City of Richmond

Agenda

City Council
Electronic Meeting

Council Chambers, City Hall
6911 No. 3 Road

Monday, December 8, 2025
7:00 p.m.

Pg. # ITEM

MINUTES

1. ***Motion to:***

CNCL-14 ***(1) adopt the minutes of the Regular Council meeting held on November 24, 2025; and***

CNCL-29 ***(2) adopt the minutes of the Special Council meeting held on December 1, 2025.***

AGENDA ADDITIONS & DELETIONS

PRESENTATIONS

Grant Fengstad, to present the CIO Canada Award to Council for accomplishments related to MyRichmond.

Pg. # ITEM

COMMITTEE OF THE WHOLE

2. ***Motion to resolve into Committee of the Whole to hear delegations on agenda items.***

3. Delegations from the floor on Agenda items.

   PLEASE NOTE THAT FOR LEGAL REASONS, DELEGATIONS ARE NOT PERMITTED ON ZONING OR OCP AMENDMENT BYLAWS WHICH ARE TO BE ADOPTED OR ON DEVELOPMENT PERMITS/DEVELOPMENT VARIANCE PERMITS – ITEM NO. 19.

4. ***Motion to rise and report.***

RATIFICATION OF COMMITTEE ACTION

CONSENT AGENDA

PLEASE NOTE THAT ITEMS APPEARING ON THE CONSENT AGENDA WHICH PRESENT A CONFLICT OF INTEREST FOR COUNCIL MEMBERS MUST BE REMOVED FROM THE CONSENT AGENDA AND CONSIDERED SEPARATELY.

CONSENT AGENDA HIGHLIGHTS

- Receipt of Committee minutes
- West Richmond Pavilion Terms Of Reference For Public Art Project
- Options For Maintaining Visitor Hours For London Farmhouse
- 2025 Provincial Natural Resource Permitting Improvements Initiative
- 2026 Operating And Capital Budgets For Richmond Public Library
- 2026 Proposed Capital Budget
- 2026 Proposed Operating Budget
- 2026 One-Time Expenditures

Pg. # ITEM

- Land use applications for first reading (to be further considered at the Public Hearing on January 19, 2025):
  - Unit 2005 - 10011 River Drive – For a Zoning Text Amendment to the "Residential Mixed Use Commercial (ZMU17) – River Drive/No. 4 Road (Bridgeport)" Zone to add "Health Service, Minor as a Permitted Use (Peter Liu – Applicant)
- Housing Agreement Amendment Application For 7378 & 7388 Gollner Avenue (Formerly 6251 Minoru Boulevard)

5. ***Motion to adopt Items No. 6 through No. 15 by general consent.***

Consent Agenda Item

6. **COMMITTEE MINUTES**

That the minutes of:

CNCL-31 ***(1) the Parks, Recreation and Cultural Services Committee meeting held on November 25, 2025;***

(2) the General Purposes Committee meeting held on December 1, 2025; *(distributed separately)*

(3) the Finance and Audit Committee meeting held on December 1, 2025; *(distributed separately)*

CNCL-35 ***(4) the Planning Committee meeting held on December 2, 2025; and***

(5) the Special General Purposes Committee meeting held on December 3, 2025; *(distributed separately)*

be received for information.

Consent Agenda Item

7. **WEST RICHMOND PAVILION TERMS OF REFERENCE FOR PUBLIC ART PROJECT**
(File Ref. No. 11-7000-09-20-376) (REDMS No. 8134670)

CNCL-38

See Page **CNCL-38** for full report

PARKS, RECREATION AND CULTURAL SERVICES COMMITTEE RECOMMENDATION

That the Terms of Reference for the West Richmond Pavilion public artwork, as presented in the report titled "West Richmond Pavilion Terms of Reference for Public Art Project" from the Director, Arts, Culture and Heritage Services, dated November 3, 2025, be approved.

Consent Agenda Item

8. **OPTIONS FOR MAINTAINING VISITOR HOURS FOR LONDON FARMHOUSE**
(File Ref. No. 11-7141-01) (REDMS No. 8174091)

CNCL-53

See Page **CNCL-53** for full report

PARKS, RECREATION AND CULTURAL SERVICES COMMITTEE RECOMMENDATION

(1) That Option 2, as outlined in the report "Options for Maintaining Visitor Hours for London Farmhouse", dated November 3, 2025, from the Director, Arts, Culture and Heritage Services be approved; and

(2) That the Chief Administrative Officer and the General Manager, Parks, Recreation and Culture Division, be authorized to execute all documentation, including an amendment to the Operating Agreement as outlined in the report "Options for Maintaining Visitor Hours for London Farmhouse", dated November 3, 2025, from the Director, Arts, Culture and Heritage Services.

Consent Agenda Item

9. **2025 PROVINCIAL NATURAL RESOURCE PERMITTING IMPROVEMENTS INITIATIVE**
(File Ref. No. 10-6125-01) (REDMS No. 8200574)

CNCL-59

See Page **CNCL-59** for full report

GENERAL PURPOSES COMMITTEE RECOMMENDATION

(1) That the survey responses, as described in the report titled "2025 Provincial Natural Resource Permitting Improvements Initiative", dated November 5, 2025, from the Director, Climate and Environment, be endorsed and submitted to the Ministry of Water, Land and Resource Stewardship; and

(2) That a letter from the Mayor be sent to the Minister of Water, Land and Resource Stewardship requesting that more meaningful consultation, as outlined in the report, be implemented to support this provincial initiative.

Consent Agenda Item

10. **2026 OPERATING AND CAPITAL BUDGETS FOR RICHMOND PUBLIC LIBRARY**
(File Ref. No. 03-0970-25-2026-01/) (REDMS No. 8209786)

CNCL-88

See Page **CNCL-88** for full report

FINANCE AND AUDIT COMMITTEE RECOMMENDATION

(1) That the 2026 proposed Richmond Public Library budget with a municipal contribution of $12,642,700 as presented in Attachment 1 from the Chief Librarian and the Secretary of the Board, be approved; and

(2) That the Richmond Public Library request for an additional municipal contribution of $100,000 for physical collection from the Chief Librarian and the Secretary of the Board, be included as a recommended item in the report titled "2026 One-Time Expenditures" dated November 17, 2025 from the Director, Finance.

Consent Agenda Item

11. **2026 PROPOSED CAPITAL BUDGET**
(File Ref. No. 03-0970-25-2026-01) (REDMS No. 8201906)

CNCL-99

See Page **CNCL-99** for full report

FINANCE AND AUDIT COMMITTEE RECOMMENDATION

(1) That the 2026 Proposed Capital Budget as presented in Appendix 3 totaling $245,724,000 be approved; and

(2) That the 2026 Proposed Capital Budget as approved be included in the Consolidated 5 Year Financial Plan (2026-2030).

Consent Agenda Item

12. **2026 PROPOSED OPERATING BUDGET**
(File Ref. No. 03-0985-01) (REDMS No. 8216955)

CNCL-245

See Page **CNCL-245** for full report

FINANCE AND AUDIT COMMITTEE RECOMMENDATION

(1) That the 2026 Proposed Operating Budget as presented in Budget Option 2 for a total of 3.04% be approved as outlined below:

(a) A same level of service budget increase of $3,905,151 after tax growth with a tax increase of 1.19% be approved;

(b) Ongoing funding for expenditures previously approved by Council totaling $2,742,450 as presented in Table 13 with a tax increase of 0.84% be approved;

(c) Emerging organizational additional levels in the amount of $1,045,361 as presented in Attachments 10, 11, and 12, of the staff report titled 2026 Proposed Operating Budget with a tax increase of 0.32% be approved;

(d) The Rate Stabilization Account be used to pay for the one-time initial capital costs for the recommended No Tax Impact Positions from Attachment 11 totaling $75,211 be approved;

(e) Transfer to reserves for Investment in Community Facilities as per Council's Long Term Financial Management Strategy in the amount of $3,271,701 with a tax increase of 1.00% be approved;

(f) Senior level government and other government agency increase of $700, 259 with a tax increase of 0.21% be approved;

(g) Use of reserves for program expenditures for Affordable Housing, Child Care and Public Art programs of $1,360,000 as presented in Attachment 9 be approved;

(h) Operating budget impacts from the 2026 Proposed Capital Budget totalling $101,581 with a tax increase of 0.03% be approved; and

(i) The Rate Stabilization Account be used to reduce the overall impact of additional operating costs for a total of $1,800,000 resulting in a tax decrease of 0.55% be approved.

(2) That the 2026 Operating Budget as approved be included in the Consolidated 5 Year Financial Plan (2026-2030); and

(3) That item 2 of the Long Term Financial Management Strategy (Council Policy 3707) be amended as follows:

Gaming revenues are designated for the capital reserves, the major capital community facility replacement program, the grants program, and the Council initiatives account.

Consent Agenda Item

13. **2026 ONE-TIME EXPENDITURES**
(File Ref. No. 03-0985-01/) (REDMS No. 8217651)

CNCL-326

See Page **CNCL-326** for full report

FINANCE AND AUDIT COMMITTEE RECOMMENDATION

That the one-time expenditures totaling $3,504,797 as outlined in Attachment 1 of the 2026 One- Time Expenditures staff report, be approved with funding from the Rate Stabilization Account and included in the Consolidated 5 Year Financial Plan (2026-2030).

Consent Agenda Item

14. **APPLICATION BY PETER LIU FOR A ZONING TEXT AMENDMENT TO THE "RESIDENTIAL MIXEDUSE COMMERCIAL (ZMU17) – RIVER DRIVE/NO. 4 ROAD (BRIDGEPORT)" ZONE TO ADD "HEALTH SERVICE, MINOR" AS A PERMITTED USE AT UNIT 2005 - 10011 RIVER DRIVE**
(File Ref. No. ZT 25-007646) (REDMS No. 8216986)

CNCL-334

See Page **CNCL-334** for full report

PLANNING COMMITTEE RECOMMENDATION

That Richmond Zoning Bylaw 8500, Amendment Bylaw 10726, for a Zoning Text Amendment to the "Residential Mixed Use Commercial (ZMU17) – River Drive/No. 4 Road (Bridgeport)" zone to add "Health service, minor" as a permitted use at Unit 2005 - 10011 River Drive, be introduced and given first reading.

Consent Agenda Item

15. **HOUSING AGREEMENT AMENDMENT APPLICATION FOR 7378 & 7388 GOLLNER AVENUE (FORMERLY 6251 MINORU BOULEVARD)**
(File Ref. No. 08-4057-05) (REDMS No. 8210765)

CNCL-347

See Page **CNCL-347** for full report

PLANNING COMMITTEE RECOMMENDATION

That Housing Agreement (6251 Minoru Boulevard) Bylaw No. 8996, Amendment Bylaw No. 10677 be introduced and given first, second, and third readings.

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CONSIDERATION OF MATTERS REMOVED FROM THE CONSENT AGENDA

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NON-CONSENT AGENDA ITEMS

GENERAL PURPOSES COMMITTEE
Mayor Malcolm D. Brodie, Chair

16. **APPLICATION TO AMEND FOOD PRIMARY LIQUOR LICENCE # 311573 - CHANGE TO HOURS OF LIQUOR SERVICE – YOKAI TAPAS & SAKE BAR – 140 – 6386 NO 3 RD**
(File Ref. No. 12-8275-20-AMANDA#/2014) (REDMS No. 8166612)

CNCL-364 See Page **CNCL-364** for full report

GENERAL PURPOSES COMMITTEE RECOMMENDATION

Opposed: Cllr. Wolfe

(1) That the application from Imagin Restaurants Concepts Ltd., doing business as Yokai Tapas & Sake Bar, for an amendment to Food Primary Licence #311573, requesting an increase to their hours of liquor service from 09:00am to Midnight Monday to Sunday, to 09:00am to 2:00am Monday to Sunday, be supported; and

(2) That a letter be sent to the Liquor and Cannabis Regulation Branch, which includes the information as set out in Attachment 1 to this report, advising that Council recommends the approval of the amendment to the Food Primary Liquor Licence as described in the Recommendation 1 of this report.

17. **OFFICIAL COMMUNITY PLAN 2050 TARGETED UPDATE – UPDATE TO LAND USE MAP, HOUSING AFFORDABILITY POLICIES, ENVIRONMENTALLY SENSITIVE AREAS, AND REGIONAL CONTEXT STATEMENT**
(File Ref. No. 08-4045-30-02) (REDMS No. 8220791)

CNCL-375 See Page **CNCL-375** for full report

GENERAL PURPOSES COMMITTEE RECOMMENDATION

Opposed: Cllrs. Day and Hobbs

(1) That Richmond Official Community Plan Bylaw 9000, Amendment Bylaw 10724, to update the Official Community Plan Land Use Map, Housing Policies, Regional Context Statement and associated housekeeping and in-stream provisions, be introduced and given first reading;

(2) That Richmond Official Community Plan Bylaw 9000, Amendment Bylaw 10725, to update the Environmentally Sensitive Area (ESA) Map, ESA Development Permit Guidelines and ESA Development Permit Exemptions, be introduced and given first reading;

(3) That Richmond Official Community Plan Bylaw 9000, Amendment Bylaw 10724, and Richmond Official Community Plan Bylaw 9000, Amendment Bylaw 10725, having been considered in conjunction with:

(a) the City's Financial Plan and Capital Program; and

(b) the Greater Vancouver Regional District Solid Waste and Liquid Waste Management Plans;

is hereby found to be consistent with said program and plans, in accordance with Section 477(3)(a) of the Local Government Act;

(4) That Richmond Official Community Plan Bylaw 9000, Amendment Bylaw 10724, and Richmond Official Community Plan Bylaw 9000, Amendment Bylaw 10725, having been considered in accordance with Section 475 of the Local Government Act and the City's Official Community Plan Bylaw Preparation Consultation Policy 5043, is found not to require further consultation with the exception of a referral to the Board of Education of School District No. 38 (Richmond);

(5) That Richmond Official Community Plan Bylaw 9000, Amendment Bylaw 10724, and Richmond Official Community Plan Bylaw 9000, Amendment Bylaw 10725 be referred to the Provincial Agricultural Land Commission for comment, as required by Section 477(3)(b) of the Local Government Act;

(6) That following first reading for Richmond Official Community Plan Bylaw 9000, Amendment Bylaw 10724, that the updated Regional Context Statement of the Official Community Plan be referred to the Metro Vancouver Board for acceptance as a condition for final adoption;

(7) That Council Policies, for single-family lot size policies, as listed in Attachment 1 to the report titled "Official Community Plan 2050 Targeted Update – Update to Land Use Map, Housing Affordability Policies, Environmentally Sensitive Areas, and Regional Context Statement" dated November 19, 2025 from the Director, Policy Planning, be rescinded; and

(8) That the following bylaws that have received third reading, Richmond Official Community Plan Bylaw 9000, Amendment Bylaw 10649 (9040 Francis Road) and Richmond Official Community Plan Bylaw 10655 (9000 No. 3 Road), be adopted for the purposes of in-stream provisions.

FINANCE AND CORPORATE SERVICES DIVISION

18. **CONSOLIDATED 5 YEAR FINANCIAL PLAN (2026-2030) BYLAW NO. 10727**
(File Ref. No. 03-0970-01) (REDMS No. 8232223)

CNCL-582 See Page **CNCL-582** for full report

STAFF RECOMMENDATION

(1) That the Consolidated 5 Year Financial Plan (2026-2030) Bylaw No. 10727 be introduced and given first, second, and third readings; and

(2) That staff undertake a process of public consultation in accordance with Section 166 of the Community Charter.

PUBLIC ANNOUNCEMENTS AND EVENTS

NEW BUSINESS

BYLAWS FOR ADOPTION

CNCL-602 Richmond Zoning Bylaw No. 8500, Amendment **Bylaw No. 10446**
(7511 St. Albans Road, RZ 18-818548)
Opposed at 1st Reading – Cllrs. Au, Day and Wolfe
Opposed at 2nd/3rd Readings – Cllrs. Day and Wolfe

CNCL-604 Richmond Zoning Bylaw 8500, Amendment **Bylaw No. 10533**
(12900 Steveston Highway and 11311 Rice Mill Road, RZ 22-011635)
Opposed at 1st/2nd/3rd Readings – None.

CNCL-607 Richmond Zoning Bylaw 8500, Amendment **Bylaw No. 10534**
(18431 Westminster Highway, RZ 22-009024)
Opposed at 1st/2nd/3rd Readings – None.

CNCL-609 Richmond Zoning Bylaw 8500, Amendment **Bylaw No. 10716**
(Small- Scale Multi-Unit Housing)
Opposed at 1st/2nd/3rd Readings – None.

DEVELOPMENT PERMIT PANEL

19. RECOMMENDATION

See DPP Plan Package (distributed separately) for full hardcopy plans

CNCL-611
CNCL-637

(1) That the minutes of the Development Permit Panel meeting held on November 13, 2025, and the Chair's report for the Development Permit Panel meetings held on June 11, 2025, be received for information; and

(2) That the recommendations of the Panel to authorize the issuance of Development Permit (DP 23-028741) for the property at 7511 St. Albans Road, be endorsed and the Permit so issued.

PUBLIC DELEGATIONS ON NON-AGENDA ITEMS

20. ***Motion to resolve into Committee of the Whole to hear delegations on non-agenda items.***

Jeff Hickling to delegate on concerns and rectification suggestions regarding short term rentals in Richmond.

21. ***Motion to rise and report.***

ADJOURNMENT

City of Richmond

Minutes

Regular Council

Monday, November 24, 2025

Place: Council Chambers
Richmond City Hall

Present: Mayor Malcolm D. Brodie
Councillor Chak Au (by teleconference)
Councillor Carol Day
Councillor Laura Gillanders
Councillor Kash Heed
Councillor Andy Hobbs
Councillor Alexa Loo
Councillor Bill McNulty
Councillor Michael Wolfe

Corporate Officer – Claudia Jesson

Call to Order: Mayor Brodie called the meeting to order at 7:00 p.m.

RES NO. ITEM

MINUTES

R25/20-1 1. It was moved and seconded
That:

(1) the minutes of the Regular Council meeting held on November 10, 2025, be adopted as circulated;

(2) the minutes of the Regular Council meeting for Public Hearings held on November 17, 2025, be adopted as circulated; and

(3) the Metro Vancouver 'Board in Brief' dated October 22 and October 31, 2025, be received for information.

CARRIED

Regular Council
Monday, November 24, 2025

AGENDA ADDITIONS & DELETIONS

R25/20-2 It was moved and seconded

That an addition be made to Item No. 7, "City Signature and Community Events Program 2026", to add to the end of recommendation 2 "provided that any contingency funds are expensed consistent with the staff memorandum from the Program Manager, Events, dated November 20, 2025, titled "City Signature and Community Events Program 2026 Budget – Additional Information".

CARRIED

PRESENTATION

Sports Wall of Fame Induction Ceremony.

Mayor Brodie introduced two new inductees to the Richmond Sport Wall of Fame, which recognizes individuals and teams who have attained a high level of achievement and contributed to sport, and also provides an opportunity to celebrate Richmond's rich history of sport while recognizing the outstanding contributions of the inductees to the community.

The inductees Bruce Allison (Builder award) and Raymond Sawada (Athlete award), whose posthumous inductions reflect the profound influence they had on Richmond, join an esteemed group of 75 individuals and teams previously inducted.

The Richmond Sport Wall of Fame and the accompanying digital kiosk is on display at the Richmond Olympic Oval as part of the History of Sport in Richmond exhibit, celebrating the rich history of sport and recognizing the outstanding contributions of the inductees to the community.

Regular Council
Monday, November 24, 2025

COMMITTEE OF THE WHOLE

R25/20-3 2. It was moved and seconded
That Council resolve into Committee of the Whole to hear delegations on agenda items (7:16 p.m.).

CARRIED

3. Delegations from the floor on Agenda items:

Item No. 9 – Application by Zeidler Architecture Inc. for Rezoning at 11771 Fentiman Place from the "Health Care (HC)" Zone to the "Health Care (ZR13) - Fentiman Place (Steveston)" Zone

Dan Levitt, BC Seniors Advocate, expressed strong support for the Richmond Lions Manor redevelopment, noting (i) the difficulty seniors and their families experience in accessing long term care, (ii) significant anticipated increase in wait times for public services to support aging, resulting from the rapid increase in the seniors population (baby boomers), (iii) the need for long term care in BC has risen 200%, and wait times have grown over 98% (currently approximately 10 months), and (iv) these expansion projects are essential to the increasing demand and to ensure the most vulnerable seniors can enjoy a high quality of life, in a caring and comfortable environment.

Charan Gill and Donna Sargent, Board of Directors, The Maples Residences, spoke in support of the application and to the immediate and increasing need for long-term care in Richmond, noting a campus of care in Steveston - Richmond is critical to ensure as needs change there is a smooth transition from independent living to assisted living to long term care, providing seniors the opportunity to age in place with dignity and with care.

Jo-Ann Tait, Vice President, Vancouver Coastal Health, supporting the Richmond community and as the Executive Sponsor for the development in Steveston, provided an overview of the inspiration, criteria and funding opportunities sought to achieve the goal of delivering a redeveloped long term care facility that offers its residents a "village within a village" with the ability to live in place with autonomy, choice and supportive healthcare for all its residents.

Darren Bryson, Chief Project Officer, MAKE Projects, assigned by Vancouver Coastal Health to deliver the facility that will support the operations, provided points from the facility's perspective and the process in bringing the facility into existence, noting the extensive consultation undertaken and incorporation of the comments from the community.

Rochelle Garfinkel, Richmond (Steveston) resident, spoke in favour of the Richmond Lions Manor redevelopment, noting the vibrant community of Steveston that continues to strengthen across generations, a neighbourhood that can comfortably support the proposed eight storey building, and a project that will have the ability to offer a sense of community, as reflected in the Richmond Lions Manor plans and location.

Eva Chung, Richmond resident, spoke in support of the application and briefly shared personal stories of the challenges and vulnerability for seniors and the toll it can take on those family members that become the caretakers, noting the importance of having facilities such as the Richmond Lions Manor to offer 24/7 assistance.

Item No. 15 – Motion to Support Affected Landowners During Appeal of Cowichan Land Claim

Jerome Dickey expressed concern regarding the proposed motion and stated the need for taking the negotiation path.

R25/20-4 4. It was moved and seconded
That Committee rise and report (7:52 p.m.).

CARRIED

RATIFICATION OF COMMITTEE ACTION

CONSENT AGENDA

R25/20-5 5. It was moved and seconded
That Items No. 6 through No. 14 be adopted by general consent.

CARRIED

6. **COMMITTEE MINUTES**

That the minutes of:

(1) the Community Safety Committee meeting held on November 12, 2025;

(2) the General Purposes Committee meeting held on November 17, 2025;

(3) the Planning Committee meeting held on November 18, 2025; and

(4) the Public Works and Transportation Committee meeting held on November 19, 2025;

be received for information.

ADOPTED ON CONSENT

7. **CITY SIGNATURE AND COMMUNITY EVENTS PROGRAM 2026**
(File Ref. No. 11-7400-01) (REDMS No. 8181002)

(1) That the City Signature and Community Events Program 2026, as outlined in Table 1 of the report titled "City Signature and Community Events Program 2026", dated October 27, 2025, from the Director, Arts, Culture and Heritage Services, be approved for the following events and initiatives:

(a) Children's Arts Festival;

(b) Richmond Cherry Blossom Festival;

(c) Doors Open Richmond;

(d) Community Celebration Grant Program;

(e) Neighbourhood Block Party Program;

(f) Steveston Salmon Festival;

(g) Richmond Maritime Festival;

(h) Richmond Farm Fest; and

(i) Community Event Safety Enhancements;

(2) That the expenditures totaling $1,113,900 for the City Signature and Community Events Program 2026 with funding of $1,027,900 from the Rate Stabilization Account, $41,000 estimated sponsorship and $45,000 estimated grant revenue be considered in the 2026 budget process, provided that any contingency funds are expensed consistent with the staff memorandum from the Program Manager, Events, dated November 20, 2025, titled "City Signature and Community Events Program 2026 Budget – Additional Information"; and

(3) That a Community Festive Lights Event at Minoru Lake be investigated, including timing, budget and potential partnerships.

ADOPTED ON CONSENT

8. **APPLICATION BY HAYDENCO HOLDINGS LTD. FOR A TEMPORARY COMMERCIAL USE PERMIT AT 12800 RICE MILL ROAD**
(File Ref. No. TU 24-036427) (REDMS No. 8168376)

(1) That the application by Haydenco Holdings Ltd. for a Temporary Commercial Use Permit (TU 24-036427) for a portion of the property at 12800 Rice Mill Road, to allow "Parking, non-accessory" as a permitted use, be considered for a period of three years from the date of issuance; and

(2) That this application be forwarded to the December 15, 2025, Public Hearing at 5:30pm in the Council Chambers of Richmond City Hall.

ADOPTED ON CONSENT

9. **APPLICATION BY ZEIDLER ARCHITECTURE INC. FOR REZONING AT 11771 FENTIMAN PLACE FROM THE "HEALTH CARE (HC)" ZONE TO THE "HEALTH CARE (ZR13) - FENTIMAN PLACE (STEVESTON)" ZONE**
(File Ref. No. RZ 25-005701) (REDMS No. 8181658)

(1) That Richmond Zoning Bylaw 8500, Amendment Bylaw 10721 to create the "Health Care (ZR13) - Fentiman Place (Steveston)" zone, and to rezone 11771 Fentiman Place from "Health Care (HC)" zone to "Health Care (ZR13) - Fentiman Place (Steveston)" zone, be introduced and given first reading; and

(2) That a letter be sent to Vancouver Coastal Health, the Minister of Health and local MLAs to state that upon completion of this project, Bridgeport Lions Manor be continued for the provision of long-term care.

ADOPTED ON CONSENT

10. **UPDATING DEVELOPMENT PERMIT AREA EXEMPTIONS**
(File Ref. No. 08-4045-01) (REDMS No. 8189995)

(1) That Richmond Official Community Plan Bylaw 9000 Amendment Bylaw 10719, to update the Development Permit Area Exemptions criteria to provide an inflationary adjustment to the exterior alterations exemption threshold and to add a new exemption for exterior envelope repairs required due to water ingress, be introduced and given first reading;

(2) That Richmond Official Community Plan Bylaw 9000 Amendment Bylaw 10719, having been considered in conjunction with:

(a) the City's Financial Plan and Capital Program; and

(b) the Greater Vancouver Regional District Solid Waste and Liquid Waste Management Plans;

is hereby found to be consistent with said program and plans, in accordance with Section 477(3)(a) of the Local Government Act; and

(3) That Richmond Official Community Plan Bylaw 9000 Amendment Bylaw 10719, having been considered in accordance with Section 475 of the Local Government Act and the City's Official Community Plan Bylaw Preparation Consultation Policy 5403, is hereby found not to require further consultation.

ADOPTED ON CONSENT

Regular Council
Monday, November 24, 2025

11. **WORLD HEALTH ORGANIZATION GLOBAL NETWORK FOR AGE-FRIENDLY CITIES AND COMMUNITIES MEMBERSHIP**
(File Ref. No. 08-4055-20-RAFR1) (REDMS No. 8169181)

(1) That the City apply for membership to the World Health Organization Global Network for Age-Friendly Cities and Communities, as outlined in the report titled "World Health Organization Global Network for Age-Friendly Cities and Communities Membership", dated October 31, 2025, from the Director, Community Social Development; and

(2) That a letter be prepared for the Mayor's signature in support of this application.

ADOPTED ON CONSENT

12. **APPLICATION BY RAV BAINS FOR REZONING AT 4920 AND 4940 MARIPOSA COURT FROM THE "SMALL-SCALE MULTI-UNIT HOUSING (RSM/L)" ZONE TO THE "SMALL-SCALE MULTI-UNIT HOUSING (RSM/M)" ZONE**
(File Ref. No. RZ 21-938604) (REDMS No. 8174298)

That Richmond Zoning Bylaw 8500, Amendment Bylaw 10722, for the rezoning of 4920 and 4940 Mariposa Court from the "Small-Scale Multi-Unit Housing (RSM/L)" zone to the "Small-Scale Multi-Unit Housing (RSM/M)" zone, be introduced and given first, second and third reading.

ADOPTED ON CONSENT

13. **ZONING AMENDMENTS RELATING TO SMALL-SCALE MULTI-UNIT HOUSING**
(File Ref. No. 08-4430-03-01) (REDMS No. 8155344)

That Richmond Zoning Bylaw 8500, Amendment Bylaw 10716, to clarify setback provisions associated with Small-Scale Multi-Unit Housing and amend the definition of principal dwelling unit, be given first, second and third reading.

ADOPTED ON CONSENT

14. **WESTWATER DRIVE TRAFFIC CALMING**
(File Ref. No. 10-6500-01) (REDMS No. 8162032)

That Option 2 to implement traffic calming on Westwater Drive, as described in the report titled "Westwater Drive Traffic Calming", dated October 21, 2025, from the Director, Transportation, be approved.

ADOPTED ON CONSENT

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CONSIDERATION OF MATTERS REMOVED FROM THE CONSENT AGENDA

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NON-CONSENT AGENDA ITEMS

GENERAL PURPOSES COMMITTEE –
Mayor Malcolm D. Brodie, Chair

15. **MOTION TO SUPPORT AFFECTED LANDOWNERS DURING APPEAL OF COWICHAN LAND CLAIM**
(File Ref. No.) (REDMS No.)

R25/20-6 It was moved and seconded

(1) Write a letter to the Prime Minister, the Premier, the Ministers of Finance, the Attorneys General to mitigate the effects of the Cowichan Land ruling on private landowners during the appeal process; and

(2) For staff to work with the Federal and Provincial governments to investigate options to support landowners in the disputed lands in Richmond to mitigate the effects of the Cowichan Land ruling during the appeal process, including that the City of Richmond requests that the Provincial Government incorporate fee simple title properties affected by the Cowichan Tribe ruling into the property tax deferment program until a decision is reached by the BC Court of Appeal regarding this matter, and report back.

The question on the Resolution R25/20-6 was not called as discussion ensued regarding the (i) content of the proposed letter, (ii) need to focus on factual information, and (iii) importance of addressing residents' concerns. As a result of the discussion, Resolution R25/20-6 was separated.

The question on part (1) of the Resolution R25/20-6 was then called and it was **CARRIED** with Cllrs. Day, Gillanders and Wolfe opposed.

The question on part (2) of the Resolution R25/20-6 was then called and it was **CARRIED** with Cllr. Wolfe opposed.

PUBLIC WORKS AND TRANSPORTATION COMMITTEE – Councillor Carol Day, Chair

16. **AWARD OF CONTRACT 8397P – SUPPLY AND DELIVERY OF VEHICLE AND EQUIPMENT TIRES AND CERTIFIED TIRE SERVICES**
(File Ref. No. 02-0780-01) (REDMS No. 8058595)

R25/20-7 It was moved and seconded

(1) That Contract 8397P, Supply and Delivery of Vehicle and Equipment Tires and Certified Tire Services, be awarded to Fountain Tire Ltd. for an initial three-year term for an estimated total value of 1,009,872 excluding taxes and contingency, as described in the report titled "Award of Contract 8397P – Supply and Delivery of Vehicle and Equipment Tires and Certified Tire Services", dated October 28, 2025;

(2) *That authorization be given to issue change orders as required up to an additional $201,974 for contingency, for a maximum total value of $1,211,846 for the initial term, excluding taxes;*

(3) *That the Chief Administrative Officer and the General Manager, Engineering and Public Works be authorized to extend the initial three-year term for up to two additional one year periods, to a maximum total term of five years, at an additional estimated value of $673,248, plus $134,650 contingency excluding taxes, resulting in a total estimated contract value of $2,019,744 over five years; and*

(4) *That the Chief Administrative Officer and the General Manager, Engineering and Public Works be authorized to execute the contract and all related documentation with Fountain Tire Ltd.*

The question on Resolution R25/20-7 was not called as discussion ensued with respect to the contingency and the recently approved referral.

The question on the Resolution R25/20-7 was then called and it was **CARRIED**

PUBLIC ANNOUNCEMENTS

Mayor Brodie announced:

The following individuals were appointed to the Richmond Seniors Advisory Committee for a two-year term to expire on December 31, 2027:

- Zarina Chan (Citizen Appointee);
- Queenie Choo (S.U.C.C.E.S.S.);
- Carol Dickson (Richmond Cares, Richmond Gives);
- Tom Tang (Richmond Centre for Disability);
- Jamil Karim (Citizen Appointee);
- Debbie Nider (Citizen Appointee);

- Hong Yan Pan (Citizen Appointee); and
- Robert Gill (Vancouver Coastal Health).

The following individuals were appointed to the Richmond Social Development Advisory Committee for a two-year term to expire on December 31, 2027:

- Joan Page (Citizen Appointee);
- Simon Kaebe (Chimo Community Services); and
- Steven Lamothe (Ministry of Social Development and Poverty Reduction).

Arvind Sharma was appointed to the Vancouver International Airport (YVR) Aeronautical Noise Management Committee for a two-year term to expire on December 31, 2027.

The following individuals were appointed to the Advisory Design Panel for a two-year term to expire on December 31, 2027:

- Andrew Larigakis (AIBC);
- Thomas Lee (AIBC); and
- Doug Shearer (BCSLA).

The following individuals were appointed to the Richmond Public Library Board for a two-year term to expire on December 31, 2027:

- Gina Mahil;
- Bryan Tisdall;
- Jennifer Gervès-Keen; and
- Angeline Naidu (Singh).

Regular Council
Monday, November 24, 2025

BYLAWS FOR ADOPTION

R25/20-8 It was moved and seconded
That the following bylaws be adopted:

Alexandra District Energy Utility Bylaw No. 8641, Amendment Bylaw No. 10705;

Oval Village District Energy Utility Bylaw No. 9134, Amendment Bylaw No. 10706;

City Centre District Energy Utility Bylaw No. 9895, Amendment Bylaw No. 10707;

Flood Protection Bylaw No. 10426, Amendment Bylaw No. 10711;

Sanitary Sewer Bylaw No. 10427, Amendment Bylaw No. 10712;

Solid Waste & Recycling Regulation Bylaw No. 6803, Amendment Bylaw No. 10713; and

Waterworks and Water Rates Bylaw No. 5637, Amendment Bylaw No. 10714.

CARRIED

DEVELOPMENT PERMIT PANEL

R25/20-9 16. It was moved and seconded

(1) ***That the minutes and the Development Permit Panel meeting held on October 29, 2025, and the Chair's report for the Development Permit Panel meeting held on October 29, 2025, be received for information; and***

(2) ***That the recommendations of the Panel to authorize the approval of changes to the Development Permit (DP 21-936427) issued for the properties located at 10380 No. 4 Road, be endorsed and the changes be deemed to be in general compliance with the permit.***

CARRIED

Regular Council
Monday, November 24, 2025

PUBLIC DELEGATIONS ON NON-AGENDA ITEMS

R25/20-10 17. It was moved and seconded
That Council resolve into Committee of the Whole to hear delegations on non-agenda items (9:14 p.m.).

CARRIED

(1) Richmond Poverty Reduction Coalition (RPRC) project consultants and the Richmond Advocacy & Support Committee (RASC) project team members, presented their final report on the one-year project "Keeping Seniors Housed – Preventing Seniors' Homelessness" (copy on file, City Clerk's office).

(2) Stephen von Sychowski, President, Vancouver & District Labour Council, and Joe McCann, Amalgamated Transit Union Local 1724, spoke to their written submission on the "Save Our HandyDART In Metro Vancouver" campaign (copy on file City Clerk's office).

The following **referral motion** was introduced:

R25/20-11 It was moved and seconded
That the delegation information regarding the Save Our HandyDART campaign be referred to the December 1, 2025 General Purposes Committee meeting for further discussion.

CARRIED

R25/20-12 18. It was moved and seconded
That Committee rise and report (9:34 p.m.).

CARRIED

Regular Council
Monday, November 24, 2025

ADJOURNMENT

R25/20-13 It was moved and seconded
That the meeting adjourn (9:35 p.m.).

CARRIED

Certified a true and correct copy of the Minutes of the Regular meeting of the Council of the City of Richmond held on Monday, November 24, 2025.

Mayor (Malcolm D. Brodie)

Corporate Officer (Claudia Jesson)

City of Richmond

Minutes

Special Council
Monday, December 1, 2025

Place: Anderson Room
Richmond City Hall

Present: Mayor Malcolm D. Brodie
Councillor Chak Au (by teleconference)
Councillor Carol Day
Councillor Laura Gillanders
Councillor Kash Heed
Councillor Andy Hobbs
Councillor Alexa Loo
Councillor Bill McNulty
Councillor Michael Wolfe

Corporate Officer – Claudia Jesson

Call to Order: Mayor Brodie called the meeting to order at 4:00 p.m.

RES NO. ITEM

Mayor Brodie recessed the meeting at 4:01 p.m. for the General Purposes Committee and Finance Committee meetings.

****

The meeting reconvened at 7:25 p.m. with all members of Council present.

GENERAL PURPOSES COMMITTEE

1. **HANDYDART SERVICE DELIVERY**
(File Ref. No. 10-6500-01) (REDMS No. 8232299)

No recommendation was forwarded from the General Purposes Committee.

City of Richmond

Minutes

Special Council
Monday, December 1, 2025

RES NO. ITEM

ADJOURNMENT

SP25/3-1 It was moved and seconded
That the meeting adjourn (7:26 p.m.).

CARRIED

Certified a true and correct copy of the Minutes of the Special meeting of the Council of the City of Richmond held on Monday, December 1, 2025.

Mayor (Malcolm D. Brodie)

Corporate Officer (Claudia Jesson)

City of Richmond

Minutes

Parks, Recreation and Cultural Services Committee

Date:	Tuesday, November 25, 2025
Place:	Anderson Room Richmond City Hall
Present:	Mayor Malcolm D. Brodie Councillor Michael Wolfe, Chair Councillor Laura Gillanders Councillor Andy Hobbs Councillor Bill McNulty
Absent:	Councillor Chak Au
Call to Order:	The Chair called the meeting to order at 4:00 p.m.

MINUTES

It was moved and seconded
That the minutes of the meeting of the Parks, Recreation and Cultural Services Committee held on October 28, 2025, be adopted as circulated.

CARRIED

DELEGATIONS

1. Staff provided background on the history of the UBC Boathouse facility and their relationship with the City.

Keira Gray, Manager, Events & Operations, and Vince Amodeo, Head Coach of Thunder Crew, John M.S. Lecky UBC Boathouse, spoke to the UBC Boathouse's activities on the Fraser River with the aid of a PowerPoint presentation (copy on file, City Clerk's Office), highlighting (i) the three main goals of the program, (ii) the multi-team, multi-level, multi-sports with a community environment approach to their programs, (iii) upcoming initiatives such as a partnership with Rowing Canada to host three Come-Try Rowing days which are open to the public at no cost and re-introducing Adult Learn-to-Row courses in the summer, (v) engaging students from School District 38 through the Come Try Rowing pilot program, and Dragon Boat program, and (vi) event rentals at the UBC Boathouse which help support the rowing programs and facility maintenance and upgrades, with weddings being the primary source of revenue.

In response to queries from Committee, the delegation advised that (i) to date there have been two Come Try Rowing days with varying success rates on engagement, (ii) the facility has 18 indoor rowing machines on site, and (iii) school programming could include dragon boating or rowing opportunities offered through school PE classes or as after school activity programs.

PARKS, RECREATION & CULTURE DIVISION

2. **WEST RICHMOND PAVILION TERMS OF REFERENCE FOR PUBLIC ART PROJECT**
(File Ref. No. 11-7000-09-20-376) (REDMS No. 8134670)

In response to a query from Committee, staff advised that the artwork will be located in the entrance plaza and is meant to welcome the community and help with wayfinding and place making.

It was moved and seconded
That the Terms of Reference for the West Richmond Pavilion public artwork, as presented in the report titled "West Richmond Pavilion Terms of Reference for Public Art Project" from the Director, Arts, Culture and Heritage Services, dated November 3, 2025, be approved.

CARRIED

3. **OPTIONS FOR MAINTAINING VISITOR HOURS FOR LONDON FARMHOUSE**
(File Ref. No. 11-7141-01) (REDMS No. 8174091)

Discussion ensued with respect to (i) the historical significance of the London Farmhouse and London's Landing, (ii) wayfinding opportunities (iii) cost of maintaining and operating heritage sites, (iv) various programing held at the London Farmhouse, and (v) increasing visitation, and expanding parking.

It was moved and seconded

(1) That Option 2, as outlined in the report "Options for Maintaining Visitor Hours for London Farmhouse", dated November 3, 2025, from the Director, Arts, Culture and Heritage Services be approved; and

(2) That the Chief Administrative Officer and the General Manager, Parks, Recreation and Culture Division, be authorized to execute all documentation, including an amendment to the Operating Agreement as outlined in the report "Options for Maintaining Visitor Hours for London Farmhouse", dated November 3, 2025, from the Director, Arts, Culture and Heritage Services.

CARRIED

4. **MANAGER'S REPORT**

(i) Update on Kaiwo Maru

Staff advised Committee that they met with the Kaiwo Maru Community Working Group and began brainstorming potential legacy projects, and site programming. Staff also provided an update on planning to the Gulf of Georgia Cannery Board who are interested in being involved in the event.

(ii) Update on Richmond Celebrates FIFA

Staff advised Committee that they are working on a toolkit for businesses and a sponsorship package. Staff have also received program proposals from the nine Community Associations/Societies. A report is forthcoming for Council consideration with the final program schedule and revised budget.

ADJOURNMENT

It was moved and seconded
That the meeting adjourn (4:27 p.m.).

CARRIED

Certified a true and correct copy of the Minutes of the meeting of the Parks, Recreation and Cultural Services Committee of the Council of the City of Richmond held on Tuesday, November 25, 2025.

Councillor Michael Wolfe
Chair

Raman Grewal
Legislative Services Associate

Planning Committee

Date:	Tuesday, December 2, 2025
Place:	Anderson Room Richmond City Hall
Present:	Councillor Bill McNulty, Chair Councillor Alexa Loo Councillor Carol Day (entered the meeting at 4:02 p.m.) Councillor Andy Hobbs
Absent:	Councillor Chak Au
Also Present:	Councillor Michael Wolfe (by teleconference)
Call to Order:	The Chair called the meeting to order at 4:00 p.m.

MINUTES

It was moved and seconded
That the minutes of the meeting of the Planning Committee held on November 18, 2025, be adopted as circulated.

CARRIED

PLANNING AND DEVELOPMENT DIVISION

1. **APPLICATION BY PETER LIU FOR A ZONING TEXT AMENDMENT TO THE "RESIDENTIAL MIXEDUSE COMMERCIAL (ZMU17) – RIVER DRIVE/NO. 4 ROAD (BRIDGEPORT)" ZONE TO ADD "HEALTH SERVICE, MINOR" AS A PERMITTED USE AT UNIT 2005 - 10011 RIVER DRIVE**
(File Ref. No. ZT 25-007646) (REDMS No. 8216986)

Staff provided a brief overview of the report.

It was moved and seconded

That Richmond Zoning Bylaw 8500, Amendment Bylaw 10726, for a Zoning Text Amendment to the "Residential Mixed Use Commercial (ZMU17) – River Drive/No. 4 Road (Bridgeport)" zone to add "Health service, minor" as a permitted use at Unit 2005 - 10011 River Drive, be introduced and given first reading.

Councillor Day entered the meeting (4:02 p.m.)

The question on the motion was not called as discussion ensued with respect to the use of the second floor of the building.

In response to queries from Committee, staff advised that (i) there are a range of commercial uses already permitted in the ZMU17 zone, this application is to add "Health Service, Minor" as a permitted use in order to permit a dental office to operate in the existing building, and (ii) there is an indoor amenity space provided for the residential uses on site.

Discussion ensued with respect to (i) site specific zoning and (ii) the provision of medical and dental office uses elsewhere in the City.

Staff noted that "Health Service, Minor" is a permitted use in many of the City's standard commercial zones.

It was moved and seconded
That Richmond Zoning Bylaw 8500, Amendment Bylaw 10726, for a Zoning Text Amendment to the "Residential Mixed Use Commercial (ZMU17) – River Drive/No. 4 Road (Bridgeport)" zone to add "Health service, minor" as a permitted use at Unit 2005 - 10011 River Drive, be introduced and given first reading.

The question on the motion was then called and it was **CARRIED**.

2. **HOUSING AGREEMENT AMENDMENT APPLICATION FOR 7378 & 7388 GOLLNER AVENUE (FORMERLY 6251 MINORU BOULEVARD)**
(File Ref. No. 08-4057-05) (REDMS No. 8210765)

It was moved and seconded
That Housing Agreement (6251 Minoru Boulevard) Bylaw No. 8996, Amendment Bylaw No. 10677 be introduced and given first, second, and third readings.

The question on the motion was not called as discussion ensued with respect to the possibility of amending the Housing agreement to prioritize non-market rental units for long-time Richmond, low-income seniors.

In response to a query from Committee, staff advised that the property owner and operator of the site have a mandate to service Richmond residents.

Direction was given to staff to provide a memorandum prior to Council consideration, outlining the site's resident demographic breakdown.

The question on the motion was then called and it was **CARRIED**.

3. **MANAGER'S REPORT**

(i) Bill 25- Housing and Municipal Affairs Statutes Amendment Act

Staff provided Committee with an update on the new Bill highlighting that it is intended to address inconsistencies in the implementation of small-scale multi-unit housing (SSMUH). It gives the Provincial government expanded powers to regulate building type, form, floor area ratio and off-street parking requirements. The Province is not proposing to use these expanded powers at this time provided that municipalities comply with its regulations. The City's zoning bylaw complies with the Province's requirements.

(ii) Permitting Optimization Project–

Staff advised that effective December 8, 2025 applicants can apply for rezoning applications online through the City's online application portal called MyPermit, which can be found on the City's MyRichmond platform. The City's permitting optimization project aims to streamline application intake and improve customer experience for all development and building permit applications. The MyPermit portal offers step-by-step guidance, identifies application requirements based on proposed project details and allows electronic document submission and online fee payment.

ADJOURNMENT

It was moved and seconded
That the meeting adjourn (4:12 p.m.).

CARRIED

Certified a true and correct copy of the Minutes of the meeting of the Planning Committee of the Council of the City of Richmond held on December 2, 2025.

Councillor Bill McNulty
Chair

Raman Grewal
Legislative Services Associate

City of Richmond

Report to Committee

To:	Parks, Recreation and Cultural Services Committee	**Date:**	November 3, 2025
From:	Marie Fenwick Director, Arts, Culture and Heritage Services	**File:**	11-7000-09-20-376/Vol 01
Re:	**West Richmond Pavilion Terms of Reference for Public Art Project**		

Staff Recommendation

That the Terms of Reference for the West Richmond Pavilion public artwork, as presented in the report titled "West Richmond Pavilion Terms of Reference for Public Art Project" from the Director, Arts, Culture and Heritage Services, dated November 3, 2025, be approved.

Marie Fenwick
Director, Arts, Culture and Heritage Services
(604-276-4288)

Att. 1

REPORT CONCURRENCE		
ROUTED TO:	**CONCURRENCE**	**CONCURRENCE OF GENERAL MANAGER**
Finance Department	☑	
Parks Services	☑	
Recreation & Sport Services	☑	
Planning & Strategic Initiatives	☑	
Facilities & Project Development	☑	
SENIOR STAFF REPORT REVIEW	**INITIALS:**	**APPROVED BY CAO**

Staff Report

Origin

In July 2024, Council approved funding of $19.85 million for the building of the West Richmond Pavilion.

In accordance with the Public Art Program Policy No. 8703, the project budget includes an allocation of one per cent of the construction budget for public art to be integrated with the facility. The one per cent public art contribution for this project is $130,000.

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

> *Vibrant, resilient and active communities supported by a wide variety of opportunities to get involved, build relationships and access resources.*
>
> *6.2 Enhance the City's network of parks, trails and open spaces.*
>
> *6.5 Enhance and preserve arts and heritage assets in the community.*

This report supports multiple City of Richmond Strategies, including:

- Richmond Arts Strategy, 2026-2031;
- Richmond Recreation and Sport Strategy, 2019-2024;
- Richmond Community Wellness Strategy, 2018-2023, and
- Richmond 2022 Parks & Open Space Strategy.

Analysis

West Richmond Pavilion

The new two-storey, 10,830 square-foot community amenity building located in Hugh Boyd Community Park will feature multipurpose rooms, a kitchen, concession window, change rooms, washrooms, storage and office spaces. A second floor balcony area will provide users with an outdoor area to view the sports fields and gather during events. The entrance plaza located to the north of the facility provides views to Francis Road and offers a welcoming gathering space for visitors and residents upon arrival to the facility.

Terms of Reference – West Richmond Pavilion Public Artwork

The Public Art Terms of Reference for the West Richmond Pavilion Public Artwork (Attachment 1) was developed in collaboration and consultation with City staff and community representatives from the West Richmond Pavilion Building Committee (Building Committee). The Terms of Reference describes the art opportunity, themes, site description and location,

scope of work, budget, eligibility criteria, selection process, selection criteria, project schedule and submission requirements.

The Terms of Reference was presented to and endorsed by the Richmond Public Art Advisory Committee (RPAAC) on October 21, 2025.

Public Artwork Location

A location in the north plaza for the placement of a stand-alone public artwork was identified. This prominent location in the entrance plaza will signal arrival and welcome.

Public Artwork Theme, Aims and Objectives

The West Richmond Pavilion Public Art Artist Call Terms of Reference will invite applicants to respond to the guiding question, "How can an artwork reflect the ideals of sportspersonship?" Sportspersonship is a term describing the qualities of ethical and fair behavior during competition, and the ability to respect and be generous towards opponents, teammates and sport itself.

In addition, the artwork will support wayfinding and placemaking, while enhancing physical and social connectedness within the community.

The project will join a growing number of artworks in Hugh Boyd Community Park, West Richmond Community Centre, and surrounding neighbourhood, including community-engaged artworks, a mural, and various utility cabinet art wraps.

Public Art Artist Selection Process

A two-stage artist selection process will be implemented and will follow the Richmond Public Art Program Policy guidelines as outlined in the Public Art Program Administrative Procedures Manual. The Artist Call will be open to artists residing in British Columbia.

Representatives from the West Richmond Pavilion Building Committee will be invited to join a professional artist, arts professional and community member at-large on a five-person artist selection panel. Following the selection process, the recommended artwork concept proposal will be brought forward to the Richmond Public Art Advisory Committee for review and endorsement and to Council for review and approval in summer 2026, in order to proceed with the detailed design and installation phases of the artwork in 2026-2027.

Financial Impact

The total public art budget for the West Richmond Pavilion public artwork is $130,000, funded from the approved West Richmond Pavilion capital project. The budget for the public artwork is $120,000, with a balance of $10,000 designated for administrative and contingency expenses. Any maintenance and repairs required for the artwork will be the responsibility of the Public Art Program and will be included in the future OBI request for the facility.

Conclusion

It is recommended that Council approve the Terms of Reference for the West Richmond Pavilion public artwork.

The Richmond Arts Strategy recognizes that the arts are integral to vibrant communities. This public art project provides an opportunity to recognize West Richmond Pavilion as a leading centre for active lifestyles, athletics, health and wellness. By infusing creativity and imagination in our public spaces, residents and visitors alike can experience a greater sense of pride in our communities.

Biliana Velkova
Public Art Planner
(604-247-4612)

Att. 1: West Richmond Pavilion Public Art Artist Call Terms of Reference

call to artists

PUBLIC **ART** RICHMOND

Figure 1. West Richmond Pavilion. Architectural rendering.

West Richmond Pavilion

Public Art Opportunity

Request for Qualifications, RFQ

OPPORTUNITY

The Richmond Public Art Program is seeking an artist or artist team to create a stand-alone sculpture to be installed at the entrance to the new West Richmond Pavilion community facility and fieldhouse located in Hugh Boyd Community Park, 9200 No.1 Road.

This is a two-stage artist call, open to artists residing in British Columbia. Following review of the submissions, the Selection Panel will recommend up to three shortlisted artists. Shortlisted artists will be invited to develop artwork concepts and attend an interview. An artist fee of $750, plus applicable taxes, will be paid to each of the shortlisted artists or artist teams. All information about the opportunity is contained herein.

Artist Fee:	$120,000
Eligibility:	Professional artists residing in British Columbia
Deadline:	[Month] XX, 2026
Completion:	Spring 2027

call to artists

PUBLIC **ART** RICHMOND

HUGH BOYD COMMUNITY PARK

Hugh Boyd Community Park is a well-utilized 41.66 acre community park in Richmond, serving as the primary location for West Richmond Community Centre, Hugh Boyd Secondary School, and many local sport groups' practices, home games and popular tournaments, including Richmond Raiders Spring Flag Football Jamboree, Richmond Pickleball Association Charity & Fundraising Tournament, and The Nations Cup.

Opened in 1964, the Park's outdoor sports fields have provided recreational space for over 60 years. Today, the sports fields include two full-size artificial turf fields, two smaller artificial turf mini fields, two full-size grass fields and the current Hugh Boyd Fieldhouse. The Park's outdoor facilities support a diversity of physical activities, including:

- soccer
- ultimate flag football
- pickleball
- tennis
- basketball
- pitch and putt golf
- fitness circuit
- children's playground

The current 970-sq.ft. Fieldhouse, built in 1969, contains a concession stand, change rooms and washrooms. Due to challenges with its ageing infrastructure, this facility's services will be succeeded by the construction of a new community facility and fieldhouse in the park.

WEST RICHMOND PAVILION

The new 10,830-sq.ft. community facility and fieldhouse will be centrally located within the park and include team change rooms, public washrooms, multipurpose rooms, kitchen and concession. In addition, the facility will include a covered outdoor viewing space of approximately 1,000 sq.ft.

The facility will support the provision of community programs, including:

- low impact fitness, wellness, martial arts and dance programs
- creative exploration and art programs
- 55+ social group drop-in sessions
- youth social group drop-in sessions
- children's after-school programs
- parent & tot programs
- community rentals

In addition, the facility will support the day-to-day needs of multiple local sport user groups and offer opportunities to attract and host high-profile tournaments and sporting competitions.

call to artists

PUBLIC **ART** RICHMOND

ARTIST OPPORTUNITY

Applicants are invited to respond to the guiding question, "How can an artwork reflect the ideals of sportspersonship?" as it relates to their material practice, considering the qualities of ethical and fair behaviour; graciousness in both winning and losing; and respect and generosity towards opponents, teammates and sport itself.

In addition, the artwork itself will:

- signal arrival and welcome to the facility,
- support wayfinding and placemaking, and
- enhance physical and social connectedness within the community.

Shortlisted artists will be invited to propose an artwork concept to be located at the north entrance plaza of the facility. More information regarding the site and project parameters will be provided to shortlisted artists prior to the second stage artist selection process. A $750 artist honorarium will be provided to each shortlisted artist.

The commissioned artwork will join a growing number of artworks in the Hugh Boyd Community Park, including:

- *Hidden Stories of the Bioverse*, Andrea Hoff, 2024
- *Community,* Dawn Lo, 2022
- *Signs of Pride*, Paige Gratland, Sam McWilliams, Phranc, 2021
- *Ladybug in the Sun*, Laura Kwok, 2020
- *Let's Get Out and Play,* David Pacholko, 2020
- *Rising,* Jeanette Lee, 2014
- *Community Kaleidoscope*, Mark Glavina, 2005

LOCATION

The artwork will animate the north entrance plaza for the new facility. Please refer to Figure 3 for artwork location.

The artwork location will have a power connection. Shortlisted artists will have the option of incorporating an LED lighting component in their concept and budget proposal.

To understand the site context, applicants are encouraged to visit Hugh Boyd Community Park prior to submitting an application.

call to artists

PUBLIC ART RICHMOND

BUDGET

The commissioned artist will be awarded a contract budget of $120,000 CAD that is inclusive of all project expenses including, but not limited to: artist fee, materials, fabrication, production, structural engineering consultant fees, lighting design, installation, photography, administration, insurance and applicable taxes, excluding GST. The contract budget will also include administration and coordination meetings with City staff and City contractors.

ARTIST ELIGIBILITY

This opportunity is open to artists or artist teams residing in British Columbia. Qualified artists will have proven experience producing artworks for civic projects. City of Richmond staff, Public Art Advisory Committee members, selection panel members, project personnel and artists who are currently contracted by the Richmond Public Art Program are not eligible to apply.

SELECTION PROCESS

A selection panel comprised of artists, arts professionals and community representatives will recommend the artist/artist team through a two-stage process.

Any concept proposals submitted as part of the Stage 1 application and selection process will not be accepted.

Shortlisted artists will be required to attend an artist orientation session prior to developing a concept proposal.

ARTIST SELECTION CRITERIA

Stage 1

- Artist response to the Artist Opportunity and guiding question
- Artist's demonstrated qualifications, skills and experience of past work
- Artist's demonstrated ability to respond to the existing character of the site and building by taking into account scale, colour, material, texture, content and physical characteristics of the location
- Artist's demonstrated ability to create artwork that is durable, low maintenance and deters graffiti and vandalism
- Artist's capacity to work with other design professionals and stakeholders
- Appropriateness of the submission to the Public Art Program goals.

call to artists

PUBLIC **ART** RICHMOND

Stage 2

- Artist response to any feedback and follow-up questions from Selection Panel regarding Artist Statement of Interest
- Artist response to any feedback and follow-up questions from Selection Panel regarding ability of the artwork to respond to the existing character of the site by taking into account scale, colour, material, texture, content and the physical characteristics of the location
- Artist response to any feedback and follow-up questions from Selection Panel regarding appropriateness of the proposal to the Public Art Program goals.
- Artist visualizations, sketches or renderings to communicate how the artwork will respond to the site including scale, colour, material, subject matter, and physical characteristics of the location.
- Artist project budget, inclusive of all project expenses. The contract budget will also include administration and coordination meetings with City staff and City contractors.
- Updated Artist Team Statement and References, inclusive of all artist team members and subcontractors. If working with subcontractors to produce the work, the City will require three (3) references for each subcontractor.

SUBMISSION REQUIREMENTS

E-mail all documentation as one PDF document, not to exceed a file size of 5 MB to: publicart@richmond.ca

Applicants will receive a confirmation email upon receipt of their application. If a confirmation email is not received within 72 hours, please contact staff: T. (604) 204-8671.

- **INFORMATION FORM** – Please complete the information form attached to this document.
- **STATEMENT OF INTEREST** – (one page maximum) subject matter interest or artistic exploration in response to guiding question, demonstrated experience in large-scale public art sculpture.
- **ARTIST TEAM STATEMENT** – (one page maximum) If applying as a team, please list project team members, including responsibilities, relevant experience and how team members will work together.
- **ARTIST CV** – (one page maximum) current professional CV. Artist teams will include a one-page CV for each team member.

call to artists

PUBLIC **ART** RICHMOND

- **WORK SAMPLES** – Artists and artist teams can submit up to ten (10) samples of past work that best illustrate their qualifications for this project. One image per page. Please include artist name(s), title, year, location and medium information.

- **REFERENCES** – Three (3) references who can speak to your abilities, skills and accomplishments. Please only provide name, title and contact telephone number and email. Teams should include two references for each member.

PROJECT TIMELINE

*Applicants are requested to reserve this date and time in their calendar, if they are shortlisted.

Submission Deadline:	[Month] XX, 2026
Artist Orientation:	[Month] XX, 2026, 1:00pm* (Virtual Meeting)
Finalist Interviews:	[Month] XX, 2026, 5:00 – 7:00pm*
Completion:	2027

SOURCES FOR ADDITIONAL INFORMATION

City of Richmond Public Art Program

City of Richmond Archives

Richmond Arts Strategy

Richmond Recreation and Sport Strategy

Richmond 2022 Parks and Open Space Strategy

SUBMISSION GUIDELINES

1. All supporting documents must be complete and strictly adhere to the guidelines and submission requirements or risk not being considered.
2. All submissions must be formatted to 8.5 x 11 inch pages. Past work images and concept sketches would be best formatted to landscape format.
3. Submission files must be a single PDF file that is 5 MB or less.
4. If submitting as a team, the team should designate one representative to complete the entry form. Each team member must submit an individual resume/curriculum vitae. (See Submission Requirements)

call to artists

PUBLIC ART RICHMOND

ADDITIONAL INFORMATION

1. Please be advised that the City and the selection panel are not obligated to accept any of the submissions and may reject all submissions. The City reserves the right to reissue the Artist Call as required.
2. All submissions to this Artist Call become the property of the City. All information provided under the submission is subject to the Freedom of Information and Protection of Privacy Act (BC) and shall only be withheld from release if an exemption from release is permitted by the Act. The artist shall retain copyright in the concept proposal. While every precaution will be taken to prevent the loss or damage of submissions, the City and its agents shall not be liable for any loss or damage, however caused.

QUESTIONS

Please contact the Richmond Public Art Program:

Tel: 604-204-8671

Email: publicart@richmond.ca

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Figure 2. Aerial Context Map, Hugh Boyd Community Park, 2025.

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Figure 3. West Richmond Pavilion and Public Art Location.

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Figure 4. Hugh Boyd Community Park, January 1970. Richmond Archives, Photograph: 1988 123 478

Figure 5. Existing Hugh Boyd Fieldhouse.

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Attach one (1) copy of this form as the first page of the submission.

Name: _____

Address: _____

City: _____ **Postal Code:** _____

Primary Phone: _____ **Secondary Phone:** _____

E-mail: _____ **Website:** _____
(One website or blog only)

Incomplete submissions will not be accepted. Emailed submissions over 5 MB will not be accepted. Information beyond what is listed in the checklist will not be reviewed.

