)</p> <p>Section 6.2 (Objective-Specific Employment Lands Policies) includes policies to foster a strong Asia-Pacific Gateway enabling sector that capitalizes on Richmond’s strategic location and existing infrastructure, protect industrial land base (Objective 1: Asia-Pacific Gateway Policy a). The YVR land and other areas near major transportation routes are designated for industrial and consistent with the goals in the RGS.</p> <p>With the Economic Development Strategy underway, the City will review commercial and industrial policies, and can consider the inclusion of Trade-Oriented Lands at that point.</p>
c)	include policies for Industrial lands that:	See below
i)	consistently define, support, and protect Industrial uses, as defined in Metro 2050, in municipal plans and bylaws, and ensure that non-industrial uses are not permitted	<p>Section 6 (Resilient Economy) includes policies to protect industrial lands and encourage intensification of industrial lands. (Section 6.1 Objective 1 Policy l) &amp; Section 6.2 Objective 1 Policy a)</p> <p>The City undertook the Industrial Land Intensification Initiative in 2020-2021 and recommended amendments to the OCP and Zoning Bylaw to further protect and encourage intensification of industrial lands. Amendments were made to the industrial zones and related definitions in the Zoning Bylaw to provide clarification to permitted industrial uses. The definitions and policies are consistent with those in Metro 2050.</p>
ii)	support appropriate and related accessory uses, such as limited-scale ancillary commercial spaces, and caretaker units	<p>Section 6.2 (Objective-Specific Employment Lands Policies)</p> <p>Objective 1: Asia-Pacific Gateway</p> <p>s) do not encourage retail sales in the Industrial (I) and Light Industrial (IL) zones, but allow limited retail (e.g., 15% of the overall floor area up to a maximum of 500 m<sup>2</sup> [5,382 ft<sup>2</sup> ]) for mixed employment business parks in the Industrial Business (IB) and Industrial Retail (IR) zones, or in site-specific zones which permit a</p>

	office development, variable development cost charges, and/or other incentives	<p>identified in the City Centre Area Plan for medium and high density employment and central business district-type uses (e.g., large-scale office, retail and hotel).</p> <p>Section 6.2 Objective 2: Knowledge-based Industries includes policies to establish City Centre as the primary area of future office development in the City to accommodate future regional/local office and institutional demands, and consider incentives for stand-alone and/or mixed use office space (Policies a and b).</p>
c)	discourage the development and expansion of major commercial uses outside of Urban Centres and Frequent Transit Development Areas and that discourage the development of institutional land uses outside of Urban Centres and Frequent Transit Development Areas	<p>Section 6.2</p> <p>Objective 3: Amenities and Attractions</p> <p>a) discourage stand-alone large footprint retail development (e.g., box retail, malls) in automobile-access only areas; integrate large footprint retail into City Centre and neighbourhood densification and redevelopment</p> <p>Objective 5: Population Services</p> <p><i>City Centre</i></p> <p>a) encourage retail and office uses on the perimeter of large institutional uses (e.g., hospital, WorkSafe BC) that flank major perimeter roads</p> <p>b) encourage major public and institutional uses (e.g., universities, Crown corporations) in the Bridgeport and Aberdeen commercial reserves.</p>

**Strategy 2.2 Protect the supply and enhance the efficient use of Industrial land**

Policy 2.2.9	Section	Policy Text	Applicable OCP Policies
	Adopt Regional Context Statements that:		
a)		identify the Industrial and Employment lands and their boundaries on a map generally consistent with Map 7	The OCP designates industrial and employment areas consistent with the RGS.

	<p>Urban Centres, Frequent Transit Development Areas, Industrial lands, and Employment lands</p>	<p>(supporting high-density mixed-use development, including office, hotel, post-secondary education, and hospital uses, in proximity to Canada Line stations) and Local Villages (supporting housing, jobs and business in proximity to existing/future frequent transit outside City Centre).</p> <p>Proposed Section 3.1 (Build Better Neighbourhoods) incentivizes a healthy, viable mix of land uses necessary to support residents and ensure the growth of livable, sustainable, inclusive and economically vibrant communities through a transit-oriented village framework (Objective 1 Policy d). It includes a policy to encourage commercial units of adequate size, proportion and features to meet local needs, support economic viability and adapt to changing demands and trends, including, but not limited to, a typical unit depth of 18m or more, larger units for grocery and other large-format stores, and flexible spaces suitable to a variety of uses (e.g., second floor space adaptable to office, medical/dental, education, recreation).</p> <p>Section 6.1 Objective 1 supports the development of community-wide employment lands to achieve a resilient economy through various policies including f) continue to seek from TransLink provisions for suitable transit services to all major employment areas in the community and g) establish the City Centre as Richmond's principal commercial and office area and l) consider increasing density for multi-storey industrial buildings.</p>
b)	<p>support the development and expansion of large-scale office and retail uses in Urban Centres, and lower-scale uses in Frequent Transit Development Areas through policies such as: zoning that reserves land for commercial uses, density bonus provisions to encourage</p>	<p>Proposed Growth Management Framework in Section 1.0 directs residential growth away from the Bridgeport and Aberdeen Canada Line stations, which areas are subject to high aircraft noise and</p>

		<p>mix of industrial and employment uses, provided the retail is ancillary to manufacturing uses only.</p> <p>As part of the Industrial Land Intensification Initiative review in 2021, the Zoning Bylaw was amended to allow ancillary office space and limited retail use.</p>
iii)	<p>exclude uses that are not consistent with the intent of Industrial lands and not supportive of Industrial activities, such as medium and large format retail uses, residential uses, and stand-alone office uses, other than ancillary uses, where deemed necessary</p>	<p>As part of the Industrial Land Intensification Initiative review in 2021, staff conducted a comprehensive review of all existing non-industrial uses permitted in the industrial areas. Medium and large format retail uses, residential uses and stand-alone office uses are not permitted in the industrial areas.</p> <p>Proposed Growth Management Framework in Section 1.0 promotes compact residential growth and directs it away areas where the intended focus is employment uses.</p>
iv)	<p>encourage improved utilization and increased intensification/densification of Industrial lands for Industrial activities, including the removal of any unnecessary municipal policies or regulatory barriers related to development form and density</p>	<p>Section 6.1 (Multi-Objective Employment Lands Policies)</p> <p>Objective 1: Asia-Pacific Gateway</p> <p>l) consider increasing density for multi-storey industrial buildings provided that the following criteria are met:</p> <ul style="list-style-type: none"> <li>• a maximum floor area ratio of 1.5 provided this is for industrial uses (e.g. heavy and general industrial)</li> <li>• a minimum site area of 2.5 ha (6.2 acres) to allow efficient truck access and truck and vehicle ramping (the minimum site area may be reduced if demonstrated that a smaller site area is feasible)</li> <li>• the site should be located within 1-kilometre of an access point to a major road network or Provincial highway to facilitate efficient vehicle and truck movement</li> <li>• the site should not be located within 100 m (328 ft.) of a residentially zoned lot</li> <li>• corner lots are discouraged as any visible exterior ramping for trucks and vehicles should be from the interior side yard or rear yard</li> <li>• transportation (e.g., truck access and egress) and servicing issues (e.g., water, sewer, drainage) have been addressed through the rezoning application process</li> </ul> <p>The City undertook the Industrial Land Intensification Initiative in 2020-2021 and recommended amendments to the OCP and</p>

		Zoning Bylaw to further protect and encourage intensification of industrial lands.
v)	review and update parking and loading requirements to reflect changes in Industrial forms and activities, ensure better integration with the surrounding character, and reflect improvements to transit service, in an effort to avoid the over- supply of parking	<p>Section 6.1. Objective 1</p> <p>m) consider reducing parking requirements for employment developments along major transportation corridors, in combination with other non-vehicular transportation improvements and near transit hubs</p> <p>Section 6.2 Objective 1</p> <p>l) consider reducing surface parking requirements in areas of low employment-to-building area ratios (e.g., traditional industrial zones)</p> <p>Section 6.2 Objective 4</p> <p>g) in areas of improved transit service outside City Centre, consider reducing parking requirements and promote densification</p> <p>As part of the Industrial Land Intensification Initiative review in 2021, staff conducted a comprehensive review of parking requirements and made changes to the Zoning Bylaw to implement new reduced parking requirements.</p>
vi)	explore municipal Industrial strategies or initiatives that support economic growth objectives with linkages to land use planning	The industrial Land Intensification Initiative was undertaken in 2021-2022 to identify and assess opportunities for amendments to OCP and Zoning Bylaw to help preserve industrial land and encourage more intensive utilization of these limited lands. Staff are monitoring implementation of the various amendments to the OCP and Zoning Bylaw. The City is currently developing a new Economic Development Strategy.
vii)	provide infrastructure and services in support of existing and expanding Industrial activities	<p>Section 6.2 Objective 1</p> <p>c) improve road infrastructure to achieve efficient truck movement</p> <p>g) pre-service lands where long-term industrial development is expected</p> <p>n) explore establishing light industrial DCCs based on building area, rather than land area, to ensure a more equitable infrastructure improvement capital cost collection system based on levels of use</p>

		Section 12 (Sustainable Infrastructure and Resources) includes policies to support City's existing and future businesses (e.g. improved road network).
viii)	support the unique locational and infrastructure needs of rail-oriented, waterfront, and trade-oriented Industrial uses	Section 6 (Resilient Economy) includes policies to foster a strong and competitive Asia-Pacific Gateway enabling sector that capitalizes on Richmond's strategic location. Policies include to protect the industrial land base and continue to partner with Asia Pacific Gateway partners, including YVR, PMV, Metro Vancouver (Section 6.2 Objective 1)
ix)	consider the preparation of urban design guidelines for Industrial land edge planning, such as interface designs, buffering standards, or tree planting, to minimize potential land use conflicts between Industrial and sensitive land uses, and to improve resilience to the impacts of climate change	Section 14 (Development Permit Guidelines) includes form and character guidelines for industrial sites in the City Centre and those industrial sites joining or within 30 m to another site which is zoned or designated for residential, community institutional, parks, school, conservation area or mixed use.
x)	do not permit strata and/or small lot subdivisions on identified Trade-Oriented lands	Staff continue to monitor trends around industrial stratification, and work with Metro Vancouver and other partners to explore land use policy tools to encourage the preservation of large industrial parcels.
d)	include policies for Employment lands that:	See below.
i)	support a mix of Industrial, small scale commercial and office, and other related employment uses, while maintaining support for the light Industrial capacity of the area, including opportunities for the potential densification/intensification of Industrial activities, where appropriate	The OCP designates employment areas consistent with the RGS and the proposed OCP supports densification of the local villages with local employment uses. The changes made to the OCP and Zoning Bylaw resulting from the ILII study support densification of industrial lands.
ii)	allow large and medium format retail, where appropriate, provided that such development will not undermine the broad objectives of the Regional Growth Strategy	In Section 16 (Definitions), "Mixed Employment" is defined as those areas of the City where the principal uses are industrial and stand-alone office development, with a limited range of support services. In certain areas, a limited range of commercial uses are permitted such as the retail sale of building and garden supplies, household furnishings, and similar warehouse goods.  Section 6.2 Objective 3)  City Centre a) discourage stand-alone large footprint retail development (e.g., box retail, malls) in automobile-access only areas; integrate large-footprint retail into City Centre and

