



To: Planning Committee **Date:** April 21, 2026
From: Roeland Zwaag **File:** 10-6500-01/2025-Vol
General Manager, Engineering and Public 01
Works
Re: **Securing Road Dedication at Building Permit - Implementation Strategy**

Staff Recommendations

1. That affected residents and the development community be consulted regarding the proposed strategy as described in the report titled “Securing Road Dedication at Building Permit - Implementation Strategy”, dated April 21, 2026, from the General Manager, Engineering and Public Works; and
2. That bylaw amendments be brought forward to facilitate securing road dedication as described in the report titled “Securing Road Dedication at Building Permit - Implementation Strategy,” dated April 21, 2026, from the General Manager, Engineering and Public Works.

Executive Summary

New legislation by the provincial government has required the City to make significant changes to the permitted uses and densities on former single-family residential properties, and the development approvals process.

Recent changes to the *Local Government Act* provide municipalities with the tools to require road dedication through building permit approvals that were previously only able to be secured through a rezoning or subdivision. This report recommends a strategy to incorporate the new municipal abilities into the building permit process and to consult with the development community regarding the proposed approach. The initial implementation is proposed on properties zoned for Small Scale Multi Unit Housing (SSMUH) and other redevelopments under existing zoning along the arterial roads (Attachment 1) where it is the most critical to support the transportation objectives of the City’s Official Community Plan (OCP).

Staff Report

Origin

On June 24, 2024, Council amended zoning for 27,000 single-family and duplex lots throughout the City to permit Small-Scale Multi-Unit Housing (SSMUH) in compliance with the Province's Bill 44 legislation. These lots are now permitted to build up to three to six units per lot without a rezoning depending on lot size and proximity to frequent transit. As redevelopment of these lots may occur without rezoning, the City can no longer rely on this process to secure road dedication to achieve transportation objectives as envisioned in the OCP. As these lots are less likely to be subdivided, the road dedications achievable through that approval is also limited.

The Province's Bill 16 legislation made amendments to the *Local Government Act* to allow municipalities to require road dedication and infrastructure upgrades for transportation purposes as a condition of issuing a building permit.

This report recommends a strategy to incorporate the new municipal abilities to secure road dedication, where it is needed most, at the building permit stage in accordance with the *Local Government Act* and to consult with affected residents and the development community regarding the proposed approach.

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

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

Analysis

Establishing the New Municipal Authority

To date, the City has received 81 SSMUH applications. Fourteen sites were on arterial roads where the City could not secure road dedication to protect for future transportation infrastructure.

As authority to secure road dedication and infrastructure works has been expanded to include the building permit process, staff recommend changes to the Subdivision and Development Bylaw No. 8751 be considered as described below. Including the provision for road dedication to be secured at building permit in Bylaw No. 8751 is consistent with the City's current authority to require and secure works through development.

Assigning Servicing Officers

The *Local Government Act* requires that the road dedications at Building Permit, if any, be determined by a Servicing Officer who must be appointed by bylaw.

To comply with the *Local Government Act* legislation, amendments to the Subdivision and Development Bylaw No. 8751 are proposed to designate the City's Servicing Officers and enable

the City to implement its transportation infrastructure plans by requiring land at the time of building permit issuance.

Staff propose appointing the Manager, Transportation Development and Design and the Manager, Engineering Planning, as the Servicing Officers with the authority to require road dedication through building permit.

Establishing Road Dedication Requirements at Building Permit

Proposed Process for Building Permits

Bylaw No. 8751 currently specifies the ultimate road cross sections for City roads to be secured through a rezoning or subdivision process to support transportation objectives, including left-turn bays, treed boulevards, wider sidewalks, multi-use pathways and cycling facilities. Together with the future transportation network identified in the OCP and the standards set out in the City's Engineering Design Specifications, these cross-sections help determine the road dedication required for a new development.

As recent provincial legislation has enabled more developments to proceed directly to building permit, staff recommend amending Bylaw No. 8751 to clearly define road dedication requirements through that process. This would streamline approvals, improve clarity for the development community, and help ensure the City can continue securing the road network improvements to support its transportation objectives.

Proposed Road Dedication for Building Permits

Staff focused on applying the new authority provided under Bill 16 to secure road dedication for 27,000 SSMUH properties, which no longer require rezoning. These properties front the majority of roads where the transportation network is planned for expansion. Other roads where dedication is typically sought, such as in City Centre, are more likely to trigger a rezoning, development permit or subdivision process.

Staff reviewed the roadways fronting SSMUHs in relation to the City's transportation objectives as set out in the OCP (Attachment 1), Bylaw No. 8751, and the City's Engineering Design Specifications. The review concluded that road dedication should be prioritized for building permit applications on select arterial roads where future improvements such as cycling facilities, treed boulevards, wider sidewalks, multi-use pathways, rear lanes, and left-turn bays are envisioned.

The majority of the City's collector and local roads generally have sufficient existing road dedication to support current and future transportation objectives. Review of other areas in the City, including City Centre, local residential subdivisions, industrial and commercial areas will be considered through future analysis. Additionally, the width of existing internal neighbourhood walkway connectors will be reviewed to assess any widening requirements.

The requirements for road dedication to be secured through a building permit on the select Arterial Roads as illustrated in Attachment 1 are outlined in Table 1 below.