If applicable, please indicate additional members of your artist team (collaborators, subcontractors):

_____

Optional: Do you self-identify as a member of an equity-seeking and/or underrepresented community? (examples: Indigenous, person of colour, LGBTQ2S+, mixed ability, newcomer, deaf, hard of hearing, living with a disability, etc.) If so, please specify:

_____

Please let us know how you found out about this opportunity:

_____

_____

Would you like to receive direct emails from the Richmond Public Art Program? ☐ Yes ☐ No

Signature: _____ **Date:** _____

Submit applications by email to: publicart@richmond.ca

Additional Information

Please be advised that the City and the selection panel are not obliged to accept any of the submissions and may reject all submissions. The City reserves the right to reissue the EOI as required. All submissions to this EOI become the property of the City. All information provided under the submission is subject to the Freedom of Information and Protection of Privacy Act (BC) and shall only be withheld from release if an exemption from release is permitted by the Act. The artist shall retain copyright of the submitted documents. While every precaution will be taken to prevent the loss or damage of submissions, the City and its agents shall not be liable for any loss or damage, however caused.

City of Richmond

Report to Committee

To:	Parks, Recreation and Cultural Services Committee	**Date:**	November 3, 2025
From:	Marie Fenwick Director, Arts, Culture and Heritage Services	**File:**	11-7141-01/2025-Vol 01
Re:	**Options for Maintaining Visitor Hours for London Farmhouse**		

Staff Recommendations

1. That Option 2, as outlined in the report "Options for Maintaining Visitor Hours for London Farmhouse", dated November 3, 2025, from the Director, Arts, Culture and Heritage Services be approved; and

2. That the Chief Administrative Officer and the General Manager, Parks, Recreation and Culture Division, be authorized to execute all documentation, including an amendment to the Operating Agreement as outlined in the report "Options for Maintaining Visitor Hours for London Farmhouse", dated November 3, 2025, from the Director, Arts, Culture and Heritage Services.

Marie Fenwick
Director, Arts, Culture and Heritage Services
(604-276-4288)

REPORT CONCURRENCE		
ROUTED TO:	**CONCURRENCE**	**CONCURRENCE OF GENERAL MANAGER**
Finance Department	☑	
Transportation	☑	
Law	☑	
SENIOR STAFF REPORT REVIEW	**INITIALS:** CJ	**APPROVED BY CAO**

Staff Report

Origin

At the Parks, Recreation and Cultural Services Committee meeting held on September 17, 2025, the London Heritage Farm Society delegated to share information about the current operations at London Farm and to request that the City provide staffing to maintain visitor hours for the London Farmhouse. As a result of this delegation, staff received the following referrals:

That staff review the request of the London Heritage Farm Society and bring forward options for maintaining visitor hours for the London Farmhouse; and

That staff review opportunities to improve parking for London Farm.

The purpose of this report is to respond to these referrals.

This report supports the *Steveston Heritage Sites Interpretive Framework,* endorsed by Council on November 14, 2023, which identified the following interpretive goals for London Farm:

- Inspire connections to and stewardship of the land and the site;
- Create an environment of curiosity and remembering of early twentieth century farm life;
- Foster greater understanding of agricultural and farm practices of early twentieth century farming; and
- Encourage discovery of the people and complexity of Richmond's farm society.

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

> *Vibrant, resilient and active communities supported by a wide variety of opportunities to get involved, build relationships and access resources.*
>
> *6.1 Advance a variety of program, services, and community amenities to support diverse needs and interests and activate the community.*
>
> *6.5 Enhance and preserve arts and heritage assets in the community.*

Analysis

Background

The London Heritage Farm Society (Society) is a non-profit Society and Registered Charity. The Society has been involved with London Farm since working with the City to save the Farmhouse and for the creation of the park. London Farm opened to the public on February 14, 1980, and the Society has been involved in operating the site since that time. The Society's mission is to "provide visitors the opportunity to discover how the early Richmond pioneer farmers contributed to the development of Richmond, and to preserve London Farm".

For many decades the Society operated the site with a significant amount of independence. Society staff kept the site open to public, including maintaining visitor hours for the Farmhouse

and delivering a number of popular public programs. This was accomplished through the support of many dedicated volunteers, many of whom have now retired from their volunteer work. As regular volunteers have retired, the Society has begun to employ more staff to support their program work. Currently, the Society employs a part-time administrator, part-time programming staff and summer students. Volunteers still play a significant role in the delivery of events and caring for the park spaces with a contribution of more than 600 hours annually.

The City has a five-year operating agreement with the Society dated November 1, 2020, providing terms for the Society to support operations at London Farm. During this period, the Society has consistently provided many outstanding programs and services at London Farm, including:

- Caring for the chickens and maintaining the chicken coop;
- Managing the community allotment gardens;
- Caring for annual flower gardens and fruit trees;
- Providing tea service to public on a regular basis;
- Overseeing the apiary and collection of honey;
- Producing farm-themed events for public such a Family Farm Day and Country Fest;
- Managing a gift shop offering local, farm-themed items; and
- Coordinating site rentals.

The majority of revenue earned from programs, the gift shop, and fundraisers, goes towards program costs. According to the Society's annual financial statements, they have averaged an annual surplus of $2,775 since 2018. These surpluses are used to purchase the equipment and for special projects that enhance the site. This has included installing an underground irrigation system in the perennial garden, planting a lavender garden, and purchasing a green house, compost bins, lawn tractors, appliances for the kitchen, and rental equipment. The Society strives to maintain a balanced budget each year and is in good financial standing, including maintaining a small contingency should something urgent arise.

While in the past the Society maintained visitor hours for the Farmhouse, in 2018, the Society underwent significant changes due to board and staff turnover. As a result of this, the Society closed the Farmhouse to public in 2019, and it remained closed through 2020 due to the COVID-19 pandemic. Following the pandemic, the Society expressed to staff that they did not have the capacity to maintain visitor hours at the Farmhouse and requested that City staff be responsible for these duties. The Society has indicated that they lack sufficient funding, volunteer board time and the expertise required to recruit, train and supervise the necessary staff. With surplus funding available due to reduced heritage site operations during the COVID-19 pandemic, the City was able to accommodate the costs of having a Head Customer Service Attendant seasonally at London Farm from 2022 through to 2025 to open the Farmhouse to public. These funds have now been depleted and there is no longer sufficient funding within existing budgets to support these hours.

The Farmhouse serves as the heart of the site, providing important interpretation of the London family and serving as home to the popular gift shop. When the Farmhouse is closed to the public, park visitors generally have little to no interaction with anyone serving as an ambassador for the

site, thereby missing important historical and site information. During poor weather seasons, there is not sufficient visitation to warrant staff presence in the Farmhouse. However, during the warmer months, visitors often seek entry to the house as a way to enhance their experience of the site. From 2023-2025, visitation from May to August averaged 4,000 people per year.

Options for Maintaining Visitor Hours for the London Farmhouse

Option 1 – On-going Funding for Visitor Hours

The City could provide 700 hours of staffing at the London Farmhouse between May 1 and Thanksgiving and for special event days outside of high season. These hours would be similar to those offered during 2024 and 2025.

This option is not recommended as there is not a clear understanding of what times and days for visitor hours would offer the greatest value to site visitors. It would also be helpful to have a clearer understanding of how the City and Society share responsibilities for delivering interpretation and supporting gift shop operations at the Farmhouse before entering an on-going commitment.

Additionally, the Society has expressed a willingness to provide a cash contribution to support the costs for maintaining visitor hours for the Farmhouse. However, they require additional time to determine a sustainable amount to contribute over a long-term period.

Cost: annual cost of $31,000 (2026 wage rates) on an ongoing basis

Option 2 – One-Time funding for Visitor Hours (Recommended)

The City could provide 700 hours of staffing at the London Farmhouse between May 1 and Thanksgiving and for special event days outside of high season for a one-year pilot period for 2026. These hours would be similar to those offered in 2024 and 2025.

This option is recommended as it will allow time to fully understand the optimal days and hours for the house to be opened. In 2025, a new people counter was installed at the entrance to the site. Having data on general site visitation would allow for a clearer understanding of which days and hours would offer the most value for having the house open. This period would also allow time for the City and Society to develop a clearer understanding of the roles and responsibilities of City staff when they are present on site.

The current agreement with the Society expired October 31, 2025. Should Council approve this option, it is recommended to extend the current agreement for a sixteen (16) month period (until February 28, 2027) to allow time for a review of the pilot. The current agreement would also be revised to include a clause reflecting the City staffing for visitor hours.

The Society has offered to contribute $4,000 for 2026 to support the costs of providing visitor hours.

Cost: one-time cost of $27,000 (2026 wage rates)

Option 3 – No City Support for Visitor Hours for London Farmhouse

This option is not recommended as the Farmhouse is a valuable part of the visitor experience at London Farm. Additionally, closing the Farmhouse would hamper the Society's ability to bring in revenue from the gift shop, limiting their capacity to deliver activities and programs.

Options 1 and 2 are in keeping with the operation of other similar City facilities such as the Richmond Nature Park and Richmond Museum, where City staff maintain visitor hours and Society staff and volunteers deliver programs. Additionally, providing City staff at the London Farmhouse is anticipated to offer the following benefits:

- City staff go through the standard training in areas such as first aid, site security, and customer service thereby ensuring a safe, high-quality, consistent visitor experience across the Steveston Heritage Sites;
- Additional City presence at the site would allow a better understanding of Society programming and operations to ensure proper support is in place; and
- The Society can direct their resources towards continuing to offer the programs and services described above, as well as expanding their public programming to include new events.

Parking at London Farm

As expressed by the Society representatives in their delegation to Parks, Recreation and Cultural Services Committee on September 17, 2025, parking at London Farm is a challenge. London Farm is located along Dyke Road with approximately 30-35 parking spaces for visitors to both London Farm or the Dyke Trail available along the roadway and in the parking lot off Dyke Road. Public parking is not allowed inside the London Farm site to maintain public safety and protect the heritage structures and displays. For larger events, the Society organizes a shuttle to and from the site to another parking location such as Homma Elementary School field.

This section of Dyke Road is planned to be raised as part of a future dyke project, which is currently undergoing additional public engagement. Changes to parking for London Farm will be considered as part of this project with the goal to maintain or increase parking as is feasible within the constraints of the location.

Next Steps

Should Council approve the recommended option the current operating agreement with the Society will be amended to reflect the City's staffing of the visitor hours and extended for a period of sixteen (16) months. This will allow time for both organizations to get clarity on responsibilities as well as the ideal number of visitor hours and related costs.

Should Council approve the recommended option, a review of visitor hours and site operations will take place during 2026. The results of this review along with recommendations will be shared in a future report to Council.

Designs for the raising of Dyke Road which include recommendations on improvements to parking for London Farm visitors, will be brought to Council for consideration at a future date.

Financial Impact

The cost to support a one-year pilot of visitor hours at London Farmhouse is $27,000. This can be accommodated by reallocating previously approved project funding.

Conclusion

On September 17, 2025, the London Heritage Farm Society delegated to the Parks, Recreation and Cultural Services Committee to speak about their current operations. The Society has expressed that they are no longer able to maintain visitor hours for the Farmhouse at London Farm and have requested the City take on this responsibility. It is recommended that Council approve the proposed pilot to provide City staff to maintain visitor hours at the London Farmhouse for 2026.

Opportunities to improve parking for London Farm visitors are being explored as part of the future dyke raising project along Dyke Road.

Rebecca Clarke

Rebecca Clarke
Manager, Museum and Heritage Services
(604-247-8330)

City of Richmond

Report to Committee

To:	General Purposes Committee	**Date:**	November 5, 2025
From:	Chad Paulin Director, Climate and Environment	**File:**	10-6125-01/2025-Vol 01
Re:	**2025 Provincial Natural Resource Permitting Improvements Initiative**		

Staff Recommendations

1. That the survey responses, as described in the report titled "2025 Provincial Natural Resource Permitting Improvements Initiative", dated November 5, 2025, from the Director, Climate and Environment, be endorsed and submitted to the Ministry of Water, Land and Resource Stewardship; and

2. That a letter from the Mayor be sent to the Minister of Water, Land and Resource Stewardship requesting that more meaningful consultation, as outlined in the report, be implemented to support this provincial initiative.

Chad Paulin
Director, Climate and Environment
(604-247-4672)

Att. 4

REPORT CONCURRENCE		
ROUTED TO:	**CONCURRENCE**	**CONCURRENCE OF GENERAL MANAGER**
Intergovernmental Relations & Corporate & Strategic Planning	☑	Roeland Zwaag
Parks Services	☑	
Engineering	☑	
Facility Services & Project Development	☑	
Public Works	☑	
Policy Planning	☑	
Development Applications	☑	
SENIOR STAFF REPORT REVIEW	**INITIALS:** CJ	**APPROVED BY CAO**

8200574

Staff Report

Origin

The Ministry of Water, Land and Resource Stewardship (the Ministry) launched and promoted its Natural Resource Permitting Improvements Initiative on September 22, 2025, as process enhancements to efficiency, coordination, and responsiveness of natural-resource and water-related permitting. The initiative includes legislative and regulatory changes to the Water Sustainability Act (WSA), Riparian Areas Protection Act (RAPA), and Forest Act.

The Ministry has circulated surveys and is seeking feedback from the City to support this initiative. Detailed implementation guidance on future legislative and regulatory changes has not yet been released. Staff have reviewed the surveys and recommend participating in the surveys related to the WSA and RAPA. Draft survey responses can be found in Attachment 1. Survey responses for the proposed changes to the Forest Act have not been prepared, as the amendments are not directly relevant to the City's jurisdiction or operations.

This report provides an overview of the Ministry's initiative in the context of B.C.'s regulatory framework and provides detailed survey input for Council endorsement. This report also seeks endorsement to prepare a letter to the Minister requesting that more meaningful consultation be implemented to support this provincial initiative.

This report supports Council's Strategic Plan 2022-2026 Focus Area #1 Proactive in Stakeholder and Civic Engagement:

> *Proactive stakeholder and civic engagement to foster understanding and involvement and advance Richmond's interests.*
>
> *1.1 Continue fostering effective and strategic relationships with other levels of government and Indigenous communities.*
>
> *1.2 Advocate for the needs of Richmond in collaboration with partners and stakeholders.*

This report supports Council's Strategic Plan 2022-2026 Focus Area #5 A Leader in Environmental Sustainability:

> *Leadership in environmental sustainability through innovative, sustainable and proactive solutions that mitigate climate change and other environmental impacts.*

5.2 Support the preservation and enhancement of Richmond's natural environment.

Analysis

The Provincial Government is the primary authority for integrated land and resource management in BC, including establishing regulations for land and marine environments, water resources, and biodiversity. The federal government focuses on protecting fish and fish habitat through legislation such as the Fisheries Act and Species at Risk Act, that apply across all jurisdictions, including private and municipal lands. The WSA and RAPA operate in overlapping but distinct ways to manage water resources and protect fish habitat. While the WSA governs

water use, licensing, and the management of watercourses, the RAPA focuses on protecting adjacent riparian areas through requirements applied to local governments and developers. The Ministry is the central authority for both regulations, while local governments are responsible for implementing the *Riparian Areas Protection Regulation* through delegated authority, established in 2016.

Together, the WSA and RAPA form the core regulatory framework by which municipalities plan, review, and authorize activities near water, and related ecosystems. In response, the City has established bylaws, policies, and strategies that align with the provincial legislation, including the Ecological Network Management Strategy, Sustainability Framework, and the Official Community Plan (OCP). These tools help ensure compliance with provincial requirements while further protecting Richmond's unique island environment, sensitive riparian areas and aquatic ecosystems.

The WSA is the Province's primary legislation governing the use and protection of water resources. It regulates surface water and groundwater licensing, water use approvals, changes in and about a stream, and water sustainability planning. Under the WSA, local governments, must obtain authorization for activities such as diking and drainage works, culvert installation, and utility construction that have the potential to impact streams or other water bodies. Private property developments that may affect watercourses or groundwater are also subject to WSA requirements; however, it is the responsibility of the landowner or developer to obtain the necessary approvals.

Therefore, any changes to WSA permitting processes will directly impact City infrastructure projects.

The RAPA directs local governments to protect riparian areas during residential, commercial, and industrial development using their authority under Part 14 of the Local Government Act. The regulation establishes a science-based process that local governments apply to conserve riparian areas and ensure development proposals meet provincial standards before approvals are issued. Local governments have primary responsibility for implementing riparian fish habitat protection on private land by incorporating protection measures into local bylaws and permit processes.

The City established its Riparian Management Areas (RMAs) in 2006 through the Riparian Response Strategy, pursuant to the requirements of the RAPA. In 2018, the City incorporated the RMA network into its Zoning Bylaw, which formalized 5 metre and 15 metre setbacks along its minor and major channelized watercourses. On agricultural lands, RMAs may be exempt from an RMA permit depending on the type of permit: residential homes require RMA setbacks, while routine farming activities are generally exempt. The City has dedicated staff resources to uphold RAPA, including the review of development applications and Qualified Professional assessments to ensure compliance with provincial standards.

Summary of the Provincial Engagement Process

The Natural Resource Permitting Improvements initiative identifies sixteen topic areas, under the WSA and RAPA. Engagement with local governments is being conducted through a series of surveys and virtual sessions taking place between October 2025 and December 2025.

On October 1, 2025, the Ministry requested the City's participation and introduced sixteen surveys to staff (Attachment 2). The engagement process has been phased. Staff responded to the first phase on October 17, 2025, and issued the memorandum to Council titled: "Update on BC's Natural Resource Permitting Improvements and Engagement", dated October 17, 2025 (Attachment 3). The second phase of survey responses are due December 12, 2025. Staff have been informed that no further engagement is planned after December and prior to introducing regulatory amendments in spring 2026 and legislative amendments in late 2026.

Consultation efforts with the Ministry on this initiative have been complex. Aside from the survey requests, there is very little supporting information available for staff to review and evaluate. Accessing additional information in a timely manner has been further complicated by recent provincial job action, limiting direct communication with Ministry staff.

Proposed Provincial Regulatory Changes and Potential Impacts

The proposed changes to the WSA and RAPA are intended to simplify permitting while enhancing environmental protection. For municipalities, the implications extend beyond regulatory processes to include infrastructure planning, capital delivery, and ecosystem management.

Amendments to the WSA that alter approval thresholds, timelines, or Qualified Professional requirements could affect project planning, delivery, and compliance obligations. Adjustments to permitting processes or exemptions could influence flood protection upgrades, infrastructure renewal, and environmental restoration efforts.

Amendments to the RAPA could also directly affect how the City manages riparian and floodplain areas. Adjustments to setback requirements, exemptions for certain activities, or modifications to Qualified Professional roles could alter municipal responsibilities, permitting workflows, and environmental oversight. Any changes to RAPA may require updates to internal review procedures, additional staff coordination, or revisions to municipal standards to remain compliant.

Table 1 summarizes the potential impacts associated with the proposed legislative and regulatory changes. This information reflects staff's current understanding based on materials available to date and will be refined as more details are provided by the Ministry. Additional information on potential benefits and challenges can be found in Attachment 4.

Table 1: Summary of Municipal Impacts from Proposed WSA and RAPA Amendments

Service Level	Summary of Potential Impacts
Flood Protection and Diking Projects	Streamlined approvals could accelerate critical flood-protection works; however, reduced provincial oversight may increase local compliance responsibility.
Road and Utility Infrastructure Projects and Maintenance	Standardized permitting may improve project delivery efficiency but could require added internal technical capacity during transition.
Riparian Management Areas	Clearer standards and stronger Qualified Professional accountability could enhance consistency and habitat protection; however, potential changes to include additional wetlands under the WSA may require bylaw updates and may increase staff workload or delay processing of development applications.
Development Review and Permitting	Simplified processes may reduce applicant confusion, but system changes and reduced review windows could create implementation challenges.

The City may experience implementation challenges as new provincial permitting and compliance frameworks are introduced, including staff training, bylaw and process updates, and coordination with the Province. There are no immediate financial impacts associated with endorsing the staff recommendations. However, if the Ministry implements regulatory changes that increase municipal coordination, monitoring, or service delivery requirements, there may be future budget implications related to staff resources, data management, and compliance monitoring.

Next Steps

With endorsement, staff will submit the survey responses to complete participation in the second phase of engagement. Following engagement, the Ministry anticipates introducing regulatory amendments in spring 2026 and legislative amendments in late 2026 as part of this broader modernization effort.

The need for detailed information on Natural Resource Permitting Improvements remains a priority to understand the full impact on City resources and responsibilities. To address this concern, staff recommend that a letter from the Mayor be sent to the Minister of Water, Land and Resource Stewardship urging the Ministry to share more details on the implementation of future regulatory changes. If endorsed, the letter will be requesting more meaningful consultation, access to technical information, opportunities to comment on draft guidance, and a commitment to consider local government feedback.

Financial Impact

None.

Conclusion

The Natural Resource Permitting Improvements Initiative presents an opportunity to modernize and streamline regulatory processes that are integral to municipal operations.

While the proposed changes to the Water Sustainability Act and Riparian Areas Protection Act may improve coordination and reduce permitting delays, they also carry potential challenges for local governments, including increased administrative responsibilities, uncertainty during implementation, and possible resource impacts.

Given the limited provincial engagement to date, staff recommend that the City continue to advocate for meaningful consultation to ensure that municipal perspectives are fully considered in the development and implementation of new legislation and regulations. Endorsing the staff comments and submitting a formal letter to the Minister will help reinforce Richmond's position as a proactive partner in achieving effective, balanced, and environmentally responsible regulatory modernization

Nadia Chan
Manager, Environment
(604-276-4241)

NC:nc

Att. 1: Draft City of Richmond Responses for Submission December 12, 2025
2: List of Natural Resource Permitting Improvements Topics
3: Memorandum to Mayor and Councillors - Update on BC's Natural Resource Permitting Improvements and Engagement
4: Potential Benefits and Risks of the Proposed Permitting Improvements

Proposed Survey Responses

Survey 1: Low volume water use streamlined authorization process

Question:	Do you agree changes are needed to improve permitting for low volume water use in B.C.?
Response:	I am undecided
Question:	What do you think about streamlining the authorization process for low volume water use?
Response:	It is difficult to assess the proposed streamlining of the authorization process for low volume water use as there is not enough information to support a detailed review. One of the pillars of the proposal is that the changes will only be applied to low volume use, which is undefined, and will only be implemented within watersheds/aquifers with enough water supply, which are not identified. An assessment of the province's watersheds for water supply concerns should supersede any regulatory/legislative changes to inform stakeholders regulators on whether changes here are worthwhile. If this information has already been collected and studied, it would be helpful to share this information with stakeholders for their consideration. Richmond has a number of land uses and sectors that may rely on low volume uses including agriculture and small scale commercial operations. It is also unclear which types of water use will be included in the proposed streamlined authorization approach. Will this apply to domestic use, non-domestic use, agricultural use, commercial/industrial use, conservation use, etc.?
Question:	What quantity of water would you consider small in the context of this proposal?
Response:	As local government, we are not involved in the regulation of water use and as such, it is difficult to comment on this question. It seems logical that what is considered as low volume water use may vary between watersheds/aquifers based on water availability, recharge rates, and water use activities. What is considered low volume water use may also vary from industry to industry and user to user. More thought needs to be put into developing a baseline framework for determining low volume use before effective feedback/comment can be provided.
Question:	How might a streamlined process for authorizing low volume water use impact you, your work or your community?
Response:	A streamlined process for authorizing low volume water use has the potential for positive impacts for local governments and community members where there is verified low risk for impacting watersheds/aquifers because of proposed use by reducing lag times between application and license issuance.
Question:	What else should be considered?
Response:	Low lying municipalities within river deltas such as the City of Richmond typically have naturally elevated groundwater conditions when compared to standards such as the BC Water Quality Guidelines. Assessment of the risk related to movement of contaminated groundwater in the context of relaxing regulation on the issuance of licenses should be considered when looking at which watersheds/aquifers these changes are applicable to.
Question:	Please use this space to provide any additional comments, feedback or questions on streamlining low volume water use authorization.
	N/A

Survey 2: Expediating existing groundwater use applications

Question:	What standard terms or conditions would it be helpful to see included in groundwater licenses not yet been issued?
Response:	It is unclear how adding additional standard terms and conditions would help address the backlog from the submission of approximately 8,000 groundwater licenses following the significant increase in applications in 2022, when many applicants sought to qualify for existing user status to access benefits not available to new users. Applying standard terms and conditions and issuing licenses without detailed application reviews does not appear to be an appropriate solution and could lead to negative impacts on water resources due to insufficient oversight. A key concern is the potential for overutilization of water resources within an aquifer. It is unclear how standard terms and conditions alone could effectively mitigate this risk.
Question:	Please use this space to provide your comments, feedback, questions or concerns on changes to existing use groundwater application
Response:	The large influx of applications to qualify for existing user status and access benefits not available to new water use licenses suggests a significant imbalance between the terms of existing and new

	licenses. Could the Province reconsider the terms of new licenses to encourage applicants to transition into the current licensing framework, which aligns with existing operational capacity, rather than attempting to clear the backlog through a non-standard approach?

Survey 3: Best management practices for changes in and about a stream

Question:	How familiar are you with existing provincial best management practice guidance related to WSA section 11 (Changes in and about a Stream)?
Response:	Very familiar
Question:	Have you or your organization successfully applied the General Best Management Practices for permits or works related to Changes in and about a Stream, or the Scope-specific Best Management Practices for Changes in and about a Stream?
Response:	Yes
Question:	If you answered yes to the previous question, please name and list the general or scope-specific best management practices that have been helpful to you or your organization.
Response:	The City of Richmond would typically apply both the general and scope specific BMPs for projects related to drainage and diking maintenance and upgrades. We would apply most if not all the general and scope specific BMPs as our project types are highly variable in complexity and our unique geomorphology with high groundwater levels and proximity to the Fraser River means that we are completing works that interact with water very frequently. These BMPs have been very helpful for establishing baseline standards that we can apply to our drainage and diking works.
Question:	Are you or your organization experiencing any gaps or challenges related to applying best management practices for permits or works related to Changes in and about a Stream?
Response:	Yes
Question:	Are there additional best management practices that should be developed, or substantively revised, to support effective and efficient permitting and project delivery?
Response:	Yes
Question:	If you answered yes to the previous question, please describe your recommendations for new general or scope-specific best management practices that should be developed, or those that should be revised.
Response:	The process for performing necessary maintenance during emergency works is a gap that needs to be addressed. The general and scope specific BMPs provide a pathway to conduct emergency works safely and in an environmentally responsible manner, but the legislation/regulations require very specific scenarios for emergency works to be legally performed (ex. Local state of emergency is required to trigger emergency works for flooding). There should be a more streamlined process developed and formalized for local, regional and first nations governments to perform emergency works to protect life, property, and critical infrastructure during more localized/minor emergency events. In addition to emergency works, there are also challenges in aligning provincial BMPs with municipal maintenance schedules and operational realities. Many local government activities such as routine ditch maintenance, culvert replacement, or sediment removal occur on tight seasonal windows and must consider fish windows, weather, and tide cycles. The time required to confirm applicability of BMPs and obtain necessary approvals can delay critical works and increase costs. Greater clarity on the thresholds between "maintenance," "minor works," and "regulated activities" would help ensure consistent and efficient application of BMPs. BMPs could be expanded to better recognize the operational context of local governments who manage extensive linear infrastructure systems (e.g., dikes, drainage networks, and outfalls). The current BMPs are often written from a project-based lens, while municipalities operate programs involving numerous small, recurring interventions. BMPs tailored to municipal-scale asset management programs would improve efficiency and reduce administrative burden without compromising environmental protection. Consider incorporating adaptive management principles into BMPs, particularly for dike, drainage, and habitat restoration works, allowing municipalities to implement monitoring-based adjustments without re-triggering new permits.
Question:	Please use this space to provide any additional comments, feedback, questions or concerns on the changes to natural resource permitting being explored by the Province.

Response:	As per the engagemnt website, the province is considering more updates to existing best management practices based on new information and gaps or issues in the application process. With these proposed updates, applicants, qualified professionals, and the public could access current, provincially relevant resources that support transparency, consistency, and predictability in permitting projects, including those for changes in and about a stream. No information has been provided on these proposed updates or additions, so it is impossible for stakeholders to provide meaningful feedback on this topic. It is requested that more detailed information be provided to facilitate our review of the proposed updates.

Survey 4: Streamlining routine permitting for changes in and about a stream

Question:	Do you agree changes are needed to improve routine permitting for changes in and about a stream?
Response:	I agree
Question:	How might a change to permitting requirements for routine permitting impact you, your business or your community?
Response:	The introduction of a streamlined permitting process for multi-location, routine projects would provide significant benefits for local governments. Maintenance work related to standard scopes, such as drainage and diking maintenance, often triggers individual notifications or change approvals for multiple sites. A formal process that allows for unified applications across several locations would improve efficiency, reduce administrative burden, and generate cost and time savings while maintaining environmental protection standards. Streamlined permitting would also improve predictability for planning infrastructure maintenance in alignment with seasonal windows, fish windows, and emergency preparedness requirements. For example, annual dike inspections frequently identify minor erosion or debris removal needs at multiple sites; a multi-location permitting framework would allow these routine interventions to proceed more efficiently. Additionally, municipal staff could redirect time saved from repetitive permit administration toward project implementation, monitoring, and public engagement.
Question:	How should the Province manage water use while streamlining the routine permitting process for changes in and about a stream?
Response:	Water use is regulated under a separate legislative and regulatory framework, primarily through the Water Sustainability Act, and is distinct from permitting for changes in and about a stream. Streamlining routine permitting should not affect water use approvals. However, it is important that the streamlined permitting process includes coordination with water use authorities where relevant. For example, if a routine maintenance project intersects with existing water licenses or groundwater extraction, notifications and any necessary conditions should be integrated seamlessly. Streamlined permitting should primarily apply to minor, routine works that are not expected to significantly affect stream flows or existing water users, and guidance should clarify which project types qualify.
Question:	Please use this space to provide any additional comments, feedback, questions or concerns on streamlining routine permitting requirements for changes in and about a stream.
Response:	To ensure consistency and efficiency, streamlined permitting would benefit from clear definitions of "routine" versus "non-routine" works and thresholds for multi-location applications. Providing guidance documents, templates, or checklists for multi-location projects would further support local governments and qualified professionals in preparing complete and compliant applications. Clear, well-communicated criteria and resources would help maintain environmental protection while reducing unnecessary administrative delays.

Survey 5: Managing all wetland classes

Question:	Do you support bogs and shallow open waters being subject to the same requirements as other wetland classes currently regulated under the WSA?
Response:	Yes
Question:	Does the inclusion of all wetland classes (such as bogs and shallow open waters) under the WSA impact you, your organization or your interests?
Response:	Yes

Question:	If you answered yes to the previous question, how would including all wetland classes (such as bogs and shallow open waters) under the WSA affect your work or interests?
Response:	The inclusion of bogs under the WSA could have significant implications for Richmond, given the historical prevalence of bogs in the region. This may substantially increase the number of properties subject to WSA requirements, resulting in additional work for the City to ensure compliance, as well as additional regulatory and permitting considerations for private and capital development projects. Approximately 40% of Richmond's land base and historical wetland areas are within the Agricultural Land Reserve (ALR). Clarification is needed regarding the interplay and priority between the proposed WSA changes and the Agricultural Land Commission Act and Regulations. Additionally, consideration should be given to shallow open water wetlands, particularly constructed stormwater ponds and lakes used for flood mitigation and climate adaptation. Distinction needs to be made in the legislative/regulatory changes to ensure that there are clear delineations and different regulatory approaches for natural open water wetlands versus constructed open water wetlands. The City of Richmond has 7 constructed wetlands that primarily serve as green infrastructure for flood protection and require a distinct management approach under the WSA. Perhaps a streamlined permitting or exemption approach can be applied to constructed shallow open water wetlands that serve as green infrastructure.
Question:	What practical impacts - positive or negative - would this change have on your permitting, planning, or stewardship activities?
Response:	Overall, inclusion of all wetland classes aligns with Richmond's Ecological Network Management Strategy and would enhance stewardship outcomes. From a development review perspective, additional staff time would be required to: • Clarify and apply protected area requirements under the WSA for development applications. • Determine distinctions between altered and existing bogs. • Educate residents and developers on legislative changes. Clear criteria for bog identification and application of WSA requirements would help reduce staff workload. From a planning perspective, local governments may need to assess and potentially update bylaws, plans, and programs including the Zoning Bylaw, Official Community Plan, and Development Permit Area Objectives and Guidelines, to ensure compliance and harmonization with WSA changes. This may also trigger additional permitting requirements for developers, particularly in Richmond, where large areas of the island were historically bog environments and non-functional remnants of these bogs remain. Any proposed changes to the WSA should consider potential impacts on development permitting timelines and ensure alignment with provincially mandated housing and development goals.
Question:	How would the inclusion of all wetland classes (such as bogs and shallow open waters) under the WSA affect your ability to protect land that includes wetland features?
Response:	Increasing protection at the provincial level would generally enhance the City's ability to protect wetlands, as it drives local policy updates to align with provincial legislation. It is critical that inclusion of wetland classes within the WSA are implemented in a very clear and concise way to make it as seamless as possible for local governments to integrate these changes into our existing processes.
Question:	What benefits or challenges do you foresee if all wetland classes are treated the same way under the WSA?
Response:	Benefits: • A unified approach simplifies wetland protection and may result in greater overall conservation. Challenges: • Wetlands are diverse, and a generalized approach may not fully account for the unique functions of different wetland types. • Human-made wetlands integrated into flood and stormwater infrastructure require distinct management considerations. • Flexibility is needed for individualized assessment in special cases.

	• Clear communication of changes to QEPs, local governments, property owners, and developers will be essential. • Potential for increase in costs and timelines for development to address new regulatory requirements
Question:	In your opinion, would regulatory and permitting clarity and environmental outcomes be improved if all wetland classes were regulated consistently under the WSA?
Response:	Yes
Question:	Please use this space to share any additional thoughts you have on regulating all wetland classes under the WSA, regulatory and permitting clarity, and environmental outcomes.
Response:	Regulating all wetland classes under the WSA should improve wetland protection and management. Flexibility should be provided for constructed wetlands critical for flood protection and climate adaptation, which require long-term management unlike natural systems. Additionally, clarification is needed on the interaction between WSA changes, stream and wetland management improvements, and the Agricultural Land Commission Act/ALR regulations, as many wetlands overlap with ALR lands.
Question:	Are you concerned about increased permitting complexity or costs if all wetland classes were regulated consistently under the WSA?
Response:	Yes
Question:	If you selected yes in the previous question, what are your concerns and how could they be addressed and/or resolved?
Response:	Concerns: • Potential confusion due to unclear requirements. • Increased staff time to explain requirements to applicants. • Additional staff workload to ensure compliance. • Increased administrative timelines, which may result in higher costs for local governments, developers, and end users. Resolution: • Early and comprehensive engagement with QEPs and local governments during development of new guidance materials. • Adequate provincial business analysis to minimize downstream costs.
Question:	What tools or supports would help you adapt to a robust wetland management framework under the WSA?
Response:	Standardized training and certification for professionals qualified to identify and delineate wetlands. Clear requirements for which QEPs are qualified to identify and delineate wetlands and apply WSA setbacks (consistent with applicable reserved practice i.e. PGA, Applied Biologists Regulation).
Question:	Would you benefit from updated classification tools, clearer definitions, training resources, or other aids? Rank each option with 1 representing the least benefit, and 5 representing the most benefit
Response:	Classification – 4 Clearer definitions – 5 Training resources - 4
Question:	If you selected other in the previous question, please describe any additional aid(s) that may be helpful in adapting to a more inclusive wetland management framework under the WSA
Response:	N/A
Question:	What guidance would help you or your organization navigate this potential change effectively?
Response:	More engagement in development of the changes/definitions so that we can help identify areas needing more clarification and avoid confusion in the future.
Question:	Are there any additional thoughts you would like to share?
Response:	N/A

Survey 6: Applying the mitigation hierarchy for wetland activities

Question:	How strongly do you agree the mitigation hierarchy (avoid, minimize, restore on-site and offset) should be a requirement under the WSA, such as for wetland impacts?

Response:	Strongly agree
Question:	What challenges and opportunities do you see in requiring the application of the mitigation hierarchy under the WSA?
Response:	There are many positive opportunities and some challenges associated with formally applying the mitigation hierarchy under the WSA. Currently, the hierarchy is briefly referenced in standards and best practices for instream works under the professional reliance model. Clarification is needed on whether a wetland hierarchy would be applied similarly or more formally through legislative/regulatory changes. If the latter, formalizing the hierarchy for streams within the legislation/regulation would also be beneficial. In situations where wetlands also provide fish habitat, the provincial application of a wetland mitigation hierarchy should be in alignment with DFO's application of a fish habitat specific mitigation hierarchy. Roles and responsibilities for reviewing and enforcing the mitigation hierarchy need to be clearly defined, including mechanisms for dispute resolution between provincial staff, federal government, local governments, and QEPs. Many wetlands overlap with agricultural lands, creating potential conflicts; clarity on the WSA's applicability to agricultural properties and its interaction with the Right to Farm Act is required. Additionally, alignment with federal frameworks (e.g., DFO Fisheries Act), existing BMPs, and recognized mitigation approaches would help reduce duplication and support consistent implementation. Strategic use of offset payments should also be clarified, as it is not typically part of other well-established mitigation hierarchies.
Question:	How might requiring the application of the mitigation hierarchy under the WSA impact you, your organization, or your community?
Response:	Applying the mitigation hierarchy may affect local government development permitting processes, requiring staff training and education for QEPs, property owners, and developers. There is a risk that additional requirements could lengthen permit approval timelines if extra coordination between levels of government is needed. For capital projects, most City of Richmond works affecting streams and wetlands already require WSA Change Approval and DFO Authorization, and the mitigation hierarchy is effectively applied under those processes. Examples include dike maintenance, drainage upgrades, and constructed stormwater wetlands interacting with natural wetlands. With proper guidance, we anticipate no major issues in implementing the hierarchy for municipal projects. Standardized training modules for staff, QEPs, and developers would help ensure consistent understanding and application.
Question:	What key ideas should be included in wetland-specific mitigation guidance to support the application of the mitigation hierarchy?
Response:	A wetland-specific mitigation guidebook would be very beneficial. Key elements should include: • Clear definitions of each protected wetland type. • Explicit criteria for who can apply the mitigation hierarchy (e.g., QEP with specific specialty). • Clear instructions for delineation, required setbacks, and mitigation measures. • In-kind and out-of-kind offset approaches and standards. • Protocols on when offset payments are acceptable. • Monitoring protocols and adaptive management procedures to ensure mitigation outcomes are achieved and maintained over time. • Consideration of mechanisms to address potential undue hardship for landowners, such as in-lieu fees, offset credits, or other flexible approaches.
Question:	What challenges and opportunities do you see in providing wetland-specific mitigation guidance?
Response:	While there could possibly be a net gain in wetland retention resulting from wetland-specific mitigation guidance, there may also be owners of properties that find they are undevelopable due to the presence of a (newly categorized) protected wetland where they had previously expected to be able to build. How will potential undue hardship be addressed through this proposed new approach? A potential baseline for addressing undue hardship is the approach outlined in the RAPR.
Question:	What steps should be taken to ensure the development of the guidance is both scientifically sound and practical to implement?
Response:	There are a number of steps that can be taken to ensure that the development of the guidance is both scientifically sound and practical. Mitigation hierarchies are widely recognized frameworks

	and there are many examples of these frameworks implemented globally. Careful review and assessment of current frameworks can provide a baseline standard to build this new wetland guidance standard. Careful development of the guidance should still be undertaken by qualified professionals working within their area of practice. Frequent and meaningful engagement with partners as the guidance is being developed will be critical to prevent confusion and misunderstandings with implementation.
Question:	Please share any additional comments, feedback, questions or concerns you have on requiring the application of the mitigation hierarchy under the WSA or developing wetland-specific mitigation guidance.
Response:	Ongoing engagement and coordination with local governments and QEPs will be critical for effective implementation. Clear communication, training, and alignment with federal and provincial frameworks will help ensure the hierarchy is applied consistently and achieves intended environmental outcomes.

Survey 7 – Strategic use of offset payments to support wetland conservation

Question:	The Province is looking at ways to better protect wetlands when development or other activities cause unavoidable impacts. One idea is to use offset payments, where developers contribute funds to support wetland conservation or enhancement projects that replace lost wetland benefits (habitat, drought and flood resilience, etc.). What should the Province consider to make sure offset payments lead to the best possible outcomes for wetland conservation?
Response:	As the Province considers the idea of using offset payments where developers can contribute funds to support wetland conservation, considerations to the following should be made to ensure that offset payments lead to the best possible outcomes: • Inventory and prioritization of important streams and wetlands for conservation and restoration should be done on a regional and/or watershed level to better inform decision-making processes on whether offset payments are appropriate on a project-by-project basis. • Ensure consultation/collaboration with conservation groups, local governments and other stakeholders that may be working on restoration projects in the area to ensure maximum benefit for the environment and avoid duplication of efforts. • A standardized approach using the scientific method will need to be established to delineate wetland features, catalog exact areas of impacts and required offset areas, convert habitat values to monetary values, and ensure that monetary contingencies are in place to cover uncertainties. • The approval of offset payments, the administration of the allocation/spending of the payments, the locations where the money will be spent, the project management of the delivery of the offsetting/conservation work and the long-term monitoring and maintenance needs to be the responsibility of the province and should not be downloaded to local governments to manage. • Conservation work funded by the payment system should aim to deliver projects in the same region/watershed that the initial impact took place in. A detailed tracking system will need to be developed and implemented to ensure that funds are distributed equitably and equally with the minimum goal of a no-net-loss approach within a region/watershed. • Cost estimates that support offset payments for future conservation works should include costs for site preparation, project delivery, follow up monitoring and ongoing maintenance to ensure the Province is collecting enough money from proponents to deliver effective future projects. The Province should consider adding an inflation adjustment to the payments based on anticipated time lag of future project delivery as money contributed today will not go as far in the future
Question:	Are there any considerations or criteria for when offset payments are not appropriate?
Response:	Offset payments should only be used as a last resort in alignment with the mitigation hierarchy—avoid, minimize, restore, then offset. They are not appropriate where: • On-site or physical offsetting is feasible and would provide equal or greater ecological benefit. • Projects trigger federal or local regulatory processes (e.g., Fisheries Act, RAPR) that already require physical offsetting measures.

	• Cumulative watershed impacts are significant or poorly understood, and additional losses would meaningfully degrade regional ecological function. • There is insufficient baseline data or monitoring capacity to ensure offset equivalency and accountability. • There is insufficient inventory of Provincial Crown Land to accept offsetting and conservation projects for a particular watershed or region. To avoid unintended consequences, the Province should apply a regional cumulative effects assessment framework to determine when offset payments are inappropriate or would risk overall wetland loss.
Question:	What additional safeguards and accountability mechanisms might be needed to support conservation outcomes when using wetland offset payments, particularly when payments may be pooled and implemented by third parties (e.g., indemnity agreements, or other forms of security from proponents)?
Response:	There are many safeguards and accountability mechanisms that may be needed in order to support conservation outcomes when using wetland offset payments and it would not likely be a standard approach; as each region/watershed is unique and will need it's own set of conservation goals and risks that need to be assessed. Some safeguards and accountability mechanisms that can be explored could include: Key mechanisms: • Individual assessment and classification of watersheds to determine risk level (low, medium, high) for implementing an offset payment approach should be undertaken to address the unique characteristics of each region. Where there is high risk of cumulative impacts diminishing a watershed's function, offset payments should not be utilized as an appropriate mechanism to streamline permitting. • Development of an implementation approach which ensures that the offsets that do get installed utilizing the provincial conservation fund will benefit the same watershed that was affected by the works, • Development of an assessment tool which identifies whether wetland features targeted for the offset payment approach are critical for flood protection or climate adaptation for any proximal communities. Using offsetting payments should be immediate and provide a net benefit for flood protection for the impacted communities. • Conservation covenants should be used as a tool to protect wetland offsets in perpetuity once funds are pooled, and an offset project is delivered at a selected site. Covenants are useful tools as they are attached to land title and follow ownership as lands transact and change hands. • Ownership of the lands where pooled funds are used should be considered carefully prior to the implementation of a project. Ideally, projects would be delivered on Provincial Crown Lands to ensure that the Province has greater ability to manage and protect the offset works in perpetuity. This responsibility should not be downloaded to third parties.
Question:	In addition to existing governance structures, partnerships, or agreements in place, how should the Province best work with other governments (federal, local, First Nations) in deciding how and where offset payments for wetlands conservation are applied?
Response:	The Province needs to take the lead on this initiative and determine an approach and implementation that works with all other levels of governments including federal, regional, local and First Nations governments. At current funding and resource levels, the City of Richmond would not have the capacity to manage and maintain offset projects delivered within our jurisdiction by a provincially led compensation fund in perpetuity. Constraints are likely to be different for each individual government, so open and ongoing communication and consultation will be needed to ensure that each individual conservation offset project is delivered successfully. Much more work needs to be done in this area prior to any sort of regulatory/legislative change and implementation.
Question:	What oversight and responsibility need to be in place to ensure the intended conservation benefits are achieved?
Response:	There are a number of oversights and responsibilities that need to be put into place to ensure that intended benefits are achieved. Some of these include: • Detailed database of all provincial watersheds with assessments completed to quantify risk to watersheds from development impacts and inform the Province of feasibility of implementing offset payments.

	• Clear delineation of responsibilities for all aspects of the management of the conservations/offsetting funds, delivery of the future projects, and long-term management of projects. • A reporting system to track the success of habitat conservation/offset projects that are delivered and managed by third parties. • An inventory/atlas system using detailed mapping to help manage projects and assess for cumulative impacts. Has the Province given thought to establishing an alternate offsetting system that is more like a habitat bank where habitat credits are developed in advance and allow for the debiting of credits for future project impacts when needed? There are pros and cons to both a bank versus a fund based approach, but we believe that that analysis should be done prior to committing fully to the direction of implementing a fund based approach.

Survey 8 – Wetland identification and delineation manual

Question:	Have you previously used any wetland identification and delineation methods in B.C.?
Response:	No
Question:	What types of support would help you, your organization, or your community apply the new identification and delineation manual effectively (select all that apply)?
Response:	• Training sessions for local governments and qualified professionals once the legislative/regulatory changes are complete, but prior to implementation of the changes. • Technical support or a help desk to assist municipal staff and consultants during the initial rollout. • Workshops or peer-learning networks for QEPs, municipal staff, and consultants to share experiences in applying the manual in different ecological zones. • GIS-compatible datasets and tools aligned with municipal systems for seamless integration of delineation outputs into planning, infrastructure, and asset management workflows. • Accessible online guidance documents and case studies illustrating manual application in highly urbanized and developed contexts (such as Richmond). • Field templates to standardize approaches for identification and delineation.
Question:	What role should professional associations or certifying bodies play in supporting the rollout and use of the new Wetland Identification and Delineation Manual (select all that apply)?
Response:	• Develop and offer certification programs or competency modules specific to wetland identification and delineation in B.C. to support professionals applying the manual. • Work collaboratively with the Province and local governments to review feedback from the field and update the manual or supporting tools accordingly. • Provide ongoing professional development • Oversight • Maintaining standards of practice
Question:	What role should professional associations or certifying bodies play in supporting the rollout and use of the new Wetland Identification and Delineation Manual (select all that apply)?
Response:	Mandatory use
Question:	What benefits or drawbacks do you see in a mandatory approach, including impacts to implementation?
Response:	Benefits: • Promotes consistent and science-based delineation across municipalities and project types. • Raises confidence in regulatory decisions and provides clarity for applicants, regulators, and municipalities. • Helps reduce conflicting delineation outcomes and associated delays in permitting. Drawbacks: • Could impose higher upfront training costs or require more professional resources, which may challenge smaller municipalities or organizations.

	• A mandatory standard may create delays during the transition period while professionals and municipalities adapt to new requirements. • There is potential for the professional pool to be temporarily constrained during initial phases if mandatory certification is required.
Question:	What benefits or drawbacks do you see in a best practice approach, including impacts to implementation?
Response:	Benefits: • Allows flexibility and gradated adoption by municipalities and professionals, especially during the early implementation phase. • Reduces immediate burden or cost on municipalities and smaller organizations while they adapt to the new manual Drawbacks: • Without mandatory uptake, there is a risk of inconsistent delineation methods persisting across projects and jurisdictions, which undermines one of the key objectives of the manual (consistency and transparency). • May lead to ambiguity for applicants or regulators when methods vary and could increase review time or challenge enforcement.
Question:	Are there barriers that might prevent smaller organizations or communities from using the manual effectively?
Response:	Yes
Question:	If you answered yes to the previous question, how can these barriers be addressed to support equitable access and participation?
Response:	• Limited staffing or specialist knowledge – provide low-cost training and resources • Develop workflows or checklists • Ensure the manual includes guidance and examples relevant to urban, highly modified, and low-lying jurisdictions (such as Richmond) to make it more broadly applicable
Question:	Should the Province require the submission of wetland identification and delineation data results for Water Sustainability Act and Riparian Areas Protection Regulation applications?
Response:	Yes
Question:	If yes, what types of data should be submitted as part of WSA and RAPR applications?
Response:	Given our highly urban context, data related to restoration and regeneration should be an equal or greater focus relative to a base-line data assessment of the current conditions. This has multiple implications, not the least of which is the elevation of environmental outcomes and the length of time (# of years) the municipality can hold financial securities related to restoration efforts and plantings survival. Data for submission: • Hydrology, vegetation, wildlife and soil field data supporting delineation decisions • Restoration metrics and planned monitoring and maintenance commitments • Documentation of the delineation process to ensure repeatability and defensibility • Long-term maintenance and monitoring plans for restored wetlands, including duration of securities or land-use commitments
Question:	If the Province manages wetland identification and delineation data, what privacy or data sensitivity concerns should be considered when sharing the data publicly or across agencies?
Response:	• Protection of sensitive ecological locations (e.g., rare species habitat, culturally-significant Indigenous sites) may warrant restricted or controlled access to precise coordinates. • Data-sharing agreements between the Province, municipalities, First Nations, and other stakeholders should clarify permitted uses, responsibilities for data quality, and access controls. • Clear protocols for anonymization where necessary (e.g., landowner information, private property assessments) while still retaining ecological value of the dataset. • Ensure alignment with provincial privacy policy
Question:	Are there specific types of data that should be restricted or anonymized?

Response:	No, from the municipal perspective, broad transparency is preferred to support sound planning, stewardship, and inter-jurisdictional coordination. Access to comprehensive delineation data enhances municipal capacity to integrate wetland information with asset management, flood risk, stormwater, and ecological network management. However, we recognize that certain highly sensitive ecological or cultural features may need controlled access protocols rather than full public release.

Survey 9 - Wetland professional accountability

Question:	How strongly do you agree that wetlands-related assessments and permit applications should only be conducted by professionals that meet specific knowledge, skill, and experience requirements in B.C.?
Response:	Strongly agree
Question:	How strongly do you agree that the WSA should explicitly define who qualifies as a "Qualified Professional" for wetlands related activities?
Response:	Strongly agree
Question:	What challenges or concerns do you foresee in implementing a Qualified Professional definition in the wetlands' context?
Response:	• Determining specific qualifications, training, and experience for different wetland types (bogs, marshes, shallow open water, constructed wetlands) could be complex. • Risk of limiting the pool of qualified professionals, potentially increasing costs or timelines for municipalities, developers, and landowners. • Need to coordinate with other professional regulatory bodies (e.g., Applied Science Technologists & Technicians, professional biologists) to ensure consistency and avoid overlapping regulations. • Wetlands are diverse and dynamic; ongoing competency and continuing education will be required to stay current on science, regulations, and best practices. • Potential confusion if provincial definitions conflict with qualifications used under other statutes (e.g., Fisheries Act, local bylaws, etc.).
Question:	What benefits or opportunities do you foresee in implementing a Qualified Professional definition in the wetlands' context?
Response:	• Promotes high-quality, consistent, and scientifically defensible assessments that support local government decision-making. • Reduces liability for municipalities by ensuring projects are reviewed by professionals with appropriate expertise. • Improves regulatory efficiency: clearly qualified professionals reduce repeated reviews, clarification requests, or conflict resolution. • Supports professional accountability and enforcement with clear standards of practice. • Facilitates training and capacity-building programs, aligning skills with provincial priorities and local government needs. • Encourages integration of wetland assessments with broader planning and environmental management frameworks, including flood mitigation and climate adaptation.
Question:	Please provide any additional thoughts or comments on defining a "Qualified Professional" related specifically to regulating wetland activities under the WSA
Response:	• Definitions should be clear, consistent, and practical to implement, with guidance on scope of practice for different wetland types. • Local governments should be engaged in establishing QP definitions to ensure alignment with municipal responsibilities and permit review processes. • Consider tiered qualifications or specializations depending on wetland type, assessment complexity, or work type (assessment, restoration, monitoring). • Integration with other professional regulatory systems (biologists, applied science technologists, engineers) can help avoid duplication or confusion. • Communication and transparency of QP standards will help developers, landowners, and municipalities understand roles, responsibilities, and expectations.

	• Mechanisms for ongoing competency, continuing education, and professional accountability will support reliable, consistent, and scientifically sound wetland management.

List of Natural Resource Permitting Improvement Topics

Permitting Improvement Topics	Intended Regulatory Review
Exemption for construction dewatering	Exploring options to reduce authorization requirements for construction projects encountering groundwater.
Low volume water use without an authorization	Considering updates to allow small groundwater withdrawals without requiring a provincial authorization.
Exemption for constructing ice roads to access restoration sites	Not applicable.
Administrative penalties timelines	Exploring ways to align *Water Sustainability Act* administrative penalty timelines and processes with other natural resource statutes.
Expanding eligibility for stream restoration activities	Considering opportunities for qualified proponents to carry out stream channel and fish habitat restoration and maintenance projects.
Riparian Areas Protection Regulation enhancements	Exploring expanded exemptions for low-risk activities, introducing flexibility for recovery efforts, and clarifying missing or ambiguous definitions.
Low volume water use streamline authorization process	Developing a new review process for small withdrawals from streams or aquifers where impacts on other users, land, or the environment are minimal.
Expediting existing use groundwater applications	Exploring streamlining the review and decision process for existing-use groundwater applications.
Best management practices for changes in and about a stream	Updating guidance to address gaps in current application processes.
Streamlining routine permitting for changes in and about a stream	Exploring a single application process covering project design, best management practices, mitigation, and monitoring for multiple or recurring works.
Managing all wetland classes	Considering including all wetland types, including bogs and shallow open waters, under the WSA for consistent stewardship
Applying the mitigation hierarchy for wetland activities	Exploring improved application of the "avoid, minimize, restore-on-site, offset" hierarchy for wetland-impacting activities.
Strategic use of offset payments to support wetland conservation	Considering using compensation measures and offset payments to support wetland restoration and conservation efforts.
Wetland identification and delineation manual	Developing a science-based manual for identifying wetlands and determining their boundaries.
Wetland professional accountability	Exploring definitions of qualified professionals and assurance statement requirements for work in and around wetlands.
Streamlining Forest Act permitting in Ministry of Transportation and Transit Right of Ways	Exploring more efficient permitting for linear utility projects (pipelines, transmission lines) crossing Crown land and provincial highway lands managed by the BC Transportation Financing Authority.

TO: MAYOR & EACH COUNCILLOR
FROM: CITY CLERK'S OFFICE

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City of Richmond

Memorandum

Engineering and Public Works
Climate and Environment

To: Mayor and Councillors
Date: October 17, 2025

From: Nadia Chan
Manager, Environment
File: 10-6125-01/2025-Vol 01

Re: **Update on BC's Natural Resource Permitting Improvements and Engagement**

This memorandum provides information on the Province's request for the City to provide comments on *Natural Resource Permitting Improvements*, led by the Ministry of Water, Land and Resource Stewardship (the Province). It also outlines survey responses that staff have submitted to the Province, on behalf of the City, to meet the provincial survey deadline.

The *Riparian Areas Protection Regulation* (RAPR) and *Water Sustainability Act* (WSA) are the primary provincial frameworks that regulate activities or development near watercourses and the use of BC's natural water resources. RAPR applies to private development and places responsibility on Local Governments to ensure compliance with provincial riparian protection requirements during development review and construction activities. WSA governs both municipal and private works, requiring provincial authorizations or adherence to specific procedures for activities such as drainage maintenance, culvert replacements, dike upgrades, or habitat restoration. Any proposed changes to these frameworks could influence the timing, cost, and oversight requirements of municipal maintenance and capital works, and may also affect the level of responsibility municipalities hold for ensuring compliance in private development projects.

On October 1, 2025, the Province formally requested the City's participation and introduced a survey to staff on the matter. The provincial engagement process has been phased, with comments on the first phase due on October 17, 2025, and the second phase due on December 2, 2025. Final regulatory changes for the RAPR are proposed for late-spring 2026 and late-fall 2026 for the WSA.

Detailed technical documentation and implementation guidance have not yet been released by the Province. Staff are working to understand the full scope and intent of the proposed regulatory changes, however information remains limited. Difficulties accessing information and receiving timely responses from provincial staff have been further compounded by the current job action among provincial employees.

Based on the information available, a review of the proposed updates and have generated comments to complete the provincial survey for the first phase of engagement (Attachment 1). The proposed changes, covering sixteen focus areas (Attachment 2), are intended to improve permit times for applicants, including the City. This includes simplifying coordination with provincial regulators, reducing delays for low-risk projects, and offering more flexibility for activities such as infrastructure maintenance or habitat restoration.

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However, the initial review also suggests that the proposed updates may be intended to reduce provincial oversight in certain cases, which may have implications for environmental protection in sensitive riparian and wetland areas. It is not yet clear whether these changes could shift additional responsibilities to Local Governments by potentially adding additional municipal oversight, resources, or staffing to ensure regulatory compliance for provincial legislation.

The comments, on behalf of the City, reflect the City's interests to expedite provincial permits to avoid project delays. An emphasis for the need for early and meaningful engagement with Local Governments for regulatory updates that will increase municipal oversight to govern provincial compliance has also been included.

To meet the provincial timelines for the first phase of engagement, staff have submitted the survey responses in Attachment 1. For the second phase of engagement, due in December 2025, staff will prepare a report for Council's consideration, including analysis of potential operational, environmental, and resource implications for the City based on more detailed provincial information that is not available at this time.

Should you have questions regarding this information, please contact Nadia Chan directly at 604-276-4241.

Nadia Chan
Manager, Environment
(604-276-4241)

Nc:nc

Att. 1: City of Richmond: Staff Responses
2: List of Natural Resource Permitting Improvement Topics

pc: SMT
Suzanne Bycraft, Director, Public Works
Milton Chan, Director, Engineering
Todd Gross, Director, Parks Services
Jason Kita, Director, Intergovernmental Relations & Corporate & Strategic Planning
Martin Younis, Director, Facilities & Project Development

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City of Richmond: Staff Responses

Survey 1: Exemption for Construction Dewatering

Question:	**How might a change to construction dewatering authorization impact you, your organization or your community?**
Response:	Without regulatory oversight through the Section 10 Short-Term Water Use Approval process, multiple uncoordinated construction projects in an area could have significant cumulative impacts on localized groundwater resources. These impacts could include subsidence affecting adjacent structures and foundations, underground utilities, urban trees, green infrastructure, and nearby surface waters such as streams and wetlands. The proposed three-tiered, risk-based approach for exemption, notification, and authorization based on construction dewatering flow rates does mitigate this concern to some extent. However, if the Province steps back from regulating low-risk construction dewatering through the proposed exemption process, municipalities may become the de facto managers of a process outside their jurisdiction and legal authority. The Province must ensure an effective enforcement and oversight system that balances development needs and environmental protection pragmatically.
Question:	**How might low, medium and high-risk construction dewatering activities be identified?**
Response:	Identification of risk levels will require proponents to retain qualified geotechnical and civil engineering professionals to conduct site-specific seepage analyses and determine natural groundwater infiltration rates into excavation areas. Regulators should also require proponents and their consultants to describe whether the project involves passive or active (well-point) dewatering, as active pumping can significantly influence groundwater extraction rates. In addition, regulators should consider post-construction site conditions. For example, fully waterproofed structures such as parkades can result in a permanent reduction of localized groundwater storage capacity. Cumulative effects related to long-term groundwater loss should therefore be a key consideration in defining risk levels. Clear guidelines defining Tier 1, 2, and 3 thresholds should be included in the consultation process and be developed in a manner that reduces unnecessary project costs or delays.
Question:	**How might we ensure that a change is user-friendly and easy for applicants to understand?**
Response:	Providing clear and concise technical guidance will be critical to ensure the process is user-friendly with additional provincial staff resourcing. Because qualified professionals will typically prepare applications, the Province should develop and deliver training and information sessions for the professional community to ensure consistent understanding and uptake of the new framework. The Province should also recognize the time-sensitive nature of construction projects and ensure that review and approval timelines are aligned with typical construction schedules. If permit turnaround times are not predictable or efficient, non-compliance with Section 10 of the WSA may persist despite regulatory changes.
Question:	**Do you agree changes are needed to improve permitting associated with construction dewatering?**
Response:	Yes
Question:	**Do you agree with the concept of allowing some low-risk construction dewatering activities to proceed without an authorization from the Province?**
Response:	Yes

Question: **Do you have any concerns regarding a change to construction dewatering?**

Response: No

Question: **What else should be considered?**

Response: The Province should consider making data from projects requiring notification (Tier 2) and authorization (Tier 3) publicly accessible through tools such as iMapBC. This would enable local governments, professionals, and proponents to review localized groundwater information collected through these projects. Cumulative impacts related to groundwater drawdown and settlement should also be a key consideration when evaluating the effectiveness of the proposed risk-based approach.