		neighbourhood densification and redevelopment.
iii)	support the objective of concentrating larger- scale commercial, higher density forms of employment, and other Major Trip-Generating uses in Urban Centres, and local-scale uses in Frequent Transit Development Areas	<p>Proposed Growth Management Framework in Section 1.0 supports the City Centre as the City's key employment area, supporting its role in the region.</p> <p>Section 2.2 of the City Centre Area Plan (Jobs &amp; Business) identifies the City Centre as a business centre with a strong identity, international perspective, and a sustainable, "triple bottom line" approach to economic development that builds on Richmond's existing strengths. It includes policies to protect industrial lands and encourage the retention of public sector lands and enhance its long-term viability, encourage urban offices and a vibrant retail environment. It supports protection and densification of industrial lands, encourages office friendly development opportunities (e.g., large, flexible sites, high-density, larger floor plates, urban streetscapes) (policies 2.2.1 &amp; 2.2.2 and 2.2.3)</p>
iv)	support higher density forms of commercial and light Industrial development where Employment lands are located within Urban Centres or Frequent Transit Development Areas, and permit employment and service activities consistent with the intent of Urban Centres or Frequent Transit Development Areas, while low employment density and low transit generating uses, possibly with goods movement needs and impacts, are located elsewhere	Section 2.2. of the City Centre Area Plan supports higher density forms of commercial and light industrial development. For example, density bonusing, to a maximum of 3 floor area ratio (FAR), is permitted exclusively for office uses developed near No. 3 Road on sites measuring 4,000 m <sup>2</sup> (1 ac.) or larger. (Section 2.2.3 a)
v)	do not permit residential uses, except for: <ul style="list-style-type: none"> <li>• an accessory caretaker unit; or</li> <li>• limited residential uses (with an emphasis on affordable, rental units) on lands within 200 m of a rapid transit station and located within Urban Centres or Frequent Transit Development Areas, provided that the residential uses are located only on the upper floors of buildings with commercial and light Industrial uses, where appropriate and subject to the consideration of municipal objectives and local context.</li> </ul>	Residential uses are not permitted in the industrial areas.
e)	include policies to assist existing and new businesses in reducing their greenhouse gas	Section 6.2 Objective 4: Sustainable Resource Use includes policies to ensure long-term

	emissions, maximizing energy efficiency, and mitigating impacts on ecosystems	business continuity by implementing sustainable approach to managing resources for industries.  Policies include b) promote eco-industrial development related to employment lands-commercial or mixed developments that incorporate a capacity to share resources (e.g., energy, water, parking, transportation, child services); e) promote opportunities to integrate the ecological features and services into development and exploring, h) support private sector investment towards mitigating the impacts of climate change (e.g., renewable energy, stormwater and waste reduction).
f)	include policies that assist existing and new businesses to adapt to the impacts of climate change and reduce their exposure to natural hazards risks, such as those identified within the Regional Growth Strategy (Table 5)	Section 6.2 Objective 4: Sustainable Resource Use includes policies to ensure long-term business continuity by implementing sustainable approach to managing resources for industries.  Policies include h) support private sector investment towards mitigating the impacts of climate change (e.g., renewable energy, stormwater and waste reduction).

**Strategy 2.3 Protect the supply of agricultural land and strengthen Agricultural viability**

Policy 2.3.12	Section	Policy	Applicable OCP Policies	
	<b>Adopt Regional Context Statements that:</b>			
	a)	specify the Agricultural lands within their jurisdiction, denoting those within the Agricultural Land Reserve, on a map generally consistent with Map 8	See OCP RCS Map	
	b)	consider policies and programs that increase markets and the distribution of local food in urban areas to strengthen the viability of agriculture and increase availability of local food for all residents	Section 7.1 Objective 4: support the use of agricultural land for local food production and encourage a local food network to increase local food supply and consumption. Policies include:  a) Continue to collaborate with Metro Vancouver, the Province, food producers, Vancouver Coastal Health, other municipalities and stakeholders to advance the goals in the Metro Vancouver Regional Food System Strategy.  b) During the development application process, encourage applicants to consider urban agriculture into development projects outside of the ALR, including rooftop gardens, community gardens, vertical farming, backyard gardening, indoor farming, edible landscaping and the planting of food bearing trees.	

		<p>c) Raise public awareness, in coordination with the FSAAC, of local farming, farmer's markets, and local food products, produce and programs.</p> <p>d) Support food tourism initiatives, in coordination with Tourism Richmond, the FSAAC, and other local stakeholders to highlight local food production.</p> <p>e) Strengthen relationships with external organizations that provide agriculture-related educational opportunities and promote local farming</p>
c)	include policies that protect the supply of Agricultural land and strengthen agriculture viability including those that:	See below
i)	assign appropriate land use designations to protect Agricultural land for future generations and discourage land uses on Agricultural lands that do not directly support and strengthen Agricultural viability	<p>Section 7.1</p> <p>Objective 1: Continue to protect the City's agricultural land base in the ALR (policies a to f)</p> <p>Objective 2: Ensure agricultural production remains the primary use of agricultural land (policies a to f)</p>
ii)	encourage the consolidation of small parcels and discourage the subdivision and fragmentation of Agricultural land	Section 7.1 includes a policy to limit the subdivision of agricultural land into smaller parcels, except where measurable benefits to agriculture can be demonstrated as per the policies and regulations of the Agricultural Land Commission Act (Objective 2 Policy b).
iii)	<p>support climate change adaptation including:</p> <ul style="list-style-type: none"> <li>• monitoring storm water, flooding, and sea level rise impacts on Agricultural land,</li> <li>• implementing flood construction requirements for residential uses, and</li> <li>• maintaining and improving drainage and irrigation infrastructure that support Agricultural production, where appropriate and in collaboration with other governments and agencies</li> </ul>	Section 7.1 includes an objective to mitigate the impacts of climate change on agricultural production (Objective 7, Policies a to d). It includes policies to coordinate with Metro Vancouver, ALC and the Ministry of Agriculture to assess the long-term impacts of climate change on agriculture and develop a coordinated response and tools to protect agricultural production, and continue to protect agricultural land and production while supporting the City's Dike Master Plan, Flood Protection Management Strategy and climate action initiatives to address sea-level rise, encourage sustainable farming practices including water and soil conservation, greenhouse gas emissions, reductions and soil management.

iv)	protect the integrity of Agricultural land by requiring edge planning along the Urban Containment Boundary and adjacent to Agricultural operations through activities such as screening, physical buffers, roads, or Development Permit area requirements	A Development Permit is required for development of sites abutting the edge of the Agricultural Land Reserve (ALR). The OCP includes design guidelines for ALR landscape buffers (Section 14.2.14).
v)	demonstrate support for economic development opportunities for Agricultural operations that are farm related uses, benefit from close proximity to farms, and enhance primary Agricultural production as defined by the <i>Agricultural Land Commission Act</i>	<p>Section 7.1 Objective 2 includes policies to ensure agricultural production (e.g., growing of crops and raising animals) remains the primary use of agricultural land and ancillary uses (e.g., farm retail, storing, packing, preparing and processing of farm products) are secondary uses and consistent with the scale of the farm operation (Policies a to f)</p> <p>Section 7.1 Objective 3: Enhance long-term agricultural viability and opportunities for innovation includes a policy to encourage value-added agricultural related business initiatives consistent with City and Provincial regulations, while ensuring agricultural production remains the primary use of land (Policy d).</p>
vi)	align policies and regulations, where applicable, with the Minister's Bylaw Standards and Agricultural Land Commission legislation and regulations	<p>Section 7.1 Protect Farmland and Enhance Its Viability</p> <p>Objective 9: continue to work collaboratively with upper levels of government to enhance agricultural viability.</p> <p>a) coordinate with ALC and Ministry of Agriculture to ensure City bylaws and policies are consistent with Provincial policies and regulations, including the Agricultural Land Commission Act, ALR Regulations, ALC Policies and the Minister's Bylaw Standard</p> <p>b) Coordinate with ALC and Ministry of Agriculture to ensure development proposals are consistent with Provincial policies and regulations</p> <p>c) coordinate with Metro Vancouver to support the Regional Growth Strategy which includes agricultural designations and policies for protection of agricultural land.</p>

Policy 2.3.13	Section	Policy	Supplementary Information
		<p>In partnership with other agencies and organizations, support agricultural awareness and promote the importance of the agricultural industry, the importance of protecting agricultural land, and the value of local agricultural products and experiences</p>	<p>Section 7.1 Objective 3: Enhance long-term agricultural viability and opportunities for innovation</p> <p>Policies include:</p> <ul style="list-style-type: none"> <li>a) build relationships with farmers and the agricultural community through the City's Food Security and Agricultural Advisory Committee (FSAAC) to address issues impacting agricultural viability and food security</li> <li>b) increase public awareness of City and other initiatives related to agriculture by disseminating information on farming practices, farm products, and educational programs through the City's website, social media or other forms of communication</li> <li>c) provide information for new farmers and property owners of agricultural land, including property owners who own small parcels (e.g., less than 5 acres) to encourage active farming or lease the land for farming</li> <li>d) continue to develop relationships with non-profit, academic and government organizations which promote local agriculture, organic growing, climate adaptation, carbon management and reductions in pesticide use.</li> </ul>

**Metro 2050 Goal 3: Protect the Environment, Address Climate Change, and Respond to Natural Hazards**

The objectives and policies in the OCP identify a broad range of tools and approaches that target the protection, enhancement of ecological lands and services, address climate change and respond to natural hazards.

Section 2 (Climate Change Response) includes policies to effectively respond to climate change, reduce GHG emissions, improve conditions through carbon sequestration and strengthen resiliency. Section 9 (Island Natural Environment) takes an Ecological Network approach while accommodating growth, and encourages ecological values, lands and connectivity to be integrated into land use planning initiatives. Section 10 (Open Space and Public Realm) includes policies to strategically expand the range of ecosystem services integrated within the open space and public realm to strengthen and contribute to the Ecological Network.

The OCP identifies Environmentally Sensitive Areas (ESAs) as Development Permit Areas and include design guidelines for different types of ESAs to achieve long-term protection for ESAs.

The OCP policies are supported and complemented by various strategies such as 2050 Community Energy and Emissions Plan, Ecological Network Management Strategy, Circular City Strategy, Public Urban Forest Management Strategy, Parks and Open Space Strategy, Dike Master Plan and Flood Protection Management Strategy with more detailed actions and implementation strategies.