Table 1: Proposed Dedication for Building Permits

Building Permits	Midblock	Major Intersection (within 100m)
Fronting Arterial Road with Planned Major Street Bike Route ⁽¹⁾	up to 2.0 metres	up to 2.5 metres ⁽²⁾
Fronting Arterial Road ⁽³⁾	up to 1.0 metre	up to 1.5 metres ⁽²⁾
Arterial Road Intersections		4 metres x 4 metres corner cut
Arterial Road Lane Policy ⁽⁴⁾	6 metres	

- ⁽¹⁾ Dedication allows for MUPs behind existing road curbs
- ⁽²⁾ Dedication for new Left-turn lanes at major intersections
- ⁽³⁾ Dedication for sidewalk widening to 2 metres
- ⁽⁴⁾ Rear lanes as identified in OCP

Potential Site Impacts

The proposed dedication requirements would apply to approximately 3,700 of the 27,000 SSMUH properties. The majority of SSMUH properties (87 per cent) will not require any road dedication.

For the 3,700 SSMUH properties fronting the select Arterial Roads, the anticipated road dedication requirements are as follows:

- 60 per cent would require less than 1 metre;
- 35 per cent would require between 1 to 2 metres;
- 5 per cent would require between 2 to 2.5 metres;
- 40 properties require rear lane dedication of 6 metres; and
- 14 per cent of properties will require a corner cut up to 4 metres x 4 metres

These properties are generally being designated for higher density uses and should they choose to rezone in accordance with those policies, staff would also secure the road dedication.

Staff undertook a preliminary review of these impacted properties. Based on this high-level analysis, the densities permitted under the Zoning Bylaw are expected to remain achievable with the proposed road dedication requirements. Recent Zoning Bylaw changes for SSMUH development, including reduced parking requirements, reduced side yard setbacks, and narrower driveway width requirements, further support the ability to achieve the permitted density.

Criteria for Securing Road Dedication

To provide clarity for which building permits along the arterial roads in Attachment 1 would require road dedication, staff propose the following criteria:

- SSMUH developments that propose increased residential floor area for an additional residential unit; and
- For other building permits that are along the select arterial roadways, construction of a new building would be the trigger to secure dedication.

Road dedication is not proposed to be taken for building permits relating to proposed renovation work, alterations or single-family residential developments.

Criteria for Securing Transportation Infrastructure

Transportation frontage upgrades will be required through the building permit process where connectivity to existing infrastructure is possible and where frontage width or proximity to an intersection allows for such connections.

As some SSMUH developments will have a narrow frontage, immediate frontage work construction may be reduced or waived on arterial roads where works would result in isolated or fragmented streetscape improvements. In this case, frontage works will be implemented on these arterial roads once a significant frontage length can be achieved to support a continuous streetscape. Any such frontage capital works will require Council's approval through the annual capital budget process. As these frontage capital works are required due to growth from SSMUH and other developments, the costs associated with these upgrades will need to be included in the City's Roads DCC program, to ensure that there will be sufficient funding from DCC to pay for the growth-related portion of the capital costs of the required frontage works.

Next Steps

Development Community Consultation

Staff will share the proposed changes to Bylaw No. 8751 to enable the new municipal tools granted in the *Local Government Act* with the development community. The engagement will allow staff to share the results of the preliminary assessment.

Additional measures to help alleviate potential site impacts to the properties affected by road dedication will be discussed. These include strategies such as reductions to the front yard setbacks, calculating density on the gross lot area and other suggestions that the development community may offer to further enhance the livability and layout of SSMUH developments, while still permitting the City to seek its transportation objectives.

A Let's Talk Richmond survey will also be utilized to seek feedback from the public, including affected residents and property owners, regarding the proposed approach to secure dedication along select arterial roads.

The results of this engagement will inform the bylaw amendments to support implementation of securing road dedication through building permit in compliance with the Bill 16 amendments to the *Local Government Act*. A future report will be brought forward with the engagement results and, depending on the findings, may include the proposed bylaw amendments for Council consideration.

Review of Road Dedication for Other Sites Developing under Existing Zoning

Staff will continue to review other SSMUH and non-SSMUH sites in the City that may develop under their existing zone to determine the road dedication requirements. These include sites in the City Centre, commercial and industrial areas, properties fronting other arterial roads and existing walkway connection widths in local neighbourhood subdivisions.

Budgetary Implications

There are none at this time. Future transportation infrastructure projects would follow the City's annual capital budget process, where these growth-related projects would be funded from Roads DCC for the portion attributed to growth and the municipal portion would be funded from Capital Reserve. As implementation is dependent on the pace of development to achieve sufficient assembly of properties to facilitate meaningful frontage upgrade, it is anticipated these works will be brought forward in future capital budget processes.

Conclusion

The proposed tools provided by the Province help to address a gap created by Bill 44 by rezoning 27,000 SSMUH properties in the city. Establishing the authority offered by Bill 16 supports the City's transportation vision considering as previously secured via a rezoning or subdivision of these properties.

The objective of establishing the proposed road dedication amounts is to provide applicants with predictable transparent requirements for SSMUH developments and other building permits on select arterial roads to streamline the development process.

Staff have reviewed the road dedication requirements to ensure the transportation network can support future objectives. Consultation with the development community is recommended to ensure transparency of the proposed road dedication requirements.

Respectfully submitted,

Lloyd Bie, Director, Transportation

Report Contributors

This report was prepared by Sonali Hingorani, Manager, Transportation Planning and New Mobility and reviewed by Law, Building Approvals, Development Applications, Policy Planning, Finance and Engineering.

Endorsed by Serena Lusk, CAO

Att. 1: Arterial Roads Fronting SSMUHs

Arterial Roads Fronting SSMUHs