Survey 2: Low Volume Water Use Without an Authorization

Question: **Do you agree that changes are needed to improve low volume groundwater permitting in B.C.?**

Response: Yes

Question: **How might a change to low volume groundwater permitting impact you, your work, or your community?**

Response: Due to Richmond's geomorphology, local groundwater contains naturally elevated background metal concentrations, which may make it unsuitable for agricultural, commercial, or industrial use. Testing and confirmation of suitability, typically required during authorization, would not occur under a low-volume exemption. To balance development timelines and environmental protection detailed guidelines, that consider local conditions and scenarios, are needed. Without science-based guidance, Local Governments and professionals will be responsible for developing best practices that will inevitably vary between municipalities and adding further confusion for development.. How will these risks be mitigated?

Question: **Do you agree with the concept of allowing non-domestic groundwater uses under 2 cubic metres per day (approximately the equivalent of 1.5 hot tubs of water per day or drinking water for 40 head of cattle per day) without requiring an authorization from the Province?**

Response: Yes

Question: **Do you have any concerns with allowing non-domestic groundwater uses under 2 cubic metres per day (approximately the equivalent of 1.5 hot tubs of water per day or drinking water for 40 head of cattle per day) without requiring an authorization from the Province?**

Response: Yes

Question: **If you answered yes to the question above, please share your concerns.**

Response: The proposed approach raises several concerns, particularly given the lack of technical detail provided through the engagement materials. Key issues include:

- Reduced ability to manage aquifer levels proactively:
  Removing authorization requirements would reduce available data on water withdrawals, limiting the Province's capacity to manage aquifers effectively and forcing a reactive approach.
- Loss of oversight on water use and discharge:
  Regulation is most effective at the diversion stage, where oversight ensures downstream water use and disposal are properly managed. Without authorization triggers, risks increase for unauthorized discharges or mismanagement of process water that could lead to soil and groundwater contamination.
- Movement of contaminated groundwater:
  Low-volume withdrawals from sites with historical or existing contamination could mobilize pollutants into aquifers or stormwater systems.

Without WSA oversight or SiteID/SDS triggers, local governments would lack mechanisms to identify or manage these risks.

How will the Province ensure these contamination and oversight risks are mitigated if exemptions are introduced?

Question: How might your concerns be mitigated?

Response: Meaningful mitigation advice is difficult without clarity on the scope and implementation of the proposed changes. The Province should provide detailed, technical information on the proposed framework before seeking feedback. With a clear understanding of the intent and process, stakeholders can provide more targeted, constructive input on risk mitigation and management options.

Question: Please share your ideas for environmental protections should some low volume water use no longer require an authorization from the province.

Response: Any exemption should be applied based on aquifer or watershed-specific conditions using a scientific, risk-based approach rather than a blanket policy.

Non-domestic low-volume users should still be required to notify the Province of any groundwater connection, and the Province must maintain the authority to suspend or terminate use where aquifer health or community water security are at risk.

Question: What else should be considered?

Response: To address contamination risk, exemptions should also consider zoning. Exemptions should not apply to non-domestic groundwater use on lands zoned for agricultural, commercial, or industrial purposes, where the potential for contamination is higher. These users should continue to require authorization. Exemptions could be limited to low risk uses on residential or institutional lands, such as home-based businesses or institutional operations, where contamination risk is significantly lower.

Survey 3: Administrative Penalties Timelines

Question: Please share your thoughts on potential impacts should the timeline for imposing administrative penalties under the WSA be extended to match the timeline with other laws.

Response: No detailed engagement materials were provided through the online portal outlining the differences between the WSA's current timelines for imposing administrative penalties and those under other legislation such as the *Wildlife Act* or *Forest and Range Practices Act*. It appears the intent is to extend the existing three-year timeline under the WSA.

Extending this timeline could improve regulatory enforcement by allowing penalties for infractions discovered after a longer period. However, once an infraction is identified, clear timelines should also be established for the responsible party to remedy the violation and settle any penalties. This would provide compliance officers with more effective tools to ensure water-related infractions are addressed in a timely and responsible manner.

Question: Please share any additional comments on what you think is a reasonable amount of time for the application of penalties and any rationale, feedback, questions or concerns on changes to the administrative penalties timeline under the WSA

Response: No background information or rationale for the proposed timeline changes was provided by provincial staff, making it difficult to assess what would constitute a "reasonable" timeframe. This context should be clearly communicated to stakeholders before feedback is requested. More information on the intent, comparative timelines, and expected outcomes of any proposed change is needed to support meaningful review and comment.

Survey 4: Expanding Eligibility for Stream Restoration Activities

Question:	**What qualifications, experience, or local knowledge should be required for those designing, implementing or carrying out stream restoration activities?**
Response:	Individuals responsible for the design and implementation of stream restoration should, at minimum, meet the definition of a *Qualified Environmental Professional (QEP)* as defined under the RAPA/RAPR. The WSA/WSR should explicitly identify the professional designations authorized to provide services under the Act. Those carrying out the physical works should have demonstrated experience delivering successful restoration projects and operate under the supervision of a project QEP. Currently, certain qualified proponents (federal, provincial, and local governments) may undertake restoration, or maintenance works under a notification process rather than a change approval. If eligibility for this streamlined process is expanded, the WSA/WSR should clearly define the term *Qualified Proponent* and outline the required credentials, experience, and accountability mechanisms.
Question:	**Do you agree that changes are needed to improve permitting for stream restoration and maintenance?**
Response:	Yes
Question:	**Are there specific stream channel or fish habitat restoration or maintenance activities you believe should be avoided or limited?**
Response:	Yes
Question:	**If you answered yes to the question above, please identify the specific stream channel or fish habitat restoration or maintenance activities you believe should be avoided or limited.**
Response:	Under the current model, non-government proponents must partner with local governments to perform stream works within municipal boundaries. This partnership provides an essential regulatory checkpoint for works affecting designated streams that often function as critical drainage infrastructure. If new processes allow proponents to proceed through simple provincial notification, local governments risk losing oversight of works that affect systems vital for flood protection and public safety. Clear requirements for coordination with local governments must be maintained to ensure that ecological and drainage functions are both protected.
Question:	**Please share your perspective on why some stream channel or fish habitat restoration or maintenance activities should be avoided or limited.**
Response:	The concern is not with specific activities, but with ensuring that only capable and accountable organizations undertake restoration or maintenance work. Long-term monitoring and maintenance are essential to restoration success yet often underfunded or overlooked. Poorly maintained projects can degrade habitat conditions rather than improve them. If eligibility for the streamlined notification process is expanded to non-government proponents, the Province should ensure those proponents have the resources, staffing, and financial capacity for long-term maintenance and monitoring. Without this, local governments may be left responsible for the ongoing maintenance of failed projects in

critical drainage systems, without prior involvement or funding. Updates to the process should clearly address how these risks will be mitigated.

Question: **What, in your mind, is a good way to distinguish between stream restoration and stream maintenance?**

Response: Maintenance: Activities that improve or preserve the *existing* form and function of a stream without significant physical alteration.

Restoration: Activities that *significantly alter* the physical form and function of a stream to re-establish natural processes or habitat.

Question: **How might the distinction between stream restoration and stream maintenance affect how activities are planned or regulated?**

Response: A clear distinction between restoration and maintenance is essential for effective regulation.

A streamlined pathway for qualified proponents to conduct *maintenance* activities could balance ecological improvement with reduced regulatory burden, provided stakeholder notification to local governments remains a requirement.

Restoration activities, however, should continue to require stronger regulatory oversight to ensure proper stakeholder engagement, establish monitoring and maintenance obligations, and secure necessary financial or performance guarantees to ensure project success and long-term ecological integrity.

Survey 5: Riparian Areas Protection Regulation Enhancements

Question: **The Province is exploring definitions for "ditch", "surface flow of a stream", "riparian restoration", "institutional development" and "invasive species". Are there any additional definitions you feel should be clarified or added in the Riparian Area Protection Regulation (RAPR)?**

Response: Watercourse, body of water, undue hardship, protected fish

Question: **Are there any types of works you think should be exempt from RAPR?**

Response Yes

Question: **If you answered yes to the question above, please describe the types of works you think should be exempt from RAPR.**

Response Upland riparian restoration performed under the supervision of a Qualified Environmental Professional should be exempt from RAPR, provided an adequate notification process is implemented. This process should ensure that restoration projects are properly monitored and maintained so that vegetation establishes successfully and remains naturalized over the long term. Restoration works occurring below the top of bank within a SPEA should still interface with the WSA, following the proposed requirements for stream restoration and enhancement by qualified proponents.

Question: **Do you agree with the concept of allowing some types of development or improvements within stream protection enhancement areas (such as removing dangerous trees, removing invasive species, small-scale access routes, or allowing homeowners to rebuild what was lost after wildfires or other natural disasters)?**

Response Yes

Question: **If you answered yes to the question above, what types of development or improvements do you think should be allowed within stream protection enhancement area (SPEAs)?**

Response Hazard/Danger Tree Management – with the support of ISA Certified Arborist/TRAQ; approach should look at wildlife trees where possible, full removal to protect life and property if alternative management approach is not feasible. Upland invasive species management within riparian areas, similar to exemptions for aquatic invasive species under Part 3 of the WSR. Non-permanent small scale access routes – soft trails for property access that can be naturally reclaimed if left abandoned. Non-permanent natural material fencing, constructed from wood or other degradable natural materials that allow wildlife movement, no metal, plastic or concrete fences.

Question: What risks do you see with allowing minor development within stream protection enhancement area (SPEAs)?

Response: Exemptions for repairing/rebuilding structures could allow footprint expansion without senior government oversight, placing compliance responsibility on local staff who may lack expertise. If a structure becomes unlivable, it is preferable to relocate it outside the SPEA and restore the area. Rebuilding in SPEAs after natural disasters carries similar risks; new structures in the same locations may face repeated hazards. Relocation outside the SPEA reduces exposure to floods or landslides.

Exemptions for previously approved major projects remove regulatory checkpoints, potentially allowing construction to move forward without property oversight. Environmental Assessments do not replace detailed construction-level permitting. Exemptions for contaminated site remediation risk unregulated ecological impacts. EMA remediation focuses on groundwater and soil standards, not ecological restoration. SPEA restoration should be ensured through RAPA/RAPR/RARNS oversight.

Question: Please use this space to provide any additional comments, feedback, questions or concerns on the changes being explored to RAPR.

Response: Local/regional governments must ensure their zoning, development, and building regulations support RAPA/RAPR compliance. Changes to RAPR should involve meaningful engagement with local government staff to assess administrative feasibility and ensure consistent implementation. This survey alone does not constitute adequate engagement for changes that could significantly impact implementation. Additional engagement opportunities for local governments should be provided.

List of Natural Resource Permitting Improvement Topics

Permitting Improvement Topics	Intended Regulatory Review
Exemption for construction dewatering	Exploring options to reduce authorization requirements for construction projects encountering groundwater.
Low volume water use without an authorization	Considering updates to allow small groundwater withdrawals without requiring a provincial authorization.
Exemption for constructing ice roads to access restoration sites	Not applicable.
Administrative penalties timelines	Exploring ways to align *Water Sustainability Act* administrative penalty timelines and processes with other natural resource statutes.
Expanding eligibility for stream restoration activities	Considering opportunities for qualified proponents to carry out stream channel and fish habitat restoration and maintenance projects.
Riparian Areas Protection Regulation enhancements	Exploring expanded exemptions for low-risk activities, introducing flexibility for recovery efforts, and clarifying missing or ambiguous definitions.
Low volume water use streamline authorization process	Developing a new review process for small withdrawals from streams or aquifers where impacts on other users, land, or the environment are minimal.
Expediting existing use groundwater applications	Exploring streamlining the review and decision process for existing-use groundwater applications.
Best management practices for changes in and about a stream	Updating guidance to address gaps in current application processes.
Streamlining routine permitting for changes in and about a stream	Exploring a single application process covering project design, best management practices, mitigation, and monitoring for multiple or recurring works.
Managing all wetland classes	Considering including all wetland types, including bogs and shallow open waters, under the WSA for consistent stewardship.
Applying the mitigation hierarchy for wetland activities	Exploring improved application of the "avoid, minimize, restore-on-site, offset" hierarchy for wetland-impacting activities.
Strategic use of offset payments to support wetland conservation	Considering using compensation measures and offset payments to support wetland restoration and conservation efforts.
Wetland identification and delineation manual	Developing a science-based manual for identifying wetlands and determining their boundaries.
Wetland professional accountability	Exploring definitions of qualified professionals and assurance statement requirements for work in and around wetlands.
Streamlining Forest Act permitting in Ministry of Transportation and Transit Right of Ways	Exploring more efficient permitting for linear utility projects (pipelines, transmission lines) crossing Crown land and provincial highway lands managed by the BC Transportation Financing Authority.

Potential Benefits and Challenges of the Proposed Permitting Improvements

Municipal Service Area	Potential Benefits	Potential Challenges
Flood Protection and Diking Projects	Streamlined approvals for routine or recurring dike maintenance and drainage works could reduce delays for time-sensitive projects. Potential to consolidate multiple permits (e.g., pump stations, culverts, dike tie-ins) under one WSA authorization, improving coordination. Faster response to emergency works during high-water events if exemption thresholds are clarified.	Reduced provincial oversight or broader exemptions could increase environmental risk if not well-defined. Potential changes to requirements for regulated streams and wetlands may increase permitting load for capital works. Ambiguity about what qualifies as 'routine' may delay projects until clarified. Greater administrative responsibility for municipalities to ensure compliance if provincial review is reduced.
Road and Utility Infrastructure Projects and Maintenance	Modernized permitting could reduce redundancy between provincial and municipal review for watercourse crossings, culverts, and outfalls. Predictable, standardized review pathways may better align with the delivery of capital projects under the City's Integrated Rainwater Resource Management Strategy.	If changes shift more responsibility to Qualified Professionals or local governments, the City may need to increase internal technical oversight capacity, including additional staff resources. Risk of inconsistent interpretation between City and provincial regulators during transition to new permitting processes.
Riparian Management Areas and Natural Areas	Updated standards could clarify assessment expectations and improve consistency. May provide opportunities for integrating ecological restoration into development projects more flexibly. Stronger Qualified Professional accountability could improve report quality and project outcomes. A clearer and more standardized definition of 'wetland' could improve consistency across jurisdictions, reduce interpretation disputes, and support more predictable decision-making. Stronger provincial guidance could help municipalities integrate wetland protection into land use planning and capital project design more effectively. Potential opportunities for wetland offset or compensation frameworks could complement the City's habitat restoration and enhancement initiatives.	Revisions could require amendments to City Bylaws and internal review procedures. If provincial standards are relaxed, local riparian and habitat protection objectives under the ENMS may be harder to achieve. Potential increase in staff workload to interpret and apply new or transitional RAPR standards. Changes to the definition of 'wetland' to include bogs may alter how areas are classified, potentially adding or removing sites from regulation, which could affect development review processes. Changes to wetland classifications have the potential to increase permitting requirements for private development and public works. If provincial definitions differ from current municipal interpretations, the City may need to update internal GIS datasets, policies, and bylaws to maintain consistency.
Development Review and Permitting	Streamlined provincial systems could improve processing time for private projects needing both City and provincial approvals.	Early implementation phases could increase confusion or duplicative reviews until systems stabilize. If the Province limits engagement windows, municipal feedback opportunities may be reduced. Transitioning to new forms, workflows, or data systems will require staff training, process adjustments, or additional staff resources.

City of Richmond

Report to Committee

To:	Finance and Audit Committee	**Date:**	November 17, 2025
From:	Elizabeth Ayers General Manager, Parks, Recreation and Culture	**File:**	03-0970-25-2026-01/2025-Vol 01
Re:	**2026 Operating and Capital Budgets for Richmond Public Library**		

Staff Recommendations

1. That the 2026 proposed Richmond Public Library budget with a municipal contribution of $12,642,700 as presented in Attachment 1 from the Chief Librarian and the Secretary of the Board, be approved; and

2. That the Richmond Public Library request for an additional municipal contribution of $100,000 for physical collection from the Chief Librarian and the Secretary of the Board, be included as a recommended item in the report titled "2026 One-Time Expenditures" dated November 17, 2025 from the Director, Finance.

Elizabeth Ayers
General Manager, Parks, Recreation and Culture
(604-247-4669)

Att. 1

REPORT CONCURRENCE		
ROUTED TO:	**CONCURRENCE**	**APPROVED BY CAO**
Finance Department	☑	
CONCURRENCE BY SMT	**INITIALS:**	

8209786

Richmond Public Library

Report to Committee

To: City of Richmond Finance Committee **Date:** October 9, 2025

From: Susan Walters
Chief Librarian and Secretary to the Board
Richmond Public Library

Re: **2026 Operating and Capital Budgets for Richmond Public Library**

Staff Recommendation

1. That the 2026 Richmond Public Library budget including a municipal contribution of $12,742,700 as presented in Attachment 1 from the Chief Librarian and the Secretary to the Board, be approved.

S. Walters.

Susan Walters
Chief Librarian and Secretary to the Board
Richmond Public Library
(604-231-6466)

Att. 1

Staff Report

Origin

In accordance with the *Library Act, Section 10(1)*, the Richmond Public Library (RPL) Board must prepare and submit to City Council its annual budget for providing library services on or before March 1, 2026. Council must approve the draft budget with or without amendment. This library staff report details the 2026 Operating and Capital Budgets, which were approved for submission to the City by the Library Board at its July 30, 2025 meeting.

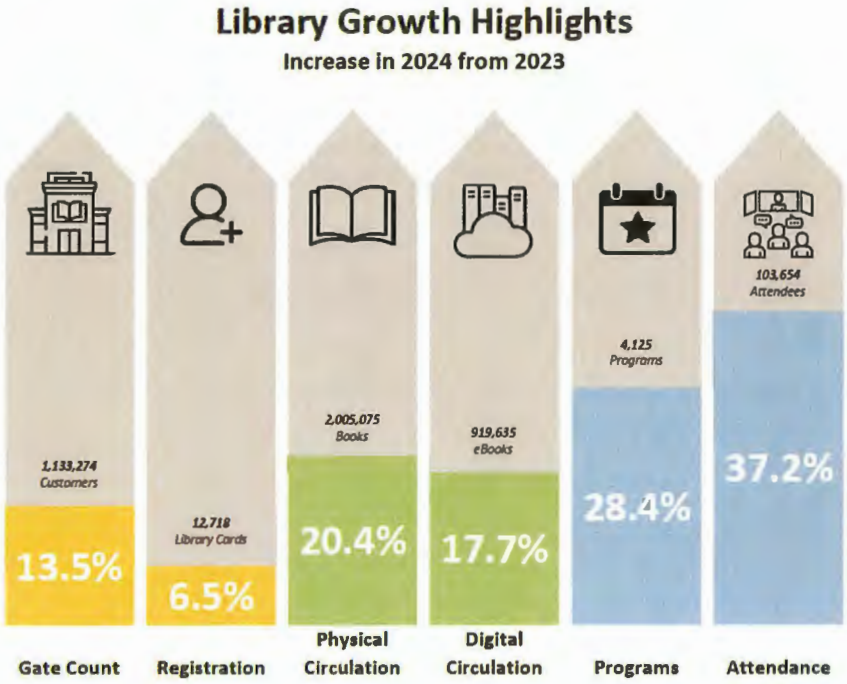
This report supports Council Strategic Plan 2022 – 2026: #4 Responsible Financial Management and Governance:

> *Responsible financial management and efficient use of public resources to meet the needs of the community.*
>
> *4.1 Ensure effective financial planning to support a sustainable future for the City.*
>
> *4.2 Seek improvements and efficiencies in all aspects of City business.*
>
> *4.3 Foster community trust through open, transparent and accountable budgeting practices and processes.*
>
> *4.4 Work with all levels of governments for grant and funding opportunities.*

Statistical Analysis

Guided by the 2024-2028 Strategic Plan, which was developed with a data-driven and community-focused approach, the library is making intentional investments in collections, programs, spaces and technology that directly reflect the needs and values of our Richmond residents. Library usage has been steadily increasing over the past several years, reflecting the growing importance our community places on library services. In 2024, there was a consistent growth across key measures including visits, registrations, circulation, programs, and program participation, when compared to 2023. These upwards trends, as shown in Figure 1, indicate a community that is actively engaging with its library, and demonstrates the importance of maintaining and expanding resources to meet this demand.

Figure 1: Library Growth Highlights



2026 Operating & Capital Budget

The library's budget is inherently shaped by non-discretionary drivers such as collective agreement increases and contractual obligations. The ongoing challenge is to balance these mandatory cost increases with initiatives that enhance and modernize library services, all while operating within a realistic budget increase. The library remains committed to a strategic and fiscally responsible approach to financial planning. A 2026 Proposed Operating and Capital Budget is detailed in Attachment 1, and main cost drivers are summarized in Table 1.

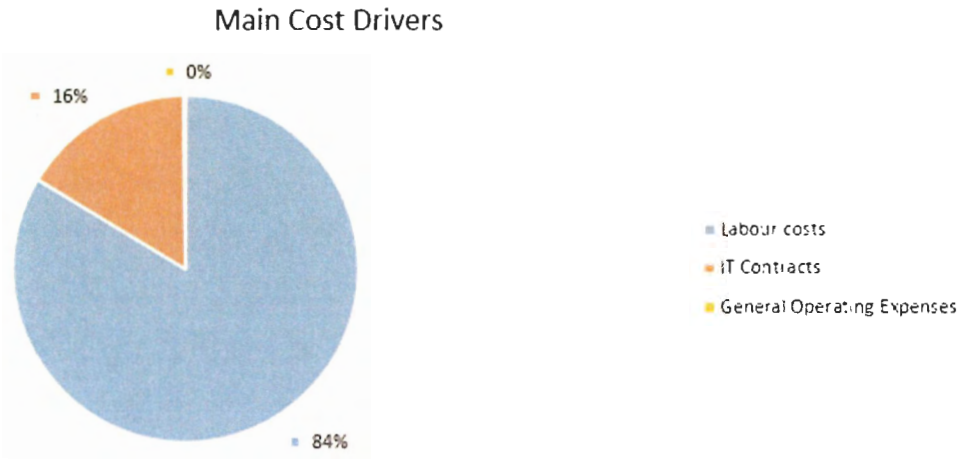
Table 1: Main Cost Drivers

Same Level of Service Increase	Amount	Municipal Contribution Increase
Labour costs	$ 332,900	2.72%
Contracts related to IT and Cybersecurity	46,500	0.38%
Adoption of MS Phone System in Alignment with the City	18,000	0.15%
Others	700	0.01%
Same Level of Service Budget Increase	**$ 398,100**	**3.26%**
Gradual elimination of one-time transfer of Budget Stabilization	22,000	0.18%
Proposed 2026 Operating Budget Increase	**$ 420,100**	**3.44%**
Physical Collection	100,000	0.82%
Proposed 2026 Operating and Capital Budget Increase	**$ 520,100**	**4.26%**

2026 Operating Budget

The 2026 operating budget presents the same level of service base budget resulting in a 3.26% municipal contribution increase for non-discretionary items. Including the continued gradual elimination of the transfer from Budget Stabilization from the previous year, the total municipal contribution increase is 3.44%. Figure 2 illustrates the breakdown of main cost drivers to provide the same level of service.

Figure 2: Main Cost Drivers for Same Level of Service



Labour expenses represent 84% of the main cost drivers, consistent with labour being the largest component of the operating budget.

Revenues:

Overall revenues have increased by $48,000 partially due to an expected increase in InterLINK reimbursement, and growing demand for printing and photocopying services as library visits continue to rise. The main driver, however, is the utilization of donation funds to support the Library Champions program. Base provincial grant funding is expected to remain at the same level.

Expenditures:

Total labour costs are anticipated to increase by $332,900. This increase includes an allowance for base wage increases, step increases, and salary fringe increases. Contracts related to Information Technology (IT) will increase by $46,500. The library's self-checkout kiosks maintenance requires $17,500 for ongoing support as per the service agreement contract, $15,000 will support ongoing cybersecurity measures, and the remaining $14,000 increase is due to other existing contractual increases.

In 2026, the City's IT department will be decommissioning the Cisco phone system, which is currently provided to the library at no cost. Aligning with City IT, the library will adopt Microsoft Teams as its communication platform. This shift will have a $25,000 one-time implementation cost, which the library will support with existing surplus funds, and a $18,000 ongoing cost that will impact our operating budget.

Provincial Enhancement Grant

In the past couple of years, the library has optimized the use of Enhancement Grants from the province of British Columbia to effectively meet the evolving needs of our communities. The library received an additional $37,700 in 2025, but it has been made clear that the funding will cease for 2026. As such, a focus this year and future years will be to ensure our operating budget can continue to sustain these established initiatives for as long as possible.

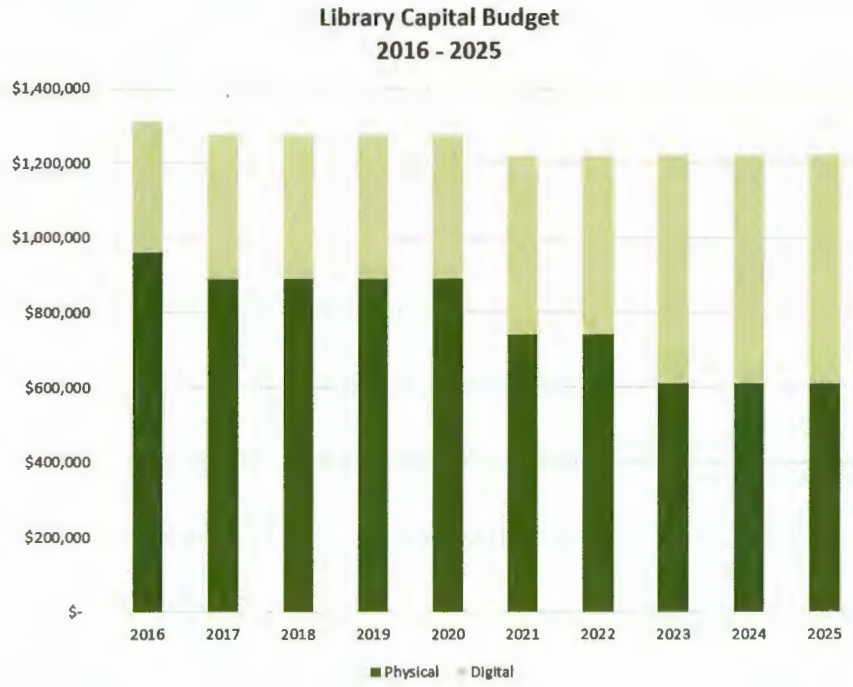
For example, recent federal funding cuts to Immigration, Refugees and Citizenship Canada (IRCC) have impacted various newcomers' programs, including the NewToBC Project. Recognizing the vital role this program plays in supporting Richmond's many newcomers, the library is collaborating with other libraries in the Lower Mainland on strategies to sustain the Library Champions program which brings newcomers together to learn about library resources and share back with their communities. The library is able to accomplish this in the current year with Enhancement Grant funding. In 2026, to ensure it can continue serving our community, the library will allocate donations funds to support its delivery. This will have no impact to our operating budget.

Since 2023, the Enhancement Grants have also supported the Community Services Connectors program (Connectors program), an initiative that trains individuals with lived and living experience to assist Richmond residents with low incomes by providing one-on-one, peer-led guidance on accessing social service benefits, affordable housing, employment resources and other essential community programs. The library will use the remainder of the Enhancement Grant to support this program for 2026 and as such will have no impact to our operating budget.

2026 Capital Budget

The library's capital budget for physical and digital collections has not increased since 2016. As shown in Figure 3, while the allocation between physical and digital collections have shifted over the years to reflect community's needs, the overall capital budget has remained the same. Last year, in response to the continued rise in circulation for physical materials, the library allocated $150,000 from the Library Collection Provision to support the 2025 Capital Budget.

Figure 3: Library Capital Budget 2016 – 2025



In 2026, the library will further allocate $200,000 of surplus funding from the Library Collection Provision towards building the initial collection at the new expanded Steveston library. In addition, a three-year plan will begin to invest $240,000 of surplus funds from the same provision to strengthen our digital collections, as outlined in Table 3.

Table 3: Provision Funding for Digital Collections – 3 Year Plan

	2026	2027	2028	Total
Digital Collections	**$80,000**	$80,000	$80,000	$240,000

However, to sustain growing demands as indicated by increased circulation system-wide, the library is requesting an increase of $300,000, distributed over three years to support physical print collection in the overall capital budget, as shown in Table 4. This budget increase request is informed by key data, drawing on relevant benchmarks, comparisons with other libraries' statistics, and an analysis of our own statistics, while being conscientious of budget constraints. A detailed analysis is provided in Attachment 2.

Table 4: Proposed Increases to Capital Budget for Physical Collections – 3 Year Plan

	2026	2027	2028	Total
Physical Collections	**$100,000**	$100,000	$100,000	$300,000

The total proposed collections budget for 2026 is $1,320,100. $610,000 continues to be allocated for eBooks and digital collections, and the remaining $710,100 supports print collection.

Financial Impact

The proposed 2026 budget to maintain the same level of operating service, to include the gradual elimination of the transfer from Budget Stabilization from the previous years, and to include an increased investment to the library's physical collection requests a municipal contribution of $12,742,700, which is a 4.26% increase over 2025's base contributions.

Conclusion

This report recommends a same level of operating service budget with a municipal contribution of $12,742,700 be approved.

Susan Walters, Chief Librarian and Secretary to the Board
Richmond Public Library (604-231-6466)

Att. 1: Richmond Public Library 2026 Proposed Operating and Capital Budget

Attachment 1

Richmond Public Library
2026 Proposed Operating and Capital Budget

Description	2025 Budget*	2026 Proposed Budget	Budget Variance	%
Revenue:				
Provincial Grants	$ 397,700	$ 397,700	$ -	0.0%
Other Revenue	80,000	128,000	48,000	60.0%
Investment income	20,000	20,000	-	0.0%
Total Revenues	**$ 497,700**	**$ 545,700**	**$ 48,000**	**9.6%**
Expenses:				
Salaries and benefits***	$ 9,965,500	$ 10,123,400	$ 157,900	1.6%
Library subscriptions and databases	789,800	870,000	80,200	10.2%
Supplies and equipment services***	546,200	487,400	(58,800)	-10.8%
General and administration	560,500	594,400	33,900	6.0%
Building, leases and maintenance	525,900	527,600	1,700	0.3%
Utilities	179,100	180,500	1,400	0.8%
Total Operating Expenses	**$12,567,000**	**$12,783,300**	**$ 216,300**	**1.7%**
Transfer to Capital -- Physical Collections	$ 760,100	$810,100	50,000	6.6%
Transfer to Capital – Physical Collections Increase	-	100,000	100,000	-%
Transfer from Provision - Capital	(150,000)	(200,000)	(50,000)	33.3%
Transfer from Provisions - Operating	-	(105,000)	(105,000)	-%
Transfer from Enhancement Grant	(412,800)	(78,000)	334,800	-81.1%
One-time transfer from Budget Stabilization	(44,000)	(22,000)	22,000	-50.0%
Total Expenses and Transfers	**$ 12,720,300**	**$ 13,288,400**	**$ 568,100**	**4.5%**
Municipal Contribution	**$ 12,222,600**	**$ 12,742,700**	**$ 520,100**	**4.26%**

**2025 Budget includes $412,800 funded from Enhancement Grant: $235,000 for Salaries and benefits, $130,000 for Supplies and equipment services, and $47,800 for General and administration. 2025 Budget also includes the reallocation of $419,300 base budget to library for the portion of the Steveston Community Centre and Library OBI that is related to library operations.*

***2026 Proposed Budget includes $78,000 funded from remaining Enhancement Grant: $60,000 for Salaries and benefits and $18,000 for Supplies and equipment services.*

Attachment 2

Analysis of Library's Capital Budget for Physical Collections

For the past decade, the Richmond Public Library (RPL) has managed its collections within the same level of funding, carefully monitoring circulation trends and adjusting resources to meet community needs as effectively as possible. However, as both physical and digital circulation continues to increase, this is no longer sustainable. With the new Steveston Library scheduled to open in late 2026, its space will triple, creating greater capacity for an expanded physical collection to meet local demand. Increased funding will enable the library to purchase more books, respond more quickly to needs, reduce wait times for holds, and improve access for our customers. Increased investment is needed to allow the library to continue delivering the high level of service that Richmond residents have come to expect from their library.

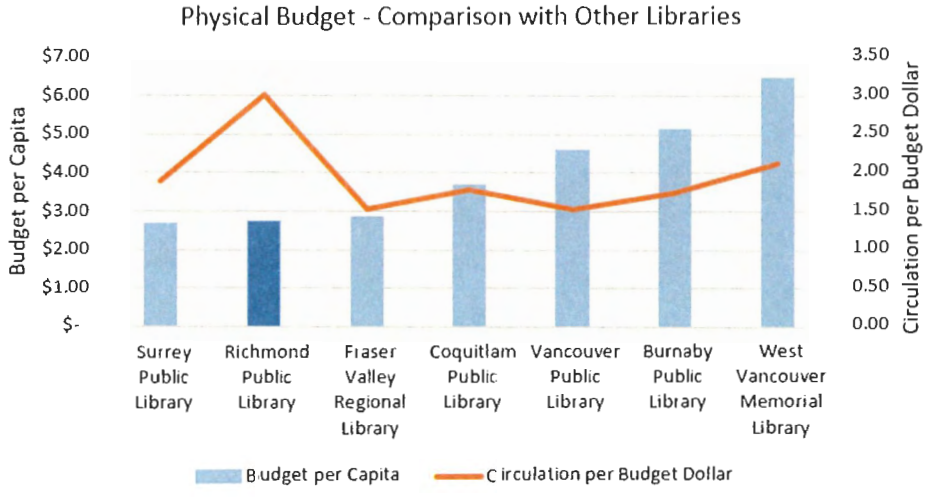
To make an informed request, we reviewed a range of benchmarks and performance data. Below are summaries of the most relevant analyses, highlighting both how the library compares to peer systems and where additional investment would have the greatest impact.

Benchmark – Books per Capita

As a general guide, the International Federation of Library Associations and Institutions (IFLA) recommends 2-3 books per capita for a library that serves a population of 100,000 and over. Recognizing that RPL is a popular reading library and the emphasis of our collection is on relevance over quantity, a reduced 1.50 books per capita was used in our analysis. The library currently has ratio of 1.43 books per capita, and to reach the goal of 1.50, an additional 17,830 items would need to be purchased, which equates to approximately $535,000.

Comparison with Other Libraries

When compared with other libraries in Greater Vancouver for which relevant data is available, RPL ranks 6th out of 7 in capital budget for physical collections on a per capita basis. However, RPL ranks by far the highest in circulation generated per budget dollar, demonstrating the efficiency of our collections team, and their ability to make thoughtful, targeted purchases that not only meet community needs, but also maximize the value of every dollar invested.



Benchmark – Books per Square Footage

Guidelines for books per square foot vary widely depending on the type of library and intended usage. Most reputable sources cite a general benchmark of 5 to 20 items per square foot. By this measure, our current ratio of 4.61 items per square foot (including new expanded Steveston Library square footage) would require the addition of 27,610 books, or an investment of approximately $828,300 to meet the minimum threshold of 5 items per square foot. However, as modern libraries increasingly dedicate space to diverse community functions, technology, and programming rather than solely housing collections, we consider this benchmark slightly less relevant than other measures analyzed in this report.

Digital

While circulation for digital resources continues to grow as well, and increased funding in this area could reasonably be expected to further boost usage, the library is not requesting an increase at this time given our strategy to utilize provision funds for the next three years. In recognition of budget constraints and a commitment to being fiscally responsible, our priority is to focus available resources on rebuilding and enhancing our physical collection to meet in-library demand.

Recommendation

The library recommends an increase of $300,000, distributed over three years to support physical print collection in the overall capital budget. This recommendation will provide sufficient funding to support the new Steveston Library's expanded square footage and allow the library to continue improving access to physical collections, a service that our community relies on.

City of Richmond

Report to Committee

To:	Finance and Audit Committee	**Date:**	November 12, 2025
From:	Mike Ching, CPA, CMA Director, Finance	**File:**	03-0970-25-2026-01/2025-Vol 01
Re:	**2026 Proposed Capital Budget**		

Staff Recommendation

1. That the 2026 Proposed Capital Budget as presented in Appendix 3 totaling $245,724,000 be approved; and

2. That the 2026 Proposed Capital Budget as approved be included in the Consolidated 5 Year Financial Plan (2026-2030).

Mike Ching, CPA, CMA
Director, Finance
(604-276-4137)

REPORT CONCURRENCE	
CONCURRENCE OF GENERAL MANAGER	
SENIOR MANAGEMENT TEAM	INITIALS:
APPROVED BY CAO	

8201906

Executive Summary

The City is responsible for providing and maintaining infrastructure, facilities, and other capital assets to serve its residents and businesses. The capital budget outlines the planned expenditures for adding, improving, replacing and extending the useful life of these assets. During the 2026 Capital Budget process, the Review Team (RT) reviewed and ranked each project submission based on the established capital ranking criteria, with Council's strategic plans, policies and priorities as the primary factors. The Senior Management Team (SMT) further reviewed the capital budget recommendations, and this report presents the final recommendation for the Finance and Audit Committee's consideration.

The 2026 Proposed Capital Budget recommends allocating $245.7 million, which represents 89 capital projects. Some of the highlights include the City's Works Yard Replacement - Phase 1, investment in the flood protection program, the asphalt re-paving program, and renewal of community amenities. The Building and Infrastructure programs make up 68.2 per cent (or $167.6 million) of the proposed budget. The Building program includes $74.0 million for the Works Yard Replacement Phase 1 project and $4.0 million for the Richmond Ice Centre sprinkler system replacement.

The City continues to invest in the Accelerated Flood Protection Program to address sea level rise. As such, $33.6 million is recommended for the Flood Protection program which includes dike upgrade designs and improvements, drainage pump station rehabilitation and generator upgrade program, canal stabilization, and utility improvements.

The 2026 investment in the Parks program is $5.6 million, comprising $0.8 million for the Richmond Nature Park Enhancements, $0.2 million to install ten pickleball courts and $0.6 million for the Garden City Community Park Pedestrian Bridge Replacement. Other capital project highlights include $0.4 million for Phase 1 of the Railway Greenway Solar Lighting project and $0.7 million for the Timber and Natural Play Replacement Program.

The Equipment program totals to $9.5 million, of which $3.1 million is related to the replacement of a fire rescue vehicle and fire equipment, and $5.6 million for corporate fleet replacement and utility vehicle purchases.

The Capital Budget proposes a $3.0 million investment in the Information Technology (IT) program, with $0.8 million for Workforce Management integration and implementation, and $0.1 million for MyBusiness enhancements. The IT program also includes refreshing various IT equipment and infrastructure for $1.7 million.

The Land program includes $50.0 million for strategic real estate acquisitions. Council approval is required for each real estate transaction.

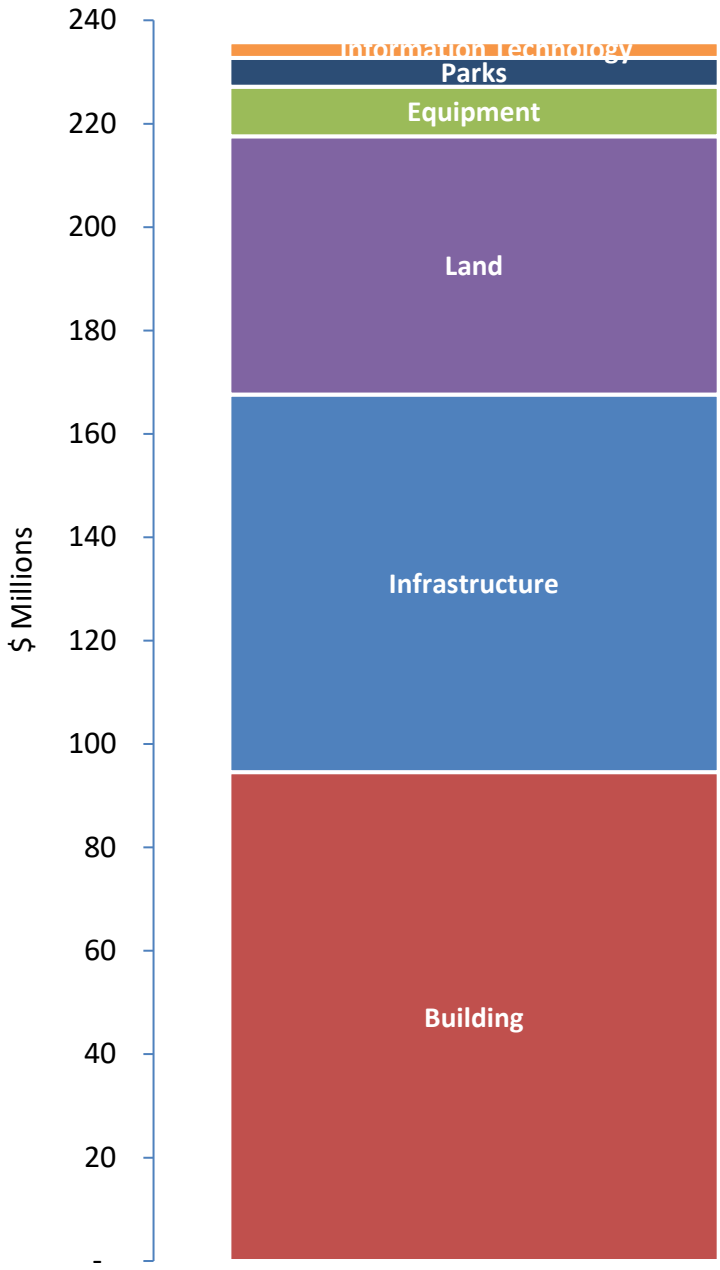
The timing and availability of potential grant opportunities and developer contributions are uncertain during the budget process. To account for this, $10.0 million has been allocated as a contingency for potential external capital funding that may become available but was not anticipated at the time of the budget process.

In conclusion, the 2026 Proposed Capital Budget enables the City to replace its Works Yard, maintain its ageing infrastructure and facilities, and advance new capital works which are necessary to meet our growing community needs. The Operating Budget Impact (OBI) associated with these

projects is $177,581. It is recommended that the 2026 Proposed Capital Budget be included in the Consolidated 5 Year Financial Plan (2026-2030).

The 2026 Proposed Capital Budget is summarized in Figure 1 with the complete list of recommended projects included in Appendix 3.

Figure 1: 2026 Proposed Capital Budget



	Number of Projects	Budget	%	Operating Budget Impact
Information Technology	9	$3.0M	1.2%	$50,529
Parks	13	5.6M	2.3%	46,216
Equipment	9	9.5M	3.9%	58,650
Land	1	50.0M	20.3%	-
Infrastructure	48	73.0M	29.7%	22,186
Building	8	94.6M	38.5%	-
Subtotal	**88**	**$235.7M**	95.9%	**$177,581**
Contingent External Contributions	1	10.0M	4.1%	-
2026 Proposed Capital Budget	**89**	**$245.7M**	**100.0%**	**$177,581**

Staff Report

Origin

Subsection 165(1) of the *Community Charter* requires the City to adopt a 5 Year Financial Plan (5YFP) Bylaw. The Proposed Capital Budget (Budget) is one of the main components of the 5YFP Bylaw. The Budget includes all capital expenditures that add, improve, replace and extend the useful life of the City's asset inventory. The Proposed Capital Budget allows the City to sustain existing civic infrastructure, while also adding new assets to service the growing community.

The Long Term Financial Management Strategy (LTFMS - Policy 3707) is a set of principles created by Council to guide the financial planning process. A key component of the LTFMS is to "*ensure that long term capital funding for infrastructure (e.g. parks, trails, facilities, roads, etc.) is in place in order to maintain community liveability and generate economic development."*

This report supports Council's Strategic Plan 2022-2026 Strategy #4 Responsible Financial Management and Governance:

> *Responsible financial management and efficient use of public resources to meet the needs of the community.*
>
> *4.1 Ensure effective financial planning to support a sustainable future for the City.*
>
> *4.2 Seek improvements and efficiencies in all aspects of City business.*
>
> *4.3 Foster community trust through open, transparent and accountable budgeting practices and processes.*
>
> *4.4 Work with all levels of governments for grant and funding opportunities.*

Analysis

This report presents the 2026 Proposed Capital Budget detailing the 2026 recommended projects, its justifications and the associated Operating Budget Impacts (OBI). This report also includes the projects currently planned for years 2027-2030 as required; however, the projects will be subject to final approval in each subsequent year.

The City owns $4.3 billion in assets (historical cost), and the asset portfolio is highly diversified. The City's infrastructure includes 636 km of water pipes, 569 km of sewer pipes, 154 sanitary sewer pump stations, 1,338 km of asphalt roads, and other infrastructural assets. The City has one of the most comprehensive flood protection systems in British Columbia, including 49 km of dikes, 599 km of drainage pipes, 61 km of culverts and tunnels, 151 km of channelized watercourses and 39 pump stations to keep the City a safe place to live, work and play. The City's park system comprises of 140 parks totaling approximately 2,153 acres and more than 136 km of trails. Within the parks, there are parks improvement assets like sports fields, playgrounds, shelters and community gardens. In addition, the City is responsible for approximately 180 civic facilities including seven fire halls, four police stations, eight community centres and three arenas.

Richmond's current population is estimated at 241,375. Between the 2016 and 2021 censuses, the City experienced a population growth of 5.9 per cent, contributing to increased demand for infrastructure and services. To maintain service levels and support continued growth, investment in new infrastructure is essential. Additionally, Richmond's existing infrastructure requires ongoing maintenance and renewal to reduce the risk of service disruptions to residents and businesses.

In essence, Richmond's $4.3 billion portfolio of ageing infrastructure, combined with steady population growth and rising service demands, underscores the need for sustained capital investment to maintain reliable services and community resilience.

Capital Budget Process

The capital budget is one of the most important processes that the City undergoes and the outcome represents the interests of taxpayers. The capital budget submission process is conducted utilizing established criteria to evaluate and prioritize capital projects that fulfill the needs of the City and the goals and objectives of Council. The use of objective criteria to prioritize capital projects will result in optimal capital decisions that withstand public review.

The capital budget process begins in early summer. Each division prepares its capital submissions based on its area of expertise, needs assessment, Council priorities and funding availability. In accordance with the Capital Submission Process administrative directive (3713 AD), each capital submission must include a business case. Every division's preparer must self-score their capital submissions and provide a rationale to support the assigned scores based on the established criteria as summarized in Appendix 1. Each capital submission may include an Operating Budget Impact (OBI) request for the on-going operating and maintenance costs that arise specifically from the capital projects. An OBI request must be supported by a business case which forms part of the capital submission. Each division must explicitly justify actual OBI expected along with any assumptions made.

A Review Team (RT), approved by the Chief Administrative Officer (CAO), is tasked to review and rank the capital submissions. The RT is composed of the Chair and Directors nominated by the Senior Management Team (SMT) from their respective divisions. The RT reviews the submissions in accordance with corporate objectives and Council Strategic Plan priorities. The recommendation is provided to the SMT for review and discussion.

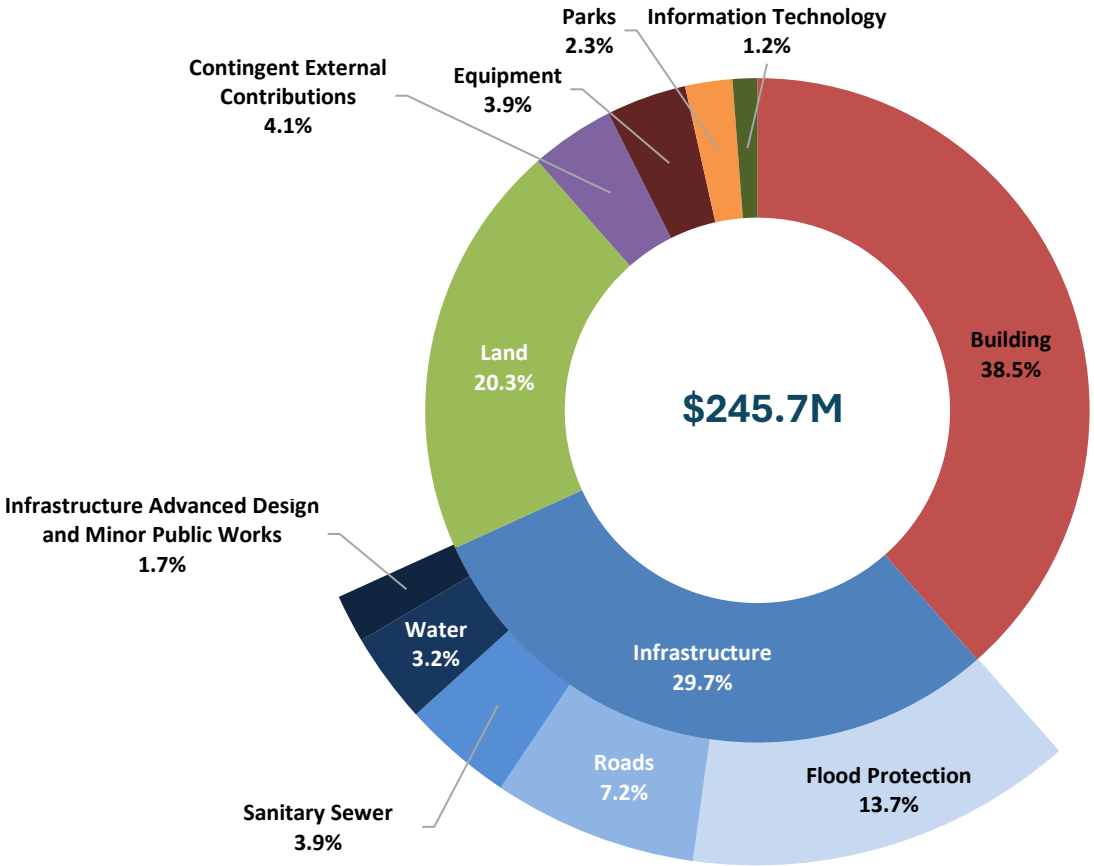
The 2026 Proposed Capital Budget includes and presents the final recommendation from the SMT to the Finance and Audit Committee for review, approval and inclusion in the Consolidated 5 Year Financial Plan (2026-2030). The capital budget process is illustrated in Appendix 2.

All in all, the City's capital budget process ensures that every proposed project is evaluated through a transparent, data-driven framework resulting in a prioritized list of investments that align with the Council's strategic goals; forming the basis of the 2026 Proposed Capital Budget.

2026 Proposed Capital Budget

The 2026 Proposed Capital Budget amounts to $245.7 million of capital investment, focusing on infrastructure renewals, acceleration of the flood protection program, and the replacement of the City's Works Yard. The following graph (Figure 2) summarizes the 2026 Proposed Capital Budget by program.

Figure 2: 2026 Recommended Projects by Program



Infrastructure Program

The proposed capital budget for the Infrastructure program is $73.0 million, with $33.6 million allocated to the Flood Protection program and $17.7 million to the Roads program.

The City's Accelerated Flood Protection Program outlines a 50-year implementation plan to raise all 49 km of the City's dike. In 2020, the City was awarded $13.8 million of grant funding from the Disaster Mitigation Adaptation Fund for the design and construction of drainage pump station upgrades and perimeter dike raising. $10.1 million of the grant has already been included in previous Council-approved capital projects. The remaining $3.7 million of the grant, which has not yet been incorporated into the capital project, is included in the 2026 capital budget.

The Budget includes a $6.7 million investment in flood protection and dike improvements and $4.7 million in dike upgrade designs. While the Flood Protection and Dike Improvements Project emphasize flood protection improvements, the Dike Upgrade Designs Project will focus on planning, designing and providing detailed reports to facilitate the City's Accelerated Flood Protection Program.

Within the Roads program, a total of $9.3 million has been allocated to asphalt re-paving to maintain roadway service levels and support proactive roadway upgrades. This includes an additional funding of $3.0 million that is anticipated to be awarded in 2026 for the Major Road Network Corridor deficiencies identified by TransLink. Another key initiative is the $2.0 million Arterial Roadway Improvement Program, which includes a planned upgrade of the No. 6 Road and Vulcan Way intersection to a signalized intersection.

Other key infrastructure projects include $5.5 million to the Watermain Replacement and Upgrades Program, targeting to replace 3,434 m of watermain, and $7.8 million to the Steveston Sanitary Sewer Rehabilitation Program, which is part of a multi-year program to assess, rehabilitate or replace ageing gravity sewers in the Steveston area.

Building Program

The Building program proposes a $94.6 million capital investment, comprising of $74.0 million for the Works Yard Replacement Project, $4.0 million for the sprinkler system replacement at the Richmond Ice Centre, and $3.7 million for the skylight dome repair and air handling unit replacement at the Richmond Cultural Centre.

On July 28, 2025, staff presented the program, form, phasing and budget of the Works Yard Replacement capital project to Council. Council approved the program totalling approximately 400,000 sq. ft. and the building form. The Council-approved Phasing Strategy consolidates the schedule from four phases to three and shortens the overall project timeline from 12 years to 10 years. Council also endorsed adding the Workshop Program and other related elements to the scope of work for Phase 1. In addition, Council endorsed that a capital submission for the Works Yard Replacement – Enabling Works and Phase 1 Project, reflecting a scope change and a budget increase of $74.0 million (2025 dollars), be prepared for Council's consideration as part of the 2026 budget process. This capital submission will be funded from the following funding sources:

- $42.7 million from the Capital Building and Infrastructure reserve
- $7.3 million from the Capital Reserve (Revolving Fund)
- $10.0 million from the Sanitary Sewer reserve
- $14.0 million from the Water Supply reserve

By implementing the Workshop facilities earlier in the schedule, the City can proceed with procurement and installation of key equipment sooner, which supports operational continuity and helps mitigate the impact of market-driven cost escalation. Earlier workshop delivery also enhances scheduling flexibility for subsequent phases and reduces dependency on ageing infrastructure that would otherwise remain in use longer under the initial phasing plan. Additional efficiencies can be realized by locating the staff parking lot beneath the Main Building (Administration and Workshop).

Parks Program

The 2026 Parks program is $5.6 million. The majority of the funding has been allocated to infrastructure-renewal projects such as the pedestrian bridge replacement within the Garden City Community Park ($0.6 million) and the Timber Play replacement in various playgrounds ($0.7 million). In addition to the renewal projects, the City will invest $0.4 million in solar lighting for the Railway Greenway and $0.2 million in Pickleball Court installations. It is anticipated that another ten pickleball courts will become available upon project completion.

Land Program

The 2026 Proposed Capital Budget includes $50.0 million allocated for future strategic real estate acquisition. Any real estate acquisition must meet the Council Approved Strategic Real Estate Investment Plan, and a separate Council approval is required for each real estate acquisition transaction.

Equipment Program

The Equipment program amounts to $9.5 million, of which $3.1 million is related to fire equipment and vehicle replacement and $4.7 million related to the replacement of the City's vehicles and equipment.

Information Technology Program

The 2026 Capital Budget proposes a $3.0 million investment in the Information Technology program. The City will continue its investment in the enhancement of the MyBusiness platform ($0.1 million) to shorten the licensing process time, and advanced technologies like data analytics ($0.1 million) and workforce management integration and implementation ($0.8 million). Other investments include refreshing various IT equipment and infrastructure.

The 2026 recommended capital projects are listed in Appendix 3. Capital projects that are not recommended for funding are summarized in Appendix 7. Individual capital submission details can be found in Appendices 8 and 9.

At the discretion of the Finance and Audit Committee, any capital project recommended by staff for funding may be removed from the recommended list. In addition, any capital project that is not recommended for funding may be reconsidered for recommendation by the Finance and Audit Committee, subject to funding availability.

Capital Budget Funding Sources

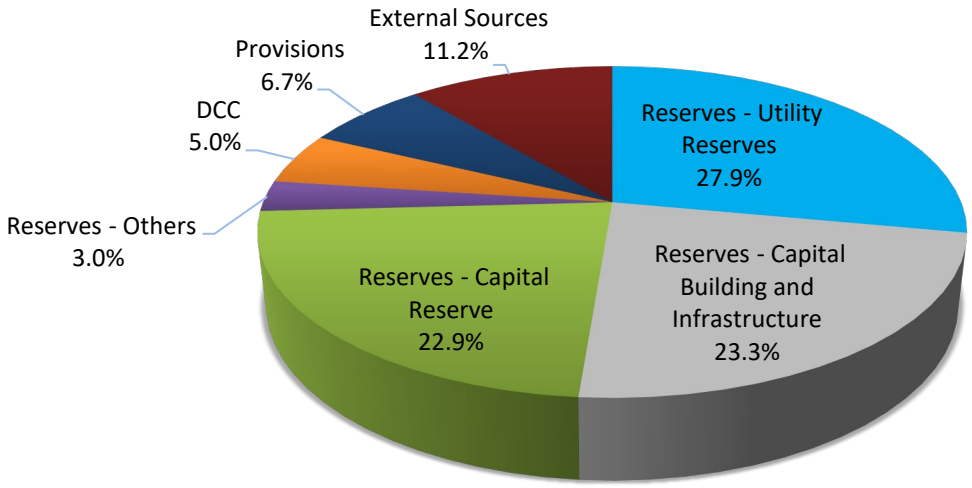
The City balances capital investment with various funding sources to maximize the investment value. The Capital funding is summarized as follows:

- **Development Cost Charges (DCC):** These are legislated levies placed on new developments that result in increased demands on the City's infrastructure and may only be used to pay for capital costs related to parkland acquisition and development, storm drainage, roads, sanitary sewer, and water infrastructure.
- **Reserves**: These are funds established by bylaws for specific capital purposes and are funded primarily by contributions from the Operating and Utility Budgets and developer contributions.

- **Provisions:** These include funds set aside for future commitments and obligations and developer contributions (other than DCCs).
- **Rate Stabilization Account:** This is the operating surplus that is set aside for one-time funding opportunities or for deferring the City's tax increases to a future year.
- **Debt:** These include external borrowings to fund long-term capital projects.
- **External sources:** These include grants, and other non-City funding sources.

The 2026 Proposed Capital Budget by funding source is illustrated in Figure 3.

Figure 3: 2026 Proposed Capital Budget by funding source



Development Cost Charges (DCC)

The 2026 recommended capital projects that are funded from DCCs are listed in Appendix 6. In addition to growth, a DCC-funded capital project can also benefit the existing population. For the 2026 recommended capital projects, the benefit allocation to the existing population ranges from 0 to 75 per cent. In accordance with the *Local Government Act*, the City is responsible for paying for the portion of the total infrastructure that benefits the existing population through tax or other funding sources. Additionally, the City pays one per cent of the infrastructure cost as the municipal assist factor to assist future growth. The City funding related to the Drainage, Water and Sanitary Sewer DCC programs will be funded from their corresponding utility reserves. The funding for Roads, Parks Acquisition and Parks Development DCC programs will be funded from the Capital Reserve (Revolving Fund).

Capital Reserves

The City established various capital reserves to finance the majority of its capital renewal projects through the collection of utility fees or property taxes. The Capital Reserve (Industrial Use) is also funded through rental income, as well as proceeds from real estate disposition. The contributions to these reserves are built-in to the Utility and Operating budgets and any increase in the contribution will require Council approval. These annual contributions strengthen the reserve balance, which is essential for major capital investments like the Accelerated Flood Protection Program and the replacement of ageing infrastructure.

Capital Building and Infrastructure (CBI) Reserve

In September 2003, City Council approved the Long Term Financial Management Strategy (LTFMS - Policy 3707) directing a one per cent tax increase in transfer to reserves for infrastructure replacement needs. Since the establishment of this policy, the City has funded a number of major facility projects such as:

- Fire Hall No. 1
- Fire Hall No. 3
- Minoru Centre for Active Living
- Phoenix Net Loft deconstruction
- Richmond Animal Shelter
- Bowling Green Community Activity Centre
- West Richmond Pavilion (formerly called Hugh Boyd Community Facility and Fieldhouse)
- Works Yard Replacement – Phase 1

The major facility replacement that is anticipated to be in service in 2025 is the Bowling Green Community Activity Centre. The Steveston Community Centre and Library is currently under construction and is anticipated to be completed before the end of 2026. The Works Yard is another major facility replacement that has a 10-year timeline and is currently underway. The entire project budget is estimated to be $410.0 million and $100.0 million of that has been approved thus far. The Proposed 5 Year Capital Plan (2026-2030) includes $230.0 million for this project. The Covered Lacrosse Box and the Japanese Duplex Restoration and Fit Out are the other major facility projects that have been included in the Proposed 5 Year Capital Plan.

The CBI Reserve is not only being used for replacement of major facilities, but also to fund capital improvements for more than 180 City-owned buildings. A building assessment is conducted regularly on the buildings to identify the capital work required. Feasibility level review and costing is then performed before submitting the capital requests to the budget process.

To support the Works Yard Replacement project budget, the City will need to maintain a one per cent annual property tax increase for the next 10 years. This is in line with the Council's Long Term Financial Management Strategy Policy 3707. Other submissions that will be funded in 2026 include capital works at the Richmond Ice Centre and Richmond Cultural Centre. The list of CBI-funded 2026 capital projects are listed in Appendix 5.

Capital Reserve (Revolving Fund)

The Capital Reserve (Revolving Fund) was established to fund new assets that are required to support Council's new initiatives. This fund also supports new programs that are not within the approved DCC plan and existing asset renewals that are not financed by a designated capital reserve. For 2026, there are 16 capital submissions competing for funding, with a total funding request of $17.5 million from the Revolving Fund. Of this, 12 capital projects such as the Railway Greenway Solar Lighting - Phase 1 and Richmond Nature Park Enhancements are recommended. The 2026 recommended projects funded from the Revolving Fund are listed in Appendix 4. Replacement of ageing infrastructure and the City's Works Yard are considered priorities in 2026.