**Goal 3 Targets**

Policy with Target	Applicable OCP Policies	Supplementary Information
<p>3.2.7 a) identify local ecosystem protection and tree canopy cover targets, and demonstrate how these targets will contribute to the regional targets in Action 3.2.1:</p> <ul style="list-style-type: none"> <li>• increase the area of lands protected for nature <b>from 40% to 50% of the region’s land base by the year 2050</b>; and</li> <li>• increase the total regional tree canopy cover within the Urban Containment Boundary <b>from 32% to 40% by the year 2050</b>.</li> </ul>	<p>Section 2 (Climate Change Response), Section 9 (Island Natural Environment) and Section 10 (Open Space and Public Realm) include various objectives and policies to protect and enhance ecological assets and increase tree canopy cover.</p> <p>Section 9 (Island Natural Environment) supports protecting the Ecological Network (Objective 1), promoting green infrastructure (Objective 2) and develop partnership for ecological gain (Objective 4).</p> <p>Section 2.1 is to reduce GHG emission. Policy d) is to maintain and update Richmond’s Community Energy and Emissions Plan (CEEP) that identifies and advances strategic actions to achieve community-wide GHG emission reduction targets.</p>	<p>The OCP policies are supported and complemented by various strategies and plans such as Community Energy and Emissions Plan 2050, Ecological Network Management Strategy and Parks and Open Space Strategy. These strategies and plans include more detailed implementation action plans.</p> <p>The City is currently in the process of updating the OCP policies related to climate and environmental protection. The OCP policies will be further enhanced once the targeted update process is completed in the future.</p>

	<p>One of the actions in the CEEP is to expand Richmond’s urban canopy. The Plan includes policies to implement the Public Tree Management Strategy 2045 (adopted by Council, November 2019) and develop a city-wide urban forest management strategy for private land to complement Richmond’s Ecological Network Management Strategy (2015) and consider an incentive framework to encourage tree planting and retention on private urban lands within Richmond. One of the goals of the Public Tree Management Strategy is to increase canopy cover over the public realm from 20% to 30% by 2045.</p>	
<p>3.3.7 a) identify how local land use and transportation policies will contribute to meeting the <b>regional greenhouse gas emission reduction target of 45% below 2010 levels by the year 2030</b> and achieving a carbon neutral region by the year 2050;</p>	<p>Section 2.2 Climate Change Mitigation includes an objective to reduce community-wide GHG emissions 50% below 2007 levels and achieve net zero GHG emissions by 2050 (Objective 1). Policies include d) maintain and update the Community Energy and Emission Plan that identifies and advances strategic actions to achieve the targets.</p> <p>Richmond’s Community Energy and Emissions Plan 2050 was updated in 2022 and includes multiple actions within eight strategic directions that together to set Richmond on a path to achieve 50% reduction in community GHG emissions by 2030, and reach net zero emissions by 2050.</p> <p>Some of the actions include retrofit existing buildings, transition to zero emission vehicle, carbon neutral new buildings, complete communities, active mobility for all and support frequent transit.</p> <p>Complete and compact communities are critical to</p>	<p>The City has also prepared the Climate Action Programs document to highlight the City’s varied plans, strategies and actions that directly and indirectly address climate issues in Richmond. As a community made up of islands located in the Fraser River’s estuary, the City of Richmond was one of the first municipalities to establish itself as a national climate action leader.</p> <p>The OCP policies will be further enhanced through the targeted update focusing on climate change and environmental protection.</p>

	<p>achieving the types of land uses that support low to zero-emission travel modes and energy efficiency buildings. Proposed Section 3.1 (Build Better Neighbourhoods) promotes conveniently compact communities (Objective 1 Policy b) and support a healthy mix of uses (Objective 1 Policy d).</p> <p>Section 8 (Mobility and Access) includes a number of objectives policies to support sustainable mobility options.</p>	
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**Strategy 3.1: Protect and enhance Conservation and Recreation lands**

	Section	Policy	Applicable OCP Policies
<b>Policy 3.1.9</b>	<b>Adopt Regional Context Statements that:</b>		
	a)	identify Conservation and Recreation lands and their boundaries on a map generally consistent with Map 2	<p>The OCP designates Conservation areas consistent with the RGS.</p> <p>The Ecological Network Management Map is also included in in Section 9 (Island Natural Environment). The Map shows lands with conservation designation as well as Environmentally Sensitive Area (ESA) DP area and Riparian Management Areas (RMAs).</p>
	b)	include policies that support the protection and enhancement of lands with a Conservation and Recreation land use designation, which may include the following uses:	See below.
	i)	drinking water supply areas	<p>Section 12.3 (Water Supply and Distribution)</p> <p>Objective 1: Provide sufficient quantities of high-quality drinking water at adequate pressure to meet present and future needs of the community.</p> <p>Policies include continue to work with Metro Vancouver on water supply capacity improvement projects and support the Metro Vancouver Drinking Water Management Plan (Policies g and h)</p>
	ii)	environmental conservation areas	Section 9 (Island Natural Environment) includes the Ecological

		Network Management Map that shows the conservation areas and policies to protect, enhance and expand the Ecological Network. The Ecological Network provides an innovative framework to better protect the City's ecological resources.
iii)	wildlife management areas and ecological reserves	The Ecological Network Management Map in Section 9 includes Provincial Wildlife Management Areas.
iv)	forests	The Ecological Network Management Map in Section 9 includes forests.
v)	wetlands (e.g. freshwater lakes, ponds, bogs, fens, estuarine, marine, freshwater, and intertidal ecosystems)	The Ecological Network Management Map in Section 9 of the OCP includes shoreline and freshwater ecosystems which are protected as ESAs.  Section 14 Development Permit Area Guidelines includes the OCP ESA DP guidelines.
vi)	riparian areas (i.e. the areas and vegetation surrounding wetlands, lakes, streams, and rivers)	The Riparian Management Map is included in Section 9.  Section 9 includes:  Objective 1: Protect, enhance and expand a diverse, connected and functioning Ecological Network  c) establish a meaningful and robust Ecological Network by considering protection of Riparian Management Areas and update City's Riparian Management Areas Response Strategy.
vii)	ecosystems not covered above that may be vulnerable to climate change and natural hazard impacts, or that provide buffers to climate change impacts or natural hazard impacts for communities	Section 9 includes:  Objective 2: Promote green infrastructure and the Green Infrastructure Network (GIN) and their underlying ecosystem services (e.g., clean air, water, soils), on all lands. Policies include a) expand the EN with a complementary Green Infrastructure Network as the key management tool.

		<p>The GIN describes the interconnected network of these natural and engineered green elements occurring at a variety of scales and is a foundational support tool for the function and quality of communities and ecological system.</p> <p>The Ecological Network Management Strategy provides the long-term ecological blueprint for the collaborative management and enhancement of the natural and built environments throughout the city, within neighbourhoods and across land uses and development types to achieve ecologically connected, livable and healthy places in which residents thrive.</p>
viii)	<p>uses within those lands that are appropriately located, scaled, and consistent with the intent of the designation, including:</p> <ul style="list-style-type: none"> <li>o major parks and outdoor recreation areas;</li> <li>o education, research and training facilities, and associated uses that serve conservation and/or recreation users;</li> <li>o commercial uses, tourism activities, and public, cultural, or community amenities;</li> <li>o limited agricultural use, primarily soil-based; and</li> <li>o land management activities needed to minimize vulnerability / risk to climate change impacts</li> </ul>	<p>Section 10 (Open Space and Public Realm) includes:</p> <p>Objective 5: strategically expand the range of ecosystem services (e.g., biodiversity and habitat, rainwater management, carbon sequestering) integrated with the open space and public realm to strengthen and contribute the Ecological Network (Policies a to e)</p> <p>Objective 6: showcase Richmond’s world-class waterfront and enhance the Blue Network (the Fraser River shoreline and estuary, and the internal waterways, the sloughs, canals and wetlands) for their ecological value, recreational opportunities and enjoyment (Policies a to f)</p> <p>Policies include providing more opportunities for people to experience nature (e.g. bird watching, nature walks) and providing recreational opportunities to appreciate and participate in agricultural activities.</p>
c)	Include policies that:	See below

	i)	protect the integrity of lands with a Conservation and Recreation regional land use designation from activities in adjacent areas by considering wildland interface planning, and introducing measures such as physical buffers or development permit requirements	Section 14.7 (ESA DP Guidelines) includes detailed guidelines to protect and enhance the environmental resources and ecosystem services in ESAs. For example, an environment assessment which identifies any nearby wildlife use and mitigation measures such as a vegetated buffer) may be required.
	ii)	encourage the consolidation of small parcels, and discourage subdivision and fragmentation of lands with a Conservation and Recreation regional land use designation.	Section 9  Objective 1: Protect, enhance and expand a diverse, connected and functioning Ecological Network.  Creation of an Ecological Network to help guide the strategic enhancement, layout and acquisition of lands for contiguous or connected areas to offer greater habitat value and overall ecosystem resiliency than numerous fragmented portions.  Policies include c) establish a meaningful and robust Ecological Network by, as city resources enable, strategically acquiring portions of the EN that become available and are considered important properties to be owned by the City.

**Strategy 3.2: Protect, enhance, restore, and connect ecosystems**

	Section	Policy Text	Applicable OCP Policies
<b>Policy 3.2.7</b>	<b>Adopt Regional Context Statements that:</b>		
	a)	identify local ecosystem protection and tree canopy cover targets, and demonstrate how these targets will contribute to the regional targets in Action 3.2.1	<i>Please provide response in Targets section</i>
	b)	refer to Map 11 or more detailed local ecological and cultural datasets and include policies that:	See below
	i)	support the protection, enhancement, and restoration of ecosystems through measures such as land acquisition, density bonusing, development permit requirements, subdivision design, conservation covenants, land trusts, and tax exemptions	Section 9  Objective 1: Protect, enhance and expand a diverse, connected and functioning Ecological Network.  Policy c) establish a meaning and robust EN by:

			<ul style="list-style-type: none"> <li>• all private development and City works will comply with the City's Environmentally Sensitive Areas policies, the City's RMA setbacks, the City's Tree Protection Bylaw, the Fraser River Estuary Management Program (FREMP) project review process and will respond to the EN policies and all other applicable environmental legislation;</li> <li>• as city resources enable, strategically acquiring portions of the EN that become available and are considered important properties to be owned by the City;</li> <li>• continuing to establish partnerships, incentives, policies, programs and measures, as</li> </ul> <p>Section 14.7 provides ESA DP guidelines.</p>
ii)		<p>seek to acquire, restore, enhance, and protect lands, in collaboration with adjacent member jurisdictions and other partners, that will enable ecosystem connectivity in a regional green infrastructure network</p>	<p>Section 9 (Island Natural Environment)</p> <p>Objective 3: Proactively implement practices to protect and improve water, air and soil quality. Policies include:</p> <p>a) incorporate ecological values, Ecological Network, and Green Infrastructure Network opportunities and consideration of targets into the City's Integrated Stormwater Management Plan being developed under Regional and Provincial process.</p> <p>b) continue to partner with other government agencies in the Fraser River Estuary Management Program (FREMP) in regulating and assessing shoreline development along the Fraser River.</p> <p>j) continue to establish collaborative approaches with partner agencies to reduce the environmental (i.e.</p>