Provisions

Provisions include funds set aside for future commitments and obligations and developer contributions (other than DCCs). One of the examples is the Capstan Neighbourhood Park activation that will be funded from a developer contribution. The City has received $0.3 million from the developer as part of the rezoning consideration, and it will be used to install park features or amenities in the Capstan Neighbourhood Park.

Rate Stabilization Account (RSA)

The Rate Stabilization Account (RSA) was approved by Council in 2013 to ensure that funding would be available to help balance the budget for non-recurring items and level out tax increases. It could also be used to fund one-time capital expenditure requests. Each year, once the City's accounts from the prior year are finalized, any resulting surplus is transferred into the RSA. The RSA has an unaudited balance of $16.8 million as of October 31, 2025. There are no capital projects to be funded by the RSA in 2026.

Debt

Debt financing is preserved for significant large-scale capital projects based on internal funding levels and external market conditions. The City has secured a $96.0 million capital loan for the Steveston Community Centre and Library capital project, with a repayment term of 20 years. The unaudited long term debt balance as of September 30, 2025, is $85.5 million.

External Sources

External sources include grants, senior government funding received by the City and external contributions. By securing these external resources, the City can optimize its capital investment by pursuing larger-scale capital projects at a faster rate to support the City's initiatives and infrastructure development.

The 2026 Proposed Capital Budget includes external grants for the following capital projects:

- Arterial Roadway Improvement Program
- Top 20 Collision Prone Intersection
- Transit-Related Amenity and Roadway Improvement Program
- Disaster Mitigation and Adaptation Fund Infrastructure Upgrades

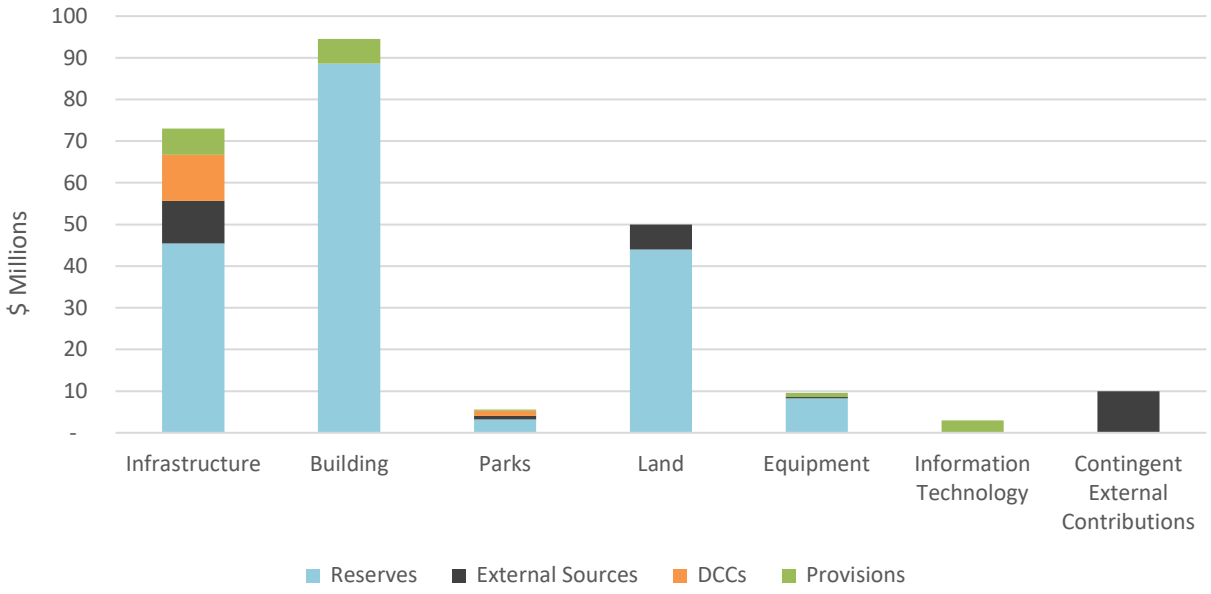
Senior government funding includes the Canada Community Building Fund which supports infrastructure and capacity-building projects with environmental outcomes, the Housing Accelerator Fund (HAF) for new affordable housing initiatives, and TransLink's Operations, Maintenance and Rehabilitation (OMR) program for the rehabilitation of the major road network. These senior government programs provide funding to the following 2026 capital projects:

- Annual Asphalt Re-Paving Program – MRN
- Energy Management – Continuous Optimization Project
- Pickleball Court Installation
- Supplementary MRN Road Rehabilitation Program
- Strategic Real Estate Acquisition
- Timber and Natural Play Replacement Program

The budget includes $17.4 million external funding, and an additional $10.0 million which is for potential grant opportunities and developer contributions that cannot be anticipated at the time of the budget process.

The 2026 Capital Program by funding source is illustrated in Figure 4.

Figure 4: 2026 Capital Program by Funding Source



2026 Operating Budget Impact (OBI)

Operating Budget Impacts (OBIs) are ongoing additional operating and maintenance costs associated with new, upgraded and contributed assets. Operating and maintenance costs can include labour, materials, utilities, equipment usage, annual software subscriptions and support contracts. These OBIs need to be added to the City's operating budget to maintain the City's service level.

The total OBI relating to the 2026 recommended projects is $177,581, which can be summarized as follows:

Table 1: 2026 Capital OBI

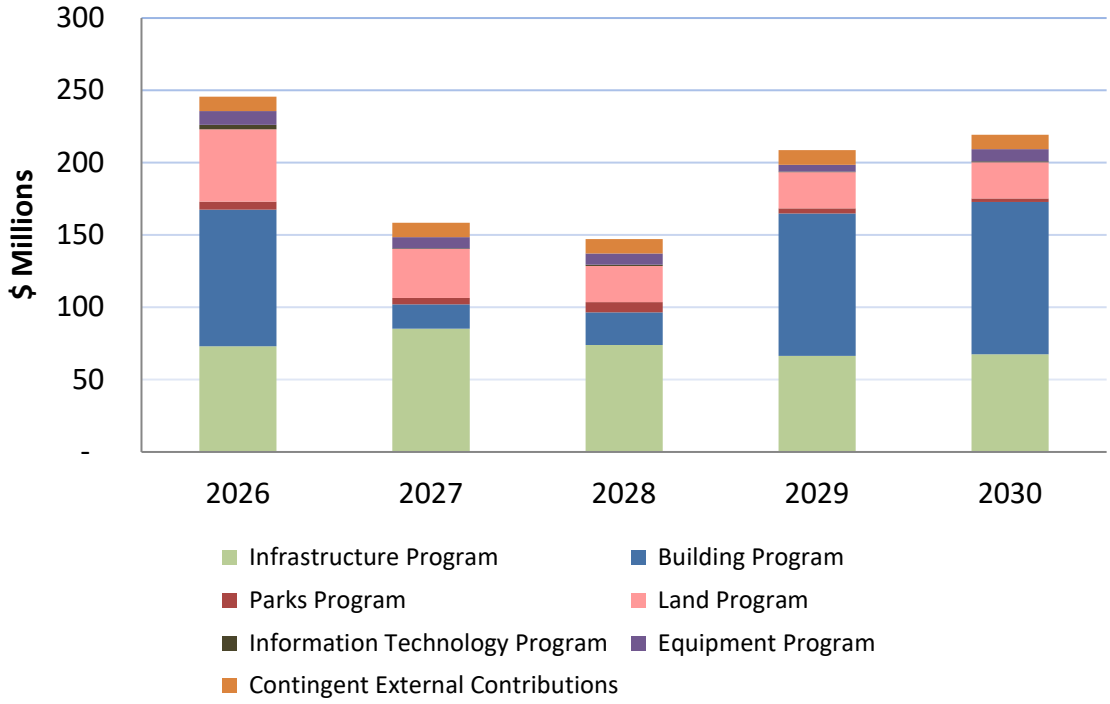
2026 Capital OBI Breakdown	Amount
Supplies and materials	$ 88,138
Contract services	24,092
Public works maintenance	65,351
Total	**$ 177,581**

The OBIs resulting from the approved capital projects will be added to the Operating Budget in the same year that they are approved by Council. Of this amount, $76,000 is related to utility projects and is included within the Equipment program. If the respective projects are approved, this amount will be incorporated into the 2027 utility rate budget since the 2026 Utility Budgets and Rates report was approved on November 10, 2025.

Proposed 2026 to 2030 Capital Plan

The Proposed 5 Year Capital Plan emphasizes the renewal of critical infrastructure assets, investment in major facility replacements, conservation of the City's heritage buildings and expansion of multi-use pathways. The majority of the Plan is allocated to the Infrastructure program and the Building program, with the distribution of capital funding by program illustrated in Figure 5.

Figure 5: Capital Budget by Program (2026-2030)



Within the Infrastructure program, $157.3 million has been allocated to the Flood Protection program, and $8.4 million is planned for the construction of a multi-use pathway on Shell Road, between Highway 99 and River Road. The City will continue to invest $230.0 million in the Works Yard Replacement project, $18.4 million in the Richmond Ice Centre building renewals, $6.8 million to build a new Covered Lacrosse Box, and $8.0 million in the Japanese Duplex Restoration and Fit Out. A summary of the 5 Year Capital Plan (2026-2030) is presented in Appendix 10, and the funding sources are presented in Appendix 11. A detailed listing of these projects, sorted by program, is presented in Appendix 12. Highlights of the 2027–2030 projects are summarized in Appendix 14.

Due to funding constraints, not all capital submissions for future years can be included in the Plan. A summary of submissions that are not recommended for funding is provided in Appendix 13. One of the key projects is Lulu Island Park, envisioned as the City's premier waterfront park in the City Centre area. All necessary parkland acquisitions were completed in 2024. Funding for the Park's Master Plan has been secured and $2.75 million has been allocated for detailed design work in the 5 Year Capital Plan. Construction will be phased, with capital cost estimates to be refined during the detailed design stage.

As DCC funding depends on the timing of new developments, and future funding availability cannot be precisely determined, the City has adopted a conservative approach in projecting DCC funding for future years. Consequently, capital submissions for the construction of Lulu Island Park's Phase 1 and Phase 2 in 2029 to 2030 are not included in the 5 Year Capital Plan due to funding availability. Any future capital submissions that are currently excluded from the Plan may be reconsidered and potentially recommended in future budget cycles. Priorities, asset conditions, cost escalations and funding availability are continuously reviewed. All capital submissions will be subject to final approval in each subsequent year.

Financial Impact

The 2026 Proposed Capital Budget with a total value of $245,724,000 will enable the City to maintain and advance the asset inventory in order to provide necessities and benefits to the community. It is recommended to include the 2026 Proposed Capital Budget and the Operating Budget Impact of $177,581 in the Consolidated 5 Year Financial Plan (2026–2030).

Conclusion

The recommended capital budget for 2026 is $245,724,000. The Review Team worked closely with the SMT to represent the interests of all stakeholders to ensure that the 2026 capital program addresses Council's strategic plans, policies and priorities and meets the needs of the community while effectively utilizing available funding.

Jenny Ho, CPA, CGA
Manager, Tangible Capital Assets
(604-276-4223)

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Capital Ranking Criteria

Alignment with City Vision	• Does this support Council's Strategic Plan or an approved City strategy?
Risk Management	• Is there a legal or regulatory compliance requirement and/or a risk that needs to be managed?
Social	• Will this enhance social equity, vibrancy and/or health and wellness of the community?
Environmental	• Will this improve environmental conditions or reduce waste?
Economic	• Is there Operating Budget Impact (OBI) and external funding for the project?
Innovation & Efficiency	• Is this innovative and does it increase productivity? (applicable only to IT related submissions)

2026 Capital Budget Process

- Review Capital Budget process and identify focus areas; and
- Publish guidelines for the preparation of capital submissions

- Prepare capital and Operating Budget Impact (OBI) submissions
- Division review and rank of 2026-2030 capital submissions

- Review Team ranks all 2026-2030 capital and reviews OBI submissions
- Prepare preliminary list of recommended projects based on rank and funding availability

- CAO/SMT review Capital Budget and recommendation finalized

- Present 2026 - 2030 Capital Budget to Finance and Audit Committee
- Present 2026 - 2030 Financial Plan Bylaw to Council for approval

Project Name	External Funding	City Funding[1]	Total Investment	Total OBI	Ref
INFRASTRUCTURE PROGRAM					
Roads					
Active Transportation Improvement Program	-	250,000	250,000	12,880	27
Annual Asphalt Re-Paving Program - MRN	1,807,000	-	1,807,000	-	28
Annual Asphalt Re-Paving Program - Non-MRN	-	4,447,000	4,447,000	-	29
Arterial Roadway Improvement Program	700,000	1,300,000	2,000,000	3,057	30
Citywide Connector Walkway Improvement Program	-	250,000	250,000	-	31
Road Sensors Program	-	100,000	100,000	-	32
Sidewalk and Walkway Improvement Program	-	750,000	750,000	-	33
Special Crosswalk Program	-	300,000	300,000	3,949	34
Street Light Condition Assessment - Phase 2	-	400,000	400,000	-	35
Supplementary MRN Road Rehabilitation Program	3,037,000	-	3,037,000	-	36
Top 20 Collision Prone Intersections	907,403	992,597	1,900,000	-	37
Traffic Calming Program	-	200,000	200,000	2,300	38
Traffic Signal Power Backup System (UPS) Program	-	400,000	400,000	-	39
Traffic Signal Upgrade Program	-	500,000	500,000	-	40
Traffic Video and Communication Program	-	400,000	400,000	-	41
Transit-Related Amenity and Roadway Improvement Program	100,000	150,000	250,000	-	42
Transportation Planning and Design	-	750,000	750,000	-	43
Total Roads	***$6,551,403***	***$11,189,597***	***$17,741,000***	***$22,186***	
Flood Protection					
Box Culvert Repair	-	1,584,000	1,584,000	-	45
Burkeville Utility Improvements	-	521,000	521,000	-	46
Canal Stabilization and Drainage and Irrigation Upgrades	-	1,864,000	1,864,000	-	47
Development Coordinated Works - Flood Protection	-	250,000	250,000	-	48
Dike Upgrade Designs	-	4,688,000	4,688,000	-	49
Disaster Mitigation and Adaptation Fund Infrastructure Upgrades	3,693,600	9,450,400,	13,144,000	-	50
Drainage Chamber Rehabilitation and Upgrades	-	150,000	150,000	-	51
Drainage Pump Station Rehabilitation and Generator Upgrade Program	-	500,000	500,000	-	52
Flood Protection and Dike Improvements	-	6,662,000	6,662,000	-	53
Invasive Species Management	-	200,000	200,000	-	54
Laneway Drainage Upgrades	-	3,263,000	3,263,000	-	55
Riparian and Instream Habitat Monitoring	-	100,000	100,000	-	56
SCADA System Improvements	-	200,000	200,000	-	57
Watercourse Rehabilitation and Replacement	-	450,000	450,000	-	58
Total Flood Protection	***$3,693,600***	***$29,882,400***	***$33,576,000***	***-***	
Water					
Development Coordinated Works - Water	-	250,000	250,000	-	60
Fire Hydrant Upgrades	-	400,000	400,000	-	61
Water Metering Program	-	1,500,000	1,500,000	-	62
Watermain Replacement and Upgrades Program	-	5,515,000	5,515,000	-	63
Watermain Tie-in and Restoration	-	300,000	300,000	-	64
Total Water	***-***	***$7,965,000***	***$7,965,000***	***-***	

[1] City Funding includes funding from the Development Cost Charges, reserves, funds set aside for future commitments and obligations, and sources other than external sources.

Project Name	External Funding	City Funding[1]	Total Investment	Total OBI	Ref
INFRASTRUCTURE PROGRAM					
Sanitary Sewer					
Development Coordinated Works - Sanitary	-	250,000	250,000	-	66
Sanitary Pump Station and Forcemain Upgrades and Rehabilitation	-	800,000	800,000	-	67
Sanitary Sewer Gravity System Assessment and Rehabilitation	-	600,000	600,000	-	68
Sanitary Sewer Tie-in and Restoration	-	150,000	150,000	-	69
Steveston Sanitary Sewer Rehabilitation	-	7,838,000	7,838,000	-	70
Total Sanitary Sewer	***-***	***$9,638,000***	***$9,638,000***	***-***	
Infrastructure Advanced Design and Minor Public Works					
Public Works Infrastructure Advanced Design	-	2,500,000	2,500,000	-	72
Public Works Minor Capital - Dikes	-	150,000	150,000	-	73
Public Works Minor Capital - Drainage	-	350,000	350,000	-	74
Public Works Minor Capital - Roads	-	350,000	350,000	-	75
Public Works Minor Capital - Sanitary	-	150,000	150,000	-	76
Public Works Minor Capital - Sanitation and Recycling	-	350,000	350,000	-	77
Public Works Minor Capital - Water	-	250,000	250,000	-	78
Total Infrastructure Advanced Design and Minor Public Works	***-***	***$4,100,000***	***$4,100,000***	***-***	
TOTAL INFRASTRUCTURE PROGRAM	**$10,245,003**	**$62,774,997**	**$73,020,000**	**$22,186**	
BUILDING PROGRAM					
Building					
Annual Facility Services Infrastructure Replacements	-	3,000,000	3,000,000	-	80
Annual Project Development Building Improvements	-	5,954,000	5,954,000	-	81
Capital Buildings Project Development Advanced Design	-	500,000	500,000	-	82
East Richmond Community Hall Envelope and HVAC Renewals	-	700,000	700,000	-	83
Richmond Cultural Centre Skylight Dome Repair and Air Handling Unit Replacements	-	3,700,000	3,700,000	-	84
Richmond Ice Centre – Sprinkler System Replacement	-	4,000,000	4,000,000	-	85
Works Yard Replacement – Phase 1	-	74,000,000	74,000,000	-	86
Total Building	***-***	***$91,854,000***	***$91,854,000***	***-***	
Heritage					
London Farm Envelope Restorations	-	2,700,000	2,700,000	-	88
Total Heritage	***-***	***$2,700,000***	***$2,700,000***	***-***	
TOTAL BUILDING PROGRAM	**-**	**$94,554,000**	**$94,554,000**	**-**	

[1] City Funding includes funding from the Development Cost Charges, reserves, funds set aside for future commitments and obligations, and sources other than external sources.

Project Name	External Funding	City Funding[1]	Total Investment	Total OBI	Ref
PARKS PROGRAM					
Parks					
Capstan Neighbourhood Park Activation	-	262,000	262,000	-	90
Experience the Fraser Trail Enhancements – Phase 1	-	100,000	100,000	3,450	91
Garden City Community Park Pedestrian Bridge Replacement	-	600,000	600,000	-	92
Minoru Lakes District Tree Art Plan	-	100,000	100,000	-	93
Parks Advanced Planning and Design	-	600,000	600,000	-	94
Parks Ageing Infrastructure Rehabilitation Program	-	700,000	700,000	-	95
Parks General Development	-	500,000	500,000	2,401	96
Parks Identity and Wayfinding Signage Program	-	150,000	150,000	11,500	97
Pickleball Court Installation	200,000	-	200,000	8,050	98
Playground Replacement Program	-	600,000	600,000	-	99
Railway Greenway Solar Lighting – Phase 1	-	360,000	360,000	13,340	100
Richmond Nature Park Enhancements	-	750,000	750,000	7,475	101
Timber and Natural Play Replacement Program	650,000	-	650,000	-	102
TOTAL PARKS PROGRAM	**$850,000**	**$4,722,000**	**$5,572,000**	**$46,216**	
LAND PROGRAM					
Land					
Strategic Real Estate Acquisition	6,000,000	44,000,000	50,000,000	-	104
TOTAL LAND PROGRAM	**$6,000,000**	**$44,000,000**	**$50,000,000**	**-**	
EQUIPMENT PROGRAM					
Vehicle					
Flood Protection Vehicle Purchase	-	180,000	180,000	41,400	106
Sanitary Sewer Vehicle Purchase	-	170,000	170,000	46,000	107
Utility Department Vehicle Purchase	-	580,000	580,000	-	108
Vehicle and Equipment Replacement (PW and Corporate Fleet)	-	4,711,000	4,711,000	-	109
Total Vehicle	***-***	***$5,641,000***	***$5,641,000***	***$87,400***	
Fire Vehicle and Equipment					
Fire Equipment Replacement	-	451,000	451,000	-	111
Fire Vehicle Replacement	-	2,627,000	2,627,000	-	112
Total Fire Vehicle and Equipment	***-***	***$3,078,000***	***$3,078,000***	***-***	
Equipment					
Energy Management – Continuous Optimization Project	325,000	175,000	500,000	(28,750)	114
Minoru Centre for Active Living Fitness Equipment Replacement	-	150,000	150,000	-	115
Parking Mobile Payment Solution	-	203,000	203,000	-	116
Total Equipment	***$325,000***	***$528,000***	***$853,000***	***($28,750)***	
TOTAL EQUIPMENT PROGRAM	**$325,000**	**$9,247,000**	**$9,572,000**	**$58,650**	

[1] City Funding includes funding from the Development Cost Charges, reserves, funds set aside for future commitments and obligations, and sources other than external sources.

Project Name	External Funding	City Funding[1]	Total Investment	Total OBI	Ref
INFORMATION TECHNOLOGY PROGRAM					
Information Technology					
Annual Hardware Refresh	-	1,013,000	1,013,000	-	118
Annual Virtual Hosts Refresh	-	150,000	150,000	-	119
Application Traffic Load Balancer Refresh	-	163,000	163,000	-	120
Data Analytics Services 2026	-	119,000	119,000	-	121
MyBusiness 2.0 Enhancements	-	143,000	143,000	-	122
Network Security Infrastructure Refresh	-	104,000	104,000	16,100	123
PeopleSoft Application Assessment	-	203,000	203,000	-	124
Telecommunications Infrastructure Refresh	-	271,000	271,000	34,429	125
Workforce Management Integration and Implementation	-	840,000	840,000	-	126
TOTAL INFORMATION TECHNOLOGY PROGRAM	**-**	**$3,006,000**	**$3,006,000**	**$50,529**	
TOTAL 2026 CAPITAL PROGRAM BEFORE CONTINGENT EXTERNAL CONTRIBUTIONS	**$17,420,003**	**$218,303,997**	**$235,724,000**	**$177,581**	
CONTINGENT EXTERNAL CONTRIBUTIONS					
Contingent External Contributions	10,000,000	-	10,000,000	-	128
TOTAL CONTINGENT EXTERNAL CONTRIBUTIONS	**$10,000,000**	**-**	**$10,000,000**	**-**	
TOTAL 2026 CAPITAL PROGRAM	**$27,420,003**	**$218,303,997**	**$245,724,000**	**$177,581**	

OBI Type	
Operating OBI	$101,581
Utility OBI	$76,000
Total OBI	**$177,581**

[1] City Funding includes funding from the Development Cost Charges, reserves, funds set aside for future commitments and obligations, and sources other than external sources.

The Revolving Fund is utilized to fund various capital projects and is funded from taxes.

Project Name	Revolving Fund	Total Investment	Total OBI	Ref
INFRASTRUCTURE PROGRAM				
Roads				
Citywide Connector Walkway Improvement Program	250,000	250,000	-	31
Road Sensors Program	100,000	100,000	-	32
Sidewalk and Walkway Improvement Program[1]	250,000	750,000	-	33
Street Light Condition Assessment – Phase 2	400,000	400,000	-	35
Total Roads	***$1,000,000***	***$1,500,000***	**-**	
Infrastructure Advanced Design and Minor Public Works				
Public Works Minor Capital - Roads	350,000	350,000	-	75
Total Infrastructure Advanced Design and Minor Public Works	**$350,000**	**$350,000**	-	
TOTAL INFRASTRUCTURE PROGRAM	**$1,350,000**	**$1,850,000**	**-**	
BUILDING PROGRAM				
Building				
Works Yard Replacement – Phase 1	7,300,000	74,000,000	-	86
TOTAL BUILDING PROGRAM	**$7,300,000**	**$74,000,000**	**-**	
PARKS PROGRAM				
Parks				
Garden City Community Park Pedestrian Bridge Replacement	600,000	600,000	-	92
Minoru Lakes District Tree Art Plan	100,000	100,000	-	93
Parks Ageing Infrastructure Rehabilitation Program	700,000	700,000	-	95
Playground Replacement Program	600,000	600,000	-	99
Railway Greenway Solar Lighting – Phase 1	360,000	360,000	13,340	100
Richmond Nature Park Enhancements	750,000	750,000	7,475	101
TOTAL PARKS PROGRAM	**$3,110,000**	**$3,110,000**	**$20,815**	
Total Projects Funded by Revolving Fund	**$11,760,000**	**$78,960,000**	**$20,815**	

The City funding related to Roads DCC and Parks DCC capital projects are also funded by the Revolving Fund.

City funding for Parks Development DCC capital projects	80,325
City funding for Roads DCC capital projects[2]	353,585
Total City Funding for DCC Capital Projects	**$433,910**
TOTAL FUNDING FROM REVOLVING FUND	**$12,193,910**

[1] The Sidewalk and Walkway Improvement Program is funded from both Roads DCC and Capital Reserve (Revolving Fund). The City funding related to the Roads DCC portion of the capital work is $29,750, which is also funded from the Capital Reserve (Revolving Fund), and is separately included under the City funding for Roads DCC capital projects category. The combined funding from the Capital Reserve (Revolving Fund) for the Sidewalk and Walkway Improvement program is $279,750.

[2] This includes $29,750 of City funding for the Roads DCC portion of the capital work for the Sidewalk and Walkway Improvement program.

The Capital Building and Infrastructure General Fund is used for facility construction and is funded from taxes.

Project Name	Capital Building and Infrastructure Fund	Total Investment	Total OBI	Ref
BUILDING PROGRAM				
Building				
Annual Facility Services Infrastructure Replacements	3,000,000	3,000,000	-	80
Capital Buildings Project Development Advanced Design	500,000	500,000	-	82
East Richmond Community Hall Envelope and HVAC Renewals	700,000	700,000	-	83
Richmond Cultural Centre Skylight Dome Repair and Air Handling Unit Replacements	3,700,000	3,700,000	-	84
Richmond Ice Centre – Sprinkler System Replacement	4,000,000	4,000,000	-	85
Works Yard Replacement – Phase 1	42,700,000	74,000,000	-	86
Total Building	***$54,600,000***	***$85,900,000***	**-**	
Heritage				
London Farm Envelope Restorations	2,700,000	2,700,000	-	88
Total Heritage	***$2,700,000***	***$2,700,000***	**-**	
TOTAL BUILDING PROGRAM	**$57,300,000**	**$88,600,000**	**-**	
GRAND TOTAL	**$57,300,000**	**$88,600,000**	**-**	

Development Cost Charges (DCC) are levies placed on new development that result in increased demands on City infrastructure and can be used on capital projects included in the approved DCC plan.

Project Name	DCC Funding	City Funding[1]	Total Investment[2]	Total OBI	Ref
ROADS DCC					
Roads					
Active Transportation Improvement Program	235,125	14,875	250,000	12,880	27
Arterial Roadway Improvement Program	1,222,650	77,350	2,000,000	3,057	30
Sidewalk and Walkway Improvement Program	470,250	29,750	750,000	-	33
Special Crosswalk Program	282,150	17,850	300,000	3,949	34
Top 20 Collision Prone Intersections	933,537	59,060	1,900,000	-	37
Traffic Calming Program	188,100	11,900	200,000	2,300	38
Traffic Signal Power Backup System (UPS) Program	376,200	23,800	400,000	-	39
Traffic Signal Upgrade Program	470,250	29,750	500,000	-	40
Traffic Video and Communication Program	376,200	23,800	400,000	-	41
Transit-Related Amenity and Roadway Improvement Program	141,075	8,925	250,000	-	42
Transportation Planning and Design	705,375	44,625	750,000	-	43
Total Roads	**$5,400,912**	**$341,685**	**$7,700,000**	**$22,186**	
Infrastructure Advanced Design and Minor Public Works					
Public Works Infrastructure Advanced Design[3]	188,100	11,900	2,500,000	-	72
Total Infrastructure Advanced Design and Minor Public Works	**$188,100**	**$11,900**	**$2,500,000**	-	
TOTAL ROADS DCC	**$5,589,012**	**$353,585**	**$10,200,000**	**$22,186**	
DRAINAGE DCC					
Flood Protection					
Dike Upgrade Designs	1,556,100	3,131,900	4,688,000	-	49
Disaster Mitigation and Adaptation Fund Infrastructure Upgrades	1,881,000	5,719,000	13,144,000	-	50
TOTAL DRAINAGE DCC	**$3,437,100**	**$8,850,900**	**$17,832,000**	-	
WATER DCC					
Water					
Watermain Replacement and Upgrades Program	1,798,297	113,768	5,515,000	-	63
TOTAL WATER	**$1,798,297**	**$113,768**	**$5,515,000**	-	
SANITARY SEWER DCC					
Flood Protection					
Laneway Drainage Upgrades	140,580	1,420	3,263,000	-	55
Total Flood Protection	**$140,580**	**$1,420**	**$3,263,000**	-	
Infrastructure Advanced Design and Minor Public Works					
Public Works Infrastructure Advanced Design[3]	61,875	625	2,500,000	-	72
Total Infrastructure Advanced Design and Minor Public Works	**$61,875**	**$625**	**$2,500,000**	-	
TOTAL SANITARY SEWER DCC	**$202,455**	**$2,045**	**$5,763,000**	-	

[1] The City funding includes the funding for the portion of the DCC capital project that benefits the existing population and the municipal assist factor.

[2] The Total Investment includes all funding sources: External and City Funding, refer to Appendix 3.

[3] This project is funded from multiple funding sources including Roads DCC and Sanitary Sewer DCC. The grand total of the total investment has been adjusted accordingly as the same project has been shown under multiple DCC categories.

Project Name	DCC Funding	City Funding[1]	Total Investment[2]	Total OBI	Ref
PARKS DEVELOPMENT DCC					
Parks					
Experience the Fraser Trail Enhancements – Phase 1	94,050	5,950	100,000	3,450	91
Parks Advanced Planning and Design	564,300	35,700	600,000	-	94
Parks General Development	470,250	29,750	500,000	2,401	96
Parks Identity and Wayfinding Signage Program	141,075	8,925	150,000	11,500	97
TOTAL PARKS DEVELOPMENT DCC	**$1,269,675**	**$80,325**	**$1,350,000**	**$17,351**	
GRAND TOTAL	**$12,296,539**	**$9,400,623**	**$38,160,000**	**$39,537**	

[1] The City funding includes the funding for the portion of the DCC capital project that benefits the existing population and the municipal assist factor.
[2] The Total Investment includes all funding sources: External and City Funding, refer to Appendix 3.

Project Name	External Funding	City Funding	Total Investment	Total OBI	Ref
INFRASTRUCTURE PROGRAM					
Roads					
Ageing Traffic Signal Infrastructure Replacement Program	-	1,050,000	1,050,000	-	130
Street Light LED Upgrade Program	-	490,000	490,000	-	131
Supplementary Asphalt Re-Paving Program – Non-MRN	-	2,000,000	2,000,000	-	132
TOTAL INFRASTRUCTURE PROGRAM	**-**	**$3,540,000**	**$3,540,000**	**-**	
PARKS PROGRAM					
Parks					
Steveston Ball Diamond Improvements	-	2,225,000	2,225,000	-	134
TOTAL PARKS PROGRAM	**-**	**$2,225,000**	**$2,225,000**	**-**	
TOTAL 2026 CAPITAL PROGRAM – NOT RECOMMENDED FOR FUNDING	**-**	**$5,765,000**	**$5,765,000**	**-**	

Infrastructure Program

The City's Infrastructure Program assets include: Road, Flood Protection, Water, and Sanitary Sewers.

Infrastructure – Roads Program

The City's Roads program includes projects that enhance mobility, safety and accessibility of the City's transportation system. Projects range from road safety upgrades, replacement of ageing infrastructure, traffic enhancements, expansion of walking and cycling facilities, neighbourhood traffic calming and improving access and amenities for transit users. These projects align with the objectives of the City's Official Community Plan and Community Energy and Emissions Plan and support a number of Council's Strategic Focus areas through infrastructure projects that expand safe, sustainable and active travel in the City.

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Program:	**Infrastructure Program**	**Sub-program:**	**Roads**
Project Name:	**Active Transportation Improvement Program**	**Submission ID:**	**7113**

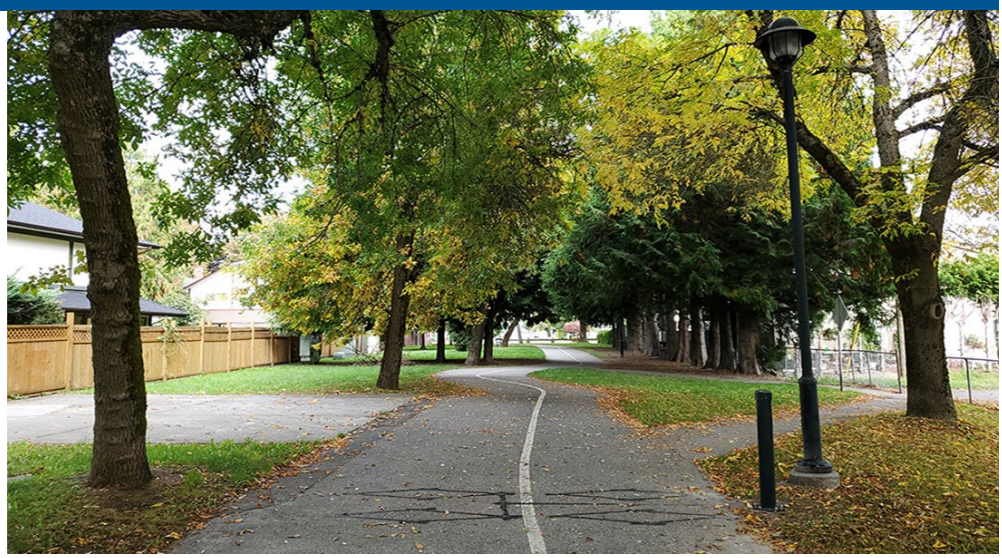
Location:
Various Locations

Cost:
$250,000

Funding Sources:
Roads DCC:
$235,125

Capital Reserve (Revolving Fund):
$14,875

OBI:
$12,880



Scope:

This project involves the implementation of walking, cycling and rolling improvements throughout the City. Projects may involve expansion of on-street cycling routes and off-street multi-use pathways, enhancements to existing infrastructure to improve safety, comfort and accessibility of vulnerable road users, installation of bicycle parking infrastructure, pavement markings, signage and associated roadway geometric improvements, and other active transportation initiatives such as education and outreach materials.

Projects planned for 2026 include:

- Installing 4 secured bicycle parking systems in high traffic areas.
- Installing 10 new eco-counters along high-volume active transportation routes to monitor cyclist, pedestrian and scooter usage volumes.
- Minor infrastructure improvements.

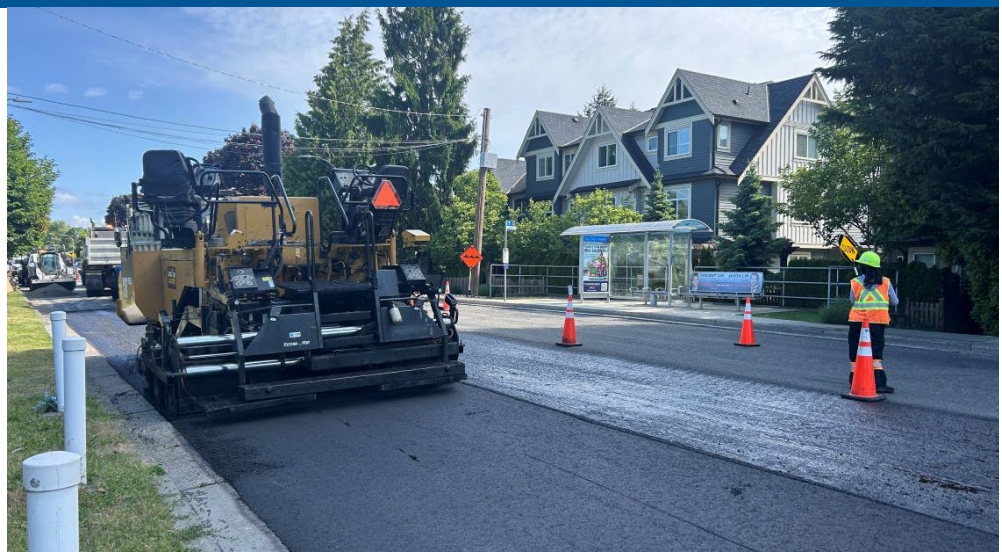
Program:	**Infrastructure Program**	**Sub-program:**	**Roads**
Project Name:	**Annual Asphalt Re-Paving Program - MRN**	**Submission ID:**	**7235**

Location:
Various Locations

Cost:
$1,807,000

Funding Sources:
MRN Rehabilitation:
$1,807,000

OBI:
$ -



Scope:

This project involves re-paving Major Road Network (MRN) roads in order to maintain a high level of service to residents and minimize life cycle costs. The project is in alignment with the Pavement Management Plan as well as the City's long-term transportation infrastructure goals. The project scope includes costs associated with ancillary work relating to re-paving Major Road Network roads, including but not limited to, curb and gutter repairs, road base repair, asphalt parking re-paving, manhole and valve box adjustments and line painting. Timely rehabilitation of these corridors will extend pavement service life, reduce the need for costly future interventions and support efficient asset management practices aligned with long-term transportation infrastructure goals.

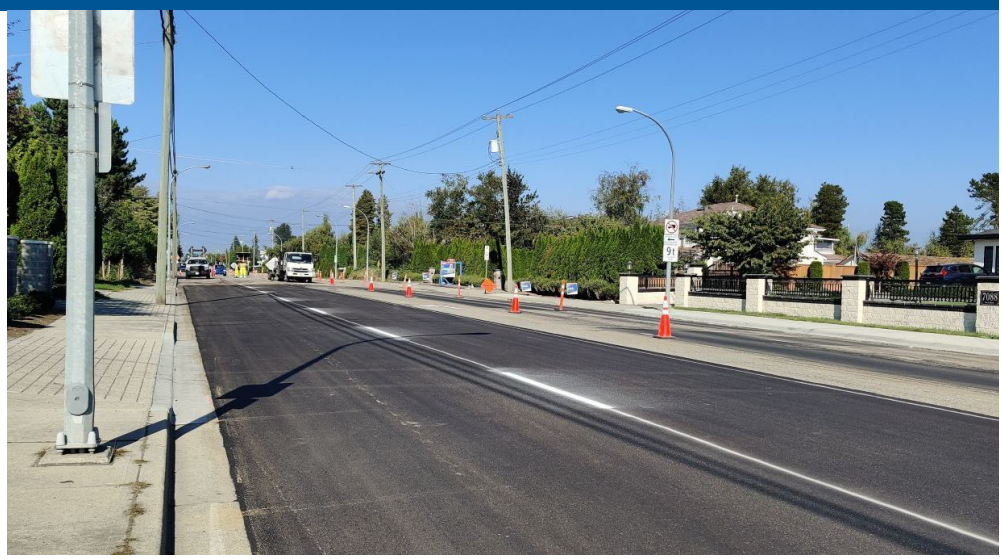
Program:	**Infrastructure Program**	**Sub-program:**	**Roads**
Project Name:	**Annual Asphalt Re-Paving Program - Non-MRN**	**Submission ID:**	**7406**

Location:
Various Locations

Cost:
$4,447,000

Funding Sources:
Asphalt Capping:
$4,447,000

OBI:
$ -



Scope:

This project involves re-paving City-owned Non-MRN roads in alignment with the City's 2025 Ageing Utility and Road Infrastructure Planning – Update and Pavement Management Plan. The project scope includes costs associated with ancillary work, including but not limited to, curb and gutter repairs, road base repair, asphalt parking re-paving, manhole and valve box adjustments and line painting. In addition, this project includes consultant fees to review and update the Pavement Management Plan.

Program:	**Infrastructure Program**	**Sub-program:**	**Roads**
Project Name:	**Arterial Roadway Improvement Program**	**Submission ID:**	**C_10176**

Location:
Various Locations

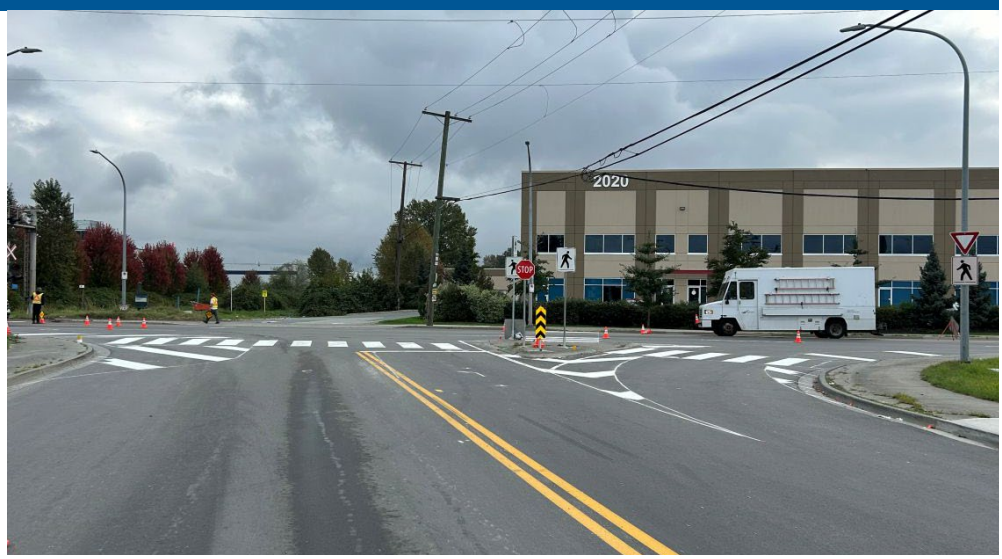
Cost:
$2,000,000

Funding Sources:
Roads DCC:
$1,222,650

Capital Reserve (Revolving Fund):
$77,350

Grant:
$700,000

OBI:
$3,057



Scope:

This program involves implementation of pedestrian and traffic improvements along arterial roads and at arterial road intersections. Locations for improvements are identified based on collision data and level of pedestrian and cycling activities.

Projects planned for 2026 include:

- Intersection upgrades at No. 6 Road and Vulcan Way. The scope of work includes installation of traffic signal and associated works, construction of Canadian National (CN) Rail signal infrastructure, re-alignment of curb and gutter, road pavement, pavement markings and signage, implementation of pedestrian crossing enhancements, relocation of above-grade infrastructure, property acquisition as required, and modifications to private property (e.g. driveway modifications, re- instatement of impacted areas, construction of retaining walls and landscaping).
- Other upgrades as identified through staff review.

Additional external funding will be applied for, and may be available for these projects.

Program:	**Infrastructure Program**	**Sub-program:**	**Roads**
Project Name:	**Citywide Connector Walkway Improvement Program**	**Submission ID:**	**7493**

Location:
Various Locations

Cost:
$250,000

Funding Sources:
Capital Reserve (Revolving Fund): $250,000

OBI:
$ -

Scope:

This project involves the replacement or rehabilitation of connector walkways located in various neighbourhoods. The assessments that have been conducted confirm that the walkway surface conditions have deteriorated over time due to tree root ingress and asphalt cracking. In addition, the scope of work for this project includes, but is not limited to, tree root pruning, asphalt re-paving, and other ancillary work.

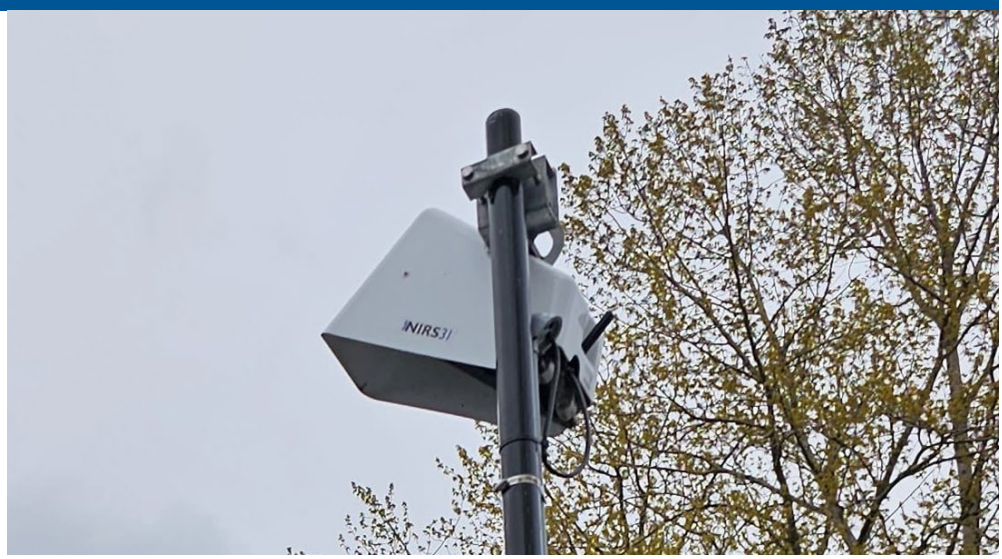
Program:	**Infrastructure Program**	**Sub-program:**	**Roads**
Project Name:	**Road Sensors Program**	**Submission ID:**	**C_10177**

Location:
Various Locations

Cost:
$100,000

Funding Sources:
Capital Reserve (Revolving Fund): $100,000

OBI:
$ -



Scope:

This project will begin with a site assessment to determine optimal placement and integration of the new sensors at each supervisory centre and data acquisition (SCADA) location. Following assessment, all required sensors will be procured and installed. The new equipment will be integrated into the existing SCADA system to enable centralized, real-time monitoring. Final testing and verification will ensure that all systems are fully operational and provides accurate data to support the City's weather response and road safety efforts.

Program:	**Infrastructure Program**	**Sub-program:**	**Roads**
Project Name:	**Sidewalk and Walkway Improvement Program**	**Submission ID:**	**7110**

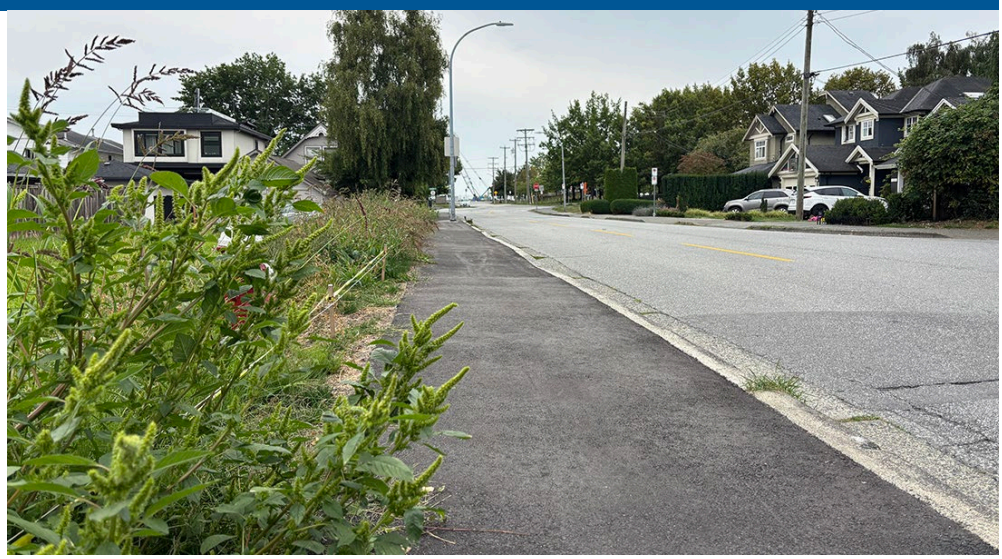
Location:
Various Locations

Cost:
$750,000

Funding Sources:
Roads DCC:
$470,250

Capital Reserve (Revolving Fund):
$279,750

OBI:
$ -



Scope:

This project improves walkway connection and accessibility by constructing new sidewalks and walkways within neighbourhoods and local areas, enhancing or upgrading existing walkways, and rehabilitating or replacing sidewalks that have subsided, been damaged by tree roots, or became misaligned and pose tripping hazards to pedestrians. This project supports mobility goals within the City's Official Community Plan by improving neighbourhood walking connectivity, improving pedestrian safety and comfort, and encouraging and supporting alternate modes of travel.

Project costs will include construction of sidewalks and walkways, construction or enhancement of wheelchair ramps, curb and boulevard modification, installation of root barriers, replacement of street lighting infrastructure (poles, service panels, concrete bases and luminaires), installation of new street lights, signage and road markings, and associated ancillary works such as design, survey, assessments, inspection and adjustment to existing infrastructure impacted by the works.

Preliminary locations for 2026 include:

- Sidewalk extension on Fortune Avenue from Fundy Drive to Diefenbaker Elementary School
- Asphalt walkway on Simpson Road between Bridgeport Road and River Road

Program:	**Infrastructure Program**	**Sub-program:**	**Roads**
Project Name:	**Special Crosswalk Program**	**Submission ID:**	**7116**

Location:
Various Locations

Cost:
$300,000

Funding Sources:
Roads DCC:
$282,150

Capital Reserve (Revolving Fund):
$17,850

OBI:
$3,949

Scope:

This project involves constructing new and upgrading existing crosswalks with pedestrian-activated special crosswalk systems that aid pedestrians in crossing the road and improve safety by alerting motorist of crossing pedestrians. Council has supported the upgrade of all crosswalks on arterial roads to be special crosswalks. Upgrade of crosswalks on local or collector roads are assessed based on warrant studies. The scope of work includes completion of warrant studies where upgrades are requested, design and construction of crosswalks.

The preliminary list of locations for 2026 include:

- No. 2 Road and Lancing Road
- Others as prioritized by warrant studies

Program:	**Infrastructure Program**	**Sub-program:**	**Roads**
Project Name:	**Street Light Condition Assessment - Phase 2**	**Submission ID:**	**7765**

Location:
Various Locations

Cost:
$400,000

Funding Sources:
Capital Reserve (Revolving Fund): $400,000

OBI:
$ -

Scope:

The City has a network of approximately 12,000 street lights, many of which are nearing the end of their service life. The scope of work for this project includes an assessment of the City's street light assets and development of a street light upgrade plan to replace and maintain ageing street lights. The assessment will include, but not be limited to, collecting street light structural, luminaire and electrical attributes, and performing street light inventory reconciliation. This project will be phased over multiple years.

This is the second phase of the project that will help improve the City's asset management inventory for street light infrastructure, inform future phases of the project, and optimize future budget requirements for street light upgrades.

Program:	**Infrastructure Program**	**Sub-program:**	**Roads**
Project Name:	**Supplementary MRN Road Rehabilitation Program**	**Submission ID:**	**C_10115**

Location:
Various Locations

Cost:
$3,037,000

Funding Sources:
MRN Rehabilitation:
$3,037,000

OBI:
$ -

Scope:

This project involves re-paving specific priority Major Road Network (MRN) corridors identified by TransLink to address deficiencies and maintain service levels. The project scope focuses on addressing pavement deficiencies for the selected roads. This is a two-year program subject to a TransLink funding agreement anticipated in 2026. If executed, spending will be limited to the approved locations and the grant amount.

Program:	**Infrastructure Program**	**Sub-program:**	**Roads**
Project Name:	**Top 20 Collision Prone Intersections**	**Submission ID:**	**7121**

Location:
Various Locations

Cost:
$1,900,000

Funding Sources:
Roads DCC:
$933,537

Capital Reserve (Revolving Fund):
$59,060

Grant:
$907,403

OBI:
$ -

Scope:

In 2019, a road safety network screen study was completed to identify the most collision-prone intersections within the City. This project is planned for the upgrade of the No. 4 Road and Alderbridge Way intersection, which was identified as the City's fourth most collision-prone intersection.

The scope of work includes channelized right removal, safety improvements for left turning vehicles, and various pedestrian, signal and geometric improvements. These upgrades may include concrete letdown and sidewalk modifications, median alterations, traffic signal modifications, asphalt paving, line painting and signage installations, construction of ancillary works, and potential land acquisitions.

Spending will be limited to the actual grant received within the approved budget amount.

Program:	**Infrastructure Program**	**Sub-program:**	**Roads**
Project Name:	**Traffic Calming Program**	**Submission ID:**	**7109**

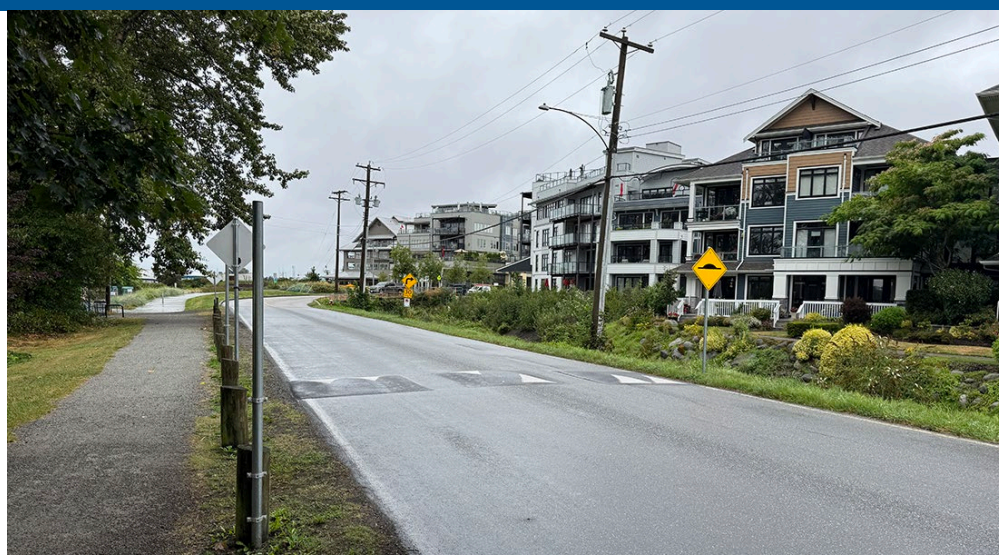
Location:
Various Locations

Cost:
$200,000

Funding Sources:
Roads DCC:
$188,100

Capital Reserve (Revolving Fund):
$11,900

OBI:
$2,300



Scope:

This project involves implementation of traffic calming measures to enhance comfort and safety for road users and livability for residents by reducing speed and deterring short-cutting traffic within neighbourhoods. These measures may include curb bulges, traffic circles, speed humps, delineated walkways, traffic signage, pavement markings and introduction of streetscape features such as trees or other landscaping improvements.

The scope of work for the project includes conducting speed studies to determine neighbourhood support for traffic calming works.

Program:	**Infrastructure Program**	**Sub-program:**	**Roads**
Project Name:	**Traffic Signal Power Backup System (UPS) Program**	**Submission ID:**	**7117**

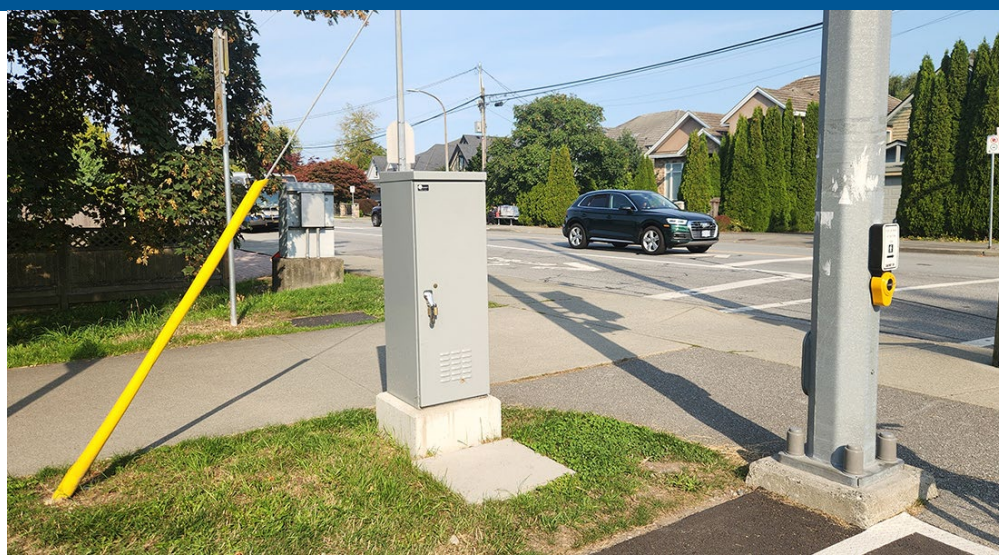
Location:
Various Locations

Cost:
$400,000

Funding Sources:
Roads DCC:
$376,200

Capital Reserve (Revolving Fund):
$23,800

OBI:
$ -



Scope:

This project installs an Uninterruptible Power Supply (UPS) system at signalized intersections. UPS systems provide continuous power supply to maintain traffic signal operation during power outages. The project will install UPS cabinet and base, controllers, batteries, underground conduits, and complete any ancillary works and site restoration required at approximately twelve locations.

The preliminary list of locations for 2026 include:

- Minoru Road and Blundell Road
- Cooney Road and Saba Road
- Cooney Road and Ackroyd Road
- Hazelbridge Way and Alexandra Road
- Hazelbridge Way and Leslie Road
- No. 3 Road and Browngate Road
- Hazelbridge Way and Browngate Road
- No. 3 Road and Yaohan Mall
- No. 3 Road and 3600 Block
- Great Canadian Way and Van Horne Way
- Great Canadian Way and River Road
- No. 4 Road and Blundell Road

Program:	**Infrastructure Program**	**Sub-program:**	**Roads**
Project Name:	**Traffic Signal Upgrade Program**	**Submission ID:**	**7118**

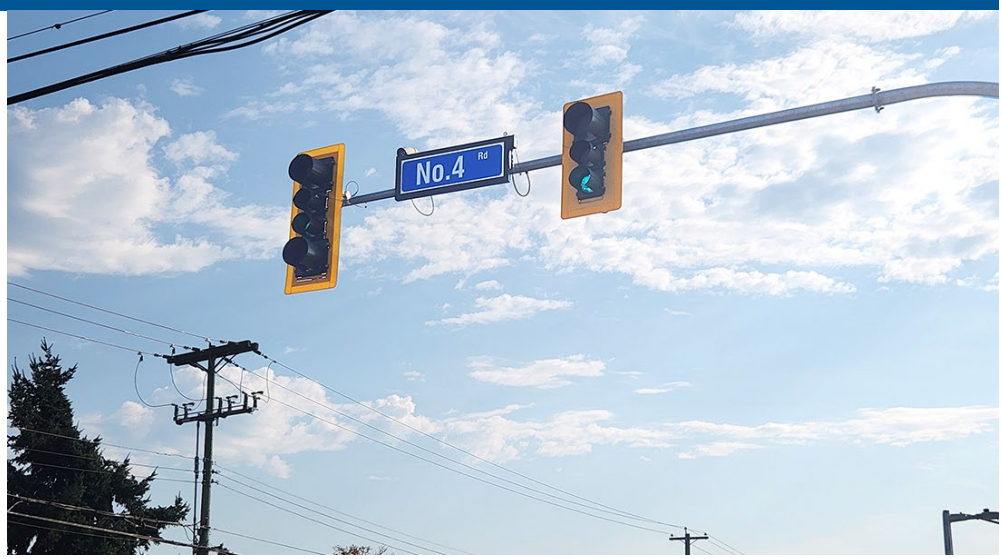
Location:
Various Locations

Cost:
$500,000

Funding Sources:
Roads DCC:
$470,250

Capital Reserve (Revolving Fund):
$29,750

OBI:
$ -



Scope:

This project installs new traffic signals or upgrades existing traffic signals to accommodate traffic growth, improve traffic management and movement for all road users. The scope of work includes the undertaking of traffic signal warrant studies, installation of traffic controllers, cabinets, poles, bases, junction boxes, underground conduit, in-ground and camera video detection, enhanced accessible pedestrian signals, traffic signal heads, intersection lighting, electrical wiring, traffic signal communication, LED street name signs, pavement markings, minor corner property acquisition to accommodate signal infrastructure, minor curb cuts, boulevard modifications and site restoration.

The preliminary list of projects for 2026 include:

1. Installation of Left-Turn Arrows at the following locations:
   - Shell Road and Alderbridge Way – Northbound left arrow
   - Garden City Road and Cambie Road – Southbound left arrow
   - Minoru Boulevard and Granville Avenue – Northbound left arrow
   - No. 5 Road and Blundell Road – Northbound left arrow
   - Other locations to be determined through left-turn arrow warrant study

2. Installation of Audible Pedestrian Signals (APS) at 30 locations city-wide

Program:	**Infrastructure Program**	**Sub-program:**	**Roads**
Project Name:	**Traffic Video and Communication Program**	**Submission ID:**	**7119**

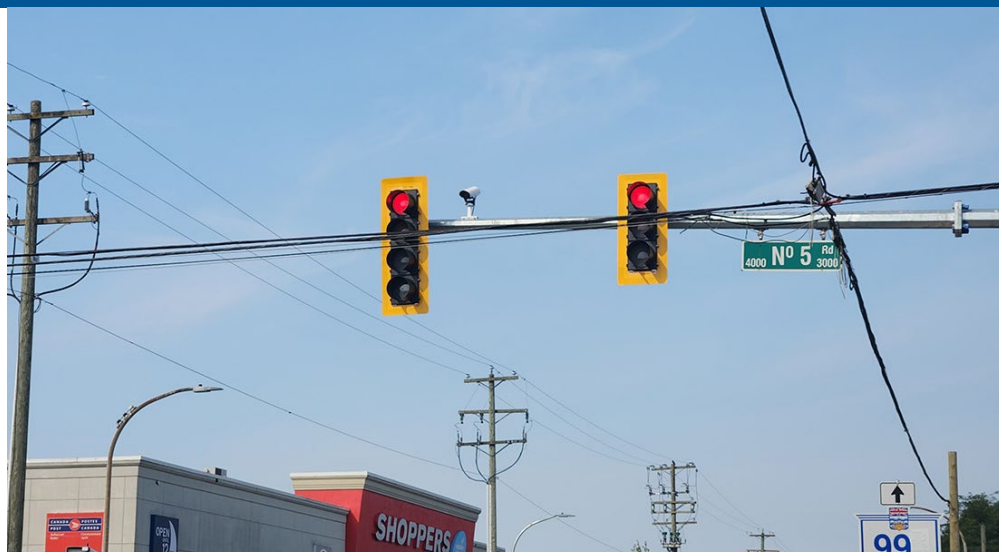
Location:
Various Locations

Cost:
$400,000

Funding Sources:
Roads DCC:
$376,200

Capital Reserve (Revolving Fund):
$23,800

OBI:
$ -



Scope:

This project will install video detection cameras at signalized intersections to enhance cyclist and vehicle detection, optimize traffic operations, measure traffic speed, provide real-time video of traffic conditions to the Traffic Management Centre for observing and enhancing operations, and provide photos of approach traffic conditions for public access on the City website. This program is separate from the Richmond RCMP security camera program.