		<p>biodiversity loss), infrastructure and economic impact of invasive species expansion.</p> <p>k) continue to partner with senior governments and businesses to promote initiative aimed at best practices for stormwater management and spill response management.</p> <p>Objective 5: Fostering Environmental Stewardship</p> <p>b) continue to work with partner organizations, other levels of government, multicultural organizations and First Nations to develop and deliver environmental stewardship initiatives and collaborations that embrace the City's Ecological Network principles.</p>
iii)	discourage or minimize the fragmentation of ecosystems through low impact development practices that enable ecosystem connectivity	<p>Section 9</p> <p>Objective 2: Promote green infrastructure and Green Infrastructure Network (GIN) and their underlying ecosystem services (e.g., clean air, water, soils), on all lands.</p> <p>e) develop a toolbox of planning and environmental policies to support site and neighbourhood level planning processes to integrate the GIN tool within the EN. This will include the identification of opportunities to acquire, enhance and protect lands through redevelopment and rezoning</p> <p>ESA DP Guidelines in Section 14 includes polices to restore or enhances ESAs through a DP review process.</p>
iv)	indicate how the interface between ecosystems and other land uses will be managed to maintain ecological integrity using edge planning, and measures such as physical buffers, or development permit requirements.	<p>Section 14 (Development Permit Guidelines) provides guidelines to accommodate new development while responding to and enhancing adjacent uses such as parkland or ESAs. (section 14.4.8 Edge Conditions)</p>

		Proposed Section 3.1 Policy c (Built Better Neighbourhoods) promotes a blue-green-grey multi-use network approach to enhancing connectivity and ecological health, including enhanced tree canopy and increased building setbacks to support landscape and other improvements.
c)	Include policies that:	See below
i)	support the consideration of natural assets and ecosystem services in land use decision-making and land management practices	<p>Section 9 Objective 1:</p> <p>c) establish a meaningful and robust EN by considering the prioritization of EN lands, including City, private and other jurisdictions, for future planning, land acquisition, protection and enhancement.</p> <p>Section 14 includes ESA DP guidelines to protect and enhance the environmental resources and ecosystem services in ESAs which are part of the Ecological Network.</p> <p>Proposed Section 3.1 Policy c (Built Better Neighbourhoods) promotes a blue-green-grey multi-use network approach to enhancing connectivity and ecological health.</p>
ii)	enable the retention and expansion of urban forests using various tools, such as local tree canopy cover targets, urban forest management strategies, tree regulations, development permit requirements, land acquisition, street tree planting, and reforestation or restoration policies, with consideration of resilience	The City's Tree Protection Bylaw (No. 8057) regulates tree removal or damage on private and public lands. Its goal is to sustain a healthy, viable urban forest. The City also has adopted the Public Urban Forest Management Strategy.
iii)	reduce the spread of invasive species by employing best practices, such as the implementation of soil removal and deposit bylaws, development permit requirements, and invasive species management plans	<p>Section 9</p> <p>Objective 2: Promote green infrastructure and Green Infrastructure Network (GIN) and their underlying ecosystem services (e.g., clean air, water, soils), on all lands.</p> <p>c) establish an Invasive Species Management Program which includes community and institutional partners, to reduce the spread of invasive species and consequent loss of biodiversity</p>

		<p>Objective 3: Proactively implement practices to protect and improve water, air and soil quality.</p> <p>j) continue to establish collaborative approaches with partner agencies to reduce the environmental (i.e. biodiversity loss), infrastructure and economic impact of invasive species expansion</p> <p>Section 14.7 (ESA DP Guidelines) includes guidelines to manage invasive species.</p>
iv)	<p>increase green infrastructure along the Regional Greenway Network, the Major Transit Network, community greenways, and other locations, where appropriate, and in collaboration with Metro Vancouver, TransLink, and other partners</p>	<p>Section 10 includes the Current Parks and Public Open Space System Map that includes Canada line, cycle routes, parks, trails and greenways.</p> <p>Section 10 also includes Objective 5: strategically expand the range of ecosystem services (e.g., biodiversity and habitat, rainwater management, carbon sequestering) integrated within the open space and public realm to strengthen and contribute to the Ecological Network. Policies include:</p> <p>a) protect, enhance and sustain ecosystem services in parks and other public open spaces as these are significant parts of a robust Ecological Network (see Chapter 9.0)</p> <p>b) as practical, connect significant Ecological Network assets via existing or enhanced corridors (linear connections between ecosystems that facilitate the movement of species, water, nutrients and energy increasing the viability of those ecosystems)</p> <p>Section 9</p> <p>Objective 2: Promote green infrastructure and the Green</p>

			<p>Infrastructure Network (GIN) and their underlying ecosystem services (e.g., clean air, water, soils), on all lands</p> <p>a) expand the EN with a complementary Green Infrastructure Network (GIN) as the key management tool;</p> <p>b) develop a Richmond specific approach to promote and track GIN opportunities to support the Ecological Network through the City's capital and operation projects, policies and development application requirements</p> <p>e) develop a toolbox of planning and environmental policies to support site and neighbourhood level planning processes to integrate the GIN tool within the EN. This will include the identification of opportunities to acquire, enhance and protect lands through redevelopment and rezoning</p>
v)		<p>support watershed and ecosystem planning, the development and implementation of Integrated Stormwater Management Plans, and water conservation objectives.</p>	<p>Section 9 (Island Natural Environment)</p> <p>Objective 3: Proactively implement practices to protect and improve water, air and soil quality.</p> <p>a) incorporate ecological values, Ecological Network, and Green Infrastructure Network opportunities and consideration of targets into the City's Integrated Stormwater Management Plan being developed under Regional and Provincial process. Targets will be considered for inclusion within the City's Sustainability Framework programs. As part of plan implementation, encourage innovative measures to improve storm water quality and manage impervious areas where appropriate to reduce run-off volumes,</p>

			<p>sedimentation and erosion, and thus improve water quality.</p> <p>Section 12 (Sustainable Infrastructure and Resources)</p> <p>Objective 3: Pursue demand management strategies and continue water conservation initiatives</p> <p>a) continue to raise public awareness regarding the benefits of water conservation</p> <p>b) continue to move toward water metering through development, capital replacement and volunteer metering programs</p> <p>c) promote the use of rain water retention systems for irrigation purposes</p> <p>d) continue toilet rebate programs to reduce indoor water use</p> <p>e) continue to implement lawn sprinkling regulations to reduce seasonal water use</p>
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**Strategy 3.3: Advance land use, infrastructure, and human settlement patterns that reduce energy consumption and greenhouse gas emissions, create carbon storage opportunities, and improve air quality**

	Section	Policy	Applicable OCP Policies
<b>Policy 3.3.7</b>	<b>Adopt Regional Context Statements that:</b>		
	a)	identify how local land use and transportation policies will contribute to meeting the regional greenhouse gas emission reduction target of 45% below 2010 levels by the year 2030 and achieving a carbon neutral region by the year 2050	<i>Please provide response in Targets section</i>
	b)	<p>identify policies, actions, incentives, and / or strategies that reduce energy consumption and greenhouse gas emissions, create carbon storage opportunities, and improve air quality from land use, infrastructure, and settlement patterns, such as:</p> <ul style="list-style-type: none"> <li>existing building retrofits and construction of new buildings to meet energy and greenhouse gas performance guidelines or standards (e.g. BC Energy Step Code, passive design), the electrification of</li> </ul>	<p>Section 2.2 Climate Change Mitigation</p> <p>Objective 1: Reduce GHG Emissions</p> <p>Policies include d) Maintain and update Richmond's Community Energy and Emissions Plan (CEEP) that identifies and advances</p>

	<p>building heating systems, green demolition requirements, embodied emissions policies, zero-carbon district energy systems, and energy recovery and renewable energy generation technologies, such as solar panels and geo-exchange systems, and zero emission vehicle charging infrastructure; and</p> <ul style="list-style-type: none"> <li>community design, infrastructure, and programs that encourage transit, cycling, rolling and walking</li> </ul>	<p>strategic actions to achieve community-wide GHG emission reduction targets.</p> <p>Section 2.3 Carbon Sequestration</p> <p>Objective 1: Advance action beyond impact reduction and aim to improve conditions through action that sequesters carbon</p> <p>a) protect and enhance Richmond’s natural environments to support carbon retention as well as other important ecosystem services (e.g., pollution reduction, nutrient generation, habitat)</p> <p>b) integrate carbon retention objectives into key policies, plans and programs, including but not limited to Parks and Open Space Strategy, Environmental Sensitive Areas Management Strategy and land use and development policies.</p> <p>The City’s Community Energy and Emissions Plan(CEEP) includes a strategic direction to retrofit existing buildings. Specific actions include to create a Richmond building retrofit plan, set enhanced energy and emission standards for existing buildings, participate in regional building retrofit initiatives, create incentives and remove barriers to low carbon energy retrofits (e.g., heat pump incentive program).</p> <p>The proposed Growth Management Framework encourages a compact and complete community where active transportation (transit, cycling, rolling and walking) is prioritized.</p>
c)	<p>focus infrastructure and amenity investments in Urban Centres and Frequent Transit Development Areas, and at appropriate locations along Major Transit Growth Corridors</p>	<p>The proposed Growth Management Framework focuses growth and infrastructure and amenity investment in the City Centre and local villages close to transit (Section 3.1 Objective 1 Policy a)</p>

**Strategy 3.4 Advance land use, infrastructure, and human settlement patterns that improve resilience to climate change impacts and natural hazards**

	Section	Policy	Applicable OCP Policies
<b>Policy 3.4.5</b>	<b>Adopt Regional Context Statements that:</b>		
	a)	include policies that minimize risks associated with climate change and natural hazards in existing communities through tools such as heat and air quality response plans, seismic retrofit policies, and flood-proofing policies	Section 2.4. Objective 1  b) Sustainability staff to lead the integration of climate change adaptation considerations into key policies, plans, programs and services, including land-use and development decision-making, city infrastructure design and management; floodplain management, emergency preparedness, natural ecosystem health, agricultural viability, social development planning and economic development
	b)	include policies that discourage new development in current and future hazardous areas to the extent possible through tools such as land use plans, hazard-specific Development Permit Areas, and managed retreat policies, and where development in hazardous areas is unavoidable, mitigate risks	All lands within the City of Richmond are designated as floodplain. All developments in Richmond must comply with the Flood Plain Designation and Protection Bylaw.
<b>Policy 3.4.6</b>	Section	Policy	
		Incorporate climate change and natural hazard risk assessments into planning and location decisions for new municipal utilities, assets, operations, and community services.	Section 2.2 Climate Change Mitigation  Objective 1: Reduce GHG Emissions  e) maintain corporate energy and emissions programs that identify and advance strategic actions to reduce GHG emissions from City services and operations  f) regularly measure and report GHG emissions from City services and operations with evolving methodologies.  The City also has the Energy Management Program (EMP) for civic buildings, which focuses on reduction of the overall demand for energy and required for operations and increase the use of renewable

			energy or decarbonize existing building.
<b>Policy 3.4.7</b>	<b>Section</b>	<b>Policy</b>	
		Integrate emergency management, utility planning, and climate change adaptation principles when preparing land use plans, transportation plans, and growth management policies.	<p>Section 2.4 Climate Change Adaptation includes:</p> <p>Objective 1: Increase City and community resiliency to climate change impacts</p> <p>b) integrate climate change considerations for achieving a low-carbon and a climate-prepared City into key policies, plans, programs and services, including the City's land-use and development policies.</p> <p>This will be further enhanced through the targeted OCP update focusing on climate change and environment in the future.</p>
<b>Policy 3.4.8</b>	<b>Section</b>	<b>Policy</b>	
		Adopt appropriate planning standards, guidelines, and best practices related to climate change and natural hazards, such as flood hazard management guidelines and wildland urban interface fire risk reduction principles.	<p>Section 2.1 Managing Climate Change Response</p> <p>Objective 1: Advance a Climate Change Program that addresses climate change response priorities in a manner that supports the multiple needs of a sustainable community</p> <p>f) review and update policies in a timely manner to integrate evolving climate change knowledge and best practices</p> <p>Objective 2: build community and City capacity to reduce the magnitude of climate change and effectively respond to unavoidable effects.</p> <p>c) advance partnership initiatives among the research community and practitioners to develop and implement climate change best practices that are cost-effective and provide meaningful benefit.</p>



	<p>application review ahead of in-stream applications.</p> <ul style="list-style-type: none"> <li>▪ Exemption from public art and community planning contributions, and exemption from Amenity Cost Charges for those housing units that are secured at below-market and non-market rates (e.g., Low End Market Rental housing units).</li> <li>▪ Additional parking reductions, as determined by Council, subject to exhausting all parking rate reduction provisions in the Zoning Bylaw and staff review of site-specific considerations.</li> </ul> <p>d) Build Low-End Market Rental (LEMR): continue to secure LEMR units in new multi-family development</p> <ul style="list-style-type: none"> <li>• Secure Low-End Market Rental housing units in market and non-market multi-family development in accordance with Richmond’s Affordable Housing Strategy, or similar Council-endorsed strategy, and the framework for the Low-End Market Rental Housing Program.</li> <li>• Provide development with 60 or less apartment units, townhouse development, and the sixth unit in a 6-unit small-scale multi-unit housing development an option to contribute an equivalent cash contribution to an affordable housing reserve account that is equivalent to the net capital cost of constructing Low-End Market Rental dwelling unit(s).</li> <li>• Secure a secondary suite or an equivalent cash contribution through rezoning applications that would enable subdivision and the development of a net new single-family dwelling, in</li> </ul>	<p>and leverage emerging technology to streamline the review and advancement of residential development applications.</p> <p>The City’s LEMR Program leverages private sector development to deliver built affordable housing units. In smaller-scaled developments, cash contributions in lieu of built affordable housing may be accepted, with funds going into an Affordable Housing Reserve. These funds are used to build non-market housing for some of the most vulnerable members of the community.</p> <ul style="list-style-type: none"> <li>• Each multi-family rezoning application that includes more than 60 residential units is expected to provide a built LEMR unit contribution, the cost of which is offset by way of additional density. The amount of LEMR units (floor area) sought is as follows: <ul style="list-style-type: none"> <li>• Properties located outside of the City Centre, as defined within the City Centre Area Plan, are expected to provide at least 10% of net residential (habitable) floor area as LEMR units; and</li> <li>• Properties located within the City Centre are expected to provide at least 15% of net (habitable) residential floor area as LEMR units.</li> </ul> </li> </ul>
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	<p>accordance with Richmond’s Affordable Housing Strategy.</p> <ul style="list-style-type: none"> <li>• Encourage development to exceed the minimum provisions for Low-End Market Rental housing in mixed-tenure development (e.g., lower rental rates, increase provision of two- and three-bedroom family-oriented dwellings), which may reduce the floor area secured as market rental housing.</li> <li>• Exempt habitable floor area secured as Low-End Market Rental housing from public art and community planning contributions, and from Amenity Cost Charges in recognition of the significant community benefit provided by the secured rental housing.</li> <li>• Secure all Low-End Market Rental housing in perpetuity by utilizing residential rental tenure zoning and, where applicable, one or more legal agreements, and/or other alternative approaches to the satisfaction of the City.</li> <li>• Prioritize Low-End Market Rental housing units in locations that are near frequent transit service and community assets such as health care and social supports.</li> <li>• Continue to regularly update Richmond’s Affordable Housing Strategy, which outlines the framework for the Low-End Market Rental housing.</li> </ul>	
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**Strategy 4.1 Expand the supply and diversity of housing to meet a variety of needs**

	Section Policy	Applicable OCP Policies
<b>Policy 4.1.8</b>	<b>Adopt Regional Context Statements that:</b>	
	a) indicate how you will work towards meeting estimated future housing needs and demand, as determined in their housing needs report or assessment	The City of Richmond’s Housing Needs Report (2024) estimates the City will need to grow by 52,000 new homes between 2021 and

		2041, which is 31% faster than the previous 10 years. The 2050 OCP complies with this requirement. The 2050 OCP includes a Growth Management Framework that focuses on opportunities to increase the supply of housing options with greater affordability.
b)	articulate how local plans and policies will meet the need for diverse (in tenure, size, and type) and affordable housing options	Proposed Section 1 (Growth Management Framework) and Section 3.2 Objective 1 (Build more housing for new and existing residents) prioritize measures to increase housing supply and variety, maintain livability, incorporate accessibility and streamline approvals (policies a to e)
c)	identify policies and actions that contribute to the following outcomes	See below
i)	increased supply of adequate, suitable, and affordable housing to meet a variety of needs along the housing continuum	Proposed Section 3.2 (Objectives 1, 2 and 3) supports the delivery of more housing supply, the use of various tools to secure a diverse mix of housing types and tenures (including developer incentives and less common ownership rental models), and effective partnerships with government and non-profit interests to help deliver below-market and non-market housing options.
ii)	increased supply of family-friendly, age-friendly, and accessible housing	<p>Policies b and c in proposed section 3.2 under Objective 1 aim to build suitable housing that prioritizes resident health and well-being and accessibility such as policies to encourage minimum of 40% of dwelling units in all multi-family housing to have two or more bedrooms that are suitable for families with children and build more accessible housing for people of all ages and degrees of abilities.</p> <p>Policies for accessible housing will be further enhanced through the targeted update focusing on community equity.</p>
iii)	increased diversity of housing tenure options, such as attainable homeownership, rental, co-op housing, rent-to-own models, and cohousing	Section 3.2 Objective 1 Policy a) Increase supply and variety

		<ul style="list-style-type: none"> <li>▪ Use the City's regulatory tools and available resources to secure a diverse mix of housing types and tenures, including alternative ownership and rental housing models, to deliver more housing choices that more households can afford.</li> </ul> <p>Proposed Section 3.2 Objective 2 policy e) is to increase options for middle-income households.</p> <ul style="list-style-type: none"> <li>▪ Support alternative rental and ownership housing models that respond to the needs of middle-income households whose access to market housing is limited due to cost or availability and who do not qualify for non-market housing.</li> </ul>
iv)	increased density and supply of diverse ground-oriented and infill housing forms in low-density neighbourhoods, such as duplex, four-plex, townhouse, laneway/coach houses, and apartments, particularly in proximity to transit	Proposed Growth Management Framework (Section 1.6) aims to rebalance growth between inside and outside City Centre by encouraging increased low-rise and ground-oriented housing options in the latter, together with mixed-use village centres that provide hubs for residents' daily needs and enhanced transit service. Four of the Framework's five proposed Neighbourhood Types (i.e., City Centre Perimeter, Local Villages, Arterial Connectors and Neighbourhood Residential) provide for significant ground-oriented housing options, including conventional and high-density townhouses and small-scale-multi-unit housing (SSMUH) (e.g., multiplexes, duplexes, detached dwellings, accessory dwellings, secondary suites, rear yard and laneways units).
v)	integration of land use and transportation planning such that households can reduce their combined housing and transportation costs	Proposed Growth Management Framework (Section 1.6) promotes a compact, mixed-use, transit-oriented village approach to guide growth.

		<p>Proposed Section 3.1, Objectives 1 and 2 (Build Better Neighbourhoods), support compact, connected and walkable neighbourhoods with a range of services to meet daily needs.</p> <p>Section 3.2 also includes policies to prioritize rental housing (including market, below-market and non-market housing) in locations that are near frequent transit service and community assets such as health care and social supports (Objective 2 policy b and Objective 3 policy c)</p>
vi)	increased social connectedness in multi-unit housing	<p>Section 11 encourages child and family friendly community through design and land use planning (Objective 1 policy e). The proposed growth framework encourages more compact, connected and inclusive neighbourhoods.</p> <p>These policies will be further articulated and complemented through the targeted update for equity-related policies in the future.</p>
vii)	integrated housing within neighbourhood contexts and high quality urban design	<p>Proposed Section 1.6 proposes a form-based approach to make clear intended built form and building type to ensure the built form and character are complementary to local neighbourhoods. Future detailed village planning and community engagement will advance housing and public realm design objectives (e.g., high street designs, enhanced public spaces, accessible connectivity measures).</p>
viii)	existing and future housing stock that is low carbon and resilient to climate change impacts and natural hazards	<p>The Community Energy and Emissions Plan 2050 includes strategic directions to retrofit existing buildings and encourage carbon neutral new buildings. The action items for existing buildings include implementing GHG performance requirements, developing a heat pump incentive program, exploring policy and program to encourage installation of local carbon mechanical systems,</p>

			and extending district energy service where feasible. Some of the action items for new buildings are accelerating use of low-embedded carbon content materials in new construction and supporting ongoing improvements to energy Step Code regulation and performance standards.
	<b>Section</b>	<b>Policy</b>	<b>Supplementary Information</b>
<b>Policy 4.1.9</b>	<b>Prepare and implement housing strategies or action plans that:</b>		
	a)	are aligned with housing needs reports or assessments, and reviewed or updated every 5-10 years to ensure that housing strategies or action plans are based on recent evidence and responsive to current and future housing needs	Richmond’s 2024 Interim Housing Needs Report provides direction regarding housing needs to 2041, including projected housing supply (e.g., market, below-market and non-market) and choice to meet the needs of the city’s diverse households. This is reflected in the proposed OCP’s Growth Management Framework (Section 1.6) and housing objectives and polices (Section 3.0). Desired outcomes will be supported with Richmond’s 2017-2027 Affordable Housing Strategy (and future updates), which provides direction in response to the current and future affordable housing needs of the community. The Affordable Housing Strategy provides an action-oriented framework for the delivery of housing with a focus on providing housing for priority groups including lone-parent families, multi-generational families, low and moderate income earners, seniors, persons with disabilities, students and vulnerable populations including households on fixed incomes, persons experiencing homelessness, women and children experiencing family violence, individuals with mental health/addiction issues.
	b)	are based on an assessment of local housing market conditions, by tenure, including assessing housing supply, demand, and affordability	The Affordable Housing Strategy (2017-2027) was developed from a review of existing policies and practices in Richmond, best practice research from other cities,