The scope of work includes purchase and installation of video detection cameras, fibre optic cables, fibre splicing and underground enclosures, and fibre network switches required to communicate with the Traffic Management Centre. Through this annual program, it is anticipated that all signalized intersections can be upgraded to have video detection technology over the next eight to twelve years.

The preliminary list of project locations for 2026 include:

Traffic Video Camera Installation

- Shell Road and Westminster Highway – 3 cameras
- Shell Road and Alderbridge Way – 4 cameras
- May Drive and Alderbridge Way – 3 cameras
- McClelland Drive and Alderbridge Way – 3 cameras
- Garden City Road and Lansdowne Road – 3 cameras
- Railway Avenue and Blundell Road – 4 cameras

Fibre communications cable and conduit installation, cleaning and upgrades

- Shell Road between Westminster Highway and Alderbridge Way
- Alderbridge Way between Garden City Road and Shell Road
- Garden City Road between Alderbridge Way and Westminster Highway
- Railway Avenue between Francis Road and Blundell Road

Program:	Infrastructure Program	Sub-program:	Roads
Project Name:	Transit-Related Amenity and Roadway Improvement Program	Submission ID:	7541

Location:
Various Locations

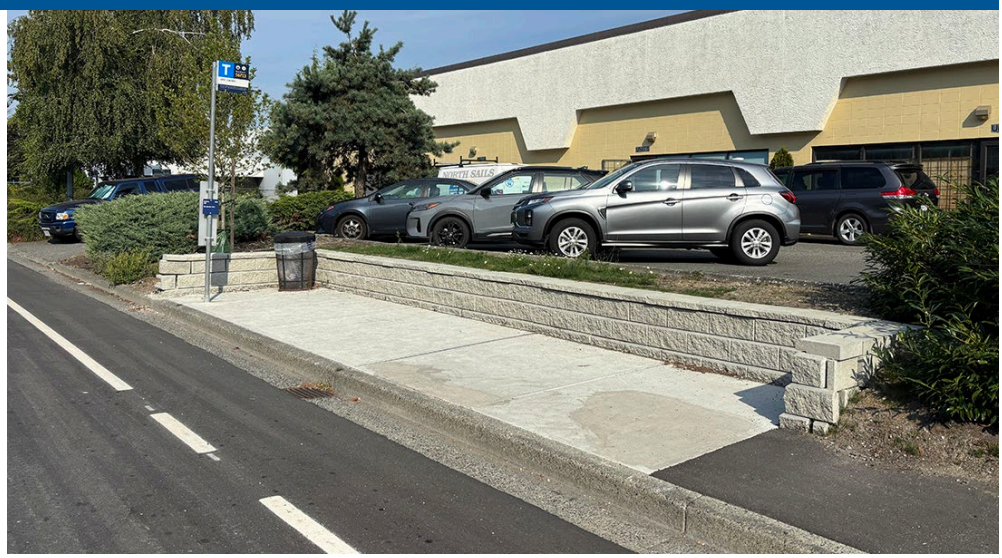
Cost:
$250,000

Funding Sources:
Roads DCC:
$141,075

Capital Reserve (Revolving Fund):
$8,925

Grant:
$100,000

OBI:
$ -



Scope:

This project involves infrastructure improvements to bus stop locations across the City. These upgrades include civil modifications to improve accessibility and amenity improvements to improve rider experience and encourage transit use. Accessibility improvements include construction of bus stop landing pads and ramps, geometric modification at intersections to improve maneuverability around corners, and construction of walkways or sidewalks connecting to bus stops to facilitate transit user safety and comfort and other modifications to improve bus stop accessibility. Amenity improvements include additions of transit shelters, benches and associated civil modifications.

Locations are prioritized based on boarding and alighting activity and availability of Right-of-way, and will be determined in early 2026 in conjunction with Coast Mountain Bus Company.

Program:	**Infrastructure Program**	**Sub-program:**	**Roads**
Project Name:	**Transportation Planning and Design**	**Submission ID:**	**7111**

Location:
Various Locations

Cost:
$750,000

Funding Sources:
Roads DCC:
$705,375

Capital Reserve (Revolving Fund):
$44,625

OBI:
$ -

Scope:

The scope of work includes the planning, administration and implementation of functional and preliminary design for potential transportation upgrades and traffic and transportation planning studies and assessments.

Potential projects for 2026 include:

- Undertaking of traffic studies and conceptual designs to inform road safety, capacity upgrade and active transportation improvement opportunities for potential implementation in future capital plans.
- Review and upgrade design standards for transportation infrastructure.
- Policy and bylaw review to support provincial legislation changes, Official Community Plan updates, and the City's housing initiatives.
- Review and improve optimization of traffic signal timing at intersections.
- Phased review of the City's transportation network to form part of an updated Transportation Master Plan that supports multi-modal mobility options, efficient mobility, and prioritize future infrastructure investments.

Infrastructure – Flood Protection Program

The City's Flood Protection Program supports the maintenance and upgrade of flood protection infrastructure. Projects within this program include improvements to the flood protection system, replacement of ageing infrastructure, and upgrade of flood protection infrastructure to meet the demands of population growth and climate change, including effects of sea level rise and increased rainfall intensities.

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Program:	**Infrastructure Program**	**Sub-program:**	**Flood Protection**
Project Name:	**Box Culvert Repair**	**Submission ID:**	**C_10072**

Location:
Various Locations

Cost:
$1,584,000

Funding Sources:
Flood Protection:
$1,584,000

OBI:
$ -

Scope:

The Box Culvert Inspection Program identifies locations where settlement, cracking and infiltration occur due to failing box culverts.

The scope of work for this project includes the repair, rehabilitation and replacement of concrete storm box culverts. Repair work will include, but is not limited to, patching, grouting and structural lining. In addition, this funding will be used to perform point repairs as identified by the Box Culvert Inspection Program throughout the year.

Program:	**Infrastructure Program**	**Sub-program:**	**Flood Protection**
Project Name:	**Burkeville Utility Improvements**	**Submission ID:**	**7187**

Location:
Burkeville Area

Cost:
$521,000

Funding Sources:
Flood Protection:
$521,000

OBI:
$ -

Scope:

Burkeville's drainage system was initially designed using shallow ditches and small diameter road cross culverts. As the area is redeveloped, watercourse infills are becoming common. Watercourse infills change the nature of the drainage system in a way that may cause flooding. Therefore, a new drainage system with an increased capacity is required to accommodate these changes.

This project is part of the overall multi-year utility improvements project in the Burkeville neighbourhood. This phase will include installation of new storm sewers. The project will also include ancillary works to support utility installation, including environmental protection and road restoration.

Program:	Infrastructure Program	Sub-program:	Flood Protection
Project Name:	Canal Stabilization and Drainage and Irrigation Upgrades	Submission ID:	7240

Location:
Various Locations

Cost:
$1,864,000

Funding Sources:
Flood Protection:
$1,864,000

OBI:
$ -

Scope:

The objective of this project is to stabilize canal banks and upgrade drainage and irrigation infrastructure. The scope of work for this project includes, but is not limited to, canal bank stabilization and associated road restoration, culvert and headwall upgrades, canal re-grading, and flap gate and sensor installations. This project will also allow staff to conduct required assessments and investigations that will further enhance the City's drainage and irrigation network.

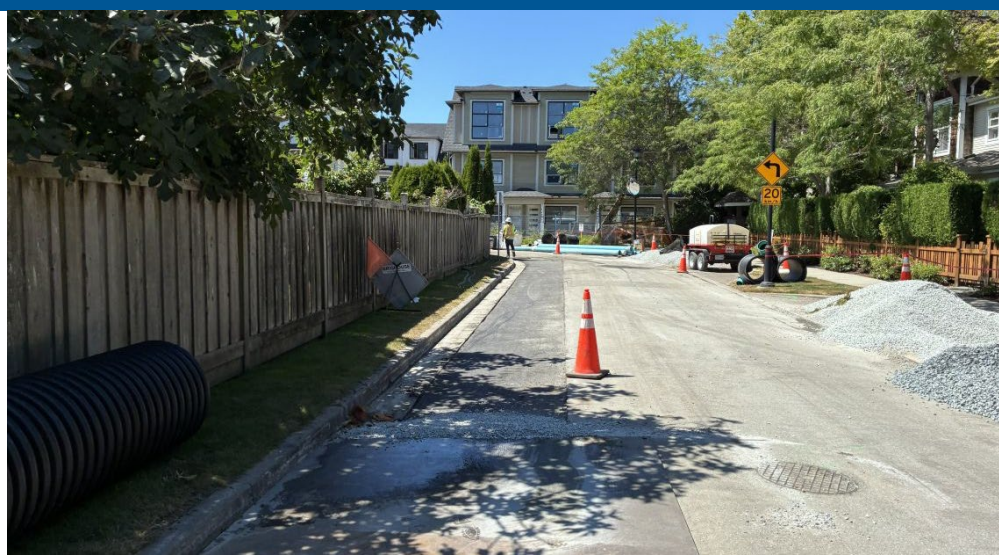
Program:	**Infrastructure Program**	**Sub-program:**	**Flood Protection**
Project Name:	**Development Coordinated Works - Flood Protection**	**Submission ID:**	**7244**

Location:
Various Locations

Cost:
$250,000

Funding Sources:
Flood Protection:
$250,000

OBI:
$ -



Scope:

This project will enable the City to leverage development to design and construct drainage infrastructure beyond what would be required as part of development. These works include upgrades and replacement of ageing infrastructure that the City would complete separately, but economic and engineering efficiencies can be achieved by having the developer complete this work at the same time the development takes place. This project responds to the City's ageing infrastructure replacement needs, and supports the Official Community Plan (OCP) guiding principle to achieve greater infrastructure efficiency through the proactive planning of infrastructure upgrades and replacements.

Program:	**Infrastructure Program**	**Sub-program:**	**Flood Protection**
Project Name:	**Dike Upgrade Designs**	**Submission ID:**	**7777**

Location:
Various Locations

Cost:
$4,688,000

Funding Sources:
Flood Protection:
$3,131,900

Drainage DCC:
$1,556,100

OBI:
$ -

Scope:

To combat climate change-induced sea level rise, the City's Accelerated Flood Protection program outlines a plan to raise all 49 km of dikes surrounding the City within 50 years. This project will support this initiative by developing dike upgrade designs that will prepare projects for construction.

The scope of work for this project involves planning, designing and providing detailed reports to facilitate the City’s Accelerated Flood Protection Program. This includes, but is not limited to, project design, field investigations and planning studies.

Program:	Infrastructure Program	Sub-program:	Flood Protection
Project Name:	Disaster Mitigation and Adaptation Fund Infrastructure Upgrades	Submission ID:	6994

Location:
Various Locations

Cost:
$13,144,000

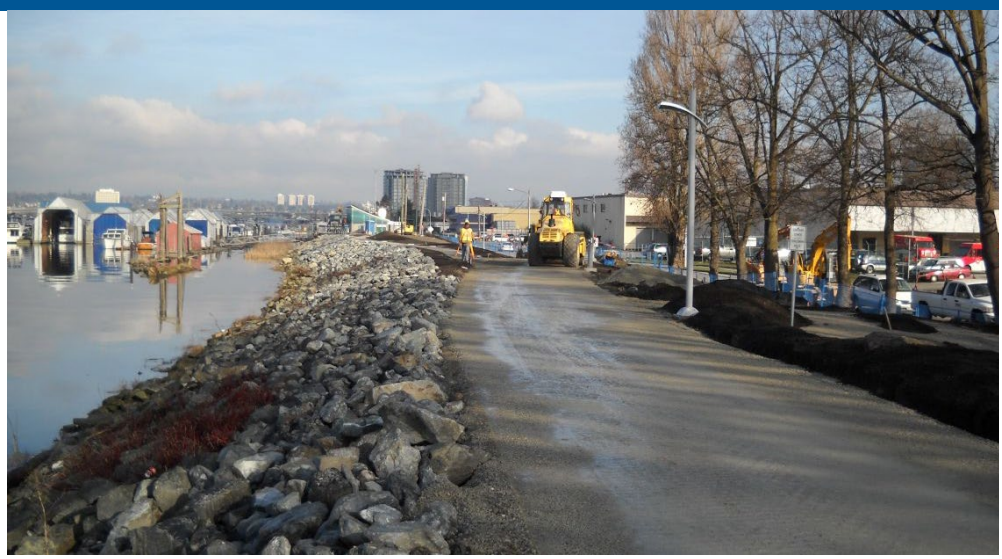
Funding Sources:
Flood Protection:
$3,945,672

Grant:
$3,693,600

Drainage Improvement:
$3,623,728

Drainage DCC:
$1,881,000

OBI:
$ -



Scope:

In 2020, the City was awarded the Infrastructure Canada Disaster Mitigation and Adaptation Fund Grant in the amount of $13.8 million. The grant funding will contribute 40% towards eligible project costs up to $34.5 million. Additional project costs will be funded through the DCC program and Flood Protection Utility.

The objective of this project is to improve flood protection for the City and support the City's Flood Protection Management Strategy. This project includes the design and construction of drainage pump station upgrades and perimeter dike raising included in the Disaster Mitigation and Adaptation Fund Grant. The project will be completed in phases, with all work to be completed by 2028.

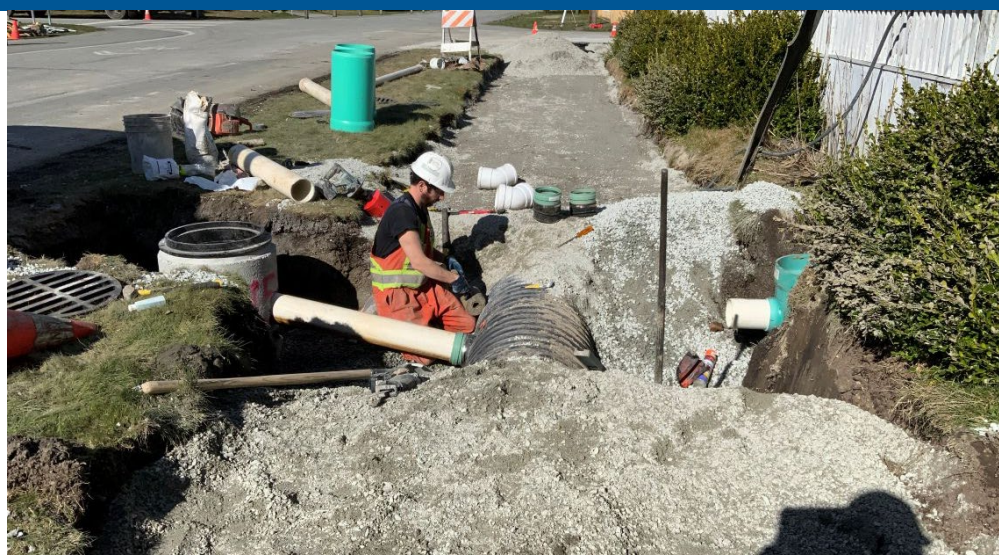
Program:	**Infrastructure Program**	**Sub-program:**	**Flood Protection**
Project Name:	**Drainage Chamber Rehabilitation and Upgrades**	**Submission ID:**	**C_10125**

Location:
Various Locations

Cost:
$150,000

Funding Sources:
Flood Protection:
$150,000

OBI:
$ -



Scope:

Each year, the City recommends improvements to the existing drainage infrastructure through the rehabilitation, upgrade or addition of access chambers and inspection chambers. This project will lower flood risks by improving surface drainage and increasing flood protection system's reliability.

Program:	**Infrastructure Program**	**Sub-program:**	**Flood Protection**
Project Name:	**Drainage Pump Station Rehabilitation and Generator Upgrade Program**	**Submission ID:**	**7001**

Location:
Various Locations

Cost:
$500,000

Funding Sources:
Flood Protection:
$500,000

OBI:
$ -

Scope:

This project involves upgrading ageing drainage pump stations to extend their service life and improve efficiency. The scope of work for this project includes, but is not limited to, the following:

- Installation of new pumps and generators
- Upgrade of existing pumps and generators
- Installation of new cameras and associated security infrastructure
- Replacement of electrical and mechanical pump station components

Program:	**Infrastructure Program**	**Sub-program:**	**Flood Protection**
Project Name:	**Flood Protection and Dike Improvements**	**Submission ID:**	**7239**

Location:
Various Locations

Cost:
$6,662,000

Funding Sources:
Flood Protection:
$6,662,000

OBI:
$ -

Scope:

The City is protected from flooding by 49 km of perimeter dike and 39 drainage pump stations. This project includes flood protection improvements at priority locations to maintain or increase current flood protection service levels.

Dike improvements are required to meet medium to long-term flood protection needs and to accommodate local area objectives such as the provision of basic recreation trails.

This project involves dike construction work that includes dike raising, structural rehabilitation, re-grading, vegetation/critter management, tree removal and replacement, habitat and environmental compensation, and dike re-armouring at priority locations.

The scope of work includes, but is not limited to, implementation of the City's Accelerated Flood Protection Program, preparation of planning studies and policies, and consulting services that support the Flood Protection Management Strategy and the City's flood protection improvement works. Additional land that is required to support dike upgrades will also be acquired through this project.

Program:	**Infrastructure Program**	**Sub-program:**	**Flood Protection**
Project Name:	**Invasive Species Management**	**Submission ID:**	**7248**

Location:
Various Locations

Cost:
$200,000

Funding Sources:
Flood Protection:
$200,000

OBI:
$ -

Scope:

The purpose of this project is to reduce the spread of invasive species and their impacts on the City's flood protection system. The scope of work for this project includes the ongoing identification, mapping, research, removal and/or control of priority invasive species, with the intention of maintaining the required performance of the flood protection system. Typical activities include measures to eliminate or minimize the impacts that invasive species, such as parrot's feather, wild chervil and knotweed have on City infrastructure and local biodiversity. Further research and efforts into the control of additional invasive species, disposal techniques and community based/citizen-science management will be explored as per the City's Invasive Species Action Plan.

Program:	**Infrastructure Program**	**Sub-program:**	**Flood Protection**
Project Name:	**Laneway Drainage Upgrades**	**Submission ID:**	**7380**

Location:
Various Locations

Cost:
$3,263,000

Funding Sources:
Flood Protection:
$2,943,800

Sanitary Sewer:
$178,620

Sanitary Sewer DCC:
$140,580

OBI:
$ -

Scope:

The scope of work for this project includes installation of drainage infrastructure in the laneways prioritized by the City's Laneway Upgrade Program. The project may also include, but not be limited to, the installation or re-instatement of the asphalt road surface and traffic calming measures. To leverage construction efficiencies and minimize disruptions to the public, ageing sanitary sewers will also be rehabilitated where the scope of work overlaps with the laneway drainage upgrade.

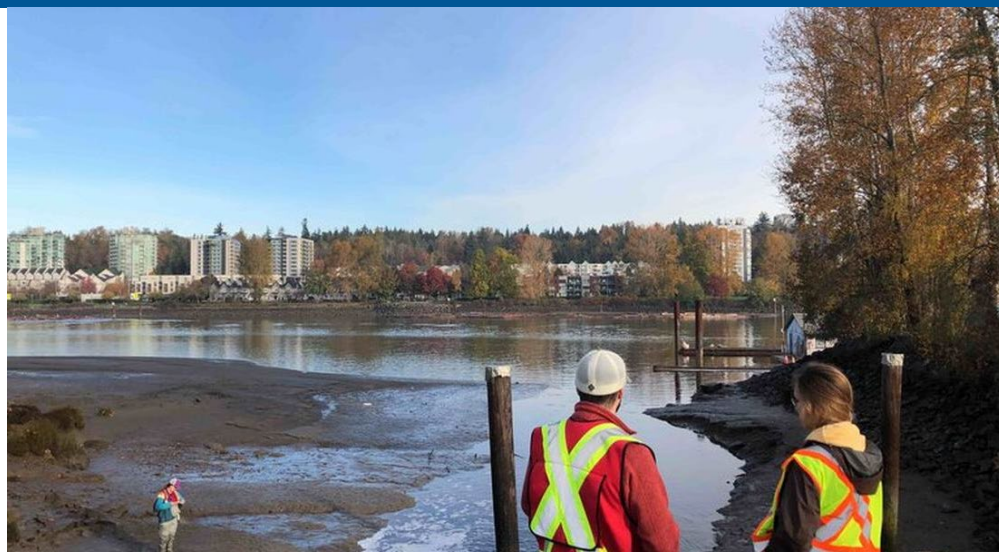
Program:	**Infrastructure Program**	**Sub-program:**	**Flood Protection**
Project Name:	**Riparian and Instream Habitat Monitoring**	**Submission ID:**	**C_10073**

Location:
Various Locations

Cost:
$100,000

Funding Sources:
Flood Protection:
$100,000

OBI:
$ -



Scope:

Many capital projects impacting riparian or instream areas require regulatory approvals from agencies such as Fisheries and Oceans Canada (DFO) or the Ministry of Forests. These approvals typically include requirements for post-construction monitoring and maintenance to ensure habitat functionality and compliance with permit conditions. The objective of this program is to ensure the City meets these legal obligations while supporting the ecological integrity of restored ecosystems.

The scope of work for this project includes, but is not limited to, the following:

- Undertaking an inventory of all riparian and instream works that arise from the construction of capital projects.
- Completing field assessments as required by legal requirements.
- Providing appropriate site-specific recommendations for maintenance.
- Completing recommended maintenance.

Program:	**Infrastructure Program**	**Sub-program:**	**Flood Protection**
Project Name:	**SCADA System Improvements**	**Submission ID:**	**6081**

Location:
Various Locations

Cost:
$200,000

Funding Sources:
Flood Protection:
$100,000

Sanitary Sewer:
$100,000

OBI:
$ -

Scope:

Through its SCADA system, the City monitors and controls various equipment for the sanitary sewer, flood protection, and water networks. The objective of this project is to maintain and improve the sanitary sewer, flood protection, and water network operation, as well as maintain system security and technological viability.

The scope of work for this project includes, but is not limited to, the following:

- Rehabilitating, upgrading, and installing computers, instruments, and electrical systems throughout the SCADA system.
- Installing cameras and other security features at sanitary pump stations.
- Developing software programs to improve SCADA reporting.

Program:	**Infrastructure Program**	**Sub-program:**	**Flood Protection**
Project Name:	**Watercourse Rehabilitation and Replacement**	**Submission ID:**	**7247**

Location:
Various Locations

Cost:
$450,000

Funding Sources:
Flood Protection:
$450,000

OBI:
$ -

Scope:

The objective of this project is to repair watercourses which includes, but is not limited to, rehabilitating failed headwalls and culvert crossings, and watercourse banks.

In addition, this project involves the infilling of non-Riparian Management Area watercourses, extending lengths of existing watercourse infills, and assessing and replacing ageing wood stave and corrugated steel culverts.

Infrastructure – Water Program

The City's Water Capital Program supports improvements to the water system, replaces ageing water infrastructure, completes infrastructure upgrades required to accommodate population growth and development, and promotes water conservation. Completion of these projects will support Council's Strategic Goals of achieving a safe and resilient city while supporting strategic and well-planned growth.

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Program:	**Infrastructure Program**	**Sub-program:**	**Water**
Project Name:	**Development Coordinated Works - Water**	**Submission ID:**	**7182**

Location:
Various Locations

Cost:
$250,000

Funding Sources:
Watermain Replacement:
$250,000

OBI:
$ -

Scope:

This project will enable the City to leverage development to design and construct water infrastructure beyond what would be required as part of development. These works include upgrades and replacement of ageing infrastructure that the City would complete, but economic and engineering efficiencies can be achieved by having the developer complete this work at the same time the development takes place. This project responds to the City's ageing infrastructure replacement needs, and supports the Official Community Plan (OCP) guiding principle to achieve greater infrastructure efficiency through the proactive planning of infrastructure upgrades and replacements.

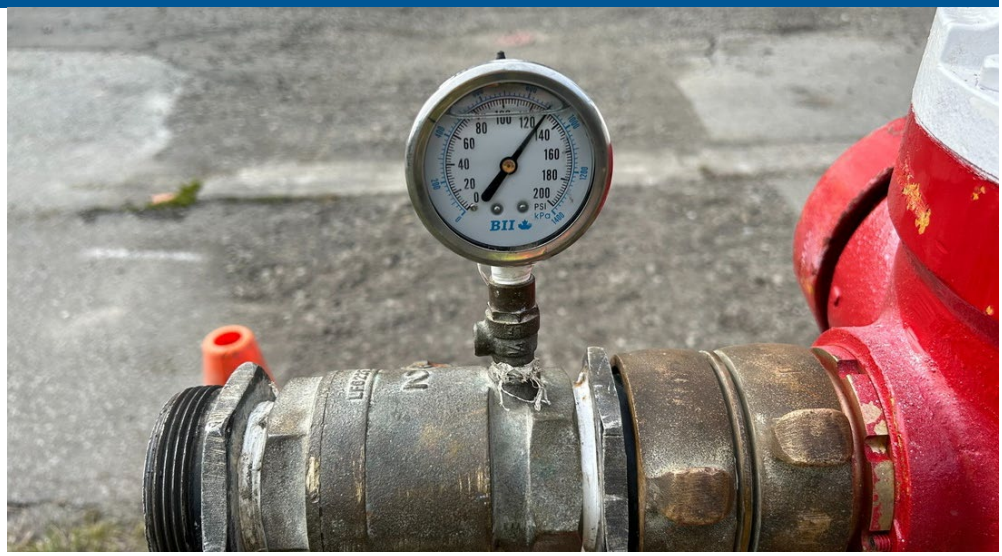
Program:	**Infrastructure Program**	**Sub-program:**	**Water**
Project Name:	**Fire Hydrant Upgrades**	**Submission ID:**	**C_10100**

Location:
Various Locations

Cost:
$400,000

Funding Sources:
Watermain Replacement:
$400,000

OBI:
$ -



Scope:

This project involves replacing ageing slide gate-style fire hydrants with compression-style fire hydrants. Compression-style fire hydrants have a break-away flange that prevents them from leaking and aligns with the industry standards.

Program:	**Infrastructure Program**	**Sub-program:**	**Water**
Project Name:	**Water Metering Program**	**Submission ID:**	**7183**

Location:
Various Locations

Cost:
$1,500,000

Funding Sources:
Water Levy Stabilization:
$1,500,000

OBI:
$ -

Scope:

Water metering enhances user equity by enabling residents to pay for the water and sewer services that they use. All single-family and Industrial, Commercial and Institutional (ICI) properties are now metered. This project involves the gradual implementation of universal water metering for multi-family complexes. The universal multi-family water metering program targets the last remaining customer class that is not metered for water. The City funds the installation costs for installations completed under this program, provide a five-year guarantee for water charges for existing multi-family complexes, and provide active outreach to complexes that will benefit from the water metering program.

Program:	**Infrastructure Program**	**Sub-program:**	**Water**
Project Name:	**Watermain Replacement and Upgrades Program**	**Submission ID:**	**7184**

Location:
Various Locations

Cost:
$5,515,000

Funding Sources:
Watermain Replacement:
$3,716,703

Water DCC:
$1,798,297

OBI:
$ -

Scope:

This project supports the City's Ageing Utilities and Roads Infrastructure Report by replacing ageing watermains that are approaching the end of their service lives. Watermain replacement minimizes unplanned maintenance and improves the available water supply for fire protection.

This project consists of the installation of approximately 3,434 meters of 200 to 300 mm diameter watermains to replace existing ageing infrastructure.

The watermain replacement program is informed by watermain age, material and break history.

Program:	**Infrastructure Program**	**Sub-program:**	**Water**
Project Name:	**Watermain Tie-in and Restoration**	**Submission ID:**	**7185**

Location:
Various Locations

Cost:
$300,000

Funding Sources:
Watermain Replacement:
$300,000

OBI:
$ -

Scope:

This project supports the Watermain Replacement and Upgrades program by allowing for tie-in and restoration work for watermain and water service installations, including restoration for watermain replacements completed as part of prior years capital programs, and restoration of water supply cuts.

Infrastructure – Sanitary Sewer Program

The City's Sanitary Sewer Capital Program supports improvements to the sanitary sewer system, replaces ageing infrastructure, and completes infrastructure upgrades required to accommodate population growth and development. Completion of these projects will support Council's Strategic Goals of achieving a safe and resilient city while supporting strategic and well-planned growth.

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Program:	**Infrastructure Program**	**Sub-program:**	**Sanitary Sewer**
Project Name:	**Development Coordinated Works - Sanitary**	**Submission ID:**	**7180**

Location:
Various Locations

Cost:
$250,000

Funding Sources:
Sanitary Sewer:
$250,000

OBI:
$ -

Scope:

This project will enable the City to leverage development to design and construct sanitary infrastructure beyond what would be required as part of development. These works include upgrades and replacement of ageing infrastructure that the City would complete separately, but economic and engineering efficiencies can be achieved by having the developer complete this work at the same time the development takes place. This project responds to the City's ageing infrastructure replacement needs, and supports the Official Community Plan (OCP) guiding principle to achieve greater infrastructure efficiency through the proactive planning of infrastructure upgrades and replacements.

Program:	Infrastructure Program	Sub-program:	Sanitary Sewer
Project Name:	Sanitary Pump Station and Forcemain Upgrades and Rehabilitation	Submission ID:	7178

Location:
Various Locations

Cost:
$800,000

Funding Sources:
Sanitary Sewer:
$800,000

OBI:
$ -

Scope:

This project involves the rehabilitation and upgrade of existing sanitary pump stations and forcemains.

The scope of work for pump station upgrades and rehabilitation includes electrical kiosk replacement, power supply upgrade, new motor control center installation, pump rewinding, and concrete slab and aluminum hatch installation. This work is required to continue providing required levels of sanitary sewer servicing.

The scope of work for forcemain upgrades and rehabilitation includes installation of valves, hatches and pigging chambers along City forcemains to improve access, and replacement of sections of forcemain that are in poor condition. Installation of these appurtenances will allow for improved isolation and control of forcemains in the event of breaks or tie-ins, and improve the ability to maintain and inspect the forcemains.

Program:	**Infrastructure Program**	**Sub-program:**	**Sanitary Sewer**
Project Name:	**Sanitary Sewer Gravity System Assessment and Rehabilitation**	**Submission ID:**	**7219**

Location:
Various Locations

Cost:
$600,000

Funding Sources:
Sanitary Sewer:
$600,000

OBI:
$ -

Scope:

This project consists of the assessment and rehabilitation of the City's gravity sanitary sewer system to meet the required levels of service.

Assessments are required to determine infrastructure condition, identify defects and fulfill Metro Vancouver's requirement to assess all gravity sanitary sewers on a 20-year cycle. The project also includes ongoing flushing and grease cutting as a preventative maintenance measure, and sewer rehabilitation to address defects that are identified through the assessments.

Program:	**Infrastructure Program**	**Sub-program:**	**Sanitary Sewer**
Project Name:	**Sanitary Sewer Tie-in and Restoration**	**Submission ID:**	**7179**

Location:
Various Locations

Cost:
$150,000

Funding Sources:
Sanitary Sewer:
$150,000

OBI:
$ -

Scope:

This project supports the Sanitary Sewer Gravity System Assessment and Rehabilitation program by allowing for tie-in and restoration work for sanitary sewer projects completed as part of prior year's capital programs. This project responds to the City's ageing infrastructure replacement needs, and supports the Official Community Plan (OCP) objective for proactive planning of infrastructure upgrades and replacements.

Program:	**Infrastructure Program**	**Sub-program:**	**Sanitary Sewer**
Project Name:	**Steveston Sanitary Sewer Rehabilitation**	**Submission ID:**	**6515**

Location:
Steveston

Cost:
$7,838,000

Funding Sources:
Sanitary Sewer:
$7,838,000

OBI:
$ -

Scope:

This project is part of a multi-year program to assess and rehabilitate or replace ageing gravity sewers in the Steveston area that are approaching the end of their service life and is expected to be completed by 2030. Rehabilitation and replacement will mitigate the risk of infrastructure failure, thereby maintaining a high level of sanitary service to residents. This project includes assessment, rehabilitation or replacement, and the associated activities required to facilitate sanitary system rehabilitation and replacement. Additional funding to support this project will be requested through future capital submissions.

Infrastructure – Infrastructure Advanced Design and Minor Public Works Program

This program includes planning, investigations and design for future infrastructure upgrades and funds minor capital rehabilitation, replacement or improvement work for water, sewer, flood protection, and sanitation and recycling infrastructure.

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Program:	**Infrastructure Program**	**Sub-program:**	**Infrastructure Advanced Design and Minor Public Works**
Project Name:	**Public Works Infrastructure Advanced Design**	**Submission ID:**	**7181**

Location:
Various Locations

Cost:
$2,500,000

Funding Sources:
Flood Protection:
$1,250,000

Water Supply:
$650,000

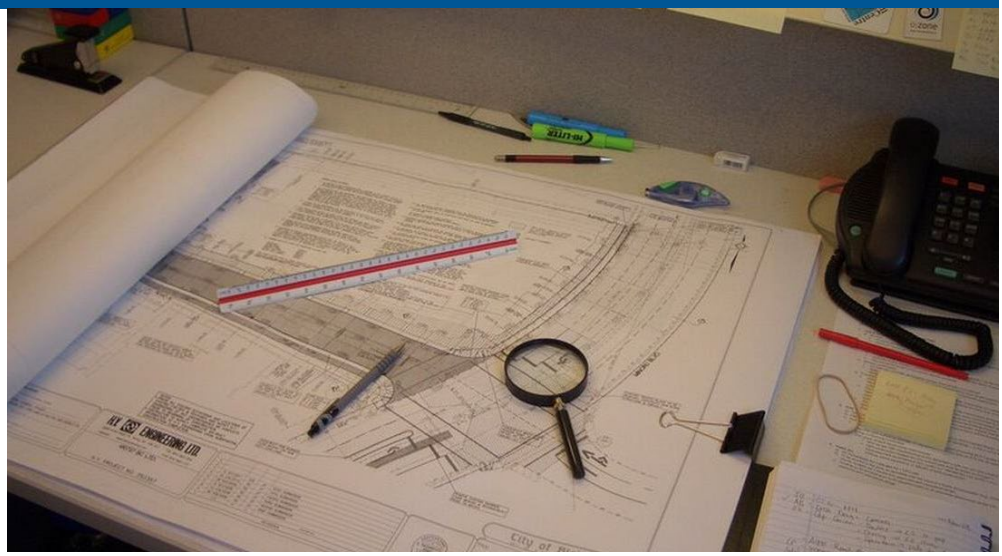
Sanitary Sewer:
$338,125

Roads DCC:
$188,100

Capital Reserve (Revolving Fund):
$11,900

Sanitary Sewer DCC:
$61,875

OBI:
$ -



Scope:

This project plans and designs future capital projects and deliver reports that define long-term infrastructure upgrades. The scope of work for this project includes, but is not limited to, project design, field investigations, public engagement, planning studies, and infrastructure modelling.

Sanitary Project Design, Planning and System Modelling	$400,000
Water Project Design, Planning and System Modelling	$650,000
Flood Protection Project Design, Planning and System Modelling	$1,250,000
Roads	$200,000
Total	$2,500,000

Program:	**Infrastructure Program**	**Sub-program:**	**Infrastructure Advanced Design and Minor Public Works**
Project Name:	**Public Works Minor Capital - Dikes**	**Submission ID:**	**7241**

Location:
Various Locations

Cost:
$150,000

Funding Sources:
Flood Protection:
$150,000

OBI:
$ -

Scope:

This project involves minor work related to flood protection infrastructure, including but not limited to, the following:

- Restoration of rip rap and erosion repairs for dikes.
- Management of high risk vegetation.
- Purchase of flood protection devices, safety equipment and emergency supplies.
- Testing and implementation of new technologies to improve efficiencies for flood protection infrastructure inspections and site specific repairs.

In addition, this project involves environmental monitoring and restoration for the construction of new flood protection infrastructure, and environmental restoration for completed projects as part of prior years' capital programs.

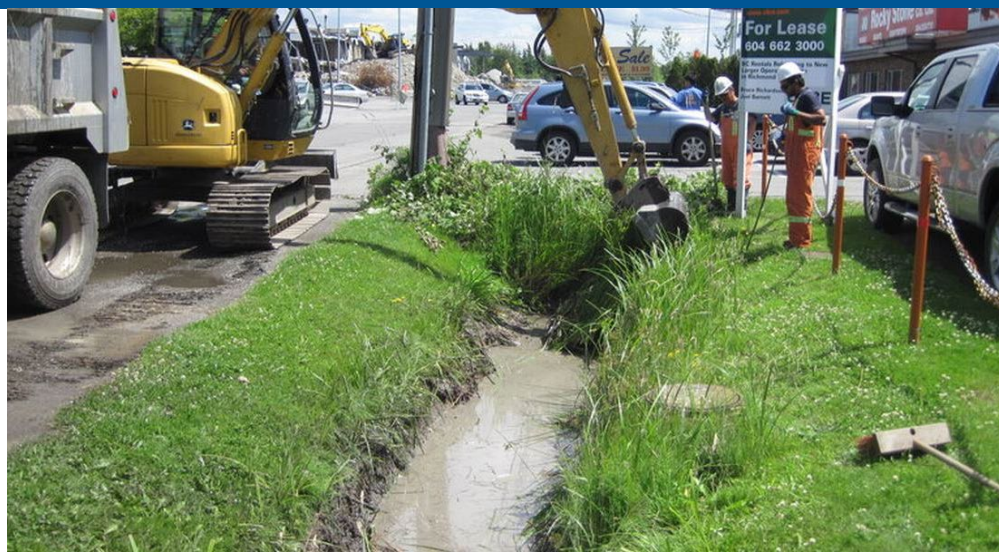
Program:	**Infrastructure Program**	**Sub-program:**	**Infrastructure Advanced Design and Minor Public Works**
Project Name:	**Public Works Minor Capital - Drainage**	**Submission ID:**	**7618**

Location:
Various Locations

Cost:
$350,000

Funding Sources:
Flood Protection:
$350,000

OBI:
$ -



Scope:

This project involves minor work related to flood protection infrastructure, including but not limited to, the following:

- Installation and rehabilitation of pipes and manholes.
- Installation of monitoring equipment, safety upgrades, testing of new technologies to improve efficiencies and minor repairs at drainage pump stations.
- Purchase of flood protection devices, safety equipment and emergency supplies.
- Testing and implementation of new technologies to improve efficiencies for flood protection infrastructure inspections and site specific repairs.

In addition, this project involves environmental monitoring and restoration for the construction of new flood protection infrastructure, and environmental restoration for completed projects as part of prior years' capital programs.

Program:	**Infrastructure Program**	**Sub-program:**	**Infrastructure Advanced Design and Minor Public Works**
Project Name:	**Public Works Minor Capital - Roads**	**Submission ID:**	**7230**

Location:
Various Locations

Cost:
$350,000

Funding Sources:
Capital Reserve (Revolving Fund): $350,000

OBI:
$ -

Scope:

The minor capital program enables the City to undertake a variety of minor road infrastructure works.

These include, but are not limited to; the installation of wheelchair ramps, curbs, gutters and sidewalks to ensure effective surface drainage and accessibility, the repair of minor road sections outside of the annual paving program that may be damaged by tree root intrusion, settlement, or other causes, and maintenance and repair of street lights and related hardware.

Program:	**Infrastructure Program**	**Sub-program:**	**Infrastructure Advanced Design and Minor Public Works**
Project Name:	**Public Works Minor Capital - Sanitary**	**Submission ID:**	**7177**

Location:
Various Locations

Cost:
$150,000

Funding Sources:
Sanitary Sewer:
$150,000

OBI:
$ -

Scope:

This project involves minor work related to the sanitary infrastructure, including pump station upgrades, sanitary pump replacements, modifications to improve operational efficiency and functionality, testing of new technologies, forcemain repairs, site-specific repairs, as well as manhole and valve box repairs.

Program:	**Infrastructure Program**	**Sub-program:**	**Infrastructure Advanced Design and Minor Public Works**
Project Name:	**Public Works Minor Capital - Sanitation and Recycling**	**Submission ID:**	**7190**

Location:
Various Locations

Cost:
$350,000

Funding Sources:
General Solid Waste and Recycling:
$350,000

OBI:
$ -

Scope:

This project involves minor work related to Sanitation and Recycling, including but not limited to, Recycling Depot general site maintenance or repairs, expansion projects, funding for streetscape recycling containers in public spaces, and garbage and recycling cart replacements.

This project is used to:

- Replace our city streetscape recycling containers that lose functionality, become damaged, and worn due to exposure to weather conditions. Our goal is to replace on a 3-year cycle.
- Undertake repairs or minor upgrades at the Recycling Depot. This could include building or acquiring small sheds, cages or structures to add material streams. This could also include the acquisition of new container types to enable addition of new materials for collection and undertake improvements to comply with safety, such as preparing and posting signs, installing barricades, and replacing concrete blocks that become damaged from equipment used to move large items as part of regular operations.
- Acquire items that may be needed to support operations, including stairs to assist safe drop-off of items into taller recycling bins. It may also include items to support illegal dumping clean ups and clean up of homeless camps, including carrying aids (e.g. dollies, cutting tools).
- Acquire garbage and recycling carts to replace receptacles used by residents which are coming to the end of their expected life.

Program:	**Infrastructure Program**	**Sub-program:**	**Infrastructure Advanced Design and Minor Public Works**
Project Name:	**Public Works Minor Capital - Water**	**Submission ID:**	**5865**

Location:
Various Locations

Cost:
$250,000

Funding Sources:
Watermain Replacement:
$250,000

OBI:
$ -

Scope:

This project involves minor work related to the water infrastructure, including minor watermain repairs and replacements, operational efficiencies, changes to safety requirements, testing of new technologies, and minor upgrades.

Building Program

The Building Program encompasses major construction and renovation projects, along with minor facility upgrades and repairs. The City's building assets include arenas, pools, community centres, libraries, heritage buildings, police stations, fire halls, and other municipal facilities.

Building – Building Program

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Richmond Ice Centre – Sprinkler System Replacement 85
Works Yard Replacement – Phase 1 86

Program:	Building Program	Sub-program:	Building
Project Name:	Annual Facility Services Infrastructure Replacements	Submission ID:	7807

Location:
Various Locations

Cost:
$3,000,000

Funding Sources:
Building and Infrastructure:
$3,000,000

OBI:
$ -

Scope:

Annual infrastructure replacement projects for the City's more than 180 ageing facilities address equipment failures, emergency replacements, asset replacements beyond standard maintenance, and accessibility and security-related needs. Examples for planned works for 2026 include boiler replacement at the Community Safety Building, lighting replacements at the Richmond Ice Centre, access control replacements at childcare facilities and fire halls, as well as fire alarm and intrusion monitoring systems across multiple facilities. Work is subject to change if critical repairs or higher priorities arise.

Program:	**Building Program**	**Sub-program:**	**Building**
Project Name:	**Annual Project Development Building Improvements**	**Submission ID:**	**7320**

Location:
Various Locations

Cost:
$5,954,000

Funding Sources:
Corporate:
$5,954,000

OBI:
$ -

Scope:

Annual building improvement projects servicing over 180 of the City's facilities include equipment replacements of HVAC and mechanical components, interior renovations and refurbishments, accessibility-related enhancements and building system upgrades. Examples for planned works for 2026 include renewals to the fire and security life-safety systems at Sea Island Community Hall, storage and cabinetry upgrades at Cambie Community Centre, and skate shop improvements at the Richmond Ice Centre. These works are subject to change should critical repairs or higher priorities arise.

Program:	Building Program	Sub-program:	Building
Project Name:	Capital Buildings Project Development Advanced Design	Submission ID:	7476

Location:
Various Locations

Cost:
$500,000

Funding Sources:
Building and Infrastructure:
$500,000

OBI:
$ -

Scope:

The scope of this project includes:

- Completing building and feasibility assessments, schematic design development and review required to develop the 2027 Capital Plan. Staff receive on average approximately 80-100 projects on an annual basis that require feasibility level review and costing in time for the budget process. Examples for the 2025 program include feasibility and costing for a covered lacrosse box creation, Richmond Ice Centre sprinkler system renewal, and Steveston Tennis building condition assessment.
- Responding to requests for feasibility and concept level design and costing services added to the 2026 work plan. Throughout the course of 2024 and 2025 to date, there have been approximately 41 such requests, examples of which include the Phoenix Net Loft concept design, Britannia site-wide utilities review, Steveston Pool accessibility upgrades, and Richmond Cultural Centre Atrium café kitchen assessment. The same level of requests are anticipated for 2026.

Program:	**Building Program**	**Sub-program:**	**Building**
Project Name:	**East Richmond Community Hall Envelope and HVAC Renewals**	**Submission ID:**	**7254**

Location:
12360 Cambie Road

Cost:
$700,000

Funding Sources:
Building and Infrastructure:
$700,000

OBI:
$ -

Scope:

Multiple systems in this facility constructed in 1960 will be replaced with modern energy-efficient systems (where possible). These system renewals will also include associated miscellaneous items that will serve to prolong the life of the building and ensure the health and safety of its users and inhabitants. In addition to the specific scopes outlined below, general facility upgrades and ancillary work required to support the overall renewal efforts may be undertaken.

Envelope:

The exterior doors are original to the facility. Additionally, select windows that have failed and allowing water ingress will be repaired and replaced as part of this work.

HVAC:

Air conditioning units 1, 2, and 3 have all reached the end of their life expectancy and will be replaced with modern, energy-efficient units.

Program:	Building Program	Sub-program:	Building
Project Name:	Richmond Cultural Centre Skylight Dome Repair and Air Handling Unit Replacements	Submission ID:	6930

Location:
7700 Minoru Gate

Cost:
$3,700,000

Funding Sources:
Building and Infrastructure:
$3,700,000

OBI:
$ -

Scope:

Multiple systems in this facility constructed in 1992 have reached the end of their life expectancy and will be replaced with modern energy-efficient systems (where possible). These system renewals will also include associated miscellaneous items that will serve to prolong the life of the building and ensure the health and safety of its users and inhabitants. In addition to the specific scopes outlined below, general facility upgrades and ancillary work required to support the overall renewal efforts may also be undertaken.

Envelope:

The existing skylight systems and upper windows are over 30 years old and have failed multiple times causing water ingress and damage. Roofing and interior repairs surrounding these areas will also take place to address the water damage.

HVAC and Plumbing:

This work entails renewal of Air Handling units and Split DX units to include component and controls replacement to ensure continued service of these units.

Electrical:

Work includes the replacement of the museum lighting panel system with an upgraded system to improve lighting options and controls for this space.

Life Safety:

The fire alarm system, including all devices, switches and bells will be renewed with new energy-efficient units to ensure the life and safety of all occupants.

Program:	**Building Program**	**Sub-program:**	**Building**
Project Name:	**Richmond Ice Centre – Sprinkler System Replacement**	**Submission ID:**	**7737**

Location:
14140 Triangle Road

Cost:
$4,000,000

Funding Sources:
Building and Infrastructure:
$4,000,000

OBI:
$ -

Scope:

The fire safety sprinkler system at the Richmond Ice Centre, originally constructed in 1994, will be replaced with a modern water-efficient system and will include additional associated renewals to prolong the overall life of the building. This project may also encompass other facility upgrades identified during construction. Addressing these items concurrently will help minimize future disruptions.

Over the past year, several sections of the sprinkler system (including branch lines and sprinkler heads) required emergency repairs. The sprinkler lines within rinks 5 and 6 were replaced during a scheduled rink closure in conjunction with the truss re-painting work. The remaining sprinkler lines within rinks 1 to 4, along with the facility's common spaces and water entry room, will be replaced through this submission.

Program:	**Building Program**	**Sub-program:**	**Building**
Project Name:	**Works Yard Replacement – Phase 1**	**Submission ID:**	**7639**

Location:
5599 Lynas Lane

Cost:
$74,000,000

Funding Sources:
Building and Infrastructure:
$42,700,000

Capital Reserve (Revolving Fund):
$7,300,000

Sanitary Sewer:
$10,000,000

Water Supply:
$14,000,000

OBI:
$ -

Scope:

Replacement of the Works Yard located at 5599 Lynas Lane was approved by Council in July 2023. The approved project is to be completed in three phases while keeping the existing Works Yard operations functional at all times. This submission is for the scope inclusion of the workshop program and other elements to the Phase 1 program. Phase 1 now includes the main building which consists of: administration space, workshops, dispersals, change rooms and a staff vehicle parkade, as detailed in the Works Yard Replacement Project – Program, Form, Phasing and Budget report which was adopted by Council on July 28, 2025, as follows:

That in order to reduce the overall project schedule, and manage cost escalation risks, the workshop program and other elements be added to the scope of work for Phase 1 and a capital submission for the Works Yard Replacement - Enabling Works and Phase 1 capital projects' scope change and budget increase of $74.0 million (2025 dollars), be endorsed for Council's consideration as part of the 2026 budget process

Building – Heritage Program

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London Farm Envelope Restorations 88

Program:	**Building Program**	**Sub-program:**	**Heritage**
Project Name:	**London Farm Envelope Restorations**	**Submission ID:**	**C_10013**

Location:
6511 Dyke Road

Cost:
$2,700,000

Funding Sources:
Building and Infrastructure:
$2,700,000

OBI:
$ -

Scope:

London Farm is a significant heritage asset for the City of Richmond. In February 2021, Council approved the London Heritage Farm Master Plan which recommended site improvements in response to key issues and concerns for the site. The works proposed align with the master plan and strive to enhance the visitor experience. These replacements along with associated system renewals, will ensure continued use of these facilities while maintaining the heritage details and aesthetics where possible.

The envelope systems of multiple buildings at London Farm have water ingress and damage. The systems that require renewal and replacement include exterior siding, rainscreens, soffits, windows and trim, as well as fascia board, railings and posts on the main house.

Additionally, there are numerous interior finishes and upgrades to the site that will be addressed throughout this project including painting, wallpaper, tiling, drywall repair, attic insulation and washroom renewals as needed.

Parks Program

Richmond is renowned for its high quality parks, trails, natural areas and its vibrant urban realm. The City's park system consists of 140 parks that total approximately 2,153 acres serving the wellness and recreation needs of a diverse and growing community. More than 136 kilometres of trails support walking, rolling and cycling, bringing people to the City's many iconic parks and waterfront destinations. The development of new parks and trails along with new amenities will ensure that the residents continue to receive excellent service and that the City continues to be a regional and tourism destination.

Parks – Parks Program

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Program:	**Parks Program**	**Sub-program:**	**Parks**
Project Name:	**Capstan Neighbourhood Park Activation**	**Submission ID:**	**C_10015**

Location:
Capstan Neighbourhood Park

Cost:
$262,000

Funding Sources:
Developer Contributions:
$262,000

OBI:
$ -

Scope:

The project will support the activation and enhancement of Capstan Neighbourhood Park's plaza area, a City park developed through a servicing agreement. The existing park includes a play area, basketball courts, picnic spaces and open lawn located adjacent to the recently completed Capstan Station on the Canada Line.

The project will develop and install flexible, dynamic public amenities such as a multi-use modular pavilion, interactive play features, or public art installations that complement and animate the existing park facilities. These additions will create adaptable spaces that support diverse community programming and foster social engagement.

The design will prioritize accessibility, inclusivity, sustainability and durability to ensure long-term usability for people of all ages and abilities. This initiative aligns with the City Centre Area Plan and Capstan Station Integration Strategy, enhancing the park's role as a vibrant, connected community hub within the urban village context.

Spending will be limited to the developer contributions collected for this park.

Program:	**Parks Program**	**Sub-program:**	**Parks**
Project Name:	**Experience the Fraser Trail Enhancements - Phase 1**	**Submission ID:**	**C_10014**

Location:
Various Locations

Cost:
$100,000

Funding Sources:
Parks Development DCC:
$94,050

Capital Reserve (Revolving Fund):
$5,950

OBI:
$3,450

Scope:

The project supports the City's implementation of the Council-endorsed Experience the Fraser (ETF) initiative—a regional project to create a continuous recreational corridor along the Fraser River from Hope to the Salish Sea.

The project will focus on enhancing the City's trail network, particularly along the waterfront and urban connections. Key components include trail improvements and accessibility upgrade, directional and wayfinding signage at key trail intersections; and interpretive kiosks to highlight cultural and natural heritage.

The work aligns with the Richmond Trail Strategy (2010) and Parks and Open Space Strategy (2022) under the "Connectivity" theme. Capital funding will enable phased implementation of priority projects, with flexibility to adapt to emerging needs and opportunities. External grants and partner funding will be pursued where possible to complement City investment.

Program:	Parks Program	Sub-program:	Parks
Project Name:	Garden City Community Park Pedestrian Bridge Replacement	Submission ID:	C_10168

Location:
Garden City Community Park

Cost:
$600,000

Funding Sources:
Capital Reserve (Revolving Fund): $600,000

OBI:
$ -

Scope:

A structural condition assessment has identified the Garden City Community Park bridge to be in very poor condition and needing replacement due to its deteriorated structural elements. The Garden City Community Park bridge is a pedestrian structure that carries a pedestrian trail over the Garden City Pond. This pathway offers the only direct route from the south end of the park, where the tennis court and bike parks exist, to the north side of the park where the playground, basketball court and washroom amenities are located.

This project will replace the bridge over two years, with engineering planning and design to be completed in the first year (2026), and tendering and construction to be completed in the second year (2027).

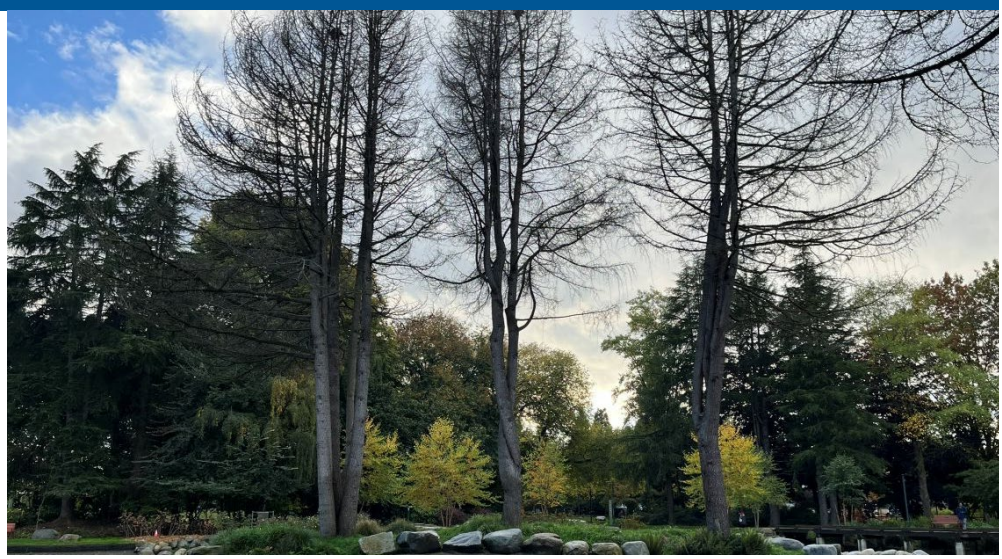
Program:	**Parks Program**	**Sub-program:**	**Parks**
Project Name:	**Minoru Lakes District Tree Art Plan**	**Submission ID:**	**7739**

Location:
Minoru Park

Cost:
$100,000

Funding Sources:
Capital Reserve (Revolving Fund): $100,000

OBI:
$ -



Scope:

Several large trees in Minoru Park have failed due to factors such as climate change, site modifications and natural ageing. In many cases, removal and replacement is not feasible because of the trees' size, location and proximity to other trees or park infrastructure, where rootball disturbance could cause damage. The Minoru Lakes District Tree Art Plan offers an innovative and sustainable alternative by transforming these failed trees into eco-sculptures, adding new layers of visual and environmental interest to the park.

The project scope includes "wildlifing" the trees—removing branches and reducing height to ensure safety and carving suitability—engaging artist(s) to develop concepts and implementing approved designs, potentially with the support of specialized contractors. The process may also provide opportunities to involve the community and local students in the design and implementation, where appropriate.

Program:	**Parks Program**	**Sub-program:**	**Parks**
Project Name:	**Parks Advanced Planning and Design**	**Submission ID:**	**7125**

Location:
Various Locations

Cost:
$600,000

Funding Sources:
Parks Development DCC:
$564,300

Capital Reserve (Revolving Fund):
$35,700

OBI:
$ -

Scope:

This annual project submission for Parks Advanced Planning and Design will provide resources for planning, research, public and stakeholder consultation, design and project management for a range of purposes, strategic planning projects, reports to City Council, meeting regulatory agency requirements (e.g., Vancouver Coastal Health, Provincial ministries), conceptual park design and technical reports for projects that require particular areas of expertise (e.g., environmental assessments).

2026 planned projects include detailed design at destination playgrounds; park infrastructure engineering and geotechnical design; conceptual park and open space planning for various sites; topographical surveys (engineering site survey pick-up); park characterization projects; and best practices research.

The scope of work includes researching best practices; collecting data, topographical surveys and geographical information; and conducting landscape architectural and engineering services as part of a planning and design process. The design process includes preparing and producing concept designs, reports, presentations and detailed construction drawings for upcoming major capital projects. Projects may be community initiated or support a redeveloping area of the City.

Program:	**Parks Program**	**Sub-program:**	**Parks**
Project Name:	**Parks Ageing Infrastructure Rehabilitation Program**	**Submission ID:**	**7123**

Location:
Various Locations

Cost:
$700,000

Funding Sources:
Capital Reserve (Reolving Fund): $700,000

OBI:
$ -

Scope:

This program targets the replacement of ageing parks and open space infrastructure, including, but not limited to courts, fencing, pavement and trails, furnishings and engineered systems such as bridges, drain lines, mechanical components and lighting services. Park assets that are at their expected service life are prioritized for repairs or total replacement depending on operational impact and safety to life and property.

A list of planned projects in 2026 include:

- Piers and dock repairs
- Bridge repairs
- Sport court repairs
- Trail surface repairs
- Electrical and lighting replacement
- Engineering and consulting services

Program:	**Parks Program**	**Sub-program:**	**Parks**
Project Name:	**Parks General Development**	**Submission ID:**	**7122**

Location:
Various Locations

Cost:
$500,000

Funding Sources:
Parks Development DCC:
$470,250

Capital Reserve (Revolving Fund):
$29,750

OBI:
$2,401

Scope:

Upgrades to existing parks are required to respond to ongoing growth in the community. This program funds improvements of existing park amenities and facilities which are not part of other park capital programs, yet are required to support the increased use as a result of an increasing resident population. This funding allows the City to be agile and responsive to Council direction and appropriate park enhancement measures that align with the City's strategic plans. These discrete, site-specific park enhancements address the community's needs for ongoing park improvements to infrastructure, equipment and landscape amenities.

Examples of projects that have been supported by the General Development program include new pathways, drinking fountains, plantings and gardens, dog off-leash areas, drainage systems, sport amenities, benches, and other park furnishing. Specific projects will be identified and prioritized based on a balanced evaluation including condition assessments, accessibility, inclusivity, and technicality during the year.

Program:	**Parks Program**	**Sub-program:**	**Parks**
Project Name:	**Parks Identity and Wayfinding Signage Program**	**Submission ID:**	**7566**

Location:
Various Locations

Cost:
$150,000

Funding Sources:
Parks Development DCC:
$141,075

Capital Reserve (Revolving Fund):
$8,925

OBI:
$11,500

Scope:

This project builds on ongoing efforts to improve wayfinding and interpretive signage in underserved parks and trail areas. Current gaps in the Parks and Trails Wayfinding and Interpretation Program limit both navigation and educational opportunities for visitors. This capital request addresses those gaps by providing clear guidance for park users while sharing educational content that highlights the City's natural, cultural, and historic landscapes.

In this phase, up to 10 new interpretive sites will be added, along with additional wayfinding signs where needed. All new signage will follow the Parks Identification and Wayfinding Signage Program, ensuring a cohesive visual identity across the park system.

The scope of work includes:

- Analyzing each interpretive site (natural, cultural, and historic elements).
- Preparing site plans for signage installation.
- Coordinating with vendors and/or in-house teams for sign fabrication.
- Overseeing installation in collaboration with in-house services.

This phase will also complete signage for remaining unsigned park locations in the Seafair and Steveston neighbourhoods.

Program:	**Parks Program**	**Sub-program:**	**Parks**
Project Name:	**Pickleball Court Installation**	**Submission ID:**	**C_10165**

Location:
Various Locations

Cost:
$200,000

Funding Sources:
Canada Community Building Fund (Gas Tax):
$200,000

OBI:
$8,050

Scope:

This project plans for the addition of ten pickleball courts within the City—six dedicated courts and four shared courts. It is anticipated that the existing tennis courts at an existing school site will be converted into six dedicated pickleball courts. Pickleball lines will be painted onto the existing City-owned tennis courts for the remaining four shared courts. Pickleball is a fast growing sport across Canada and in Richmond. Local interest is surging and this project aims to meet the growing needs of the public. The Richmond BC Pickleball Association saw its membership climb from approximately 100 in 2019 to nearly over 750 in 2025. This project aims to increase the number of pickleball courts in the City.

Program:	**Parks Program**	**Sub-program:**	**Parks**
Project Name:	**Playground Replacement Program**	**Submission ID:**	**6641**

Location:
Various Locations

Cost:
$600,000

Funding Sources:
Capital Reserve (Revolving Fund): $600,000

OBI:
$ -

Scope:

This capital program currently addresses playgrounds that are over 20 years of age, which are at the end of their life span, and/or contain damaged parts that can no longer be replaced due to obsolescence or severe vandalism. Updates of all playground components such as play equipment, safety surfacing, edging, drainage and surrounding landscape features are considered. While the cornerstone of this program is to ensure that playgrounds continue to be safe and operational into the future, opportunities to broaden the range of play offered, enhance or introduce inclusive play, and do so with environmental sustainability in mind, are also explored. Replacement of the playgrounds at Agassiz Neighbourhood Park, Albert Airey Neighbourhood Park, Sea Island Community Centre Park and Park Lane Neighbourhood Park are a priority in 2026.

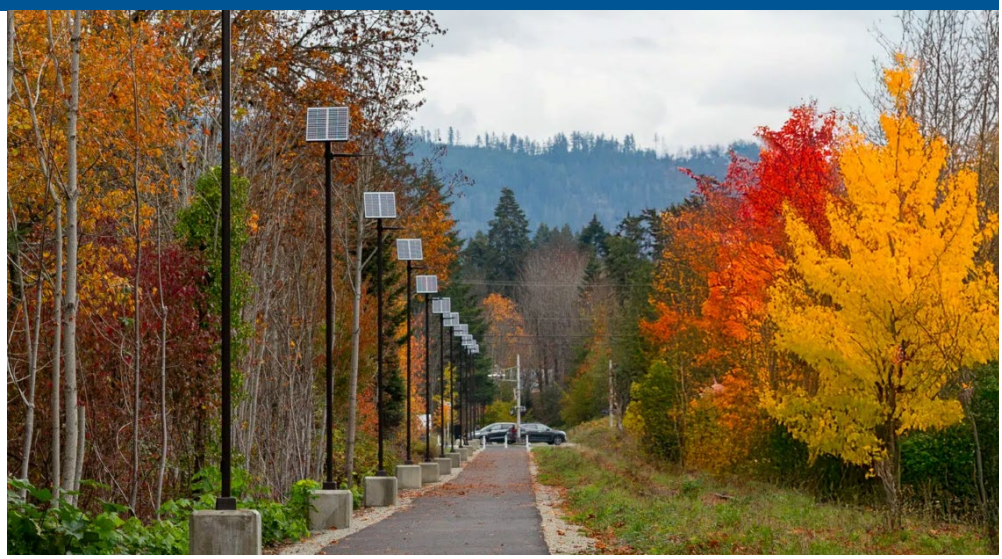
Program:	**Parks Program**	**Sub-program:**	**Parks**
Project Name:	**Railway Greenway Solar Lighting – Phase 1**	**Submission ID:**	**C_10011**

Location:
Railway Greenway

Cost:
$360,000

Funding Sources:
Capital Reserve (Revolving Fund): $360,000

OBI:
$13,340



Scope:

Between 2022 and 2024, staff conducted public engagement to identify opportunities to improve safety along the Railway Greenway through enhanced lighting. In July 2025, Council endorsed a recommendation to implement solar lighting in two phases across seven designated areas of the greenway between Westminster Highway and Garry Street.

This capital request will enable the City to move forward with Phase 1 of the project, addressing demonstrated community needs. Solar light poles, spaced at 30-metre intervals, will enhance accessibility and safety after dark for all modes of active transportation. Phase 1 will deliver solar lighting in two priority areas, covering approximately 900 metres of the greenway.

Program:	**Parks Program**	**Sub-program:**	**Parks**
Project Name:	**Richmond Nature Park Enhancements**	**Submission ID:**	**7513**

Location:
Richmond Nature Park

Cost:
$750,000

Funding Sources:
Capital Reserve (Revolving Fund): $750,000

OBI:
$7,475

Scope:

In 2024, essential infrastructure upgrades—including interior and exterior works and replacement of the existing septic system—were completed at Richmond Nature Park. These improvements impacted the highly visible, public-facing landscape areas surrounding the Nature House and influenced how visitors access the facility. This highlights the need to update the public spaces around the Nature House to maintain universal accessibility, enhance layout and functionality, support habitat value, and improve the overall visitor experience.

This capital request will enable the City to implement targeted enhancements focused on accessibility at Richmond Nature Park. Improvements will be concentrated in the areas surrounding the Nature House and are anticipated to include, but are not limited to:

- Improving circulation and cohesion, including universally accessible paths connecting on-site facilities.
- Creating new plant beds and permanent landscape treatments, particularly in areas above septic beds.
- Upgrading existing and introducting new interpretive features.
- Enhancing drainage and parking infrastructure.

The work will encompass both the design and planning of these enhancements, as well as their construction and implementation.

Program:	**Parks Program**	**Sub-program:**	**Parks**
Project Name:	**Timber and Natural Play Replacement Program**	**Submission ID:**	**C_10012**

Location:
Various Locations

Cost:
$650,000

Funding Sources:
Canad Community Building Fund (Gas Tax):
$650,000

OBI:
$ -

Scope:

This capital submission addresses the repair and replacement of deteriorating nature play equipment across the City's playground inventory. Several timber play structures, including those at Terra Nova Adventure Play Environment, are showing advanced signs of age and wear.

The program will repair or replace damaged components or entire timber structures as required. Where feasible, more durable and longer-lasting materials will be considered to improve lifecycle performance. Preliminary priority sites include Terra Nova Adventure Play Environment, Olympic Riverside Plaza, Wowk Neighbourhood School Park, Tait Waterfront Park, and additional locations identified through inspections.

Land Acquisition Program

The land acquisition program relates to the acquisition and disposition of real property for the City, as approved by Council.

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Strategic Real Estate Acquisition 104

Program:	**Land Program**	**Sub-program:**	**Land**
Project Name:	**Strategic Real Estate Acquisition**	**Submission ID:**	**7416**

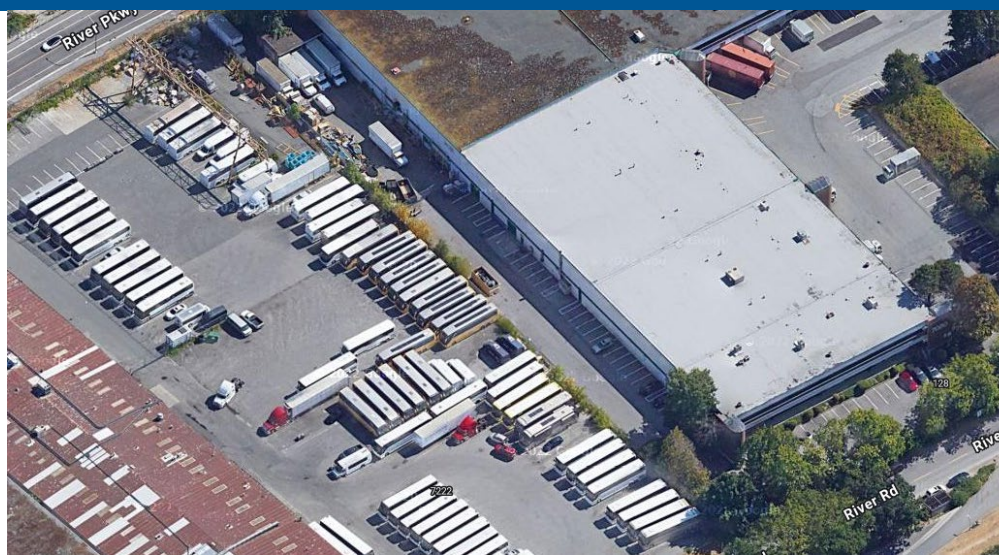
Location:
Various Locations

Cost:
$50,000,000

Funding Sources:
Capital Reserve (Industrial Use):
$44,000,000

Housing Accelerator Fund:
$6,000,000

OBI:
$ -



Scope:

This capital budget submission utilizes funding from the Capital Reserve (Industrial Use) for land acquisition to meet the Council Approved Strategic Real Estate Investment Plan, excluding Development Cost Charges (DCC) and other special reserve funded projects. $50 million is to be invested in investment-class real estate.

Equipment Program

The equipment program includes machinery and vehicles for Public Works (PW), Fire Rescue Services and other equipment.

Equipment – Vehicle Program

Flood Protection Vehicle Purchase 106
Sanitary Sewer Vehicle Purchase 107
Utility Department Vehicle Purchase 108
Vehicle and Equipment Replacement (PW and Corporate Fleet) 109

Program:	**Equipment Program**	**Sub-program:**	**Vehicle**
Project Name:	**Flood Protection Vehicle Purchase**	**Submission ID:**	**C_10174**

Location:
Various Locations

Cost:
$180,000

Funding Sources:
Flood Protection:
$180,000

OBI:
$41,400

Scope:

This project consists of the purchase of a 2-tonne crew truck with dump box for the purposes of meeting Dike Maintenance and construction requirements.

Program:	**Equipment Program**	**Sub-program:**	**Vehicle**
Project Name:	**Sanitary Sewer Vehicle Purchase**	**Submission ID:**	**C_10167**

Location:
Various Locations

Cost:
$170,000

Funding Sources:
Sanitary Sewer:
$170,000

OBI:
$46,000

Scope:

This project involves the acquisition of two new vehicles—one mid-size truck and one medium size van—for the delivery of the City's electrical and radio communication maintenance and capital programs. The vehicles will be used by crews and technical staff for site inspections, field work, coordination with contractors and oversight of ongoing construction and maintenance activities.

The proposed purchase of two new vehicles will address this gap, ensuring reliable and consistent vehicle availability, and supporting the efficient delivery of maintenance and capital projects.

Program:	**Equipment Program**	**Sub-program:**	**Vehicle**
Project Name:	**Utility Department Vehicle Purchase**	**Submission ID:**	**C_10173**

Location:
Various Locations

Cost:
$580,000

Funding Sources:
Flood Protection:
$500,000

Sanitary Sewer:
$80,000

OBI:
$ -

Scope:

This project involves the acquisition of five vehicles for the Flood Protection (4) and Sanitary Sewers (1) utility departments to support the delivery of capital projects. The vehicles will be used by crews and technical staff for site inspections, field construction work, coordination with contractors and oversight/delivery of ongoing construction and maintenance activities.

Currently, the utility departments lease vehicles on an annual basis. The proposed purchase of vehicles will reduce long-term expenditures, provide greater flexibility in fleet use, and ensure consistent availability of vehicles for capital project work.

Program:	Equipment Program	Sub-program:	Vehicle
Project Name:	Vehicle and Equipment Replacement (PW and Corporate Fleet)	Submission ID:	7197

Location:
Works Yard and Various City Departments

Cost:
$4,711,000

Funding Sources:
Equipment Replacement – Public Works Vehicles:
$4,261,000

Water Levy Stabilization:
$200,000

Sewer Levy Stabilization:
$150,000

Flood Protection:
$100,000

OBI:
$ -

Scope:

In accordance with the Sustainable Green Fleet Policy 2020, vehicles and equipment are eligible for the annual replacement project based on their age and condition.

This project involves consultation with user groups to determine needs and develop specifications for vehicle and equipment replacements. Bid documentation is then issued to the marketplace, with purchases consolidated where possible to achieve optimal value. Submissions are evaluated with input from users and awards are made accordingly. The scope also includes vehicle outfitting and infrastructure as required to meet the specific needs of individual user departments. The work commences upon receiving Council approval, with timing dependent on delivery timeframes and product availability from successful vendors.

The project also includes an unallocated amount for unforeseen replacements, pricing adjustments, equipment failure, required vehicle infrastructure, fleet services and equipment.

Equipment – Fire Vehicle and Equipment Program

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Fire Vehicle Replacement 112

Program:	**Equipment Program**	**Sub-program:**	**Fire Vehicle**
Project Name:	**Fire Equipment Replacement**	**Submission ID:**	**C_10133**

Location:
Various Locations

Cost:
$451,000

Funding Sources:
Equipment Replacement - Fire Rescue Vehicles:
$451,000

OBI:
$ -

Scope:

Richmond Fire-Rescue's (RFR) inventory of equipment must undergo annual testing and adhere to industry standards and replacement life cycles. For 2026, the required replacements include two essential lifesaving components:

1. Auto extrication equipment (commonly referred to as the Jaws of Life) is a component utilized routinely to assist in removing individuals trapped in damaged vehicles involved in a motor vehicle incident. This life cycle replacement of the current equipment will also incorporate the latest standard which utilizes battery power (opposed to hydraulic), and provides an operationally efficient, green energy tool which is both safer for responders and the individual. The new device also provides significantly reduced noise pollution.
2. RFR hose is one of the essential pieces of equipment for both offensive and defensive fire attack. Hose is crucial to responders and public safety. The hose must be safety-inspected and functionally tested regularly. Hose that fails testing and is outside the warranty replacement must be removed from service and decommissioned. RFR must maintain an adequate inventory of fire hose to effectively maintain services for the City of Richmond.

Program:	**Equipment Program**	**Sub-program:**	**Fire Vehicle**
Project Name:	**Fire Vehicle Replacement**	**Submission ID:**	**7215**

Location:
Various Locations

Cost:
$2,627,000

Funding Sources:
Equipment Replacement - Fire Rescue Vehicles:
$2,627,000

OBI:
$ -

Scope:

To ensure that Richmond Fire Rescue (RFR) has robust, modern equipment to deliver Fire and Rescue services to the community and adheres to the planned life span of the RFR equipment, RFR follows a replacement plan which supports the financial stability and sustainability of the Fire Vehicle and Equipment Reserve.

Without a planned replacement strategy RFR can experience a higher cost of front-line maintenance, less time available for use, and increased costs to the existing fleet as the usage increases and the availability of reserve apparatus is decreased.

The replacement of vehicles allows RFR to ensure that all vehicles are able to respond as necessary, provide coverage across the city, and keep the community safe. The replacement plan for 2026 includes a front-line vehicle.

Equipment – Equipment Program

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Parking Mobile Payment Solution 116

Program:	**Equipment Program**	**Sub-program:**	**Equipment**
Project Name:	**Energy Management – Continuous Optimization Project**	**Submission ID:**	**C_10005**

Location:
Various Locations

Cost:
$500,000

Funding Sources:
Canada Community Building Fund (Gas Tax):
$325,000

Enterprise Fund:
$175,000

OBI:
($28,750)

Scope:

This project will advance operational performance and sustainability at select civic facilities through targeted continuous optimization of building systems. The process will optimize mechanical, electrical and control systems to improve efficiency, reduce energy consumption, enhance comfort for building occupants and community users, and ensure long-term sustainable operations.

Initial facilities identified for this work include South Arm Community Centre, Richmond Curling Club, Richmond Cultural Centre, and Richmond Cultural Centre Annex.

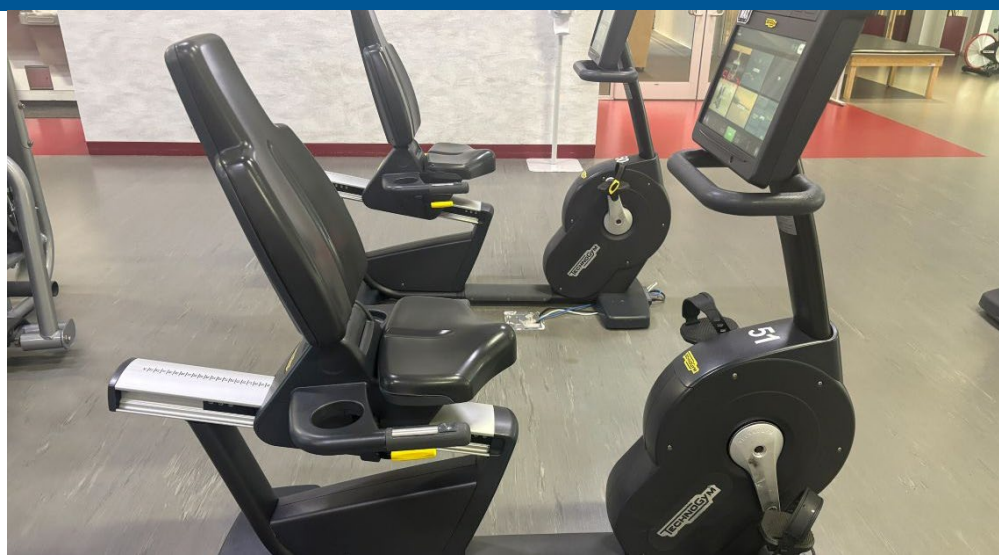
Program:	Equipment Program	Sub-program:	Equipment
Project Name:	Minoru Centre for Active Living Fitness Equipment Replacement	Submission ID:	C_10166

Location:
Minoru Centre for Active Living

Cost:
$150,000

Funding Sources:
Minor Capital:
$150,000

OBI:
$ -



Scope:

This capital request seeks approval to replace ageing and non-functional fitness equipment. Funds will be used to purchase new, durable equipment that addresses both safety concerns and ongoing maintenance costs associated with the existing inventory. Specifically, the scope includes replacing derelict and/or frequently repaired equipment, including two dual-cable cross machines, three recumbent exercise bikes, and three upright exercise bikes. To consolidate and replace these items while improving space efficiency and better serving user needs, the priority will be to acquire and install a functional training unit, upright and recumbent exercise bikes, an adapted upper body ergometer, and additional replacements of equipment that may reach end-of-life during 2026.

Program:	**Equipment Program**	**Sub-program:**	**Equipment**
Project Name:	**Parking Mobile Payment Solution**	**Submission ID:**	**7820**

Location:
Various Locations

Cost:
$203,000

Funding Sources:
Corporate:
$203,000

OBI:
$ -

Scope:

This is to upgrade the Mobile Payment and Permit Solution, which will modernize parking operations by allowing customers to pay for parking, register and manage permits through a mobile platform. This upgrade will improve customer convenience while reducing reliance on physical infrastructure such as decals and paper permits. It will also streamline permit issuance, renewals and enforcement, supporting a fully digital registration process that lowers administrative costs and improves efficiency. In addition, the system will help manage parking across all City facilities, providing a consistent and scalable solution.

Information Technology Program

The Information Technology Program is focused on delivering innovation and best-in-class services to staff and the public. We operate a multi-faceted portfolio that enables Council goals and provides benefits to the community while ensuring the integrity and ongoing operation of City systems through adoption of recognized best practices in IT Systems and Cybersecurity Management and a planned approach to address ageing infrastructure requirements.

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Telecommunications Infrastructure Refresh 125
Workforce Management Integration and Implementation 126

Program:	**Information Technology Program**	**Sub-program:**	**Information Technology**
Project Name:	**Annual Hardware Refresh**	**Submission ID:**	**7146**

Location:
City Hall

Cost:
$1,013,000

Funding Sources:
Hardware Upgrade:
$1,013,000

OBI:
$ -

Scope:

The City maintains best practice of replacing ageing computer hardware on a defined schedule to mitigate the effects of equipment failure. For the desktop and laptop environment, this schedule is based on a five-year refresh cycle. These assets are depreciated and written down after disposal approvals have been received. The City either trades in older assets or disposes them in a certified, environmentally sound manner. This project scope is to purchase and perform the scheduled replacement of end-of-life City computer hardware, with plans to include 135 desktops, 341 laptops, 158 smartphones, 93 iPads, and 3 workstations.

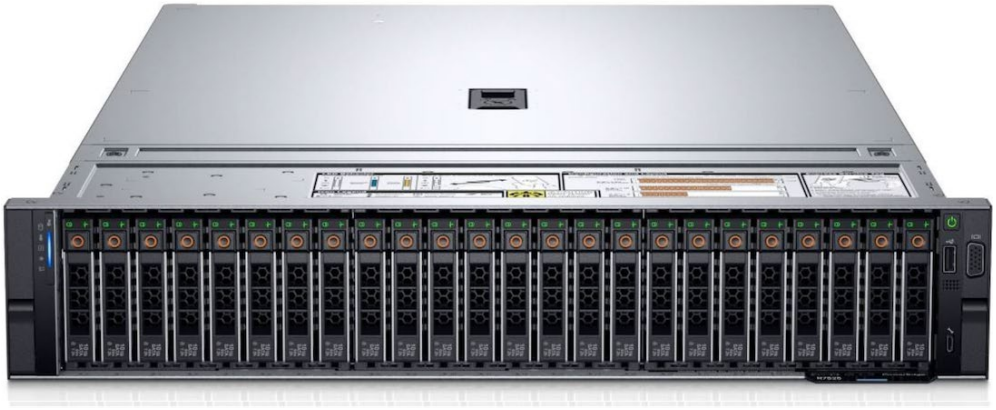
Program:	Information Technology Program	Sub-program:	Information Technology
Project Name:	Annual Virtual Hosts Refresh	Submission ID:	C_10023

Location:
City Hall

Cost:
$150,000

Funding Sources:
Hardware Upgrade:
$150,000

OBI:
$ -



Scope:

To ensure long-term reliability, performance and cost-effectiveness of the Ctiy's virtualized infrastructure, the City proposes an annual hardware refresh strategy for the ESXi host environment. Instead of replacing all hardware at once, a small number of older or underperforming hosts will be upgraded each year. This phased approach reduces operational risk, avoids service disruptions and maintains compatibility with evolving virtualization software. It also ensures the environment remains modern and supportable, without incurring the budgetary spikes associated with large-scale refreshes.

Program:	**Information Technology Program**	**Sub-program:**	**Information Technology**
Project Name:	**Application Traffic Load Balancer Refresh**	**Submission ID:**	**C_10020**

Location:
City Hall

Cost:
$163,000

Funding Sources:
Hardware Upgrade:
$163,000

OBI:
$ -

Scope:

The City provides highly available access to applications and services for both staff-facing and citizen-facing services through the use of network load balancers. These infrastructure components will automatically redirect user sessions to the alternative data centre in the event of outage impacts. Through the use of these technologies, the city maintains a high service standard of 99.99% uptime. Citizen-facing services, such as MyRichmond have realized a high level of service to the community through the design and use of advanced technologies, such as network load balancing services.

Program:	**Information Technology Program**	**Sub-program:**	**Information Technology**
Project Name:	**Data Analytics Services 2026**	**Submission ID:**	**C_10017**

Location:
City Hall

Cost:
$119,000

Funding Sources:
Software:
$119,000

OBI:
$ -

Scope:

Building on the success and momentum of the Data Analytics program, the City is seeking a two (2) year contract for the provision of consulting services in order to accelerate the use of data analytics in the City to achieve the goal of becoming a data-driven organization and maximizing the value of the City's investment in the Spotfire business intelligence platform which has been in place since 2021. The planned scope includes:

- Future enhancement requests from business units for analytical projects currently in progress or in production, including but not limited to Permit Optimization Project (POP) Dashboards; Leave Management Dashboard; Contract Life Cycle Management Dashboard; Finance Capital Project Dashboard; Parks, Recreation and Culture Membership Dashboards; and Public Works Operational and Capital Project reporting dashboards.
- Future advanced dashboard/reporting requests including, but not limited to the budget system, Workforce Management systems and potential replacement of PeopleSoft nVision reporting with more user-friendly reports.
- Leveraging large language models to boost the experience of Spotfire users by augmenting business intelligence and artificial intelligence provided by Spotfire Copilot.

Program:	**Information Technology Program**	**Sub-program:**	**Information Technology**
Project Name:	**MyBusiness 2.0 Enhancements**	**Submission ID:**	**C_10003**

Location:
City Hall

Cost:
$143,000

Funding Sources:
Software:
$143,000

OBI:
$ -

Scope:

MyBusiness currently offers new and existing business owners with the convenience to apply for, update and renew their licences online.

This project aims to streamline the business licence application and renewal processes based on the licence type, the scope of changes required and the necessity of manual review where domain expertise is required. The enhancements include:

- Ensuring that 80% of applications are complete upon submission with additional system validations and guidance.
- Automating license issuance for simple applications.
- Enabling straight-through updates for minor license changes.
- Generating reports for staff to identify change details.
- Redesigning the user journey to provide a more intuitive and improved customer experience, effectively guiding applicants through new applications, updates, and renewals.

These enhancements are crucial to shorten the licencing processing time from 6-8 weeks to 4-6 weeks per Council's request.

Program:	Information Technology Program	Sub-program:	Information Technology
Project Name:	Network Security Infrastructure Frefresh	Submission ID:	C_10019

Location:
City Hall

Cost:
$104,000

Funding Sources:
Hardware Upgrade:
$104,000

OBI:
$16,100

Scope:

The City's current main firewall security solution has been deployed since 2017. It is running on an older software version and cannot be upgraded to the latest release. To keep the City's corporate systems safe and ensure uninterrupted, secure service, the City needs to upgrade to a newer firewall solution that supports the latest software and security enhancements. This will help safeguard our data, maintain compliance, support the current and future performance requirements, that will result in a more reliable and secure network.

Program:	Information Technology Program	Sub-program:	Information Technology
Project Name:	PeopleSoft Application Assessment	Submission ID:	C_10008

Location:
City Hall

Cost:
$203,000

Funding Sources:
Software:
$203,000

OBI:
$ -

Scope:

This project aims to accomplish two objectives:

1. To conduct an assessment evaluating the PeopleSoft solution's ongoing suitability for the City's rapidly growing and evolving business processes, organizational goals, and future planning; and
2. To conduct a study preparing for a potential transition and suggested solution in the event of replacing PeopleSoft.

It is a complete evaluation of the PeopleSoft products with business processes, City's goal and future expansions.

Program:	**Information Technology Program**	**Sub-program:**	**Information Technology**
Project Name:	**Telecommunications Infrastructure Refresh**	**Submission ID:**	**C_10021**

Location:
City Hall

Cost:
$271,000

Funding Sources:
Software:
$271,000

OBI:
$34,429

Scope:

As part of the City's broader enterprise shift toward the Microsoft cloud, this initiative modernizes our ageing telephony infrastructure by fully integrating voice services into Microsoft Teams. This transition will consolidate communications—voice, video, chat, and collaboration—into a single, cloud-hosted platform, enabling a consistent, secure and mobile-ready user experience across the organization. This project is a foundational step in the City's digital workplace transformation, ensuring the City's communication tools are fully aligned with our Microsoft 365 ecosystem.

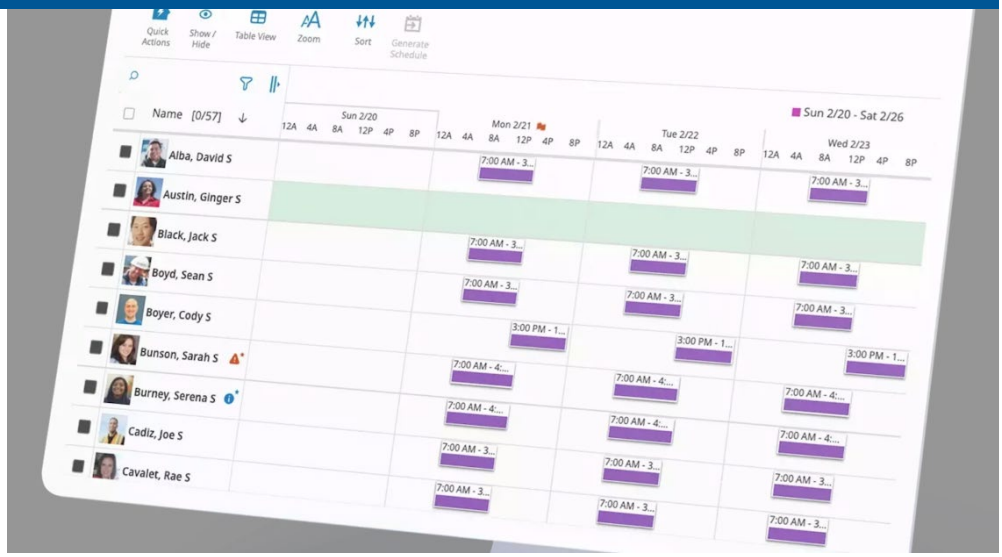
Program:	Information Technology Program	Sub-program:	Information Technology
Project Name:	Workforce Management Integration and Implementation	Submission ID:	C_10016

Location:
City Hall

Cost:
$840,000

Funding Sources:
Corporate:
$840,000

OBI:
$ -



Scope:

The implementation of the software solution for the Workforce Management project, is in progress. The purpose of this submission is to request funding for:

1. Project Manager/Business Analyst consulting services
2. One-year temporary full-time Functional Analyst position
3. PeopleSoft consultants for Integration with the software
4. Staff implementation and Go-Live Support
5. Consulting services
6. Change management secondment

Contingent External Contributions

Contingent external contibutions is an estimate of external grants that may be received throughout the year for a variety of approved capital projects.

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Contingent External Contributions 128

Program:	**Contingent External Contributions**	**Sub-program:**	**Contingent External Contributions**
Project Name:	**Contingent External Contributions**	**Submission ID:**	**7223**

Location:
City Wide

Cost:
$10,000,000

Funding Sources:
Grant:
$10,000,000

OBI:
$ -

Scope:

The Capital Budget includes an estimate for external capital grants and contributions that are not currently foreseen or anticipated during the budget process. Spending will only be incurred if the funding is confirmed, and the budget will only be amended in accordance with the Budget Amendments Policy (Policy 3001). Including an estimate in the Consolidated 5 Year Financial Plan allows staff to request budget or scope changes to the Council approved capital projects without having to wait for the financial plan amendment, which is typically presented to Council in the fall each year.

Infrastructure Program – Not Recommended For Funding

Due to funding constraints and higher priority projects, the following infrastructure project is not recommended for funding.

Roads Program

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Ageing Traffic Signal Infrastructure Replacement Program 130
Street Light LED Upgrade Program 131
Supplementary Asphalt Re-Paving Program – Non-MRN 132

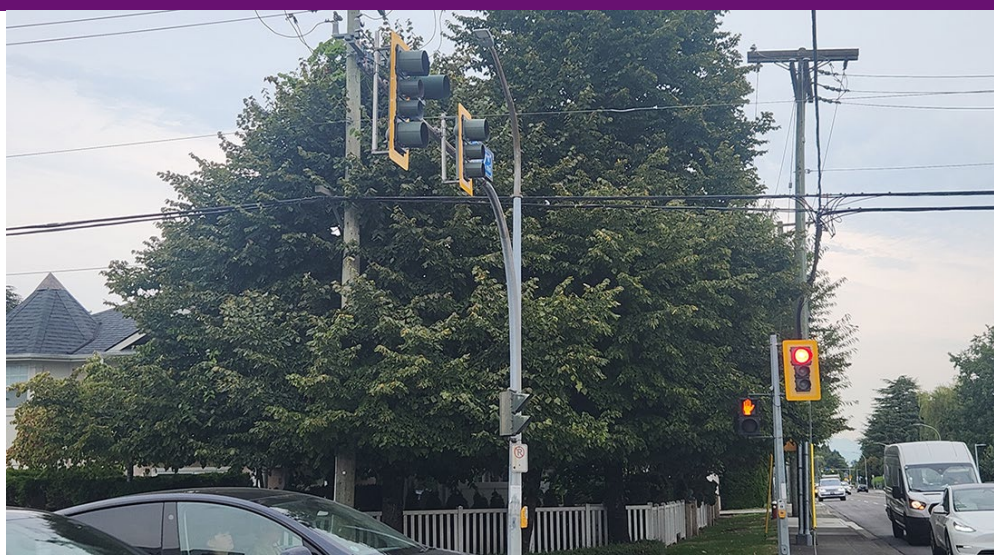
Program:	Infrastructure Program	Sub-program:	Roads
Project Name:	Ageing Traffic Signal Infrastructure Replacement Program	Submission ID:	C_10112

Location:
Various Locations

Cost:
$1,050,000

Funding Sources:
Capital Reserve (Revolving Fund): $1,050,000

OBI:
$ -



Scope:

This project will replace ageing traffic signal infrastructure, including poles, cabinets, conduits and bases that are at the end of their service life. The scope of work includes replacement of ageing traffic signal poles and ancillary items at five locations, replacement of ageing traffic signal cabinets and ancillary items at four locations, and development of a priority ageing infrastructure replacement program for traffic signal infrastructure.

Preliminary project locations for signal pole replacements include No. 2 Road and Steveston Highway, No. 2 Road and Granville Avenue, Gilbert Road and Steveston Highway, Minoru Boulevard and Westminster Highway, and Garden City Road and Lansdowne Road.

Program:	**Infrastructure Program**	**Sub-program:**	**Roads**
Project Name:	**Street Light LED Upgrade Program**	**Submission ID:**	**7232**

Location:
Various Locations

Cost:
$490,000

Funding Sources:
Capital Reserve (Revolving Fund): $490,000

OBI:
$ -

Scope:

The scope of this project includes replacing street light fixtures that have reached their end of life with energy-efficient LED (Light-Emitting Diode) light fixtures as part of a multi-phased program that will allow the City to maintain a high level of service to businesses and residents. The scope of this project includes but is not limited to replacing HPS (High-Pressure Sodium) and Metal Halide fixtures with LED fixtures, which will improve energy efficiency. Additional capital projects will be requested in subsequent years to replace the remaining HPS and Metal Halide fixtures. The project will also extend the City's street light network by integrating more LED street lights.

Program:	**Infrastructure Program**	**Sub-program:**	**Roads**
Project Name:	**Supplementary Asphalt Re-Paving Program – Non-MRN**	**Submission ID:**	**7500**

Location:
Various Locations

Cost:
$2,000,000

Funding Sources:
Capital Reserve (Revolving Fund): $2,000,000

OBI:
$ -

Scope:

In accordance with the City's 2025 Ageing Utility and Road Infrastructure Planning – Update and Pavement Management Plan, approximately $5.8 million in additional funding beyond the Annual Asphalt Re-Paving Program – Non-MRN Capital Project is required annually to maintain roadway service levels and support proactive roadway upgrades. Addressing re-paving needs in a timely manner will result in an overall cost savings for the City.

This project will allow the City to re-pave Non-MRN roads that are at their service life and could not be covered in the Annual Asphalt Re-Paving Program – Non-MRN Capital Project. The project scope includes costs associated with ancillary work, including but not limited to, curb and gutter repairs, road base repair, asphalt parking re-paving, manhole and valve box adjustments, and line painting.

Parks Program – Not Recommended For Funding

Due to funding constraints and higher priority projects, the following park projects are not recommended for funding.

Table of Contents

Steveston Ball Diamond Improvements 134

Program:	**Parks Program**	**Sub-program:**	**Parks**
Project Name:	**Steveston Ball Diamond Improvements**	**Submission ID:**	**C_10170**

Location:
Steveston Park

Cost:
$2,225,000

Funding Sources:
Capital Reserve (Revolving Fund): $2,225,000

OBI:
$ -

Scope:

The Steveston Ball Field and its field lighting system, originally constructed in 1977, are now showing signs of deterioration. This project proposes to replace the existing sports lighting and associated electrical components with an energy-efficient LED system. Currently, the ball diamond is being used as a construction laydown area for the Steveston Community Centre project, due to being directly adjacent to the community centre's new location. Completion of the community centre is anticipated between Q4 2026 and Q1 2027. The renewal of the ball field's lighting, backstop and bleachers is proposed as a two-year phased project. Engineering planning and design will occur in 2026, followed by procurement and construction in 2027. This timeline allows for the completion of the community centre prior to commencing ball field upgrades. Upon completion, this project will contribute to the broader revitalization of the Steveston Park area, following the Steveston Playground upgrade in 2025, the new community centre in 2026, and the ball field improvements in 2027.

CITY OF RICHMOND
5 YEAR CAPITAL PLAN SUMMARY (2026 – 2030)
(in $000s)

	2026	2027	2028	2029	2030
Infrastructure Program					
Roads	17,741	26,149	21,683	18,256	16,761
Flood Protection	33,576	38,832	29,055	27,335	28,481
Water	7,965	7,178	9,662	7,957	8,919
Sanitary Sewer	9,638	8,900	8,900	8,900	8,900
Infrastructure Advanced Design and Minor Public Works	4,100	4,125	4,607	4,078	4,503
Total Infrastructure Program	**$73,020**	**$85,184**	**$73,907**	**$66,526**	**$67,564**
Building Program					
Building	91,854	16,800	14,100	98,400	105,300
Heritage	2,700	-	8,500	-	-
Total Building Program	**$94,554**	**$16,800**	**$22,600**	**$98,400**	**$105,300**
Parks Program	**$5,572**	**$4,407**	**$7,180**	**$3,600**	**$2,500**
Land Program	**$50,000**	**$34,000**	**$25,000**	**$25,000**	**$25,000**
Equipment Program					
Vehicle	5,641	4,373	3,629	3,820	4,077
Fire Vehicle and Equipment	3,078	2,680	2,663	368	3,571
Equipment	853	600	1,400	600	600
Total Equipment Program	**$9,572**	**$7,653**	**$7,692**	**$4,788**	**$8,248**
Information Technology Program	**$3,006**	**$453**	**$850**	**$294**	**$641**
Contingent External Contributions	**$10,000**	**$10,000**	**$10,000**	**$10,000**	**$10,000**
Total Capital Program	**$245,724**	**$158,497**	**$147,229**	**$208,608**	**$219,253**

CITY OF RICHMOND
5 YEAR CAPITAL PLAN BY FUNDING SOURCES (2026 – 2030)
(in $000s)

DCC Reserves	2026	2027	2028	2029	2030
Drainage DCC	3,437	4,725	6,373	4,112	3,584
Parks Development DCC	1,270	1,505	1,364	1,035	1,176
Roads DCC	5,589	12,791	13,449	8,323	6,254
Sanitary DCC	202	112	73	176	62
Water DCC	1,798	1,318	835	1,335	728
Total DCC	**$12,296**	**$20,451**	**$22,094**	**$14,981**	**$11,804**
Statutory Reserves					
Capital Building and Infrastructure	57,300	4,726	17,260	48,700	55,600
Capital Reserves	56,194	36,586	29,857	48,882	48,920
Capstan Station	-	2,000	-	-	-
Drainage Improvement	3,624	-	-	-	-
Equipment Replacement	7,339	6,667	5,967	3,812	7,163
Flood Protection	24,832	28,826	24,189	24,201	26,301
Sanitary Sewer	10,405	9,960	5,854	-	-
Sanitary Sewer BL10401	10,250	-	4,222	20,474	20,588
Water Supply	14,650	450	450	15,668	20,819
Watermain Replacement	4,917	6,410	7,991	5,368	1,786
Total Statutory Reserves	**$189,511**	**$95,625**	**$95,790**	**$167,105**	**$181,177**
Other Sources					
Canada Community Building Fund	1,175	850	600	850	600
Enterprise Fund	175	-	-	-	-
Grant and Developer Contribution	21,401	24,100	10,100	10,100	10,100
MRN Rehabilitation	4,844	4,880	1,880	1,918	1,956
Other Sources	14,122	10,620	13,854	11,318	11,545
Sewer Levy Stabilization	150	135	-	-	150
Solid Waste and Recycling	350	300	300	300	300
Steveston Community Amenities Fund	-	-	1,000	375	-
Water Levy Stabilization	1,700	1,536	1,611	1,661	1,621
Total Other Sources	**$43,917**	**$42,421**	**$29,345**	**$26,522**	**$26,272**
Total Capital Program	**$245,724**	**$158,497**	**$147,229**	**$208,608**	**$219,253**

CITY OF RICHMOND
5 YEAR CAPITAL PLAN BY PROGRAM (2026 – 2030)
(in $000s)

	2026	2027	2028	2029	2030
Infrastructure Program					
Roads					
Active Transportation Improvement Program	250	600	600	750	750
Annual Asphalt Re-Paving Program - MRN	1,807	1,843	1,880	1,918	1,956
Annual Asphalt Re-Paving Program - Non-MRN	4,447	4,669	4,903	5,148	5,405
Arterial Roadway Improvement Program	2,000	800	2,500	3,000	800
Capstan Station Integration Capital Works	-	2,000	-	-	-
Citywide Connector Walkway Improvement Program	250	250	250	-	-
Minor Bridge Rehabilitation Program	-	300	300	300	300
Road Sensors Program	100	-	-	-	-
Shell Road Multi-Use Pathway, Highway 99-River Road – Phase 1	-	4,200	-	-	-
Shell Road Multi-Use Pathway, Highway 99-River Road – Phase 2	-	-	4,200	-	-
Sidewalk and Walkway Improvement Program	750	750	750	750	750
Special Crosswalk Program	300	350	350	350	350
Street Light Condition Assessment - Phase 2	400	-	-	-	-
Street Light LED Upgrade Program	-	400	-	490	400
Supplementary Asphalt Re-Paving Program - Non-MRN	-	-	-	1,500	2,000
Supplementary MRN Road Rehabilitation Program	3,037	3,037	-	-	-
Top 20 Collision Prone Intersections	1,900	4,500	3,500	2,000	2,000
Traffic Calming Program	200	200	200	200	200
Traffic Signal Power Backup System (UPS) Program	400	400	400	-	-
Traffic Signal Upgrade Program	500	600	600	600	600
Traffic Video and Communication Program	400	400	400	400	400
Transit-Related Amenity and Roadway Improvement Program	250	250	250	250	250
Transportation Planning and Design	750	600	600	600	600
Total Roads	**$17,741**	**$26,149**	**$21,683**	**$18,256**	**$16,761**
Flood Protection					
Box Culvert Repair	1,584	-	-	529	264
Burkeville Utility Improvements	521	-	-	-	-
Canal Stabilization and Drainage and Irrigation Upgrades	1,864	5,961	-	2,151	264
Development Coordinated Works - Flood Protection	250	250	250	250	250
Dike Upgrade Designs	4,688	5,192	5,257	5,292	5,283
Disaster Mitigation and Adaptation Fund Infrastructure Upgrades	13,144	6,551	6,632	-	-
Drainage Chamber Rehabilitation and Upgrades	150	-	-	-	-
Drainage Network Ecological Enhancement	-	150	-	150	-
Drainage Pump Station Rehabilitation and Generator Upgrade Program	500	250	250	250	250

	2026	2027	2028	2029	2030
Flood Protection and Dike Improvements	6,662	5,715	6,518	8,662	2,430
Invasive Species Management	200	200	200	200	200
Laneway Drainage Upgrades	3,263	1,774	513	515	514
Neighbourhood Utility Improvements – Drainage	-	2,943	1,051	3,016	2,324
No. 6 Road North Pump Station Upgrade	-	-	-	5,821	-
North Dike Upgrade	-	-	-	-	16,201
Riparian and Instream Habitat Monitoring	100	-	-	-	-
SCADA System Improvements	200	350	350	350	350
South Dike Upgrade	-	9,346	7,885	-	-
Watercourse Rehabilitation and Replacement	450	150	150	150	150
Total Flood Protection	**$33,576**	**$38,832**	**$29,055**	**$27,335**	**$28,481**
Water					
Development Coordinated Works - Water	250	250	250	250	250
Fire Hydrant Upgrades	400	400	400	400	400
Pressure Reducing Valve Upgrades	-	-	2,250	-	-
Water Metering Program	1,500	1,700	1,700	1,700	1,700
Watermain Replacement and Upgrades Program	5,515	4,528	4,762	5,307	6,269
Watermain Tie-in and Restoration	300	300	300	300	300
Total Water	**$7,965**	**$7,178**	**$9,662**	**$7,957**	**$8,919**
Sanitary Sewer					
Development Coordinated Works - Sanitary	250	250	250	250	250
Sanitary Pump Station and Forcemain Upgrades and Rehabilitation	800	800	800	800	800
Sanitary Sewer Gravity System Assessment and Rehabilitation	600	700	700	700	700
Sanitary Sewer Tie-In and Restoration	150	150	150	150	150
Steveston Sanitary Sewer Rehabilitation	7,838	7,000	7,000	7,000	7,000
Total Sanitary Sewer	**$9,638**	**$8,900**	**$8,900**	**$8,900**	**$8,900**
Infrastructure Advanced Design and Minor Public Works					
Public Works Infrastructure Advanced Design	2,500	1,825	2,307	1,778	2,203
Public Works Minor Capital - Dikes	150	400	400	400	400
Public Works Minor Capital - Drainage	350	400	400	400	400
Public Works Minor Capital - Roads	350	350	350	350	350
Public Works Minor Capital - Sanitary	150	400	400	400	400
Public Works Minor Capital - Sanitation and Recycling	350	300	300	300	300
Public Works Minor Capital - Water	250	450	450	450	450
Total Infrastructure Advanced Design and Minor Public Works	**$4,100**	**$4,125**	**$4,607**	**$4,078**	**$4,503**
Total Infrastructure Program	**$73,020**	**$85,184**	**$73,907**	**$66,526**	**$67,564**
Building Program					
Building					
Annual Facility Services Infrastructure Replacements	3,000	3,000	3,000	3,000	3,000
Annual Project Development Building Improvements	5,954	5,500	5,500	5,500	5,500

	2026	2027	2028	2029	2030
Capital Buildings Project Development Advanced Design	500	1,500	1,500	1,500	1,500
Childcare Facility Infrastructure Renewals	-	-	1,000	-	-
City Hall Fan Coil Renewals – Lower Floors	-	-	-	-	4,000
City Hall Life Safety Renewals	-	-	1,000	-	-
Covered Lacrosse Box	-	6,800	-	-	-
Debeck House System and Envelope Renewals	-	-	1,500	-	-
East Richmond Community Hall Envelope and HVAC Renewals	700	-	-	-	-
Hamilton Community Centre Infrastructure Renewals	-	-	-	200	-
Library Cultural Centre – Interior Renewals	-	-	-	1,200	-
Library Cultural Centre Lapidary Room Renewals	-	-	600	-	-
Richmond Cultural Centre Skylight Dome Repair and Air Handling Unit Replacements	3,700	-	-	-	-
Richmond Ice Centre – Rink Safety Improvements	-	-	-	-	2,400
Richmond Ice Centre – Sprinkler System Replacement	4,000	-	-	-	-
Richmond Ice Centre Roof Replacement – North Roof	-	-	-	6,000	-
Richmond Ice Centre Roof Replacement - South Roof	-	-	-	-	6,000
South Arm Community Centre Roof Replacement	-	-	-	-	3,500
Steveston Martial Arts and Tennis Facility Renewals	-	-	-	3,000	-
West Richmond CC & Pitch Putt	-	-	-	-	1,400
Works Yard Replacement – Phase 1	74,000	-	-	-	-
Works Yard Replacement – Phase 2	-	-	-	78,000	78,000
Total Building	**$91,854**	**$16,800**	**$14,100**	**$98,400**	**$105,300**
Heritage					
Japanese Duplex Restoration and Fit Out	-	-	8,000	-	-
London Farm Envelope Restorations	2,700	-	-	-	-
Steveston Post Office and Museum Infrastructure Renewals	-	-	500	-	-
Total Heritage	**$2,700**	**$ -**	**$8,500**	**$ -**	**$ -**
Total Building Program	**$94,554**	**$16,800**	**$22,600**	**$98,400**	**$105,300**
Parks Program					
Parks					
Capstan Park Neighbourhood Activation	262	-	-	-	-
Experience the Fraser Trail Enhancements – Phase 1	100	-	-	-	-
Garden City Lands – Phase 4	-	-	1,000	-	-
Garden City Community Park Pedestrian Bridge Replacement	600	-	-	-	-
Lulu Island Park – Detailed Design Phase	-	-	2,000	750	-
Minoru Lakes District Tree Art Plan	100	-	-	-	-
Minoru Park Active Living District Safety and Accessibility Improvements	-	100	-	-	-
Minoru Park Field 2 Synthetic Turf Replacement	-	750	-	-	-
Minoru Park Latrace Field Synthetic Turf Replacement	-	-	1,580	-	-

	2026	2027	2028	2029	2030
Parks Advanced Planning and Design	600	600	600	600	600
Parks Ageing Infrastructure Rehabilitation Program	700	700	750	650	650
Parks General Development	500	500	500	500	500
Parks Identity and Wayfinding Signage Program	150	-	150	-	150
Parks Shelter and Shade Program	-	250	-	500	-
Pickleball Court Installation	200	-	-	-	-
Playground Replacement Program	600	600	600	600	600
Railway Greenway Solar Lighting – Phase 1	360	-	-	-	-
Railway Greenway Solar Lighting – Phase 2	-	407	-	-	-
Richmond Nature Park Bog Restoration	-	500	-	-	-
Richmond Nature Park Enhancements	750	-	-	-	-
Timber and Natural Play Replacement Program	650	-	-	-	-
Total Parks Program	**$5,572**	**$4,407**	**$7,180**	**$3,600**	**$2,500**
Land Program					
Land					
Strategic Real Estate Acquisition	50,000	34,000	25,000	25,000	25,000
Total Land Program	**$50,000**	**$34,000**	**$25,000**	**$25,000**	**$25,000**
Equipment Program					
Vehicle					
Flood Protection Vehicle Purchase	180	-	-	-	-
Sanitary Sewer Vehicle Purchase	170	-	-	-	-
Utility Department Vehicle Purchase	580	-	-	-	-
Vehicle and Equipment Replacement (PW and Corporate Fleet)	4,711	4,373	3,629	3,820	4,077
Total Vehicle	**$5,641**	**$4,373**	**$3,629**	**$3,820**	**$4,077**
Fire Vehicle and Equipment					
Fire Equipment Replacement	451	-	2,500	368	-
Fire Vehicle Replacement	2,627	2,680	163	-	3,571
Total Fire Vehicle and Equipment	**$3,078**	**$2,680**	**$2,663**	**$368**	**$3,571**
Equipment					
Capstan Community Centre – Furniture, Fixtures and Equipment (FF&E)	-	-	800	-	-
Energy and GHG Management Project	-	600	600	600	600
Energy Management – Continuous Optimization Project	500	-	-	-	-
Minoru Centre for Active Living Fitness Equipment Replacement	150	-	-	-	-
Parking Mobile Payment Solution	203	-	-	-	-
Total Equipment	**$853**	**$600**	**$1,400**	**$600**	**$600**
Total Equipment Program	**$9,572**	**$7,653**	**$7,692**	**$4,788**	**$8,248**
Information Technology Program					
Information Technology					
Annual Hardware Refresh	1,013	303	700	144	491
Annual Virtual Hosts Refresh	150	150	150	150	150
Application Traffic Load Balancer Refresh	163	-	-	-	-

	2026	2027	2028	2029	2030
Data Analytics Services 2026	119	-	-	-	-
MyBusiness 2.0 Enhancements	143	-	-	-	-
Network Security Infrastructure Refresh	104	-	-	-	-
PeopleSoft Application Assessment	203	-	-	-	-
Telecommunications Infrastructure Refresh	271	-	-	-	-
Workforce Management Integration and Implementation	840	-	-	-	-
Total Information Technology Program	**$3,006**	**$453**	**$850**	**$294**	**$641**
Contingent External Contributions					
Contingent External Contributions					
Contingent External Contributions	10,000	10,000	10,000	10,000	10,000
Total Contingent External Contributions	**$10,000**	**$10,000**	**$10,000**	**$10,000**	**$10,000**
Grand Total	**$245,724**	**$158,497**	**$147,229**	**$208,608**	**$219,253**

CITY OF RICHMOND
5 YEAR CAPITAL PLAN BY PROGRAM (2026 – 2030) NOT RECOMMENDED FOR FUNDING
(in $000s)

	2026	2027	2028	2029	2030
Infrastructure Program					
Roads					
Ageing Traffic Signal Infrastructure Replacement Program	1,050	1,050	1,050	1,050	1,050
Road Sensors Program	-	100	-	-	-
Street Light Condition Assessment – Phase 3	-	400	-	-	-
Street Light LED Upgrade Program	490	-	490	-	-
Supplementary Asphalt Re-Paving Program - Non-MRN	2,000	2,000	2,000	-	-
Total Roads	**$3,540**	**$3,550**	**$3,540**	**$1,050**	**$1,050**
Total Infrastructure Program	**$3,540**	**$3,550**	**$3,540**	**$1,050**	**$1,050**
Parks Program					
London Steveston Softball Diamond Construction	-	-	2,500	-	-
Lulu Island Park – Phase 1 (Site Enabling Work)	-	-	-	5,000	-
Lulu Island Park – Phase 2 (Earthworks and Site Servicing)	-	-	-	-	5,500
Minoru Park Community Amenity Space Phase One Construction	-	-	-	500	-
Minoru Park Playground Construction Services	-	2,000	-	-	-
Steveston Ball Diamond Improvements	2,225	-	-	-	-
Synthetic Turf Multi-Sport Field	-	5,430	-	-	-
Terra Nova Slough Habitat Enhancement	-	-	1,000	-	-
Total Parks Program	**$2,225**	**$7,430**	**$3,500**	**$5,500**	**$5,500**
Grand Total	**$5,765**	**$10,980**	**$7,040**	**$6,550**	**$6,550**

The following is an overview of the major Capital programs proposed for the years 2027 to 2030.

INFRASTRUCTURE PROGRAM

Flood Protection and Dike Improvements (2027–2030: $23,325,000)

The City has 49 km of perimeter dike and 39 drainage pump stations that provide the City with flood protection from ocean storm surges and freshets. This project includes flood protection improvements at priority locations to maintain or increase current flood protection service levels. Dike construction work includes, but is not limited to, dike raising, structural rehabilitation, re-grading and dike re-armouring at priority locations.

Disaster Mitigation and Adaptation Fund Infrastructure Upgrades (2027-2028: $13,183,000)

The City invests in major disaster mitigation infrastructure to contribute to the Province of British Columbia and Canada's economic growth, public safety and ability to build a community more resilient to climate change. This project includes the design and construction of drainage pump station upgrades and perimeter dike raising included in the Disaster Mitigation and Adaptation Fund grant. The project will be completed in multiple phases.

Watermain Replacement and Upgrades Program (2027-2030: $20,866,000)

This project supports the City's Ageing Utilities and Roads Infrastructure Report by replacing ageing watermains that are approaching the end of their service lives. Watermain replacement minimizes unplanned maintenance and improves the available water supply for fire protection. The watermain replacement program is informed by watermain age, material, and break history.

Steveston Sanitary Sewer Rehabilitation (2027-2030: $28,000,000)

This project is part of a multi-year program to assess and rehabilitate or replace ageing gravity sewers in the Steveston area that are approaching the end of their service life. Rehabilitation and replacement will mitigate risk of infrastructure failure, thereby maintaining a high level of sanitary service to residents. This project includes assessment, rehabilitation or replacement, and associated activities required to facilitate sanitary system rehabilitation and replacement.

Top 20 Collision Prone Intersections (2027-2030: $12,000,000)

Through this annual program, the City undertakes safety upgrades at the Richmond's most collision-prone intersection locations. The 2027-2030 programs will review and implement improvements to a number of high priority intersections, including Sea Island Way and Garden City Road, Shell Rd and Alderbridge Way. Upgrades may include modifications to or removal of existing channelized right turns, laning configuration or geometric upgrades, traffic signal upgrades, bike and pedestrian safety improvements and other traffic modifications. External grant funding opportunities may be available for these projects.

BUILDING PROGRAM

Works Yard Replacement Phase 2 (2029–2030: $156,000,000)

In July 2025, Council endorsed the overall building form, phasing and budget strategy for the Works Yard Replacement Project (WYRP).

The Works Yard is critical to City operations, emergency response, and disaster recovery, supporting the services, equipment, and materials fundamental to maintaining the City's infrastructure. The current facilities do not meet current building code standards, are not built to withstand disaster events, and are situated below the current flood construction level. These deficiencies limit the City's ability to respond and recover from a major seismic or flood event until the new facility is completed.

To ensure continuous operations during construction, the WYRP will be implemented in three phases over approximately ten years. Phase 2 encompasses the design and construction of new storage facilities, fleet parking areas, the central garage, and warehouse space to expand operational capacity. This phase will build upon the completion of the Phase 1 administration building and workshops, allowing a smooth transition of operations as the site continues to evolve. The replacement of Works Yard will be constructed to post-disaster and flood-resilient standards, enhancing the City's emergency response capabilities and long-term operational resilience.

PARKS PROGRAM

Minoru Park Enhancements (2027-2028: $2,430,000)

Minoru Park is the premier signature park in Richmond City Centre. Since it was first established in the 1950s, it has expanded and evolved to become the dynamic sport, recreational, cultural, and social hub of our community. Due to its popularity and functions, many areas of the park have also experienced heavy usage, and enhancements are imminently required to improve their level of services. Over the next few years, the following works are anticipated to be undertaken: an assessment will be undertaken to improve accessibility to some of the most frequently used park areas, including implementations of initial high-priority upgrades focusing around the Clement Track; the existing synthetic ball fields at Minoru Field 2 and Latrace Field will be aimed for end-of-life-cycle replacements in 2027 and 2028 respectively.

LAND PROGRAM

Strategic Real Estate Acquisition (2027–2030: $109,000,000)

Funds for land acquisition to meet the Council Approved Strategic Real Estate Investment Plan. Availability of funds in the capital budget provides the ability to act quickly when necessary, without having to wait for the financial plan amendment which is typically presented to Council in the fall of each year.

EQUIPMENT PROGRAM

Vehicle and Equipment Reserve Purchases (Public Works and Corporate Fleet) (2027–2030: $15,899,000)

In accordance with Sustainable Green Fleet Policy 2020, vehicles are eligible for the annual replacement project based on their age and condition. The replacement process of ageing fleet is to establish needs and develop specifications for vehicle/equipment replacements, send bid information out to the marketplace, evaluate submissions and award accordingly.

INFORMATION TECHNOLOGY PROGRAM

Annual Hardware Refresh (2027–2030: $1,638,000)

The City follows a progressive plan to keep its computer hardware up to date and reliable. As part of this plan, desktops and laptops are typically replaced on a five-year cycle to reduce the risk of equipment failure and ensure staff have the tools they need to work efficiently. Once replacement equipment is approved, older assets are depreciated and either traded in or responsibly recycled through certified, environmentally sound processes. This project continues the City's ongoing hardware refresh program, covering the scheduled replacement of end-of-life desktops, laptops, workstations, smartphones, and iPads.

Abbreviation	Full Form
5YFP	5 Year Financial Plan
APS	Accessible Pedestrian Signal
AI	Artificial Intelligence
CBI	Capital Building and Infrastructure Reserve
CN	Canadian National
DCC	Development Cost Charges
DFO	Fisheries and Oceans Canada
ETF	Experience the Fraser
GHG	Greenhouse Gas
HAF	Housing Accelerator Fund
HPS	High Pressure Sodium
HVAC	Heating, Ventilation, and Air Conditioning
ICI	Industrial, Commercial and Institutional
IT	Information Technology
LED	Light-Emitting Diodes
LTFMS	Long Term Financial Management Strategy
MRN	Major Road Network
MUP	Multi-Use Pathway
OBI	Operating Budget Impact
OCP	Official Community Plan
OMR	Operations, Maintenance, and Rehabilitation
Plan	The Proposed 5 Year Capital Plan
POP	Permit Optimization Project
POSS	Parks and Open Space Strategy
PW	Public Works
RCMP	Royal Canadian Mounted Police
Revolving Fund	Capital Reserve (Revolving Fund)
RFR	Richmond Fire-Rescue
RSA	Rate Stabilization Account
RT	Review Team
RTS	Richmond Trail Strategy
SCADA	Supervisory Control and Data Acquisition
SMT	Senior Management Team
TMC	Traffic Management Centre
UPS	Uninterruptable Power Supply

City of Richmond

Report to Committee

To:	Finance and Audit Committee	**Date:**	November 17, 2025
From:	Mike Ching, CPA, CMA Director, Finance	**File:**	03-0985-01/2025-Vol 01
Re:	**2026 Proposed Operating Budget**		

Staff Recommendations

(1) That the 2026 Proposed Operating Budget as presented in Budget Option 2 for a total of 3.28% be approved as outlined below:

(a) A same level of service budget increase of $3,905,151 after tax growth with a tax increase of 1.19% be approved;

(b) Ongoing funding for expenditures previously approved by Council totaling $2,742,450 as presented in Table 13 with a tax increase of 0.84% be approved;

(c) Emerging organizational additional levels in the amount of $1,045,361 as presented in Attachments 10, 11, and 12, of the staff report titled 2026 Proposed Operating Budget with a tax increase of 0.32% be approved;

(d) The Rate Stabilization Account be used to pay for the one-time initial capital costs for the recommended No Tax Impact Positions from Attachment 11 totaling $75,211 be approved;

(e) Transfer to reserves for Investment in Community Facilities as per Council's Long Term Financial Management Strategy in the amount of $3,271,701 with a tax increase of 1.00% be approved;

(f) Senior level government and other government agency increase of $1,479,436 with a tax increase of 0.45% be approved;

(g) Use of reserves for program expenditures for Affordable Housing, Child Care and Public Art programs of $1,360,000 as presented in Attachment 9 be approved;

(h) Operating budget impacts from the 2026 Proposed Capital Budget totalling $101,581 with a tax increase of 0.03% be approved; and

(i) The Rate Stabilization Account be used to reduce the overall impact of additional operating costs for a total of $1,800,000 resulting in a tax decrease of 0.55% be approved.

(2) That the 2026 Operating Budget as approved be included in the Consolidated 5 Year Financial Plan (2026-2030); and

(3) That item 2 of the Long Term Financial Management Strategy (Council Policy 3707) be amended as follows:

Gaming revenues are designated for the capital reserves, the major capital community facility replacement program, the grants program, and the Council initiatives account.