		<p>economic analysis, and input from stakeholders and Richmond residents. The multi-phased process to update the Affordable Housing Strategy began in late 2016 with the creation of a Housing Affordability Profile, informed by research and community consultation from stakeholders and the public, which identified key housing needs. A policy review phase followed, which identified potential policy options for addressing housing needs, informed by consultation with stakeholders on the suitability and practicality of proposed policy options. These stakeholder consultations led to the refinement of proposed policy options into final housing policy recommendations, which serve as the basis of the Affordable Housing Strategy. Future updates to the Strategy to support the OCP, 2024 Interim Housing Needs Report and desired housing outcomes will follow a similar rigorous process.</p>
c)	<p>identify housing priorities, based on the assessment of local housing market conditions, household incomes, changing population and household demographics, climate change and natural hazards resilience, and key categories of local housing need, including specific statements about special needs housing and the housing needs of equity-seeking groups</p>	<p>Proposed Section 3.2 includes various policies to increase opportunities for below-market and non-market rental housing for seniors, households with children, equity-deserving groups and those experiencing or at risk of homelessness.</p> <p>The Affordable Housing Strategy specifically focuses on transitional and supportive housing, non-market rental housing and Low-End Market Rental housing targeted to the priority groups in need (e.g., families with children, low and moderate income earners, low and moderate income seniors, persons with disabilities, and vulnerable populations).</p>
d)	<p>identify implementation measures within their jurisdiction and financial capabilities, including actions set out in Action 4.1.8</p>	<p>Proposed Section 3 (Neighbourhoods and Housing) includes policies that align with outcomes listed under Policy 4.1.8.</p>

		<p>Examples include:</p> <p>Section 3.1 Objective 1</p> <p>a) increase supply and variety</p> <p>b) maintain livability (e.g. generally, 40% of dwelling units should have two or more bedrooms)</p> <p>c) incorporate accessibility (e.g., require aging-in-place features in all multi-family dwelling units, require convertible features in all multi-storey multi-family dwelling units)</p> <p>d) Streamline approvals: Continue to simplify, streamline and improve transparency of the development review processes. (e.g. update design guidelines, pre-zoned land, pre-service lands, and pre-approved multi-unit housing templates)</p> <p>e) Lower costs: Support practices that lower costs associated with construction and operation (e.g., financing options, low-rise wood construction costs, energy-efficient designs)</p> <p>The proposed OCP supports the Affordable Housing Strategy's strategic direction encouraging the use of regulatory tools to encourage a diverse mix of housing types and tenures and maximize City resources and financial tools. The City will continue to secure Low-End Market Rental housing (e.g., legal agreements and residential rental tenure zoning) and, where applicable, provide for voluntary developer cash contributions in lieu of on-site construction of Low-End Market Rental units (which funds shall go to the City's affordable housing reserve fund to facilitate the City's construction of affordable dwellings elsewhere in Richmond).</p>
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Strategy 4.2 Protect tenants and expand, retain, and renew rental housing supply		
Section	Policy	Applicable OCP Policies
<b>Adopt Regional Context Statements that:</b>		
a)	indicate how they will, within their local context, contribute toward the regional target of having at least 15% of newly completed housing units built within all Urban Centres and Frequent Transit Development Areas combined, to the year 2050, be affordable rental housing units (recognizing that developing affordable rental housing units in transit-oriented locations throughout the urban area is supported)	<i>Please provide response in Targets section</i>
b)	articulate how local plans and policies will mitigate impacts on renter households, particularly during redevelopment or densification of Urban Centres and Frequent Transit Development Areas	Proposed Section 3.2 Objective 2 policy a) is to protect existing stock of secured rental housing and minimize displacement of those who live in rental housing.
c)	identify the use of regulatory tools that protect and preserve rental housing	Proposed Section 3.2 Objective 2 identifies various tools to protect and preserve rental housing inclusionary zoning and density bonusing.  Policy a) Preserve Rental includes: <ul style="list-style-type: none"> <li>o Continue to exclusively provide rental housing on the site when a purpose-built rental development is replaced, ensuring 1:1 replacement of the rental units with secured Low-End Market Rental units, or housing with greater depths of affordability, to the satisfaction of the City, with the same number of bedroom units and the same number of ground-oriented units as originally located on the site.</li> <li>o Replace existing rental units in a mixed-tenure development with secured Low-End Market Rental units at a 1:1 replacement rate with replacement units having the same number of bedroom units and the same number of ground-oriented units as originally located on the site.</li> </ul>
d)	identify policies and actions that contribute to the following outcomes:	See below
i)	increased supply of affordable rental housing in proximity to transit and on publicly-owned land	Proposed Section 3.1, Objectives 1 and 2 (Build Better

Policy 4.2.7

		Neighbourhoods) supports a form-based approach to incentivize the construction of rental housing and greater depths of affordability. Emphasis is placed on areas outside the downtown, including transit-oriented villages, along arterial roads and the redevelopment of aging, low density multi-family sites, with particular support for development involving land owned by the City, government interests and non-profits. This approach is consistent with the Affordable Housing Strategy, which aims to increase the amount of affordable units located in close proximity to the Canada Line and along Frequent Transit Routes on major arterial road and use City-owned land for affordable housing (Policy 1.8 & 2.1)
ii)	increased supply of market and below-market rental housing through the renewal of aging purpose-built rental housing and prevention of net rental unit loss	Proposed Section 3.2 policies encourage renewal, renovation and rehabilitation and regular maintenance over redevelopment of rental development and to replace existing rental units with new secured affordable housing at a 1:1 replacement rate, having the same number of bedroom units and the same number of ground-oriented units as originally located on the site.
iii)	protection and renewal of existing non-market rental housing	Proposed Section 3.2 Objective 2 b) Build Low-End Market Rental housing <ul style="list-style-type: none"> <li>o Secure Low-End Market Rental housing units in market and non-market multi-family development in accordance with Richmond’s Affordable Housing Strategy, or similar Council-endorsed strategy, and the framework for the Low-End Market Rental Housing Program.</li> </ul> <p>The Affordable Housing Strategy sets out specific strategic directions that the City will take to address housing affordability that respond</p>

			barriers to low carbon energy retrofits (e.g., heat pump incentive program).
<b>Policy 4.2.8</b>	<b>Section</b>	<b>Policy</b>	<b>Supplementary Information</b>
	<b>Prepare and implement housing strategies or action plans that:</b>		
	a)	encourage the supply of new rental housing and mitigate or limit the loss of existing rental housing stock	Proposed Section 3.2 includes policies to prioritize rental and encourage developer-driven construction of all forms of secured rental housing. It includes incentives to new developments with 100% market rental (e.g. additional density and parking reduction). The existing and proposed OCP include policies to encourage renewal, renovation and rehabilitation and regular maintenance over redevelopment of rental development and to replace existing rental units with new secured affordable housing at a 1:1 replacement rate, having the same number of bedroom units and the same number of ground-oriented units as originally located on the site (Objective 2 Policy a)
	b)	encourage tenant protections and assistance for renter households impacted by renovation or redevelopment of existing purpose-built rental housing	Proposed Section 3.2 includes policies to protect residents from eviction due to renovation by encouraging property owners to undertake maintenance, repair and renovation while the tenant(s) continue to live in the unit or provide the tenant(s) with temporary alternate accommodation at the same rental rate before returning to the units, and support tenants living in buildings proposed for strata conversion/redevelopment by applying a consistent process to evaluate the development application and mitigating the impacts of being displaced by requiring a Tenant Relocation Plan, in addition to being subject to the standard application review process (Objective 2 Policy a)
c)	cooperate with and facilitate the activities of Metro Vancouver Housing under Action 4.2.2	Proposed Section 1.6, Growth Management Framework, and Section 3.1, Build Better	

		to the identified housing priority groups in housing need. The framework supports the City of Richmond's overall balanced approach to securing cash contributions to support the creation of non-market rental units and securing built low-end market rental (LEMR) units through development.
iv)	mitigated impacts on renter households due to renovation or redevelopment, and strengthened protections for tenants	Proposed Section 3.2 includes policies to protect tenants from eviction due to renovation by encouraging property owners to undertake maintenance, repair and renovation while the tenant(s) continue to live in the unit or provide the tenant(s) with temporary alternate accommodation at the same rental rate before returning to the units, and support tenants living in buildings proposed for strata conversion/redevelopment by applying a consistent process to evaluate the development application and mitigating the impacts of being displaced by requiring a Tenant Relocation Plan, in addition to being subject to the standard application review process (Objective 2 Policy a)
v)	reduced energy use and greenhouse gas emissions from existing and future rental housing stock, while considering impacts on tenants and affordability	Proposed Section 3.2 includes a policy to encourage retention, renovation, rehabilitation (e.g., energy upgrades) of older housing stock that is in good condition, which generally provides a more affordable ownership or rental option compared to newer construction (Objective 2 Policy a)  The City's Community Energy and Emissions Plan (CEEP) includes a strategic direction to retrofit existing buildings. Specific actions include to create a Richmond building retrofit plan, set enhanced energy and emission standards for existing buildings, participate in regional building retrofit initiatives, create incentives and remove

		<p>Neighbourhoods, include new Neighbourhood Types and form-based development incentives that are supportive of four- to six-storey apartment buildings, generally consistent with Metro Vancouver's Digitally Accelerated Standardized Housing (DASH) initiative.</p> <p>Proposed Section 3.1 (Neighbourhood Types) and Section 3.2 (Effective Partnerships) include land use designations (e.g., Complete Village Space Overlay) and policies supporting the intensification of existing aging multi-family sites, particularly where this complements local neighbourhoods, offers innovative cost-effective solutions (e.g., wood construction) and delivers increased housing supply, choice, affordability, resiliency and inclusiveness.</p> <p>In addition, the Affordable Housing Strategy identifies Metro Vancouver as a key partner and notes that the estimates in the Regional Affordable Housing Strategy provide guidance to municipalities in the long-range planning. The vision, goals, strategies and recommended actions in the regional Affordable Housing Strategy were considered in developing the Strategy.</p>
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**Strategy 4.3 Meet the housing needs of lower income households and populations experiencing or at risk of homelessness**

	Section	Policy	Applicable OCP Policies
<b>Policy 4.3.7</b>	<b>Adopt Regional Context Statements that:</b>		
	a)	indicate how they will collaborate with the Federal Government, the Province, and other partners, to assist in increasing the supply of permanent, affordable, and supportive housing units	<p>Proposed Section 3.2 Objective 3: Build more below-market and non-market housing with effective partnership</p> <p>The proposed policies include:</p> <ul style="list-style-type: none"> <li>a) Embed Flexibility: Optimize government and non-profit agency housing initiatives to prioritize below-market and non-market housing.</li> <li>b) Prepare for development: Advance a project ready environment to support construction of below-market and non-market housing.</li> <li>c) Expand opportunities: Continue to create new avenues to support building more below-market and non-market housing.</li> <li>d) Steward priority projects: Allocate resources to support below-market and non-market housing projects.</li> <li>e) Foster Community Support: Build a supportive community environment for below-market and non-market housing.</li> </ul>
	b)	identify policies and actions to partner with other levels of government and non-profit organizations in order to create pathways out of homelessness and contribute to meeting the housing and support needs of populations experiencing or at risk of homelessness	<p>Proposed Section 3.2 Objective 3: Build more below-market and non-market housing with effective partnership</p> <p>The proposed policies include:</p> <ul style="list-style-type: none"> <li>a) Embed Flexibility: Optimize government and non-profit agency housing initiatives to prioritize below-market and non-market housing.</li> <li>b) Prepare for development: Advance a project ready environment to support construction of below-market and non-market housing.</li> </ul>