Mike Ching, CPA, CMA
Director, Finance
(604-276-4137)

Att. 13

REPORT CONCURRENCE	
CONCURRENCE OF GENERAL MANAGER	
REVIEWED BY SMT	INITIALS:
APPROVED BY CAO	

8216955

Executive Summary

Each year the City prepares a 5 Year Financial Plan to comply with the requirements of Section 165 (1) of the *Community Charter*. The 2026 Operating Budget forms the basis of the 2026-2030 planning period. The future years are based on information available at the time of preparing the Plan including projections for future years received from external agencies, projected inflation which is an indicator of future costs and amounts approved by Council which will come into effect in future years.

The Plan includes an annual 1.00% increase in transfer to reserves which is committed to fund the Works Yard Replacement project and to fund infrastructure replacement needs. The Plan also includes the operating budget impact of major facility capital projects that are expected to reach completion in this planning period, including the Steveston Community Centre and Library and the West Richmond Pavilion.

The current economic environment carries much uncertainty related to global trade and the residual impacts on local businesses and consumers. With the weight of this uncertainty directly impacting citizens, the Senior Management Team directed that the budget should be reduced where possible without cutting services. Requests for additional services were heavily scrutinized with only the highest priority items being recommended in the proposed 2026 Operating Budget.

Staff are recommending a 2026 Operating Budget with an increase of 3.28% (Table 1). This will result in an increase of approximately $76 in municipal taxes for an average residential property with an assessment value of $1,319,103 (based on 2025 assessment value and tax rates).

The 2026 Proposed Operating Budget includes the addition of:

- 4 RCMP Officers, without tax impact due to a combination of increased revenue and contract surplus due to the detachment's vacancy pattern
- 1 Municipal Employee to support the RCMP Detachment
- 1 Emergency Vehicle Technician to support Richmond Fire Rescue
- 1 Senior Manager, Internal Audit and Risk to report to the Finance and Audit Committee and the Senior Management Team
- Funding for the additional security guard shift which was previously funded by one-time funding
- Funding for housing initiatives including 8 existing positions which are temporarily funded by the Housing Accelerator Fund federal grant in order to continue beyond the term of the grant funding, which ends in 2027.

Table 1: 2026 Proposed Operating Budget

	Budget Component	2026 Operating Budget Net Increase (in $000s)	Tax Impact	Equivalent for Average Residential Property
1	Same Level of Service Increase **(LTFMS target of 1.80%)** *(Table 8,see page 18)* - *After proposed reduction from temporary vacancies (see page 27)* - *Includes reserve funded programs (see Attachment 9)*	$3,905	1.19%	$28
2	Previously Approved Expenditures *(see page 22)* - Amounts deferred from the 2025 Operating Budget through utilization of Rate Stabilization Account - Blackberry Management (Year 1 of 2) - Community Amenity Space in Luxe Lansdowne Development - Bowling Green Activity Centre OBI - Steveston Community Centre and Library Replacement OBI Phase-in (Year 4 of 4)	2,742	0.84%	19
3	Emerging Organizational Additional Level Increases - Externally Funded Items *(see Attachment 10)* - No Tax Impact Positions *(see Attachment 11)* - Recommended Emerging Organizational Additional Levels *(see Attachment 12)*	1,046	0.32%	8
4	Investment in Community Facilities (Transfer to Reserves) *(see page 24)*	3,272	1.00%	23
LTFMS Policy: Same Level of Service, Previously Approved Expenditures, Additional Levels, and 1.00% Infrastructure Replacement Needs		**10,965**	**3.35%**	**78**
5	External Senior Government Increases *(see page 24)*: - Community Safety Cost-Sharing Obligations	1,479	0.45%	8
6	Operating Budget Impacts *(see page 25)* - OBI from 2026 Capital Budget	102	0.03%	1
7	- Proposed Rate Stabilization *(see page 26)*	(1,800)	(0.55%)	(11)
Subtotal of External Senior Government, Operating Budget impacts and Rate Stabilization		**($219)**	**(0.07%)**	**(2)**
2026 Proposed Operating Budget Increase		**$10,746**	**3.28%**	
Annual equivalent tax increase for average residential property				**$76**

The proposed 2026 Operating Budget includes only non-discretionary increases to maintain the same level of service as set out in contracts and agreements. Council policy requires that the tax increase to maintain the same level of service must be at the forecasted Vancouver CPI rate, which for 2026 is 1.80%. With the direction from the Senior Management Team to reduce the same level of service budget without impacting services, this target is exceeded as the proposed increase after reductions is 1.19%.

This is achieved through a one-time reduction to the budget recognizing that there is a certain level of vacancy that will naturally occur in any operational setting due to retirements, staff departures, temporary leaves of absence and internal promotions. When a position becomes vacant, it is not automatically replaced but rather goes through a process of review to determine if a replacement is warranted or if the position requires reclassification to meet current operational requirements. The 2026 Operating Budget includes an estimate for these temporary vacancies.

It is important to emphasize that this is not an indication of the removal of any service or position. It is however accepting that somewhere within the organization there will be a temporary vacancy, particularly as the workforce continues to age and the labour market remains competitive. The budget includes a preliminary estimate for where these temporary vacancies might occur. This estimated allocation will be reviewed throughout the 2026 year and may need to be reallocated between divisions through the budget amendment if results differ. This approach comes with the risk that if this estimate proves to be too high in comparison to the actual temporary vacancy rate experienced in 2026, the budget may have a shortfall. Any deficit realized would need to be funded through future budgets and therefore could result in an increase in the future. This vacancy estimate will be monitored and reviewed annually; staff will include any required adjustments in future budgets.

Despite these risks, staff recommend that this one-time strategy be implemented in the 2026 Operating Budget to reduce the tax impact as it is expected to be achievable.

The 2026 Operating Budget incorporates a number of items that were previously approved by Council which now require funding in the 2026 budget as was disclosed at the time of approval, including:

- Amounts deferred from the 2025 Operating Budget through utilization of Rate Stabilization Account
- Blackberry Management (Year 1 of 2)
- Community Amenity Space in Luxe Lansdowne Development
- Bowling Green Activity Centre OBI
- Steveston Community Centre and Library Replacement OBI Phase-in (Year 4 of 4)

The approach for blackberry management was approved by Council on June 9, 2025. Incorporated into the 2026 Operating Budget is the first phase of this action plan which includes purchasing a truck and adding two regular full-time staff. Once hiring and the preliminary planning for this new program is completed, phase 2 of the action plan will be included in the 2027 Operating Budget.

Each year, requests for emerging organizational additional levels are considered during the budget process. Many requests were evaluated and only the highest priority requests are brought forward in the proposed 2026 Operating Budget. There are several other requests that are priorities but will require further analysis and may be included in future budgets.

Requests for additional resources that could be fully mitigated without any tax impact are recommended in No Tax Impact Positions, as shown in Attachment 11.

There are five high-priority additional levels with tax impact that are recommended per Budget Option 2 of the proposed 2026 Operating Budget as summarized in Attachment 12.

External senior government increases that must be added to the 2026 Operating Budget include increase from E-Comm and regional policing teams.

The Operating Budget Impact of the proposed 2026 Capital Budget was heavily scrutinized and kept to a minimum.

It is recommended to reduce the overall tax impact through utilization of $1.8M from the Rate Stabilization Account. This is less than the amount recommended in 2026 as it is important for the budget to provide funding for all approved amounts. This rate stabilization will gradually be reduced within the five year financial planning period.

As indicated, the one-time reduction included in the proposed 2026 Operating Budget cannot be repeated in future years. Therefore, the 5 Year Financial Plan projects that future year tax increases will be higher to maintain the same level of service.

Table 2: Proposed 5 Year Financial Plan (2026-2030)

Proposed 5 Year Financial Plan	2026 Budget	2027 Plan	2028 Plan	2029 Plan	2030 Plan
Same Level of Service Before Reductions	2.12%	2.15%	2.00%	1.90%	1.90%
Less: Reduction From Temporary Vacancies	(0.93%)	-	-	-	-
Same Level of Service Increase	**1.19%**	**2.15%**	**2.00%**	**1.90%**	**1.90%**
Investment in Community Infrastructure	1.00%	1.00%	1.00%	1.00%	1.00%
External Senior Government Related Increases	0.45%	0.43%	0.44%	0.38%	0.28%
Emerging Organizational Additional Levels	0.32%	0.51%	0.51%	0.40%	0.40%
Operating Budget Impact from Capital Budget	0.03%	0.18%	0.18%	0.18%	0.18%
Council Previously Approved Expenditures	0.84%	0.67%	0.53%	0.29%	0.06%
Less: Rate Stabilization	(0.55%)	(0.39%)	(0.25%)	(0.12%)	0.00%
Proposed Operating Budget Increase	**3.28%**	**4.55%**	**4.41%**	**4.03%**	**3.82%**

Staff Report

Origin

Subsection 165(1) of the *Community Charter* requires the City to adopt a 5 Year Financial Plan (5YFP) Bylaw. The 2026 Operating Budget forms the basis of the City's 5YFP. Under the *Community Charter*, the City is prohibited from incurring any expenditure unless the expenditures have been included for that year in its financial plan, and the City is required to provide a balanced budget. The financial plan cannot plan for a deficit. In addition, any deficit that results from one year needs to be included in the financial plan the following year.

Pursuant to Council Policy 3016, the operating and capital budgets and the 5 Year Financial Plan must be presented to Council by the first Council Meeting in January in which the annual budget is being prepared. It is prudent to approve the budgets prior to the start of the budget year in order for staff to have clear direction on budget and spending authorization from the start of the fiscal year. External organizations that evaluate the fiscal management of Canadian municipalities have acknowledged Richmond's commitment to this best practice.

The 2026 Proposed Operating Budget ("Budget") applies the principles of Council's Long Term Financial Management Strategy (LTFMS) (Policy 3707), which was originally adopted in 2003:

> *"Tax increases will be at Vancouver CPI rate (to maintain current programs and maintain existing infrastructure at the same level of service) plus 1.0% towards infrastructure replacement needs."*

Projected 2026 CPI forecasts for Vancouver are estimated at 1.80% by the Conference Board of Canada in their autumn forecast.

This report supports Council's Strategic Plan 2022-2026 Focus Area #4

Responsible Financial Management and Governance:

> *Responsible financial management and efficient use of public resources to meet the needs of the community.*
>
> *4.1 Ensure effective financial planning to support a sustainable future for the City.*
>
> *4.2 Seek improvements and efficiencies in all aspects of City business.*
>
> *4.3 Foster community trust through open, transparent and accountable budgeting practices and processes.*
>
> *4.4 Work with all levels of governments for grant and funding opportunities.*

Council's 2022-2026 Strategic Plan is summarized in Attachment 1.

Analysis

Environmental Scan

Economic Outlook

Global economic growth is expected to remain low amid continuing uncertainty related largely to changing global trade dynamics. According to the International Monetary Fund (IMF), growth will slow from 3.3% in 2024 to 3.2% in 2025 and further to 3.1% in 2026, as trade tensions, lower immigration, and policy unpredictability weigh on the outlook.[1]

Globally, inflation is expected to decline to 4.2% in 2025 and 3.7% in 2026, with notable differences across regions. Inflation remains above target in the United States, while much of the rest of the world continues to experience price pressures. While the U.S. economy showed resilience early in the year, growth is now slowing due to the unwinding of front-loaded trade and investment activity, softening labour markets, and the increasing pass-through of tariffs to consumer prices. The U.S. growth forecast has now moderated to 2.0%.

Canada's economy remains delicately positioned between low growth and persistent inflation. Real GDP growth is projected to increase from 1.2% in 2025 to 1.6% in 2026, supported by fiscal measures and improving business sentiment as tariff concerns lessen. Despite softer labour markets, modest fiscal stimulus and stabilizing consumer demand are anticipated to strengthen activity. However, core inflation, which excludes components such as food and energy that frequently fluctuate, is near 3%, and the Bank of Canada looks closely at this measure to understand underlying inflation trends. While other measures, such as the Consumer Price Index (CPI), are tracking closer to the 2% target, caution remains, as the outlook is sensitive to U.S. policy shifts and trade conditions.[2]

British Columbia's economy continues to show resilience amid global trade uncertainty, though growth is slowing. Real GDP growth is forecast at 1.5% in 2025, down from the previous estimate of 1.8%, and 1.3% in 2026, revised from 1.9%. Inflationary pressures from U.S. tariffs are expected to be partially offset by the elimination of the consumer carbon tax. Key risks to the outlook include global trade tensions, commodity price volatility, and housing market weakness. Despite these challenges, B.C.'s diversified economy, easing interest rates, and employment gains provide a foundation for stronger medium-term growth.[3]

In Richmond, the city benefits from a well-diversified economy, with significant strengths in transportation, warehousing, logistics, manufacturing, and tourism bolstered by the city's strategic role as a gateway for people and goods. From this strong foundation, businesses are navigating challenges related to the broader economic slowdown, inflationary pressures, labour costs and availability, and high input costs. Industrial vacancy rates have edged slightly higher, with industrial sub-lease availability continuing, while office vacancy rates have trended downward, with new leasing activity. Looking ahead, low growth is expected in 2026, in line with regional and global economic trends.

[1] International Monetary Fund, World Economic Outlook, October 2025
[2] Scotiabank, Global Economic Outlook, September 2025
[3] Government of BC. Standing Strong for B.C., First Quarterly Report, September 2025

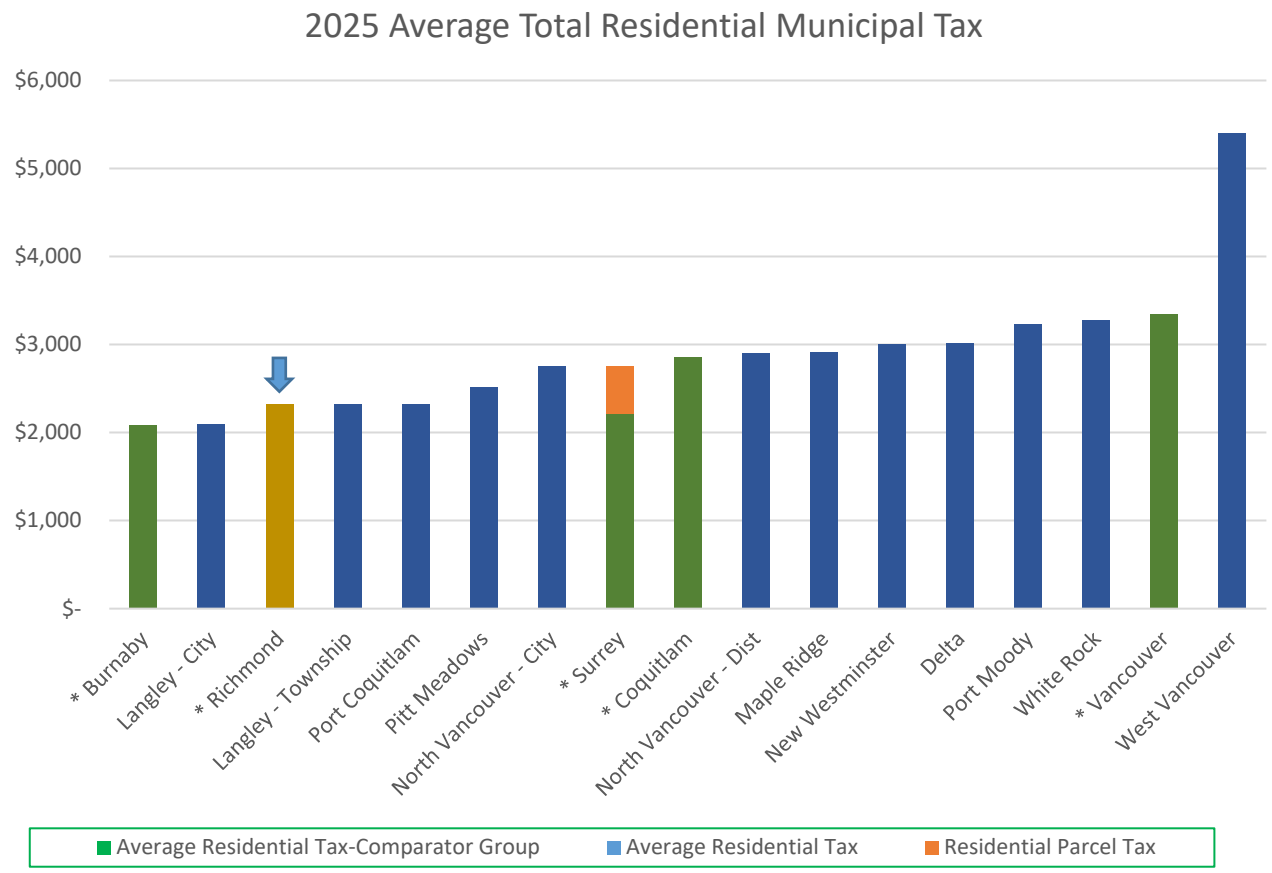
These external economic conditions influence the City's operations and financial situation. For example, the organization faces high costs for services and materials related to the extended period of inflationary pressures. Competition for labour remains challenging, especially for certain skillsets, as the local labour market is more constrained than those at the federal and provincial levels. Contracted services, such as the RCMP, are also subject to cost increases outside of the City's control. The factors discussed in this economic outlook were considered as part of the City's 2026 budget preparation.

Please refer to Attachment 2 for further information on the Economic Outlook.

Taxation

The City has kept property taxes below the average amongst other Metro Vancouver municipalities. Compared to the 17 municipalities in Metro Vancouver, the 2025 average taxes per dwelling in Richmond ranks as the third lowest at $2,323 annually. Within the comparator group of Vancouver, Coquitlam, Burnaby and Surrey, Richmond has the second lowest average tax per dwelling. *Figure 1* shows the comparison of all Metro Vancouver municipalities.

Figure 1: Comparison of 2025 Average Tax per Dwelling



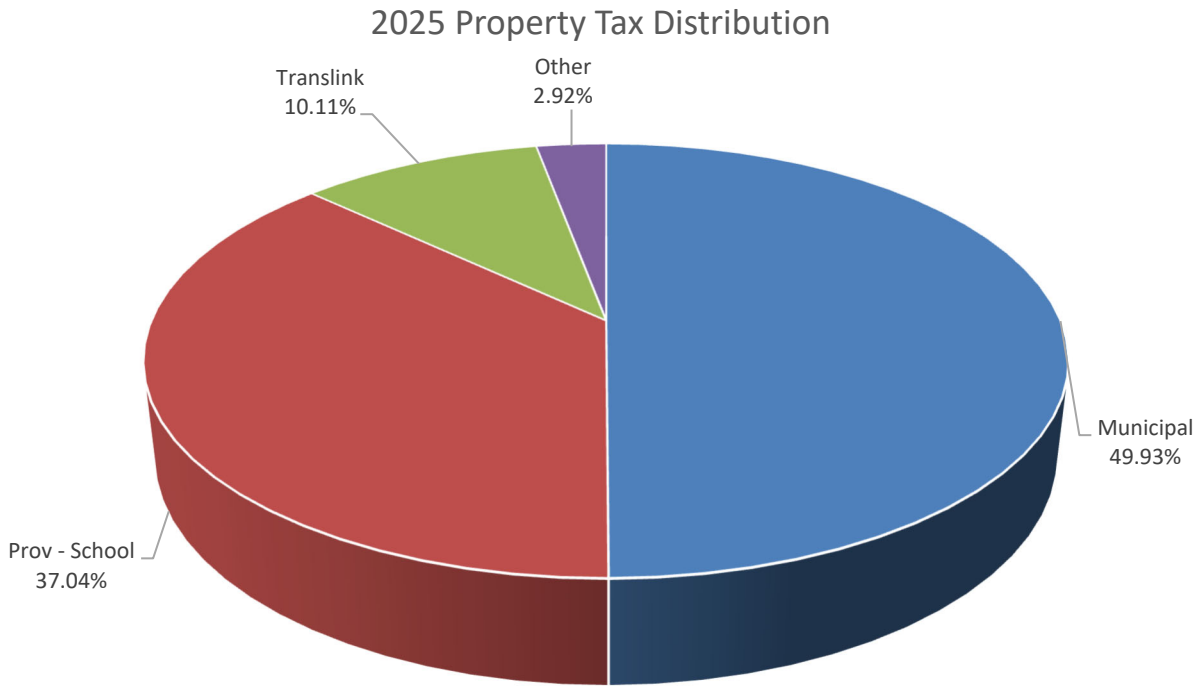
*Denotes Comparator group

Taxes Collected for Other Government Agencies

Over half of the property tax bill that is collected is on behalf of other agencies. Council has no control over these levies; the City is obligated to collect these and remit directly to the taxing authorities.

Figure 2 shows that in 2025, 50.07% of the residential tax bill was comprised of levies collected for other taxing jurisdictions including TransLink, School Board, Metro Vancouver, BC Assessment and Municipal Finance Authority.

Figure 2: Distribution of Property Taxes



Municipal Portion of Property Tax

Just under half of the property tax bill goes toward programs and services that are directly delivered or contracted by the City. In 2025, 49.93% of the residential tax bill was for municipal costs. Attachment 4 provides a breakdown of the 2025 municipal tax dollar – same level of service (without 2026 proposed OBIs and additional levels, which are subject to Council approval). Community Safety continues to be the largest component of the budget with approximately 40 cents of every municipal tax dollar collected spent on Policing and Fire rescue services. Over 13 cents is allocated toward Project Development and Facility Services in order to ensure facilities are adequately maintained, including community facility infrastructure replacement needs (refer to Investment in Community Facilities Infrastructure on page 24). All services are fundamental to the residents' quality of life and to support the local economy and vibrancy within the community.

Long Term Financial Management Strategy (LTFMS)

External Debt

At its meeting on May 9, 2022, Council approved the final step in the process to borrow $96.0 million with an interest rate of 4.09% in order to provide funding for the Steveston Community Centre and Library replacement project, with payments amortized over 20 years. Annual debt payments of $7.3 million commenced in 2023. $6.4 million of the annual debt payment is funded from an allocation gaming revenue with the remainder of $0.9 million funded by property taxes.

Gaming Revenue

As a host local government to the River Rock Casino, the City receives 10.00% of net casino revenue. The amount received is not within the City's control, however Council has full discretion over how to allocate these funds. Council's LTFMS states:

> *"Gaming revenues are designated for the capital reserves, the major capital community facility replacement program, the grants program, the Council initiatives account, and towards the cost of policing relating to gaming activities."*

The 2025 Budget estimated $11.5 million revenue would be received. Actual amounts received to date have been slightly below budget and is trending downward. Therefore, it is proposed to reduce the budget to $10.5 million and to make a change to the allocation model as presented in *Table 3*.

Table 3: Casino Funding Allocation (in $000s)

Casino Funding	Allocation Basis	2026 Proposed Budget	2025 Budget	Increase (Decrease)
Debt Servicing	Fixed	$6,400	$6,400	$-
Grants	Policy	2,918	2,875	43
Council Community Initiatives Account	2.00%	210	230	(20)
Operating (RCMP)	None	-	979	(979)
Capital Reserve	Remainder	972	1,016	(44)
Total		**$10,500**	**$11,500**	**($1,000)**

Grants

Table 4 summarizes the contributions and grants funded by Gaming Revenue, the majority of which are indexed to inflation. The revised allocation includes the approved amount of annual funding.

Table 4: Grants Funded by Gaming Revenue (in $000s)

Grants Funded by Gaming Revenue	Amount
Approved Contributions:	
Gateway Theatre contribution	$1,541
Richmond Addiction Services Society	204
Richmond Centre for Disability contribution	208
Richmond Therapeutic Equestrian Society contribution	70
Approved Contributions	**$2,023**
City Grants Program:	
Health, Social and Safety grants	507
Arts, Culture and Heritage grants	132
Parks and Recreation grants	128
Community Environmental Enhancement	69
Various Youth Grants	59
City Grants Program	**$895**
Total	**$2,918**

Council Community Initiatives

The Council Community Initiatives Account provides funding for one-time expenditures that address social, environmental, recreation and sports, heritage, arts and culture, safety and security, or infrastructure needs. No change is proposed to this portion of the allocation model. The Council Community Initiatives Account Provision has a balance of $1.5 million as of October 31, 2025.

RCMP

Since 2007, a portion of gaming revenue has been allocated to contribute towards policing costs, which successfully reduced the tax impact for many years through utilization of this revenue source. This allocation has remained fixed at funding the cost of four officers as originally approved, with the amount rising each year in accordance with the RCMP contract. Due to the uncertainty in the amount of casino revenue that will be received combined with RCMP contract costs that increase beyond inflation, staff previously indicated this may need to be funded by taxation sources in the future. The revised allocation model does not allocate any of the gaming revenue toward policing costs. Starting with the 2026 budget, the policing contract is fully funded within the same level of service operating budget.

Capital Reserve

The remainder of casino revenue is allocated to the Capital Reserve. If the actual revenue received falls short of the budgeted estimate, or if the actual revenue exceeds the budget estimate, the transfer to the Capital Reserve will be adjusted accordingly.

Accordingly, staff recommend a change to the Long Term Financial Management Strategy policy to remove the cost of policing from the allocation. The revised policy is included in Attachment 5.

Budget Challenges

Senior Government Downloading

In recognition of Federal and Provincial government responsibility of social equity issues such as homelessness, housing affordability, poverty and addiction, temporary grant funding is provided from time to time. While the temporary funding is helpful to address initial impacts, the impacts are downloaded to the City leaving Council to decide whether to fund a longer-term strategy when the senior government funding ends.

Significant funding toward housing initiatives has been received from both the Federal and Provincial governments, which the City has utilized in combination with the Affordable Housing program that Council had previously approved. Together, these resources established the Housing Office department under the direction of the Deputy Chief Administrative Officer. It is proposed to continue phasing-in ongoing funding to facilitate the continuation of this broadened initiative for eight positions beyond the term of the temporary grant funding.

Contractual Obligations

There are a number of known non-discretionary cost pressures affecting the 2026 proposed operating budget including:

- Wage and fringe benefit impacts negotiated for collective bargaining agreements
- Contractual cost increases driven by other organization's collective bargaining agreements (RCMP, E-Comm)
- External Senior Government agency increases
- Funding for investment in Community Facilities, including ageing facilities, recently acquired facilities, and new facilities

Inflation

Vancouver CPI for the 12 month period ending October 2025 is 2.30%. This is higher than the CPI projection forecasted at the time of preparing the 2025 Operating Budget. However, staff have not adjusted the base budget for the difference between the actual CPI and the under projection from 2025 (2.10%). Non-discretionary increases are budgeted only as specified in agreements. Expenses impacted by inflation include asphalt, vehicle/equipment operating and future replacement costs, supplies and delivery charges.

CPI measures the basket of goods purchased by households; however, the basket of goods that the City needs to fund are vastly different. In comparison, the Municipal Price Index which includes funding community safety services, a unionized workforce and a complex infrastructure network is estimated at 3.75%.

Council's Long Term Financial Management Strategy (LTFMS) policy is that the tax increase to maintain current programs and maintain existing infrastructure at the same level of service will

be at Vancouver's CPI rate. Projected 2026 CPI forecasts for Vancouver are estimated at 1.80% by the Conference Board of Canada in their autumn forecast.

Budget Process

The 2026 Proposed Operating Budget presents a same level of service budget and only non-discretionary increases that can be clearly identified and supported are included. Inflationary increases are not automatically included in the budget without adequate supporting documentation, such as contract renewals that are in compliance with purchasing policies and guidelines. Where such contract renewals have led to budget reductions, these savings are already reflected within the base budget.

Enhanced or new levels of service are identified separately as ongoing additional expenditure requests by the respective divisions for Council's consideration in accordance with Council's Budget & 5-Year Financial Plan Preparation Policy (Policy 3016). Please refer to Attachment 3 for the 2026 Budget Cycle.

Budget Assumptions

Key Financial Indicators

Table 5 summarizes the key financial indicators of the 2026 Operating Budget gathered as of November 2025. These rates are continuously monitored for any significant changes.

The City is subject to various contractual increases to deliver the same level of service. The majority of the contractual increases for 2026 are greater than the projected Consumer Price Index (CPI) of 1.80%, such as the RCMP Contract, collective agreements, E-Comm, natural gas and electricity.

Table 5: Key Financial Drivers / Indicators

Key Financial Drivers / Indicators	2026	2027	2028	2029	2030
Vancouver Consumer Price Index (CPI)[1]	1.80%	1.80%	2.00%	1.90%	1.90%
Richmond Municipal Price Index (MPI)[2]	3.75%	3.31%	2.95%	2.98%	2.90%
User Fees[3]	1.90%	1.80%	2.00%	1.90%	1.90%
E-Comm[4]	11.59%	11.47%	10.63%	10.66%	10.66%
RCMP Integrated Homicide Investigation Team Forecast[5]	27.11%	12.45%	3.49%	3.06%	3.24%
RCMP Contract Increase[6]	6.84%	3.61%	3.42%	3.47%	2.99%
Natural Gas[6]	2.10%	3.00%	3.00%	3.00%	3.00%
Electricity[7]	3.75%	3.75%	3.75%	3.75%	3.75%
Growth (Tax Base)[8]	0.89%	0.92%	0.88%	0.80%	0.71%

Sources:
[1] The Conference Board of Canada Major City Insights Autumn 2025; 2029 is projected based on 2028 forecasts;
[2] Finance Department, City of Richmond;
[3] User fees are based on CPI. 2026 is based on the CPI projections of Conference Board of Canada in June 2025 which was used as the basis for the Consolidated Fees Bylaw which was introduced on October 13, 2025 and adopted on November 10, 2025.
[4] Based on estimates provided by E-Comm;
[5] Based on forecast received from Provincial Ministry of Public Safety and Solicitor General - Policing and Security Branch;
[6] Based on Multi-Year Financial Plan from RCMP E Division;
[7]Climate & Environment Department, City of Richmond;
[8] Finance Department, City of Richmond

The current Collective Agreements for CUPE 718, CUPE 718-05 and CUPE 394 include rates for 2024-2027. The City's most recent collective agreement with International Association of Firefighters/ The Richmond Firefighters' Association, Local 1286 covered the years 2023-2024. *Table 6* provides a summary of the negotiated rate increases and those that are yet to be determined.

Table 6: Summary of City of Richmond Collective Bargaining Agreements

Collective Agreements	2025	2026	2027	2028	2029	2030
CUPE 718 (Inside Workers)	4.00%	3.50%	3.50%	TBD	TBD	TBD
CUPE 394 (Outside Workers)	4.00%	3.50%	3.50%	TBD	TBD	TBD
CUPE 718-05 (Library)	4.00%	3.50%	3.50%	TBD	TBD	TBD
Firefighters (IAFF) 1286	TBD	TBD	TBD	TBD	TBD	TBD

Other Agency's Collective Agreements that have a significant impact on the City's operating budget have not been finalized for 2026 and thus budgets provided by these agencies include estimates for their labour rates. CUPE 8911 (E-Comm) has an agreement in place until December 31, 2025. The National Police Federation's collective agreement expired on March 31, 2025. *Table 7* provides a summary of the negotiated rate increases and those that are yet to be determined.

Table 7: Summary of Other Agency Collective Bargaining Agreements

Other Agency's Collective Agreements	FY25	FY26	FY27	FY28	FY29	FY30
National Police Federation	4.00%	TBD	TBD	TBD	TBD	TBD
CUPE 8911 (E-Comm)	4.00%	TBD	TBD	TBD	TBD	TBD

The 2026 Operating Budget includes preliminary estimates for rates that are not finalized. If negotiated rates differ from the estimates, an adjustment will be required in future budgets.

2026 Proposed Operating Budget

This section of the report discusses each component of the 2026 Proposed Operating Budget.

1. Same Level of Service Increase

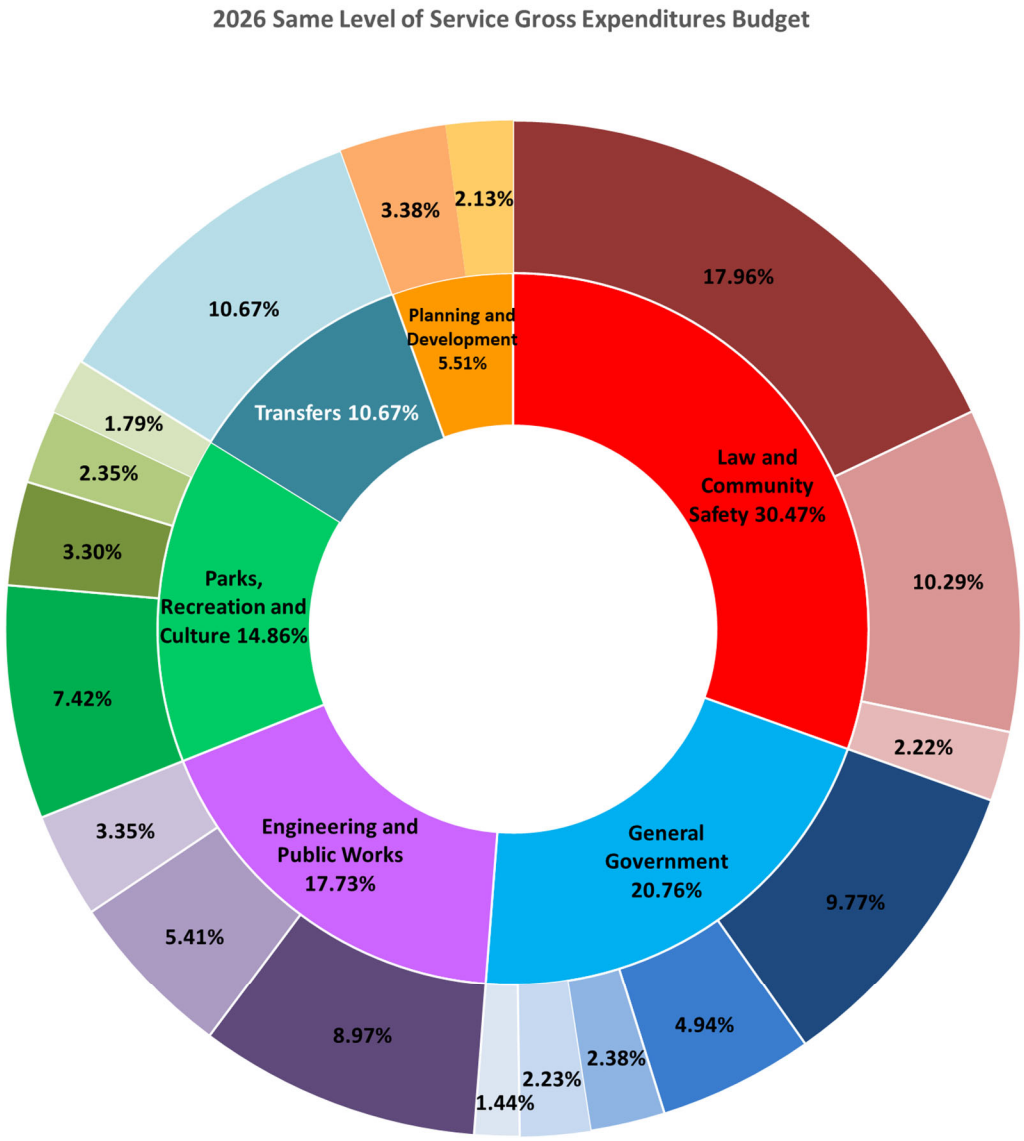
Attachment 6 presents the same level of service net budget by Division.

The All Divisions summary included in Attachment 7 shows the City's base operating budget to deliver the same level of service as last year, which totals $481.1 million. Attachment 7 presents the net base budget by Division to deliver the same levels of service in 2026, before external senior government related increases and Council previously approved amounts.

Attachment 8 presents the same level of service budget for All Divisions by revenue and expense category. This includes programs funded by reserves for Affordable Housing, Child Care and Public Art programs, which are summarized in Attachment 9.

Figure 3 on page 17 shows the same level of service gross expenditures budget by division. 30.47% of the expenditures budget is required for policing, fire rescue and community safety. General government, which consists of 10 departments including Council, is the second largest component of the budget at 20.76% which includes the rental properties portfolio, transfers to statutory reserves for investment income earned on reserve balances as well as Information Technology, Finance and Corporate Services and Corporate Administration.

Figure 3: Same Level of Service Gross Expenditures Budget by Division



- Police - 17.96%
- Fire Rescue - 10.29%
- Community Safety - Other - 2.22%
- Finance, Business Services, Real Estate Services and Legislative Services - 9.77%
- General Government - Other - 4.94%
- Information Technology - 2.38%
- Corporate Administration - 2.23%
- Rental Properties - 1.44%
- Project Development and Facility Services - 8.97%
- Roads and Construction - 5.41%
- Engineering and Public Works - Other - 3.35%
- Recreation and Sport Services - 7.42%
- Parks - 3.30%
- Richmond Public Library - 2.35%
- Arts Culture and Heritage - 1.79%
- Reserve Funding - 10.67%
- Planning and Development - 3.38%
- Housing Office - 2.13%

Main Cost Drivers

Labour and fringe benefit impacts and contract services, including RCMP, represent approximately 85.45% of the City's operating expense budget increase in order to maintain the same level of service. As shown in *Table 3*, the collective agreement rates increase by 3.5% for 2026 for CUPE 718 and CUPE 394.

The RCMP contract increase is mainly due to increases in labour costs for the unionized workforce, overall administration allocated to the Richmond Detachment, as well as policing vehicles, equipment, supplies, increased costs for training and user service fee of the PRIMECorp System.

The proposed increase of $420K in the municipal contribution to the Richmond Public Library has been included in the City's same level of service budget, driven by impacts of the Library's collective agreement. The annual contribution to the Lulu Island Energy Company will continue to be funded from appropriated surplus resulting in no additional tax impact.

The same level of service increase after proposed reduction from temporary vacancies is 1.19%, which is within the CPI target of 1.80%, in compliance with Council's LTFMS. Further details can be found in Table 9-Table 11.

Table 8: Same Level of Service Increase Summary

Expense and Revenue Summary	Amount (in $000s)	Tax Impact
Main Cost Drivers (Detailed in *Table 9*)	$15,504	**4.74%**
Expense decreases (Detailed in *Table 10*)	(2,884)	**(0.88%)**
Revenue increases (Detailed in *Table 11*)	(2,772)	**(0.85%)**
Subtotal	**$9,848**	**3.01%**
Less: Tax growth	(2,900)	**(0.89%)**
Same Level of Service Increase after tax growth	**$6,948**	**2.12%**
Less: Proposed Reduction from Temporary Vacancies	(3,043)	**(0.93%)**
Same Level of Service Increase after proposed reduction	**$3,905**	**1.19%**

Table 9: Main Cost Drivers

Main Cost Drivers	Amount (in $000s)	% of total increase
Labour and fringe benefit impacts associated with collective agreements	$8,417	54.29%
RCMP contract	3,793	24.46%
RCMP contract previously funded by gaming revenue	1,038	6.70%
Materials and equipment	461	2.97%
Municipal contribution increases - Library	420	2..71%
IT contracts	386	2.49%
Infrastructure replacements and building improvements increase	268	1.73%
Utilities increase (natural gas, electricity)	259	1.67%
Contracts - security	140	0.90%
Contract others	130	0.84%
Vehicle charge	113	0.73%
Contract maintenance	79	0.51%
Total Main Cost Drivers	**$15,504**	**100.00%**

Expense Decreases

At the Council meeting on July 14, 2025, Council directed that the maximum contribution to the Richmond Olympic Oval for 2026 be limited to $2.5 million. This results in an expense decrease of $1.1 million.

The RCMP Contract is the largest contract in the operating budget. The City confirms the desired number of officers each year and the RCMP E Division provides the budget estimate for the requested complement. The RCMP has temporary vacancies when members are on leaves of absence such as parental or maternity leave and as members retire or leave the detachment. Historically the actual amount invoiced to the City is lower than the budget estimate due to these temporary vacancies, officer vacancies as well as operational expenses not occurring as planned.

Staff recommend utilizing surplus anticipated in 2025 from the policing contract to offset the cost of policing services in 2026 due to the change in allocation of casino revenue. This fully mitigates the tax impact of this proposed policy change. In addition, staff recommend fully mitigating the tax impact of 4 additional RCMP officers for 2026 through a combination of increased revenue from provincial traffic fines and expected contract surplus due to historical vacancy patterns, as shown in item 3 of Attachment 11.

The City is required to pay for the full contract amount that is invoiced and bears the risk if the actual expenditures exceed the budget. Therefore, appropriating the 2025 contract surplus provides for one-time funding of the contract. As part of the annual budget process, staff will continue to monitor the policing contract surplus and make recommendations in subsequent budgets as required.

Table 10: Same Level of Service Expense Decreases

Expense Decreases	Amount (in $000s)	Mitigated Tax Impact %
Decrease in municipal contribution to Oval	($1,074)	(0.33%)
Budget expense reduction due to portion of RCMP contract not anticipated to be incurred consistent with past trend	(1,038)	(0.32%)
Reduction to various fiscal expenses	(450)	(0.14%)
Natural Gas decrease due to carbon tax eliminated	(153)	(0.04%)
Reduction in unpaid invoice write-offs due to more efficient collection efforts	(100)	(0.03%)
Completion of enterprise fund repayments for various building retrofit projects	(36)	(0.01%)
Adjustment in operating cost associated with leases	(33)	(0.01%)
Total Expense Decreases	**($2,884)**	**(0.88%)**

Revenue Increases

In addition to increasing user fees by CPI wherever possible, staff conducted market reviews to ensure fees are in line with other municipalities and proposed bylaw fee changes were appropriate through the Consolidated Fees Bylaw. Staff also reviewed revenues for consistent trends where amounts could be more aggressively estimated. The following table summarizes the revenue increases that help to mitigate the tax impact of non-discretionary budget increases.

Table 11: Same Level of Service Revenue Increases

Revenue Increases	Amount (in $000s)	Mitigated Tax Impact %
Increase in Payment in Lieu of Taxes	($675)	(0.21%)
Increased revenue (school tax commission, etc.)	(371)	(0.11%)
CPI increase for revenues	(322)	(0.10%)
Recreation revenue increase to align with fee increases (Aquatics, arenas, etc.)	(314)	(0.09%)
Increase in revenue to offset revenue funded programs	(268)	(0.08%)
Building permit revenue to align with expected development activity	(250)	(0.08%)
Recreation revenue increase to align with increased participation (Aquatics, arenas, etc.)	(225)	(0.07%)
Increase in parking revenue	(224)	(0.07%)
Increase in contract revenue	(123)	(0.04%)
Total Revenue Increases	**($2,772)**	**(0.85%)**

Tax Growth

New tax growth projections are based on “non-market change” figures provided by BC Assessment Authority. Non-market change is the term BC Assessment Authority uses for

changes to the municipal roll value that is not a result of market conditions. Non-market change could include changes in assessment class, exempt properties that become taxable in the following year or taxable properties that become exempt in the following year and developments under construction. Based on preliminary data from BC Assessment Authority, new tax growth for 2026 is estimated at $2.9 million.

2. Council Previously Approved Expenditures

Amounts Funded through Rate Stabilization in the 2026 Budget

As part of the 2025 Operating Budget, Council approved $2.0 million from the Rate Stabilization Account to reduce the overall tax impact. In order to ensure ongoing funding for all approved programs and services, this amount needs to be funded as part of the 2026 Operating Budget. Each year, staff recommend a reasonable amount to fund from Rate Stabilization taking into account funding available, projected funding needs and ensuring that the amount that will require funding in future years will not become a burden to future tax payers.

On July 9, 2025, Council approved Option 2, as outlined in the staff report titled "Proposed Practices to Accelerate Blackberry Management in Richmond", dated May 5, 2025, from the Director, Climate and Environment and the Director, Parks Services, for the implementation of an annual blackberry management program. The annual operating cost will be $545,723 as shown in *Table 12* and a one-time cost of $160,000 for the purchase of a vehicle. Program implementation will be phased in over two years commencing in 2026 with a cost of $345,723 phased in and balance to be phased in in 2027. An increase of $346K is required in 2026, or an estimated tax impact of 0.11%.

Table 12: Blackberry Management

Blackberry Management Anticipated Resources and Costs	Amount (in $000s)	Tax Impact
1 Regular Full Time Environmental Coordinator 2	$180	0.06%
1 Regular Full Time Natural Areas Practitioner	166	0.05%
Parks Blackberry Management Program Labour	100	0.03%
Roads Blackberry Management Program Labour	100	0.03%
Total Previously Approved Expenditures	**$546**	**0.17%**

Steveston Community Centre and Library OBI

Starting with the 2023 Operating Budget, staff recommended phasing-in operating funds for this new facility. 2026 is the final year of this phase-in plan, which was timed with the anticipated construction completion date. An increase of $267,500 is required in 2026, or an estimated tax impact of 0.08.

Heritage Boat Restoration Project – Iona

On July 8, 2024 Council endorsed the heritage boat restoration projects including the *Crystal S* which is anticipated to be completed in the first quarter of 2026. At that time a future identified project was the *Iona* which is proposed to be the next project after completion of the *Crystal S*. Funding of $96,000 is required for supplies, materials and moving costs. Funding is available from previously received filming revenue that was collected from Britannia sites and was previously approved by Council to be used exclusively for Heritage projects. Inclusion of this project in the 2026 Operating Budget results in no additional tax impact.

Community Amenity Space in Luxe Lansdowne Development

A Community Facility was negotiated as part of a mixed-use development located in the City Centre Lansdowne Village area at 5591, 5631, 5651 and 5671 No. 3 Road. Townline Ventures Inc. is providing a turnkey facility (Luxe Lansdowne), as outlined through rezoning (RZ 17-779262). This City took ownership of this facility on October 14, 2025.

The Community Facility will have a minimum of 558 m2 (6,006 ft2) divided into two distinct spaces; one to be leased to Richmond Centre for Disability (4,000.2 ft2) and the second unit to be leased at market rate to a commercial operator (2,005.68 ft2). An increase of $77K is required in 2026, or an estimated tax impact of 0.02%.

Bowling Green Community Activity Centre OBI

Council approved the Bowling Green Community Activity Centre Operating Budget Impact and Operating Model with an annual operating budget impact of $52,000, or an estimated tax impact of 0.02% in 2026.

All amounts previously approved by Council are summarized in *Table 13*.

Table 13: Previously Approved Expenditures

Previously Approved Expenditures	Amount (in $000s)	Tax Impact
Rate Stabilization for 2025 Budget	$2,000	0.61%
Blackberry Management	546	0.17%
OBI from Major Facilities Replacement Projects – Steveston Community Centre and Library (Year 4 of 4)	267	0.08%
Heritage Boat Restoration Project – *Iona*	96	0.03%
Community Amenity Space Luxe Lansdowne Development	77	0.02%
Bowling Green Community Activity Centre	52	0.02%
Total Previously Approved Expenditures	**$3,038**	**0.93%**
Less: Heritage Boat Restoration Project – *Iona* Funded By Previously Received Filming Revenue	(96)	(0.03%)
Less: Blackberry Management Year 2 implementation	(200)	(0.06%)
Total Previously Approved Expenditures 2026 Tax Impact	**$2,742**	**0.84%**

3. Externally Funded Programs

City staff work collaboratively with senior levels of government and external agencies to identify opportunities to apply for grant funding. Staff have strategically pursued external grant funding opportunities which helps to offset increases in the operating budget.

Attachment 10 summarizes the successful applications that the City has been awarded. In order to have the authority to incur any expenditure, including those funded by external organizations, the amounts must be included in the City's 5 Year Financial Plan.

4. Emerging Organizational Additional Level of Service Requests

For 2026, 23 requests to meet growing demands for new services were considered totaling $5.3 million. The Senior Management Team (SMT) appointed a Review Team comprised of Directors across the City to review each request using established ranking criteria. The prioritized requests were also carefully reviewed by the CAO and SMT.

Following the rigorous review process, a total of 11 additional level submissions are recommended for funding by the CAO and SMT, of which five have a tax impact, and six are funded through incremental revenue sources or reallocation of existing budgets.

Please refer to Attachments 11 and 12 for a description of the recommended emerging organization additional levels, and Attachment 13 for the description of those that could not be recommended for funding in 2026 due to budget constraints. The recommended totals are also summarized in *Table 14*.

Table 14: Emerging Organizational Additional Levels – Recommended for Funding in 2026

Emerging Organizational Additional Levels	Amount (in $000s)	Tax Impact
Attachment 11: No Tax Impact Positions – additional expenses - 5 RFTs are funded by reallocation of existing budgets - 4 RCMP Regular Members - 2 TFTs are funded by external grants	$1,815	0.56%
Attachment 11: No Tax Impact Positions – offset by revenue, grants and reduction of operating expenses	(1,815)	(0.56%)
Attachment 12: Emerging Organizational Additional Levels - Includes 1 Municipal Employees to support the RCMP Detachment - 1 Emergency Vehicle Technician to support Richmond Fire Rescue - 1 Senior Manager, Internal Audit and Risk - Funding for the additional security guard shift - Phase in of Housing Accelerator Fund to base budget (Year 2 of 4)	1,046	0.32%
Total Emerging Organizational Additional Levels	**$1,046**	**0.32%**

The proposed 2026 Operating Budget presented in Budget Option 1 includes recommended additional level requests totaling $1.0 million a 0.32% tax impact. The Finance and Audit Committee has the discretion to change the recommendation for funding any of the emerging organizational additional level requests, with resulting tax impacts.

In addition to the items presented in Attachments 11-13, there are a number of additional items that were discussed during the budget process that are emerging but require additional analysis before being brought forward to Council. This includes:

- resources required for Richmond Fire Rescue including additional firefighters and support roles;
- labour to maintain the growing investment in tangible capital assets from both development and approved construction which has been deferred until the completion of the assets; and
- optimal level of support for various corporate support functions such as Human Resources, Finance, Information Technology and Communications.

Additional information will be provided to Council to provide a comprehensive resourcing plan in the coming year with potential impacts to future budgets.

5. Investment in Community Facilities (Transfer to Reserves)

In September 2003, City Council approved the Long Term Financial Management Strategy (LTFMS - Policy 3707) directing a one per cent tax increase in transfer to reserves for infrastructure replacement needs. Since the establishment of this policy, the City has funded a number of major facility projects such as:

- Fire Hall No. 1
- Fire Hall No. 3
- Minoru Centre for Active Living
- Phoenix Net Loft deconstruction
- Richmond Animal Shelter
- Bowling Green Community Activity Centre
- West Richmond Pavilion (formerly called Hugh Boyd Community Facility and Fieldhouse)
- Works Yard Replacement – Phase 1

The major facility replacement that is anticipated to be in service in 2025 is the Bowling Green Community Activity Centre. The Steveston Community Centre and Library is currently under construction and is anticipated to be completed before the end of 2026. The Works Yard is another major facility replacement that has a 10-year timeline and is currently underway. The entire project budget is estimated to be $410.0 million and $100.0 million of that has been approved thus far. The Proposed 5 Year Capital Plan (2026-2030) includes $230.0 million for this project. The Covered Lacrosse Box and the Japanese Duplex Restoration and Fit Out are the other major facility projects that have been included in the Proposed 5 Year Capital Plan.

The CBI Reserve is not only being used for replacement of major facilities, but also to fund capital improvements for more than 180 City-owned buildings. A building assessment is conducted regularly on the buildings to identify the capital work required. Feasibility level review and costing is then performed before submitting the capital requests to the budget process.

To support the Works Yard Replacement project budget, the City will need to maintain a one per cent annual property tax increase for the next 10 years. This is in line with the Council's Long Term Financial Management Strategy Policy 3707. Other submissions that will be funded in 2026 include capital works at the Richmond Ice Centre and Richmond Cultural Centre. The list of CBI-funded 2026 capital projects are listed in Appendix 5.

The proposed 2026 Operating Budget includes $3,271,701 in accordance with this Council policy, a 1.00% tax impact.

6. External Senior Government Related Increases

Council Policy 3707 item 2 states:

> *"Any additional costs imposed on the City as a result of mandatory senior government policy changes should be identified and added to that particular year's taxes above and beyond the CPI and infrastructure percentage contribution."*

Table 15 summarizes the items included in the 2026 budget increase that are mandated by the following senior government legislation:

- *Emergency Communications Corporations Act (Provincial)*
- *Police Act (Federal)*

In accordance with Council policy, these items are identified and included in the tax increase above and beyond the CPI target.

Community Safety Cost Sharing Obligations

Emergency Communications 911:

The City is a shareholder in E-Comm and is required to share in the costs of operating Emergency Communications 911.

Specialized RCMP Teams:

In addition to the complement of RCMP officers contracted by the City, there are additional costs associated with regional and provincial specialized teams which are allocated to each City. Richmond's incremental allocation of these costs are summarized in *Table 15*.

Table 15: External Senior Government Related Increases

External Senior Government Increases	Amount (in $000s)	Tax Impact
E-Comm Enhancements	$875	0.27%
Provincial Integrated Homicide Investigative Team RCMP	360	0.11%
Integrated Teams and Real Time Intelligence Centre	244	0.07%
Total External Senior Government Increases	**$1,479**	**0.45%**

7. Operating Budget Impact (OBI)

Operating Budget Impacts (OBI) are ongoing additional operating and maintenance costs associated with new assets, which are approved by Council through the capital budget process. It is important that OBI funding is included in the operating budget when these capital projects or contributed assets become operational, as the level of service is dependent on this funding.

The OBI impact from the 2026 Proposed Capital Budget recommended by staff, is $101,581, or an estimated tax impact of 0.03%. If Council approves additional projects or removes any of the recommended projects, this amount may change.

8. Rate Stabilization

The City's Rate Stabilization Account (RSA) was approved by Council in 2013 in order to ensure that funding be available to help balance the budget for non-recurring items and smooth out tax increases. The establishment of an RSA for the operating budget was also based on past experience where external non-controllable events impacted the City's operating budget and there was no funding available to offset this "temporary condition".

The City has used RSA in a practical and effective manner, and staff are careful in managing the usage to ensure that the RSA is not carried forward on an indefinite basis. The risk and downside of utilizing RSA is that once it has been carried forward in this way, it must be maintained because the reduction or elimination of it will create pressure on the following year's operating budget. The tax increase is not reduced but temporarily shifted.

In the 2025 Operating Budget, the Rate Stabilization Account was utilized to reduce the tax impact by $2.0 million. This amount was deferred to 2026 resulting in a tax impact of 0.61%.

Staff recommends using rate stabilization funding of $1.8 million in the 2026 budget. This will reduce the 2026 tax impact by 0.55% and will gradually be phased into the budget within the five-year financial plan.

Utilizing more rate stabilization would decrease the 2026 tax increase but will also result in a higher tax increase for the following years. *Table 16* summarizes how the RSA balance is proposed to be utilized as a result of the 2026 Budget Process.

Table 16: Proposed RSA Utilization

RSA Balance as of October 31, 2025		**$16,758,532**
From 2026 One-Time Expenditures report:		
2026 One-Time Expenditures	(3,504,797)	
From 2026 Proposed Operating Budget report:		
Proposed Rate Stabilization of the 2026 Operating Budget	(1,800,000)	
2026 Initial Capital Costs from Council Approved Blackberry Management for One Truck	(160,000)	
2026 Initial Capital Costs from 2026 No Tax Impact Positions (Attachment 11)	(75,211)	
Total 2026 Proposed RSA Utilization		**(5,540,008)**
Balance After Proposed 2026 Utilization		**$11,218,524**

2026 Budget Options

Staff have prepared three budget options for Council's consideration in order to provide resources for high priority emerging organization needs.

All options include:

- Non-discretionary increases to maintain the same level of service, in compliance with Council's LTFMS
- Investment in community facility infrastructure replacement needs, in accordance with Council's LTFMS for planned capital projects
- Mandatory Senior Government Increases
- Inclusion of 4 RCMP Officers in base budget previously funded by casino revenue
- Continued phase-in of OBI related to the new Steveston Community Centre and Library which is under construction
- Funding for Blackberry Management as approved by Council including two Regular-Full-Time positions and a truck
- Operating Budget Impacts from the Proposed Capital Budget
- No Tax Impact positions including 4 additional RCMP officers

The options presented including varying amounts of:

- Recommended Emerging Operational Additional Levels
- Rate Stabilization Funding

Proposed Reduction from Temporary Vacancies

All budget options include a budget reduction resulting from temporary vacancies. This is achieved through a one-time reduction to the budget recognizing that there is a certain level of vacancy that will naturally occur in any operational setting due retirements, staff departures, temporary leaves of absence, and internal promotions. When a position becomes vacant, it is not automatically replaced, but rather goes through a process of review to determine if a replacement is warranted or if the position requires reclassification to meet current operational requirements. The 2026 Operating Budget includes an estimate for these temporary vacancies.

It is important to emphasize that this is not an indication of the removal of any service or position, it is however accepting that somewhere within the organization there will be a temporary vacancy, particularly as the workforce continues to age and the labour market remains competitive. The budget includes a preliminary estimate for where these temporary vacancies might occur. This estimated allocation will be reviewed throughout the 2026 year and may need to be reallocated between divisions through the budget amendment if results differ. This approach comes with the risk that if this estimate proves to be too high in comparison to the actual temporary vacancy rate experienced in 2026, the budget may have a shortfall. Any deficit realized would need to be funded through future budgets and therefore could result in an increase in the future. This vacancy estimate will be reviewed annually and staff will include any required adjustments in future budgets.

Despite these risks, staff recommend that this one-time strategy be implemented in the 2026 Operating Budget to reduce the tax impact as it is expected to be achievable.

Option 1 – Same Level of Service, with Reductions, Emerging Additional Levels with No Tax Impact with Rate Stabilization

Option 1 includes funding for the same level of service, including non-discretionary increases, which have been offset by expense decreases and revenue increases. It includes external senior government mandatory increases, continues to phase-in funding for the new Steveston Community Centre and Library which is anticipated to be completed in 2026 and includes the OBI impact of the 2026 Proposed Capital Budget.

Option 1 also fully complies with the LTFMS policy to increase investment in community infrastructure by 1.00%, providing funding for future phases of approved capital projects.

The emerging organizational additional levels recommended in Budget Option 1 (as presented in Attachments 11) provides funding for emerging organizational additional levels with no tax impact. This includes funding for 4 RCMP Regular Members with a fully mitigated tax impact due to additional revenue from provincial traffic fine sharing revenue and contract surplus due to the detachment's vacancy patterns.

Option 1 proposes to include $1.8 million of Rate Stabilization funding to reduce the 2026 tax impact. This amount is lower than the amount temporarily stabilized in the 2025 Operating Budget in recognition that these costs require ongoing funding.

Option 1 results in an overall tax impact of 2.96%, which amounts to an increase of $69 for an average residential property with an assessment value of $1,319,103.

Option 2 – High Priority Emerging Organizational Additional Levels (Recommended)

Budget Option 2 includes everything in Option 1 with additional amounts for high priority emerging organizational additional levels.

The emerging organizational additional levels in Budget Option 2 includes:

- A Regular-Full Time Inventory Control Clerk to support the RCMP Detachment
- A Regular-Full Time Senior Manager, Internal Audit and Risk
- Ongoing funding for an additional security guard shift, which was previously funded one-time during the pilot phase
- A Regular Full-Time Emergency Vehicle Technician to support Richmond Fire Rescue
- Continuation of phasing in funding for eight positions to facilitate broadened housing initiatives which are temporarily funded by the Housing Accelerator Fund (Year 2 of 4)

Option 2 results in an overall tax impact of 3.28% and is the recommended option, which amounts to an increase of $76 for an average residential property with an assessment value of $1,319,103. This option is recommended by staff.

Option 3 – High Priority Emerging Organizational Additional Levels and Preserve Rate Stabilization

Option 3 includes everything in Budget Option 2, however, it does not utilize any rate stabilization funding which recognizes the full impact of 2026 increases without deferral to future years. This allows preservation of the rate stabilization balance to fund future one-time initiatives and to offset future increases which are not fully known at this time.

Option 3 results in an overall tax impact of 3.83%, which amounts to an increase of $89 for an average residential property with an assessment value of $1,319,103.

Table 17 summarizes all three options, with the varying amounts highlighted in yellow.

Table 17: Proposed Budget Options

Budget Components	Option 1 Additional Levels with No Tax Impact with Rate Stabilization	Option 2 *Recommended* High Priority Emerging Additional Levels with Rate Stabilization	Option 3 Emerging Additional Levels with preservation of Rate Stabilization
Same Level of Service	3.01%	3.01%	3.01%
Less: Reduction From Temporary Vacancies	(0.93%)	(0.93%)	(0.93%)
Less: 2026 Tax Growth	(0.89%)	(0.89%)	(0.89%)
Same Level of Service after tax growth (below CPI target of 1.80%)	**1.19%**	**1.19%**	**1.19%**
Previously Approved Expenditures *Table 13, page 22*	0.84%	0.84%	0.84%
Law and Community Safety Emerging Organizational Additional Level Increases - Budget Option 1 (Attachment 11) - Budget Option 2 and 3 (Attachment 12 # 1 and 4)	0.26%	0.35%	0.35%
Housing Initiatives Emerging Organizational Additional Level Increase (Attachment 12 #5)	-%	0.12%	0.12%
Citywide Emerging Organizational Additional Level Increases (Attachment 12 #2 and 3)	-%	0.11%	0.11%
Mitigated tax impact of Emerging Organizational Additional Level	(0.26%)	(0.26%)	(0.26%)
Investment in Infrastructure Replacement Needs (Transfer to Reserves) *page 24*	1.00%	1.00%	1.00%
LTFMS Policy: Same Level of Service + Previously Approved Expenditures + Emerging Organizational Additional Levels + 1.00% for Infrastructure Replacement Needs	**3.03%**	**3.35%**	**3.35%**
Senior Government Increases *Table 15* page *25*	0.45%	0.45%	0.45%
Operating Budget Impacts *page 25*	0.03%	0.03%	0.03%
Rate Stabilization *page 26*	(0.55%)	(0.55%)	-
Subtotal of Senior Government Increases, Operating Budget Impacts and Rate Stabilization	**(0.07%)**	**(0.07%)**	**0.48%**
Preliminary 2026 Operating Budget Increase	**2.96%**	**3.28%**	**3.83%**
Annual equivalent tax increase for average residential property	**$69**	**$76**	**$89**

Financial Impact

The CAO and SMT have done considerable work including conducting significant reviews to achieve a combined same level of service budget of 1.19% which is below the CPI target of 1.80%. The Proposed Operating Budget Option 2 of 3.28% is recommended as presented in *Table 18*.