<b>Policy 4.3.8</b>			<p>c) Expand opportunities: Continue to create new avenues to support building more below-market and non-market housing.</p> <p>d) Steward priority projects: Allocate resources to support below-market and non-market housing projects</p> <p>e) Foster Community Support: Build a supportive community environment for below-market and non-market housing.</p> <p>The City has adopted the Richmond Homelessness Strategy in 2019 to guide the city's efforts in addressing homelessness over a ten-year period.</p>
	<b>Section</b>	<b>Policy</b>	<b>Supplementary Information</b>
	<b>Prepare and implement housing strategies or action plans that</b>		
	a)	identify opportunities to participate in programs with other levels of government to secure additional housing units to meet the housing needs of lower income households	<p>Section 3.2 Objective 3 policy a) Build more below-market and non-market housing with effective partnership</p> <ul style="list-style-type: none"> <li>○ Align City processes with other government and agency programs that prioritize renewal and construction of housing that prioritizes vulnerable populations.</li> <li>○ Establish partnerships with government housing organizations (e.g., Canada Mortgage and Housing Corporation, BC Housing, Indigenous housing societies, Metro Vancouver Housing Corporation).</li> </ul>
	b)	identify strategies to increase community acceptance and communicate the benefits of affordable and supportive housing development	<p>Proposed Section 3.2 includes policies to build a supportive community environment for non-market housing. The policies include supporting housing related events and workshops to encourage information sharing and build awareness regarding housing affordability challenges in the City, defining good neighbour practices, developing design guidelines that incorporate context specific considerations for building</p>

		residents and operators and neighbourhood residents. (Objective 3 Policy e: Foster Community Support)
c)	are aligned with or integrate plans to address homelessness, and identify strategies to reduce the total number of households that are in core housing need and populations experiencing or at risk of homelessness	The Richmond Homelessness Strategy outlines actions items to prevent pathways into homelessness. They include creating affordable housing rental options, facilitating the creation of a collaborative homeless prevention program, working with Vancouver Coastal Health and other community partners to explore opportunities to enhance wrap-around supports to increase housing stability, and exploring solutions for discharge planning practices for individuals leaving institutions.

**Metro 2050 Goal 5: Support Sustainable Transportation Choices**

The proposed OCP includes a transit-oriented village framework to help address affordability and inequity by locating jobs,-amenities and shops within a short walk or roll of transit and housing options suitable for diverse households and all stages of life. The 2050 target is to ensure 90% of Richmond residents live within 20-minute walk or roll (1.6 km) of a transit-oriented mixed-use village centre able to support residents’ daily needs and a 5-minute walk of roll (400 m) of transit.

Section 8 (Mobility and Access) includes objectives and policies to support a sustainable transportation choices.

**Strategy 5.1 Coordinate land use and transportation to encourage transit, multiple-occupancy vehicles, cycling and walking**

	Section	Policy	Applicable OCP Policies
<b>Policy 5.1.14</b>	<b>Adopt Regional Context Statements that:</b>		
	a)	identify land use and transportation policies and actions to encourage a greater share of trips made by transit, shared mobility options, cycling, walking, and rolling	Proposed Section 3.1 includes objectives and policies to build a transit-oriented village framework and make walking and rolling (e.g., bicycle, scooter, wheelchair) the preferred choices for most short trips, including getting to and from transit, for people of all ages and abilities.  Objective 1: Build a transit-oriented village framework  It includes policies to encourage growth in preferred places (policy a) by promoting growth and new housing development near

		<p>transit including within a 10-minute walk (800 m) of the Capstan , Lansdowne and Brighthouse Canada Line stations, and easy walking distance of TransLink’s planned major transit network improvements, and b) promoting conveniently compact communities and c) encouraging comfortable connected places and spaces.</p> <p>Section 8 (Mobility and Access) includes objectives and policies to transition to a more sustainable transportation system.</p> <p>Section 8.1 (Road Network)</p> <p>Objective 1: Reduce the reliance on private vehicle travel by increasing the priority of walking, rolling, cycling, and transit within the road network (policies a to e)</p> <p>Objective 2: Encourage sustainable travel by enhancing the safety, comfort and accessibility of the transportation system for vulnerable road users (policies a to d)</p> <p>Section 8.2 (Transit)</p> <p>Objective 1: Make transit the preferred travel choice of Richmond’s transportation system (policies a and b)</p> <p>Objective 2: Enhance the appeal of transit service with supporting amenities (policies a to f)</p> <p>Section 8.3 (Walking)</p> <p>Objective 1: Foster a culture where people choose to walk for transportation and for health (policies a and b)</p>
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			<p>Objective 2: expand and enhance the network for walking and rolling (scooters, skates and other personal low-powered travel modes) (policies a to i)</p> <p>Objective 3: Expand and improve walking and rolling connections to Neighbourhood Centres.</p> <p>Section 8.4 Cycling</p> <p>Objective 1: Encourage more bike trips by providing a safe and cohesive cycling network (policies a to i)</p> <p>Objective 4: Create a culture where cycling is seen as a normal, convenient and desirable travel option (Policies a to d)</p> <p>Section 8.5 Transportation Capacity and Demand Management</p> <p>Objective 1: Manage travel demand at its source to reduce private vehicle trips (policies a to e)</p> <p>Objective 2: Use existing parking capacity more efficiently and as a tool to reduce private vehicle use (policies a to f)</p>
b)		<p>support the development and implementation of transportation demand management strategies, such as: parking pricing and supply measures, transit priority measures, end-of-trip facilities for active transportation and micro-mobility, and shared mobility services</p>	<p>Section 8.5 includes objectives and policies to optimize transportation system and manage travel demand to support the transition to a reduced reliance on cars.</p> <p>Objective 1: Manage travel demand at its source to reduce private vehicle trips (policies a to e)</p> <p>Objective 2: Use existing parking capacity more efficiently and as a tool to reduce private vehicle use (policies a to f)</p>

		<p>Objective 3: Optimize the performance of the transportation system (policies a to c)</p> <p>Zoning Bylaw was updated in 2022 to allow reduction (up to 20%) in parking with the provision of transportation demand management measures. Further, the Zoning Bylaw was updated in 2024 to remove minimum rates for residential parking within areas affected by Richmond's Transit-Oriented Areas Bylaw (except accessible parking), in accordance with provincial legislation.</p>
c)	manage and enhance municipal infrastructure in support of transit, multiple-occupancy vehicles, cycling, walking, and rolling	Section 8 includes policies encourage sustainable travel by enhancing the safety, comfort and accessibility of the transportation system for vulnerable road users (e.g., pedestrians, the mobility challenged, cyclists).
d)	support the transition to zero-emission vehicles	Objective 4 in Section 8 is to support the adoption of plug-in electric vehicles and other vehicle technologies that can emit zero greenhouse gas and air contaminant emissions. Policies are to support the provision of electric vehicle charging infrastructure and networks.
e)	support implementation of the Regional Greenway Network and Major Bikeway Network, as identified in Map 10	Section 8 includes Objective 1: encourage more bike trips by providing a safe and cohesive cycling network. (Policies a to i) It includes the Cycling Network Map with major bike routes and greenways. Policies a to e support the implementation of an expanded bike route network.
f)	support implementation of local active transportation and micro-mobility facilities that provide direct, comfortable, all ages and abilities connections to the Regional Greenway Network, Major Bikeway Network, transit services, and everyday destinations	<p>Section 8.2</p> <p>Objective 3: expand and enhance the network for walking and rolling (scooters, skates and other personal low-powered travel modes) and enhance the appeal of sustainable travel.</p>

			Policies include to improve the connectivity of the pedestrian and rolling network (e.g., sidewalks, neighbourhood links, greenways, trails) by placing a high priority on filling in missing gaps (e.g., discontinuous sidewalks)
<b>Strategy 5.2 Coordinate land use and transportation to support the safe and efficient movement of vehicles for passengers, goods, and services</b>			
<b>Policy 5.2.6</b>	<b>Section</b>	<b>Policy</b>	<b>Applicable OCP Policies</b>
	<b>Adopt Regional Context Statements that:</b>		
	a)	identify routes on a map for the safe and efficient movement of goods and service vehicles to, from, and within Urban Centres; Frequent Transit Development Areas; Major Transit Growth Corridors; Industrial, Employment, and Agricultural lands; ports; airports; and international border crossings	Section 8.1  Objective 3: optimize the existing road network to improve circulation and goods movement and reduce the need for added road capacity. Policies include:
	b)	identify land use and related policies and actions that support the optimization and safety of goods movement via roads, highways, railways, aviation, short sea shipping, and active transportation	a) implement road improvements identified in the City Centre Transportation Plan to reduce congestion and improve circulation in the city core;
	c)	support the development of local and regional transportation system management strategies, such as the provision of information to operators of goods and service vehicles for efficient travel decisions, management of traffic flow using transit priority measures, coordinated traffic signalization, and lane management	b) use a hierarchy of local to major roads that directs through traffic to major roads, allows local circulation in areas of intense land use activity and minimizes traffic intrusion into residential neighbourhoods;
	d)	identify policies and actions that support the protection of rail rights-of-way, truck routes, and access points to navigable waterways in order to reserve the potential for goods movement	c) require shared access and lanes parallel to major roads to discourage individual driveways that impede through traffic flow and create safety hazards for transit, cyclists and pedestrians;
e)	identify policies and actions to mitigate public exposure to unhealthy levels of noise, vibration, and air pollution associated with the Major Road Network, Major Transit Network, railways, truck routes, and Federal / Provincial Highways	d) support the implementation of improvements along Highway 99, including an upgraded interchange at Steveston Highway, to enhance local circulation and connectivity, increase safety and improve goods movement;	

		<p>g) limit the expansion of travel lane capacity for single-occupant private vehicles at all regional and provincial bridges/highways and give priority to transit, trucks and high-occupancy vehicles</p> <p>Section 8.5: Transportation Capacity and Demand Management</p> <p>Objective 4: Support the adoption of plug-in electric vehicles and other vehicle technologies that can emit zero greenhouse gas and air contaminant emissions</p> <p>a) support the use of plug-in electric vehicles, including bicycles and mobility scooters, through the provision of electric vehicle charging infrastructure in new residential, commercial and mixed-use developments</p> <p>b) Support the renovations of existing buildings to facilitate the integration of electric vehicle charging infrastructure</p> <p>c) support the ongoing development of publicly accessible electric vehicle charging infrastructure networks, including expanding the city-owned network of public electric vehicle charging stations.</p>
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			<p>e) implement timely road improvements for goods movement, particularly in commercial and industrial areas, to support and promote economic activities;</p> <p>f) implement new and proven technological measures (such as traffic signal preemption) to continually improve access and minimize response times for emergency services;</p> <p>g) limit the expansion of travel lane capacity for single-occupant private vehicles at all regional and provincial bridges/highways and give priority to transit, trucks and high-occupancy vehicles.</p>
f)		<p>identify policies and actions that anticipate the land and infrastructure requirements for goods movement and drayage, such as truck parking, zero-emission vehicle charging infrastructure, and e-commerce distribution centres, and mitigate any negative impacts of these uses on neighbourhoods</p>	<p>Section 6.2 Objective Specific Employment Lands Policies</p> <p>Objective 1: Asia-Pacific Gateway</p> <p>c) improve road infrastructure to achieve efficient truck movement</p> <p>Section 8.1 Road Network</p> <p>Objective 3: Optimize the existing road network to improve circulation and goods movement and reduce the need for added road capacity</p> <p>d) Support the implementation of improvements along Highway 99, including an upgraded interchange at Steveston Highway, to enhance location circulation and connectivity, increase safety and improve goods movement</p> <p>e) implement timely road improvements for goods movement, particularly in commercial and industrial areas, to support and promote economic activities</p>

## Metro 2050 Implementation

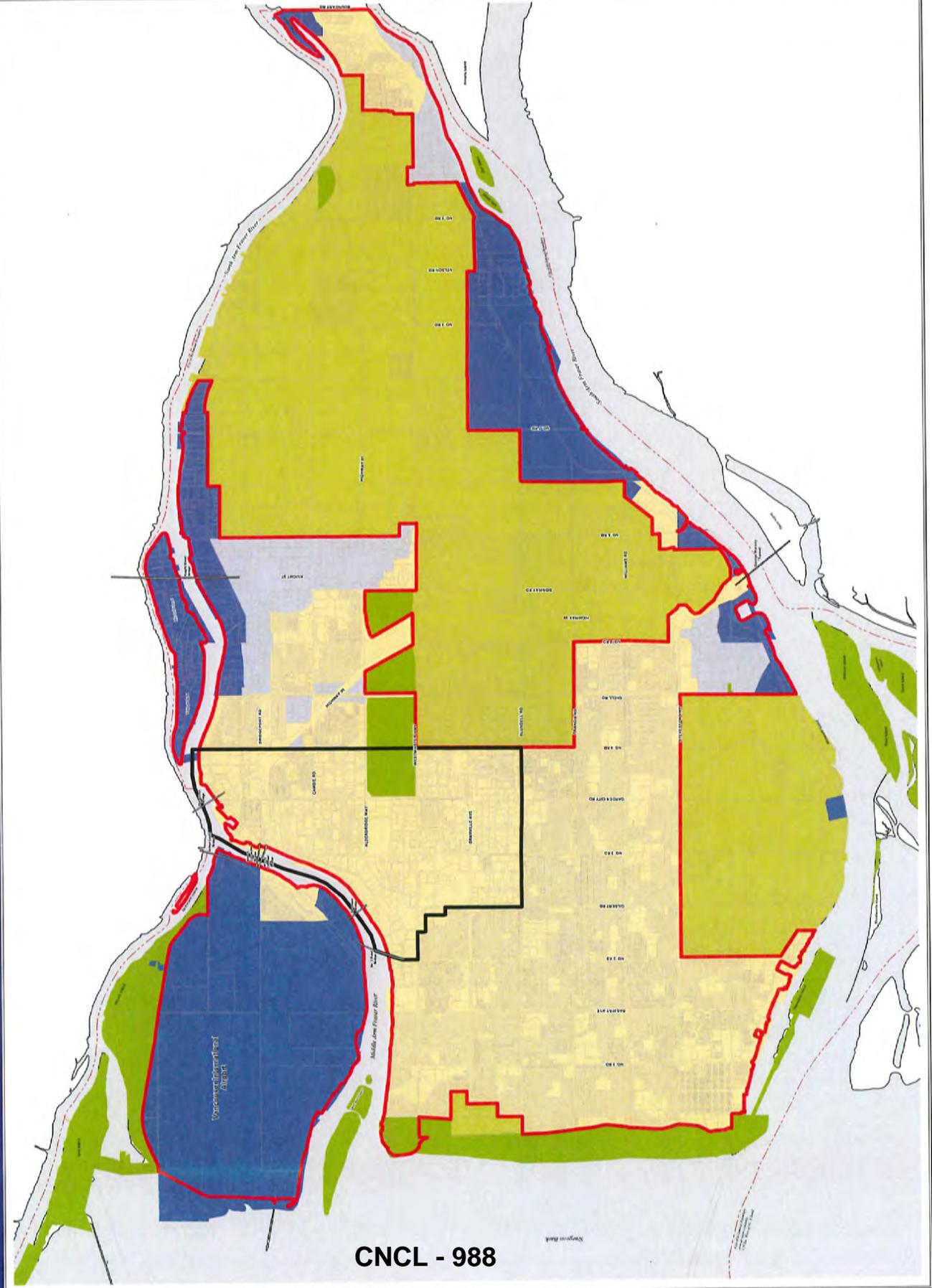
Metro 2050 includes some policies that can be used if the Member Jurisdiction includes language permitting them, either below or in statements elsewhere in the RCS.

	Policy	Member Jurisdiction Response
<b>Policy 6.2.7</b>	<p>A Member Jurisdiction may include language in its Regional Context Statement that permits amendments to the municipality's Official Community Plan to adjust the boundaries of regional land use designations within the Urban Containment Boundary, as follows:</p> <p>a) the Member Jurisdiction may re-designate land from one regional land use designation to another regional land use designation, only if the aggregate area of all proximate sites so re-designated does not exceed one (1) hectare;</p> <p>b) notwithstanding section 6.2.7 (a), for sites that are greater than one (1) hectare and less than three (3) hectares in area, the Member Jurisdiction may redesignate land:</p> <ul style="list-style-type: none"> <li>• from Industrial to General Urban regional land use designation, if the site is contiguous with an Industrial site and the developable portion of the site will be predominantly within 150 metres of an existing or approved rail rapid transit station; or</li> <li>• from Industrial to Employment regional land use designation if the developable portion of the site will be predominantly within 250 metres of an existing or approved rail rapid transit station,</li> </ul> <p>provided that:</p> <ul style="list-style-type: none"> <li>• the re-designation does not impede rail, waterway, road, or highway access for industrial uses; and</li> <li>• the aggregate area of all proximate sites so re-designated does not exceed three (3) hectares;</li> </ul> <p>c) the aggregate area of land affected by all re-designations under section 6.2.7 (a) and (b) together cannot exceed two (2) percent of the Member Jurisdiction's total lands within each applicable regional land use designation as of July 29, 2011.</p>	<i>The RCS hereby permits this.</i>
<b>Policy 6.2.8</b>	<p>A Member Jurisdiction may include language in its Regional Context Statement that permits amendments to its Official Community Plan to adjust the boundaries of Urban Centres and Frequent Transit Development Areas, provided such boundary adjustments meet the guidelines set out in Table 3 (Guidelines for Urban Centres and Frequent Transit Development Areas) of the Regional Growth Strategy.</p>	<i>The RCS hereby permits this.</i>

**Legend**

- Urban Centre
- Urban Containment Boundary
- Land Use**
- Agricultural
- Conservation and Recreation
- Employment
- General Urban
- Industrial

November 14, 2025  
 Prepared by: Urban Alliance



## Land Use Map Definitions

### Neighbourhood Types

#### **City Centre Downtown**

Those areas inside City Centre within a 10-minute walk (800 m) of the Capstan, Lansdowne and Brighthouse Canada Line stations that are subject to Richmond's Transit-Oriented Areas (TOA) bylaw and identified for high density, mixed-use, transit-oriented urban village development (including secured rental housing) supporting a vibrant, resilient and inclusive downtown.

#### **City Centre Perimeter**

Those areas inside City Centre identified as a transition between Richmond's high density downtown and lower density suburbs with walkable, transit-oriented, mixed-use villages, special amenities, jobs and diverse housing options (including secured rental housing).

#### **Local Village**

Those areas outside City Centre near existing suburban shopping areas that are identified for walkable, transit-oriented development with low-rise apartments and townhouses (including secured rental housing), shops and healthy food stores, amenities and jobs.

#### **Arterial Connector**

Those areas outside City Centre along arterial roads that are identified for transit-oriented townhouses, row houses and low-rise apartments (including secured rental housing), together with local-serving amenities and commercial uses.

#### **Neighbourhood Residential**

Those areas outside City Centre not along arterial roads that are identified for walkable, ground-oriented neighbourhoods with house-scale single, multiple and infill dwellings, pockets of townhouses and low-rise apartments (including secured rental housing) with local-serving amenities (e.g., corner stores, child care).

### Land Use Overlays

#### **Village Centre Bonus Overlay**

Those areas of the city where additional density for non-residential uses over and above that permitted by the underlying land use is provided under Official Community Plan policies.

#### **Complete Village Space Overlay**

Those areas of the city where the principal use is Complete Village Space but may include additional uses or density as permitted under Official Community Plan policies.

### Other Land Uses

#### **Agricultural Land Reserve Boundary**

Land within the Agricultural Land Reserve established pursuant to the provisions of the Agricultural Land Commission Act.

#### **Agriculture**

Those areas of the city where the principal use is agricultural and food production but may include other land uses as permitted under the Agricultural Land Commission Act.

**Airport**

Those areas of the city where the principal uses are airport terminals and facilities, runways and airport-related businesses.

**Commercial**

Those areas of the city where the principal uses provide for retail, restaurant, office, business, personal service, arts, culture, recreational, entertainment, institutional, hospitality and hotel accommodation. Marina uses are permitted on the waterfront, in which case retail sales are limited to boats, boating supplies and equipment, and related facilities and services for pleasure boating and the general public. Commercial areas exclude residential uses, except for caretaker accommodation.

**Conservation Area**

Those natural and semi-natural areas of the city with important environmental values whose protection has been secured by federal, provincial or municipal ownership or legal conservation designation and by a long-term policy commitment by a senior level of government. They include municipal parks with high conservation values, provincial Wildlife Management Areas, the federally managed Sea Island Conservation Area and Metro Vancouver regional parks. Conservation Areas may also be subject to the City's Environmentally Sensitive Area (ESA) Development Permit Guidelines and may be used for recreational, park, agricultural and food production purposes or alternatively have no or limited public access.

**Industrial**

Those areas of the city where the principal uses provide for the production, manufacturing, processing, assembling, fabrication, storing, transporting, distributing, testing, cleaning, servicing or repair of goods, materials or things. Industrial includes the operation of truck terminals, docks and railways, and wholesale business activities. Ancillary offices are only permitted to administer the industrial uses. Industrial areas exclude hazardous wastes, retail sales and residential uses, except for caretaker accommodation.

**Mixed Employment**

Those areas of the city where the principal uses are industrial and stand-alone office development, with a limited range of support services. In certain areas, a limited range of commercial uses are permitted such as the retail sale of building and garden supplies, household furnishings, and similar warehouse goods.

**Park**

Those areas of the city where the principal use is public or private recreation, sports, public open space and natural areas, and may include agricultural and food production, recreational/social/cultural facilities and activities or public administration, City works/utilities, emergency services such as fire halls, and school facilities. Parks exclude residential uses, except for caretaker accommodation.

**School**

Those areas of the city where the principal use is education, such as kindergarten to grade 12, a post secondary college or university and related offices/facilities for school purposes. Schools exclude residential uses, except for caretaker accommodation and dormitories for the specific use of the school buildings only.