Table 18: 2026 Proposed Operating Budget Increase

Items	Total 2026 Operating Budget Increase (in $000s)	Tax Impact	Equivalent for Average Residential Property
Same Level of Service before tax growth	$9,848	3.01%	$70
Less: Reduction From Temporary Vacancies	(3,034)	(0.93%)	(21)
Less: 2026 Estimated Tax Growth	(2,900)	(0.89%)	(21)
Same Level of Service after tax growth (below CPI target of 1.80%)	**3,905**	**1.19%**	**28**
Previously Approved Expenditures	2,742	0.84%	19
Emerging Organizational Additional Level Increases	1,046	0.32%	8
Investment in Infrastructure Replacement Needs (Transfer to Reserves)	3,272	1.00%	23
LTFMS Policy: Same Level of Service + Previously Approved Expenditures + Emerging Organizational Additional Levels + 1.00% for Infrastructure Replacement Needs	**10,965**	**3.35%**	**78**
External Senior Government Increases	1,479	0.45%	8
Operating Budget Impacts	102	0.03%	1
Less: Proposed Rate Stabilization	(1,800)	(0.55%)	(11)
Subtotal of Senior Government Increases, Operating Budget Impacts and Rate Stabilization	**(219)**	**(0.07%)**	**(2)**
Proposed 2026 Operating Budget Increase	**$10,746**	**3.28%**	
Annual equivalent tax increase for average residential property			**$76**

Conclusion

Keeping with Council's mandate as stipulated in the Long Term Financial Management Strategy policy, the 2026 recommended operating budget increase is 3.28%. The increase maintains the same level of service below CPI target and includes funding for emerging organizational additional levels, 1.00% transfer to reserves in support of funding for community facilities replacement needs, various senior government increases and operating budget impacts from the Proposed Capital Budget and recommended One-Time Expenditures. Rate stabilization funding is utilized to partially offset the impacts.

The 2026 Operating Budget, as approved by Council, will form the basis of the Consolidated 5 Year Financial Plan, which is required under the *Community Charter*. Based on preliminary assumptions, *Table 19* provides estimated increases for the years 2027-2030. The Plan estimates for 2027-2030 are based on information currently available and will be revised with each respective budget year.

Table 19: Proposed 5 Year Financial Plan (2026-2030)

Proposed 5 Year Financial Plan	2026 Budget	2027 Plan	2028 Plan	2029 Plan	2030 Plan
Same Level of Service Before Reductions	2.12%	2.15%	2.00%	1.90%	1.90%
Less: Reduction From Temporary Vacancies	(0.93%)	-	-	-	-
Same Level of Service Increase	**1.19%**	**2.15%**	**2.00%**	**1.90%**	**1.90%**
Investment in Community Infrastructure	1.00%	1.00%	1.00%	1.00%	1.00%
External Senior Government Related Increases	0.45%	0.43%	0.44%	0.38%	0.28%
Emerging Organizational Additional Levels	0.32%	0.51%	0.51%	0.40%	0.40%
Operating Budget Impact from Capital Budget	0.03%	0.18%	0.18%	0.18%	0.18%
Council Previously Approved Expenditures	0.84%	0.67%	0.53%	0.29%	0.06%
Less: Rate Stabilization	(0.55%)	(0.39%)	(0.25%)	(0.12%)	0.00%
Proposed Operating Budget Increase	**3.28%**	**4.55%**	**4.41%**	**4.03%**	**3.82%**

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MS:ms

2026 Proposed Operating Budget

Index of Attachments

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2. Economic Outlook
3. 2026 Budget Cycle
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6. 2026 Same Level of Service Net Base Budget
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1. Council Strategic Plan (2022-2026)

2. Economic Outlook

Richmond remains a key employment centre within the region, supported by a strong and diversified economic base that enhances its resilience to economic challenges. Local businesses generate over 40.0%[4] of the City's property tax revenues, enabling exceptional levels of municipal services for residents while ensuring a reasonable allocation of taxation among property classes. Richmond's economy is subject to continually evolving global, regional and local trends. As part of its budget planning process, the City examines the current economic context and available forecasts to manage short-term risks and advance long-term financial sustainability.

Global, National and Provincial Forecasts

Global growth is projected to slow, from 3.3% in 2024 to 3.2% in 2025, and 3.1% in 2026, as trade tensions, restricted immigration, and policy uncertainty weigh on economies across the world.

Recent shifts in international trade policy, particularly the United States' implementation of higher tariffs, have introduced significant uncertainty into the global economic landscape. While subsequent negotiations and policy adjustments have moderated some of the initial disruptions, the overall trajectory of global growth remains unclear. Businesses and policymakers continue to navigate a fluctuating environment marked by evolving regulations and unpredictable market responses. That said, a strong boom in Artificial Intelligence (AI)-related investment and associated productivity gains could help support growth.

Canada's economy continues to face a delicate balance between subdued growth and persistent inflation, with growth projected to increase from 1.2% in 2025 to 1.6% in 2026. Fiscal measures and improving business confidence, supported by easing tariff concerns, are expected to underpin a gradual recovery. While labour market conditions remain soft, modest fiscal stimulus and stabilizing consumer demand may help sustain economic activity. However, with core inflation near 3.0%, well above the Bank of Canada's 2.0% target, monetary easing is expected to proceed cautiously, with only limited rate cuts anticipated as policymakers remain alert to risks from U.S. policy shifts and trade developments.

In B.C., the trends are similar, with growth anticipated to be 1.5% for 2025 and 1.3% for 2026, reflecting global trade conditions and a cooling housing market. Consumer spending was strong early in 2025, as supported by pre-tariff buying and a temporary GST/HST holiday. The Consumer Price Index (CPI) is anticipated to be 2.3% in 2025 and 2026 before averaging 2.0% in 2027–2029. Housing markets are expected to stay soft in 2025 before rebounding in 2026, and job growth is anticipated to slow (1.3% in 2025; 0.6% in 2026) with unemployment near 6.0% before trending to 5.5% by 2029.

[4] City of Richmond, 2024 Annual Report, p. 66

1. Global Forecast[5]

The global economy is entering a period of transition marked by policy uncertainty and slowing growth. Following the United States' tariff increases earlier in 2025, subsequent trade adjustments have eased some disruptions, yet confidence in the stability of the global economy remains fragile. Cuts to international aid, immigration restrictions, and rising fiscal deficits in several advanced economies are reshaping global growth dynamics and heightening risks.

The International Monetary Fund (IMF) is projecting that global growth will slow from 3.3% in 2024 to 3.2% in 2025 and 3.1% in 2026, reflecting headwinds from uncertainty and trade fragmentation. Advanced economies are expected to grow by an average of 1.5%, with the U.S. at 2.0%, while emerging and developing economies are forecast to expand just above 4.0%.

Globally, inflation is expected to moderate to 4.2% in 2025 and 3.7% in 2026, with inflation risks higher in the United States and subdued elsewhere. World trade growth is forecast at 2.9%, below pre-2025 levels.

Risks to the outlook include continuing policy uncertainty, restrictive immigration, and elevated fiscal vulnerabilities that could weigh on investment, labour supply, and productivity. Additional risks include potential corrections in technology markets tied to AI-driven optimism, commodity price shocks, and pressures on central bank independence. On the upside, reduced trade barriers or stronger productivity growth from technological advances, such as those related to AI, could lift prospects.

2. Canadian Forecast[6]

The Canadian economy continues to face a difficult balance between weak growth and stubborn inflation. Real GDP is expected to increase from 1.2% in 2025 to 1.6% in 2026, supported by more stimulative fiscal policy and improving business sentiment as some tariff concerns ease. Recent job losses and soft business investment highlight near-term weakness, but fiscal initiatives and a gradual recovery in consumer demand may help stabilize activity over the coming year.

Although economic momentum remains subdued, core inflation, which excludes items such as food and energy that frequently change, continues at around 3.0%. This is well above the Bank of Canada's (BoC) 2.0% target. Low growth would seem to warrant interest rate cuts, but the persistence of inflation calls for caution.

The policy backdrop in the United States is also shaping Canada's outlook. Slowing U.S. growth, shifting trade dynamics, and potential changes in Federal Reserve policy direction—driven in part by political pressure—could affect Canadian exports, financial conditions, and currency performance.

[5] International Monetary Fund, World Economic Outlook, October 2025
[6] Scotiabank, Global Economic Outlook, September 2025

Overall, Canada is expected to experience low but improving growth in 2026, supported by fiscal stimulus, easing financial conditions, and the gradual easing of trade disruptions.

Canadian Economic Indicators	2023	2024	2025f	2026f	2027f
Real GDP (% change)	1.5	1.6	1.2	1.6	N/A
Consumer Price Index (% change)	3.9	2.4	1.9	2.0	N/A
Residential Investment (% change)	-8.4	-0.5	2.1	3.7	N/A
Business Investment (% change)	1.6	-1.8	-0.6	0.2	N/A
Unemployment Rate (%)	5.4	6.4	7.0	6.8	N/A
Housing Starts (000s)	240	245	268	253	N/A

Source: Scotiabank Global Economics (September 11, 2025)

3. British Columbia Forecast[7]

Economic growth in the province has been revised down to 1.5% in 2025, and the forecast for 2026 has been lowered to 1.3%. The downward revisions reflect challenging global trade conditions as well as a slowdown in the housing market.

Consumer spending has been strong to date in 2025, reflecting lower interest rates, the temporary federal GST/HST holiday, and a rush to purchase goods prior to expected implementation of higher U.S. tariffs. The Consumer Price Index (CPI) in B.C. is expected to slow to 2.3% for both 2025 and 2026, then average 2.0% for the balance of the 2027-2029 forecast, as trade pressures ease and monetary policy works to bring inflation down.

Residential construction activity is expected to remain subdued in 2025, with home sales and prices declining in 2025 before rebounding in 2026 and stabilizing through 2029. Housing starts are expected to be near historical averages amid lower population growth and challenging market conditions but support from policy measures and investment.

Employment growth is expected to slow in the near term, rising by 1.3% in 2025 and 0.6% in 2026 due to lower immigration and international trade disruptions. The province's unemployment rate is projected to average 6.1% in 2025 and 6.0% in 2026, tracking below that of Canada overall. Over the medium term, employment growth is expected to stabilize, with the unemployment rate gradually declining to 5.5% by 2029.

British Columbia Indicators	2023	2024	2025f	2026f	2027f
Real GDP (% change)	2.4	1.2	1.5	1.3	1.9
Consumer Price Index (% change)	3.9	2.6	2.3	2.3	2.1
Population (% change)	3.2	3.0	0.4	-0.2	0.8
Retail Sales (% change)	-0.1	0.6	5.2	2.7	3.4
Unemployment Rate (%)	5.2	5.6	6.1	6.0	5.8
Housing Starts (000s)	50.5	45.8	43.2	43.5	46.6

Source: Government of BC. Standing Strong for B.C., First Quarterly Report, September 2025.

[7] Government of BC. Standing Strong for B.C., First Quarterly Report, September 2025

Local Trends

1. Metro Vancouver[8]

Metro Vancouver's growth prospects remain low amid the shifting economic and policy environment. While it is somewhat shielded from the volatility of U.S. tariffs as compared to other regions of Canada, persistent housing affordability challenges and reduced international migration pose significant constraints. These factors suggest a tempered trajectory for the region's growth outlook.

Despite these challenges, Metro Vancouver continues to navigate the turbulence. The economy is expected to grow by 1.5% in 2025, before increasing to 2.1% in 2026 and 2.0% in 2027, which is slightly higher than growth rates expected at the provincial and national levels in 2026 and 2027. The Consumer Price Index (CPI) is expected to be 2.3% in 2025, then slightly decline to 1.8% in 2026 and 2027.

Metro Vancouver housing starts are projected to decline for a second consecutive year to 25,980 units in 2025, down from 28,110 units in 2024. It is expected to continue easing steadily down to 22,000 units annually by 2029. The slowdown reflects the impacts of economic uncertainty, slowing population growth, and affordability challenges. Construction output is projected to increase 1.9% in 2025 following a 5.3% decline in 2024. Steady growth of 1.9% annually is expected from 2026 to 2029, supported by large non-residential projects that partially offset slowing residential activity.

Metro Vancouver's employment growth has slowed notably since its post-pandemic surge, with a decade low of 1.8% in 2024, but is expected to rise by 2.4% in 2025. Gains nearly stall in 2026, with a minimal 0.1% gain representing a historically low addition of only 1,200 net new jobs. Strong population growth in recent years have expanded the labour force faster than job creation, pushing the unemployment rate up to 6.3% in 2025. As population growth slows in 2026 and employment strengthens, the unemployment rate is expected to decline to 5.5%, and then further to 5.0% in 2027.

Metro Vancouver Economic Indicators	2023	2024	2025f	2026f	2027f
Real GDP (% Change)	2.3	1.2	1.5	2.1	2
Consumer Price Index (% Change)	4.2	2.6	2.3	1.8	1.8
Population (% Change)	4.6	3.9	1	-0.4	-0.1
Retail Sales (% Change)	0	1.3	7.8	3.1	1.8
Unemployment Rate (%)	5.7	5.9	6.3	5.5	5
Housing Starts (000s)	33.2	28.1	26.0	24.0	23.2

Source: Conference Board of Canada Major City Insights, Vancouver (October 2025)

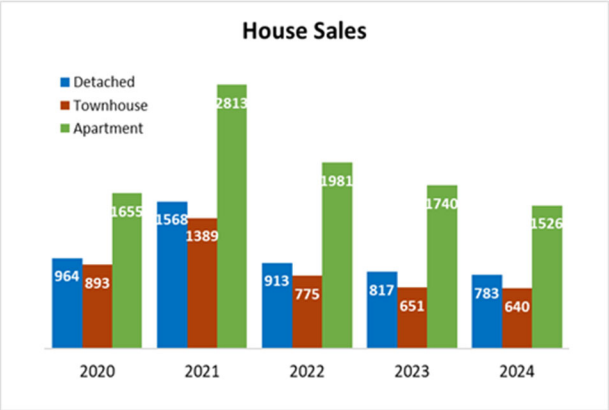
[8] Conference Board of Canada Major City Insights, Vancouver (October 2025)

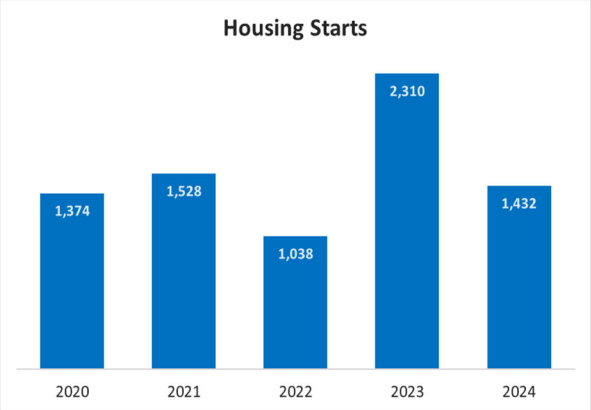
2. Richmond[9]

Richmond benefits from a well-diversified economy and has key strengths across its multiple sectors. A healthy share of Richmond's jobs are community-oriented, serving local residents and other businesses, as well as those jobs that are export-oriented, serving national and international markets. Nearly 70.0% of these economic base jobs are in sectors linked to the city's role as a people and goods movement gateway, including transportation, warehousing and logistics, manufacturing, wholesale, and tourism. Richmond has a regional advantage in these industries due to the presence of the port and airport.

From this strong economic foundation in Richmond, businesses continue to face challenges stemming from the broader economic slowdown and inflationary pressures. Key issues include securing financing for complex projects, labour cost and availability, and elevated input costs. Industrial vacancy rates have edged slightly higher, with industrial sub-lease availability continuing, while office vacancy rates have trended downward, with new leasing activity. Looking ahead, low growth is expected in 2026, in line with regional and global economic trends.

3. Housing Market





In 2024, sales across all housing types in Richmond declined, continuing the downward trend observed in 2023. However, these declines have generally been less severe than those seen between 2022 and 2023.

Between 2023 and 2024, detached home sales fell by 4.16%, while townhome and apartment sales declined by 1.69% and 12.30%, respectively. Sales made during the first two quarters of 2025 relative to the same period last year reflect a similar declining trend across all three types of housing, with a decrease of 26.51% for detached home sales, 12.98% for townhomes, and 14.07% for apartments.

Since mid-2024, the Bank of Canada has implemented multiple interest rate cuts, bringing the policy rate down to 2.50%. These reductions are beginning to ease financing pressures, which

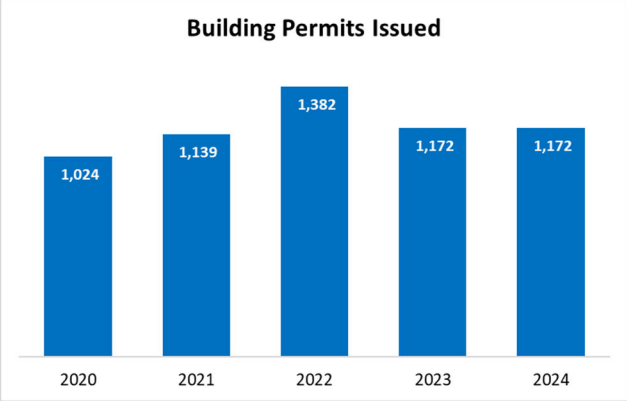
[9] City of Richmond Interactive Data, http://www.businessinrichmond.ca/data-centre/ (unless stated otherwise).

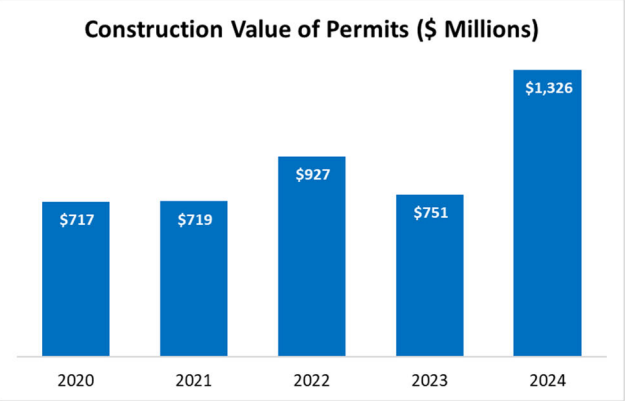
can support a gradual recovery in the housing market, though affordability and economic uncertainty concerns remain.

Housing starts in Richmond fell by 38.01% between 2023 and 2024, after a 122.54% increase between 2022 and 2023. There has been a fair amount of fluctuation in housing starts over the past five years, and the first two quarters of 2025 reflected an 82.01% decline as compared to the same period in 2024. Multiple and complex dynamics affect housing starts, including demand projections, population growth, financing costs, and labour availability.

Housing Indicators	2025 to Q2	2024 to Q2	% Change
Total Sales - Detached	305	415	-26.51%
Total Sales - Townhouse	295	339	-12.98%
Total Sales - Apartment	690	803	-14.07%
Housing Starts	168	934	-82.01%

4. Construction Activity



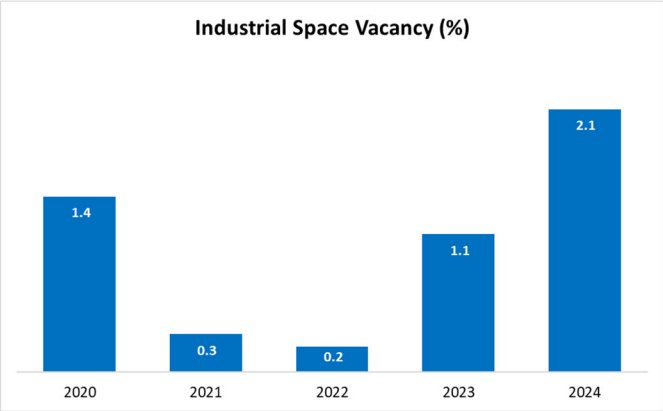


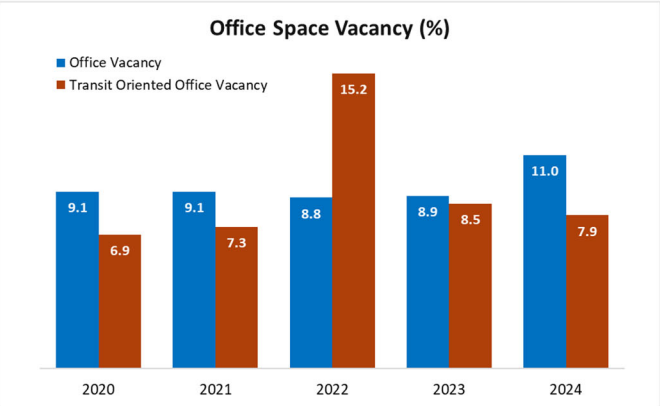
Between 2023 and 2024, the number of building permits issued in Richmond remained steady, while the construction value of those permits increased by 76.59%. The combination of higher construction value with a stable or declining number of permits can indicate fewer but larger and more complex developments with longer development cycles. These numbers also reflect positive economic activity in Richmond during a period of slowing growth and still high interest rates.

By the end of the second quarter of 2025, the construction value of building permits issued in Richmond was $474.0 million, a 48.10% decrease compared to the same period in 2024. Concurrently, the number of building permits issued during the first six months of 2025 fell by 23.42% over the same period in 2024. Substantial fluctuations in construction value and building permits can be expected, depending on the projects registered and associated development cycles.

Construction Indicators	2025 to Q2	2024 to Q2	% Change
Building Permits Issued	474	619	-23.42%
Construction Value ($ millions)	247	475	-48.10%

5. Commercial Space[10]





Richmond has over 46 million square feet of industrial space, which is the largest share of Metro Vancouver's regional industrial inventory (by any one municipality/ jurisdiction). While industrial space vacancy fluctuates quarter-over-quarter, it had generally been declining since 2018, reaching a low of 0.2% that held for three quarters at the end of 2022 and early 2023. Since then, it has gradually increased, though some quarters have seen a dip back to a more constrained vacancy rate. From Q3 2024, the rate has been close to 2%, with some additional softening in mid-2025 to 2.7%. Industrial vacancy in Richmond is consistently lower than the Metro Vancouver average.

Average net asking rents for industrial space in Richmond stood at $21.22 per sq. ft. in Q2 2025, slightly above the Metro Vancouver average of $19.94 per sq. ft., driven in part by the addition of high-quality new builds during the second quarter of 2025 and still low vacancy rates.

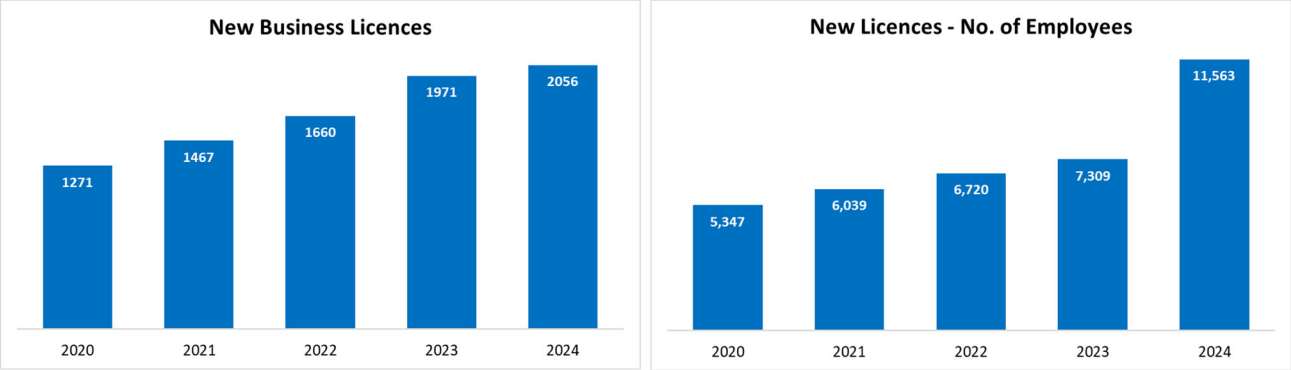
Office space vacancy in Richmond has risen in recent years though has declined consistently in 2025 to date. The rate was 8.8% in 2022, increasing slightly to 8.9% in 2023 and then climbing to 11.0% in 2024. By the end of the second quarter of 2025, the vacancy rate had declined to 10.1%, below the Metro Vancouver average of 11.5% and well below downtown Vancouver's 14.2% vacancy during the same period.

The office market in Richmond has seen some recent new leasing activity, and asking rents continue to be the lowest in the region, including for Class A space. The market has remained more resilient than might have been anticipated, though uncertainty persists amid slowing economic growth.

[10] Cushman & Wakefield Vancouver Office and Industrial Market Beat Reports (Q2 2025). Note that the large increase in the transit-oriented office vacancy in 2022 was primarily driven by the Paramount development (6388 No. 3 Road) coming to market. Short-term fluctuations are expected as new supply is added. The definition of "transit-oriented office" is office space within 600 meters of a Skytrain station. As this definition includes a limited number of developments in the City Centre, any change (whether related to new inventory or absorption) may have a seemingly disproportionate impact on the data.

Commercial Space Indicators	2025 to Q2	2024 to Q2	% Change
Industrial Inventory (million sf)	46.84	46.00	1.83%
Industrial Vacancy Rate (%)	2.7	1.4	92.86%
Office Inventory (million sf)	5.12	5.09	0.51%
Office Vacancy Rate (%)	10.1	10.4	-2.88%

6. Business Growth

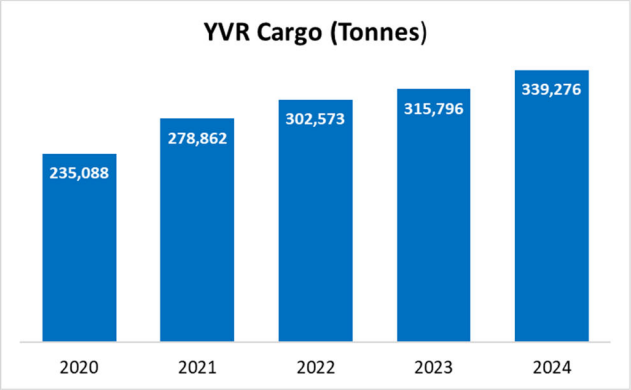


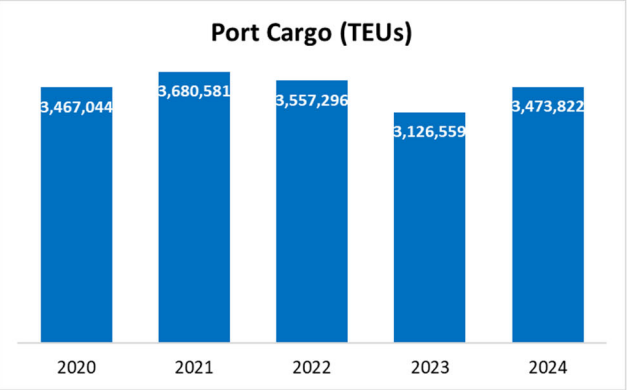
The growth in new business licences, along with the number of employees associated with these new licences, has continued since 2020, highlighting sustained positive economic activity in Richmond. In the first half of 2025, new business licences increased by 10.64% compared to the same period in 2024, accompanied by a 12.06% rise in employees associated with these new businesses.

By the end of the second quarter of 2025, the number of valid licensed businesses had grown by 2.58% compared to the same period in 2024. The total number of valid business licences has remained relatively steady throughout the past 5+ years at between 13,000 and 14,500. This indicates a healthy balance in Richmond's business landscape, where the entry of new businesses and the growth of existing ones offsets closures and relocations that are part of normal business cycles.

Local Business Activity	2025 to Q2	2024 to Q2	% Change
Valid Business Licences	14,368	14,007	2.58%
New Business Licences	1,185	1,071	10.64%
New Licences – No. of Employees	4,508	4,023	12.06%

7. Trade



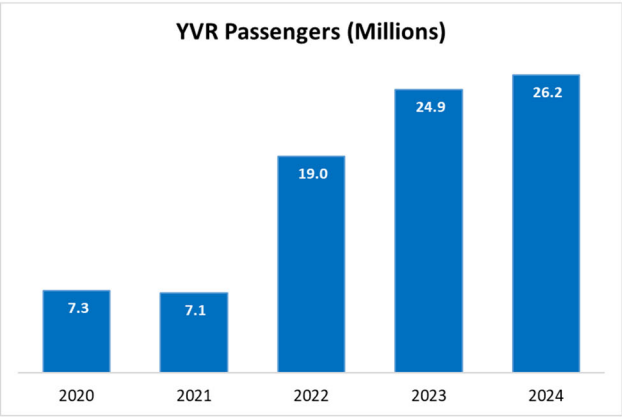


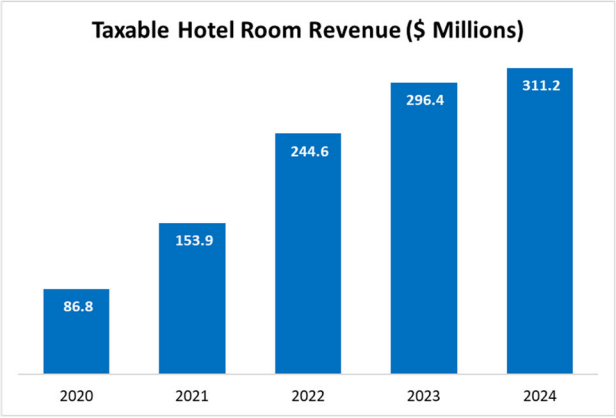
YVR has shown a steady recovery in cargo volumes since the sharp decline experienced during the COVID-19 pandemic in 2020. With a notable increase of 7.44% between 2023 and 2024, cargo volumes in 2024 exceeded those recorded in 2018. The increase persisted during the first two quarters of 2025, with a 9.03% rise compared to the same period in 2024.

Cargo volumes at the Port of Vancouver have also grown steadily in recent years, with an 11.11% increase recorded between 2023 and 2024, and are now higher than pre-COVID levels. In the first two quarters of 2025, volumes rose by 6.15% compared to the same period in 2024. While uncertainty persists due to fluctuating global trade dynamics, more than 80% of the trade through the Port of Vancouver is with countries other than the U.S.[11] Trade through the Port of Vancouver connects Canada to more than 170 countries, and this diversification supports continued strength during times of change.

Trade Indicators	2025 to Q2	2024 to Q2	% Change
YVR Cargo (tonnes)	170,950	156,797	9.03%
PMV Cargo (TEUs)	1,877,771	1,769,018	6.15%

8. Tourism





[11] Port of Vancouver, September 2025.

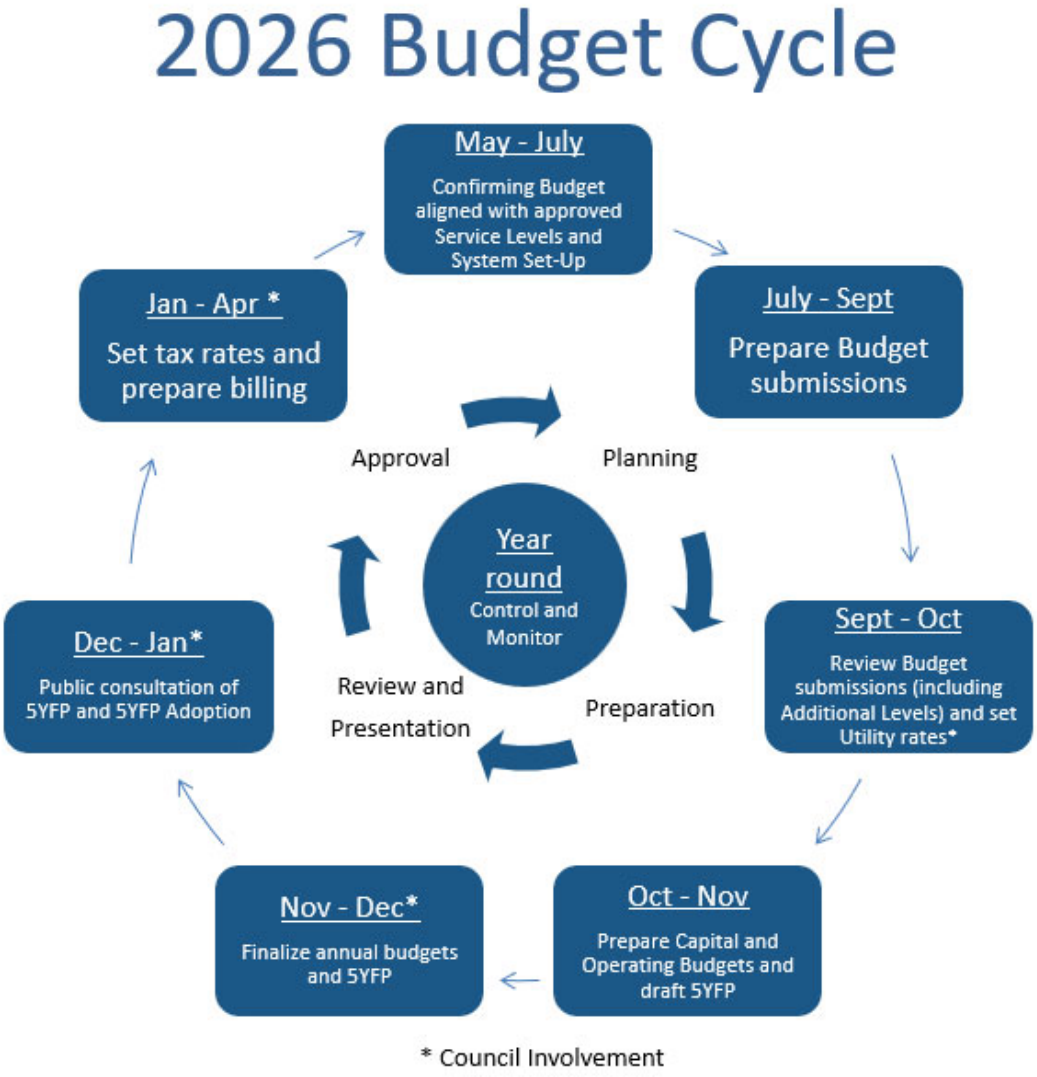
There has been significant positive growth in the tourism sector over the past several years following the severe declines due to the COVID-19 pandemic. Between 2023 and 2024, passenger traffic at YVR grew by 5.22%, and this upward trend carried into the first two quarters of 2025, with volumes reaching 12.9 million. This figure marks an increase of 1.98% from passenger volumes witnessed in the first half of 2024, surpassing the record of 12.7 million passengers set in the first half of 2019.

Similarly, hotel room revenues have continued to increase, rising by 4.99% between 2023 and 2024, followed by a further 0.54% increase in the first two quarters of 2025 compared to the same period in 2024. High-profile events such as the 2025 Invictus Games have contributed to strong demand to date, and the upcoming FIFA World Cup matches in 2026 are expected to further bolster the strength of the sector locally.

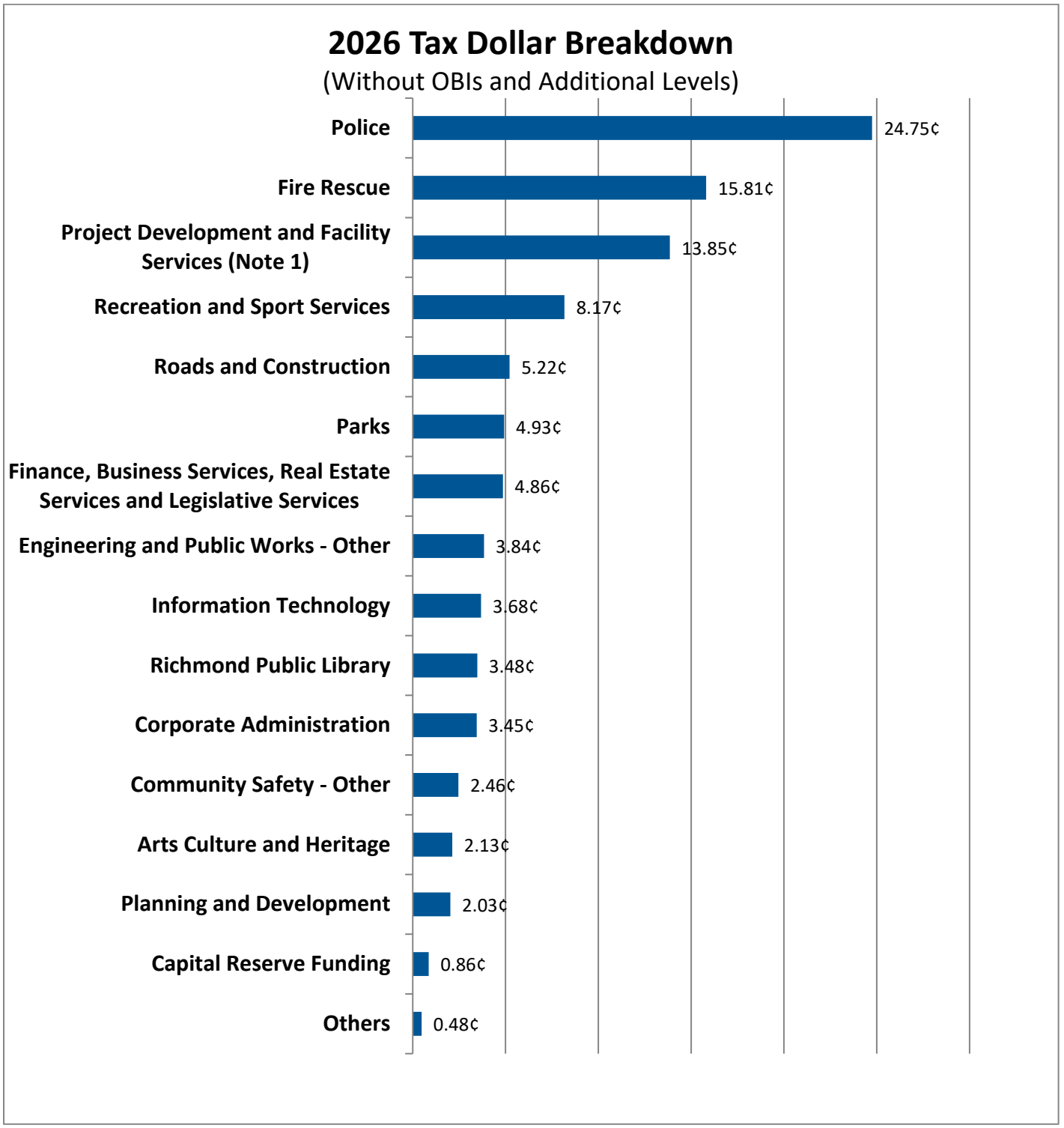
The Municipal and Regional District Tax (MRDT) partnership model between the City of Richmond, the Richmond Hotel Association, and Tourism Richmond is expected to generate between $25-35 million in funding over a five-year period (2022 – 2027) to support tourism sector growth through destination marketing and development initiatives. MRDT revenue collected during the first half of 2025 was 0.54% higher than the first half of 2024, and the near-term forecast anticipates continued strong revenues.

Tourism Indicators	**2025 to Q2**	**2024 to Q2**	**% Change**
YVR Passengers (millions)	12.85	12.60	1.98%
Hotel Room Revenue ($ millions)	148.60	147.80	0.54%

3. 2026 Budget Cycle



4. 2026 Tax Dollar Breakdown



Note 1: Includes Investment in Community Facilities Infrastructure Replacement needs.

5. Long Term Financial Management Strategy Proposed Policy

City of Richmond

Policy Manual

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	Adopted by Council: September 22, 2003 Amended by Council: March 23, 2015	

POLICY 3707:

It is Council policy that:

1. **Tax Revenue**

   Tax increases will be at Vancouver's CPI rate (to maintain current programs and maintain existing infrastructure at the same level of service) plus 1.0 % towards infrastructure replacement needs.

2. **Gaming Revenue**

   Gaming revenues are designated for the capital reserves, the major capital community facility replacement program, the grants program, and the Council initiatives account~~, and towards the cost of policing relating to gaming activities~~.

3. **Alternative Revenues & Economic Development**

   Any increases in alternative revenues and economic development beyond all the financial strategy targets can be utilized for increased levels of service or to reduce the tax rate.

4. **Changes to Senior Government Service Delivery**

   Any additional costs imposed on the City as a result of mandatory senior government policy changes should be identified and added to that particular year's taxes above and beyond the CPI and infrastructure percentage contribution.

5. **Capital Plan**

   Ensure that long term capital funding for infrastructure (e.g. parks, trails, facilities, roads etc.) is in place in order to maintain community liveability and generate economic development.

6. **Cost Containment**

   Staff increases should be achieved administratively through existing departmental budgets, and no pre-approvals for additional programs or staff beyond existing budgets should be given, and that a continuous review be undertaken of the relevancy of the existing operating and capital costs to ensure that the services, programs and projects

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Policy Manual

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	Adopted by Council: September 22, 2003 Amended by Council: March 23, 2015	

delivered continue to be the most effective means of achieving the desired outcomes of the City's vision.

7. **Efficiencies & Service Level Reductions**

Savings due to efficiencies or service level reductions identified in the strategy targets should be transferred to the capital reserves. Any savings due to efficiencies beyond the overall strategy targets can be utilized to reduce the tax rate or for increased levels of service.

8. **Land Management**

Sufficient proceeds from the sales of City land assets will be used to replenish or re-finance the City's land inventory. Any funds in excess of such proceeds may be used as directed by Council.

9. **Administrative**

As part of the annual budget process the following shall be undertaken:

- all user fees will be automatically increased by CPI;
- the financial model will be used and updated with current information, and
- the budget will be presented in a manner that will highlight the financial strategy targets and indicate how the budget meets or exceed them.

10. **Debt Management**

Utilize a "pay as you go" approach rather than borrowing for financing infrastructure replacement unless unique circumstances exist that support borrowing.

6. 2026 Same Level of Service Net Base Budget

Department/Division	2025 Adjusted Base Budget (in $000s) (Restated for Comparison)	2026 Proposed Net Base Budget (in $000s)	Amount Change (in $000s)	Percent Change	Tax Impact
Policing	$85,769	$89,828	$4,059	4.73%	1.24%
Fire Rescue	54,462	57,366	2,904	5.33%	0.89%
Law and Community Safety - Other	3,692	3,688	(4)	(0.11%)	0.00%
Law and Community Safety - Total	**143,923**	**150,882**	**6,959**	**4.84%**	**2.13%**
Parks Recreation and Culture	53,804	55,265	1,461	2.72%	0.45%
Library	12,222	12,643	421	3.44%	0.13%
Parks Recreation and Culture including Library	**66,026**	**67,908**	**1,882**	**2.85%**	**0.58%**
Engineering and Public Works	**48,459**	**50,573**	**2,115**	**4.36%**	**0.65%**
Finance and Corporate Services	**30,195**	**30,995**	**800**	**2.65%**	**0.24%**
Corporate Administration	**12,172**	**12,524**	**351**	**2.88%**	**0.11%**
Planning and Development	6,582	6,616	34	0.51%	0.01%
Housing Office	703	739	36	5.12%	0.01%
Planning and Development and Housing Office	**7,285**	**7,355**	**70**	**0.96%**	**0.02%**
Fiscal	**(308,060)**	**(310,389)**	**(2,329)**	**0.76%**	**(0.71%)**
Same Level of Service Increase	**$0**	**$9,848**	**$9,848**		**3.01%**
Less: Estimated 2026 New Tax Growth		(2,900)	(2,900)		(0.89%)
Same Level of Service Increase After Tax Growth	**$0**	**$6,948**	**$6,948**		**2.12%**
Less: Proposed Reductions		(3,043)	(3,043)		(0.93%)
Same Level of Service Increase After Tax Growth and Reductions	**$0**	**$3,905**	**$3,905**		**1.19%**

7. 2026 Same Level of Service Base Budget by Division

All Divisions

All Divisions includes Law and Community Safety, Parks, Recreation and Culture (including Library), Engineering and Public Works (excluding Utilities), Finance and Corporate Services, Corporate Administration, Planning and Development, and Fiscal.

	2025 Adjusted Base Budget (Restated for Comparison)	2026 Proposed Base Budget	Change 2026 $	Change 2026 %
Revenues	**($483,601,600)**	**($494,170,600)**	**($10,569,000)**	**2.19%**
Expenditures				
Labour	207,303,300	216,188,500	8,885,200	4.29%
Contract Services	121,191,300	126,825,800	5,634,500	4.65%
Operating Expenses	43,989,700	44,866,500	876,800	1.99%
Total Operating Expenses	**372,484,300**	**387,880,800**	**15,396,500**	**4.13%**
Fiscal Expenses	**62,743,800**	**74,516,800**	**11,773,000**	**18.76%**
Transfers	**48,373,500**	**41,620,600**	**(6,752,900)**	**(13.96%)**
Grand Total[1]	**$0**	**$9,847,600**	**$9,847,600**	

[1] 2026 Proposed Base Budget increase represents the same level of service before Tax Growth. Each line consolidates All Divisions together with the Richmond Public Library amounts.

FTE

	2024 FTE	2025 FTE	2025 Change
Total	**1,635.6**	**1,658.6**	**23.0**

The Full-Time Equivalent (FTE) for 2025 includes positions approved by Council in the 2025 budget process. This does not include emerging organizational additional levels that are proposed in the 2026 operating budget as these are subject to Council approval.

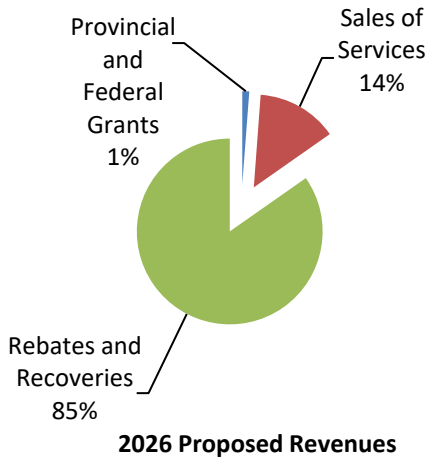
FTE – Library

	2024 FTE	2025 FTE	2025 Change
Total	**95.5**	**95.5**	**-**

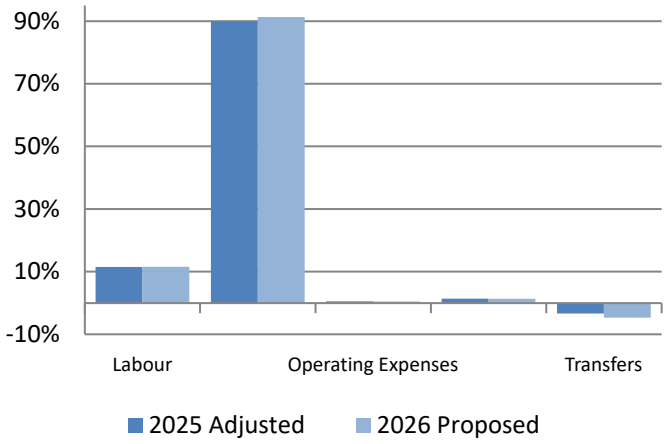
Policing

Policing in Richmond is contracted to the Royal Canadian Mounted Police (RCMP). The Province of British Columbia has entered into an agreement with the Government of Canada to employ the RCMP to carry out the duties of a provincial police force. The City has in turn entered into an agreement with the Province of British Columbia to employ the RCMP to carry out the duties of a local police force in the City of Richmond.

	2025 Adjusted Base Budget (Restated for Comparison)	2026 Proposed Base Budget	Change 2026 $	Change 2026 %
Revenues	**($11,245,600)**	**($10,877,900)**	**367,700**	**(3.27%)**
Expenditures				
Labour	11,181,200	11,647,400	466,200	4.17%
Contract Services	87,244,400	91,944,600	4,700,200	5.39%
Operating Expenses	489,300	493,200	3,900	0.80%
Total Expenditures	**98,914,900**	**104,085,200**	**5,170,300**	**5.23%**
Fiscal Expenses	**1,347,000**	**1,335,000**	**(12,000)**	**(0.89%)**
Transfers	**(3,247,000)**	**(4,713,900)**	**(1,466,900)**	**45.18%**
Grand Total	**$85,769,300**	**$89,828,400**	**$4,059,100**	**4.73%**



2026 Proposed Revenues



FTE

	2024 FTE	2025 FTE	2025 Change
Total	**104.3**	**106.3**	**2.0**

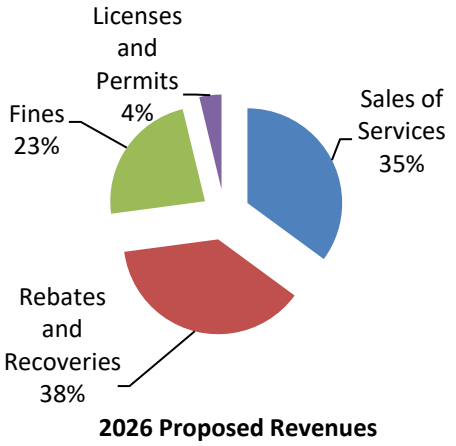
RCMP Contract Complement (Funded)

	2024 FTE	2025 FTE	2025 Change
Officers	276.0	282.0	6.0
Less: Non-Budgeted	(11.0)	(11.0)	-
Municipal Policing	**265.0**	**271.0**	**6.0**
Specialized Police Operations and Integrated Homicide Investigation Team	15.1	16.1	1.0
Total	**280.1**	**287.1**	**7.0**

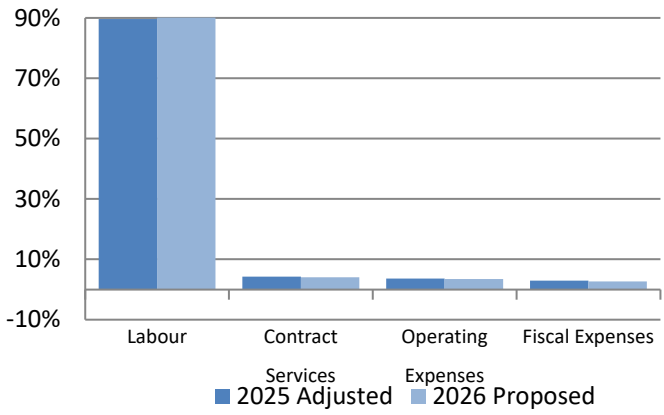
Fire Rescue

The City's Fire-Rescue Department responds to multiple emergency and non-emergency calls every day, from fires to medical emergencies, motor vehicle incidents and more. The team also offers a wide range of public education and prevention services to further the mission to protect and enhance the City's livability through service excellence.

	2025 Adjusted Base Budget (Restated for Comparison)	2026 Proposed Base Budget	Change 2026 $	Change 2026 %
Revenues	**($196,700)**	**($198,200)**	**($1,500)**	**0.76%**
Expenditures				
Labour	48,982,400	51,874,200	2,891,800	5.90%
Contract Services	2,326,600	2,326,800	200	0.01%
Operating Expenses	1,969,300	1,982,400	13,100	0.67%
Total Expenditures	**53,278,300**	**56,183,400**	**2,905,100**	**5.45%**
Fiscal Expenses	**1,593,400**	**1,539,400**	**(54,000)**	**(3.39%)**
Transfers	**(213,100)**	**(159,100)**	**54,000**	**(25.34%)**
Grand Total	**$54,461,900**	**$57,365,500**	**$2,903,600**	**5.33%**



2026 Proposed Revenues



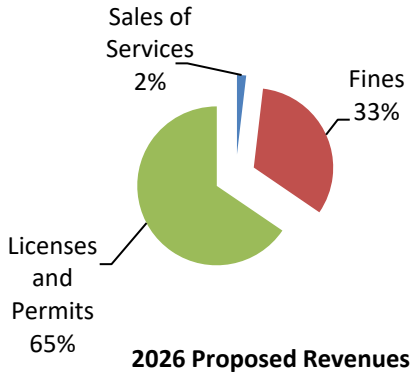
FTE

	2024 FTE	2025 FTE	2025 Change
Total	**268.6**	**270.6**	**2.0**

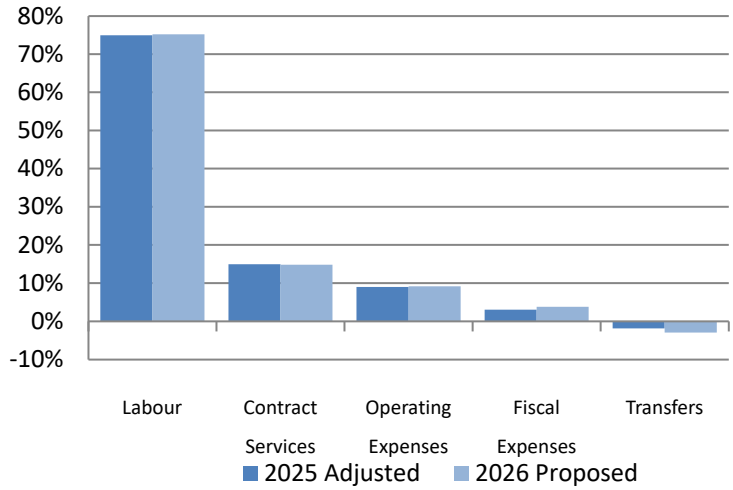
Law and Community Safety - Other

The role of the Community Bylaws Department is to lead, assist or partner with others to ensure that the City's various bylaws are complied with for the overall benefit of the community. The Law department is responsible for providing advice to City Council and staff regarding the City's legal rights and obligations.

	2025 Adjusted Base Budget (Restated for Comparison)	2026 Proposed Base Budget	Change 2026 $	Change 2026 %
Revenues	**($8,002,900)**	**($8,464,600)**	**($461,700)**	**5.77%**
Expenditures				
Labour	8,762,300	9,138,800	376,500	4.30%
Contract Services	1,745,900	1,802,200	56,300	3.22%
Operating Expenses	1,051,200	1,111,900	60,700	5.77%
Total Expenditures	**11,559,400**	**12,052,900**	**493,500**	**4.27%**
Fiscal Expenses	**354,200**	**461,200**	**107,000**	**30.21%**
Transfers	**(218,600)**	**(361,600)**	**(143,000)**	**65.42%**
Grand Total	**$3,692,100**	**$3,687,900**	**($4,200)**	**(0.11%)**



2026 Proposed Revenues



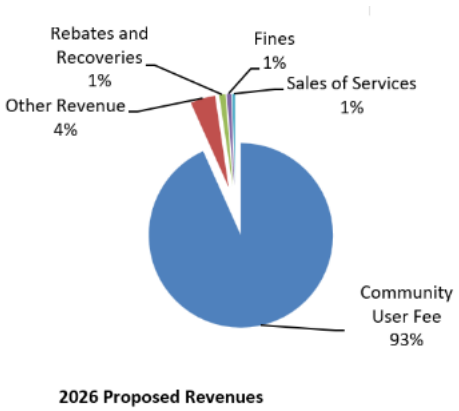
FTE

	2024 FTE	2025 FTE	2025 Change
Total	**67.8**	**66.8**	**(1.0)**

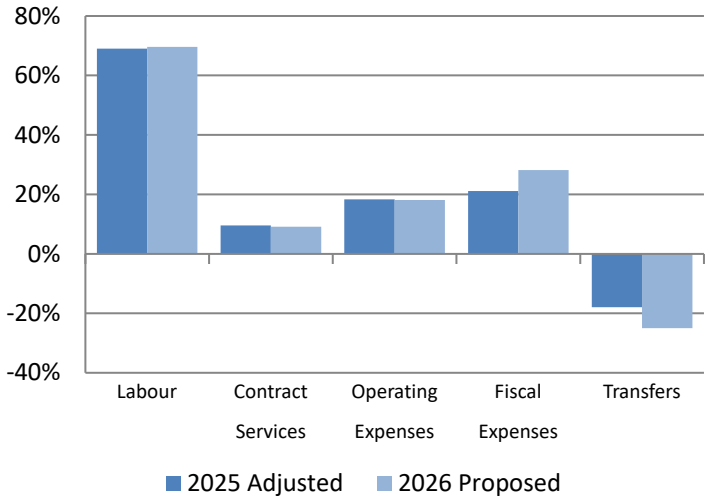
Parks, Recreation and Culture

Coordinates, supports and develops Richmond's community services including recreation, library, arts, heritage and sports. Oversees City owned public facilities and the design, construction and maintenance of City parks, trails and green spaces. Works with community partners and coordinates events and filming in the City.

	2025 Adjusted Base Budget (Restated for Comparison)	2026 Proposed Base Budget	Change 2026 $	Change 2026 %
Revenues	**($13,763,400)**	**($14,502,900)**	**($739,500)**	**5.37%**
Expenditures				
Labour	56,012,000	58,266,900	2,254,900	4.03%
Contract Services	7,334,300	7,300,200	(34,100)	(0.46%)
Operating Expenses	13,784,800	14,088,800	304,000	2.21%
Total Expenditures	**77,131,100**	**79,655,900**	**2,524,800**	**3.27%**
Fiscal Expenses	**15,059,000**	**20,666,600**	**5,607,600**	**37.24%**
Transfers	**(12,400,600)**	**(17,911,500)**	**(5,510,900)**	**44.44%**
Grand Total	**$66,026,100**	**$67,908,100**	**$1,882,000**	**2.85%**



2026 Proposed Revenues



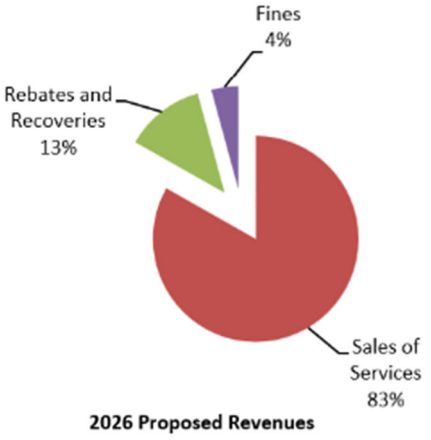
FTE

	2024 FTE	2025 FTE	2025 Change
Parks, Recreation and Culture	492.9	492.9	-
Library	95.5	95.5	-
Total	**588.4**	**588.4**	**-**

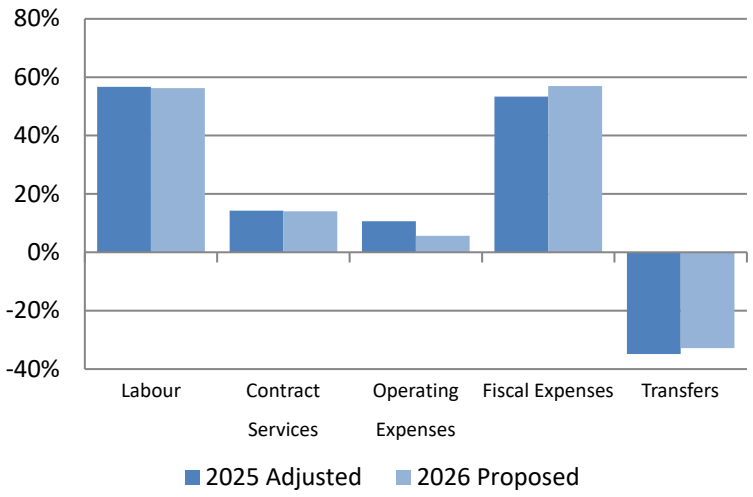
Engineering and Public Works (Excluding Utilities)

Comprises engineering planning, design, construction and maintenance services for all utilities and City building infrastructure. Responsible for roads and construction services, transportation, street lighting, climate, environment, corporate and community energy programs. This division includes Project Development and Facility Services which is overseen by the Deputy Chief Administrative Officer.

	2025 Adjusted Base Budget (Restated for Comparison)	2026 Proposed Base Budget	Change 2026 $	Change 2026 %
Revenues	**($4,970,700)**	**($5,272,100)**	**($301,400)**	**6.06%**
Expenditures				
Labour	30,107,200	31,398,100	1,290,900	4.29%
Contract Services	7,585,300	7,834,600	249,300	3.29%
Operating Expenses	3,900,000	3,716,900	(183,100)	(4.69%)
Total Expenditures	**41,592,500**	**42,949,600**	**1,357,100**	**3.26%**
Fiscal Expenses	**28,386,700**	**31,819,600**	**3,432,900**	**12.09%**
Transfers	**(16,549,900)**	**(18,924,000)**	**(2,374,100)**	**14.35%**
Grand Total	**$48,458,600**	**$50,573,100**	**$2,114,500**	**4.36%**



2026 Proposed Revenues



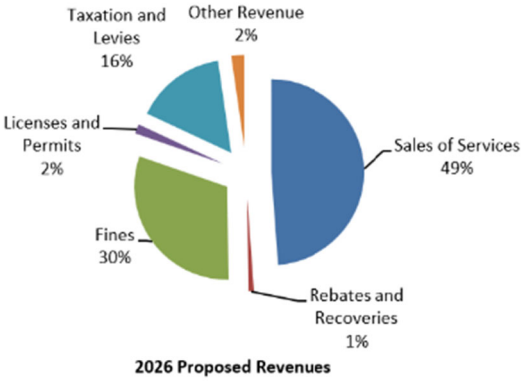
FTE

	2024 FTE	2025 FTE	2025 Change
Total	**350.1**	**357.1**	**7.0**

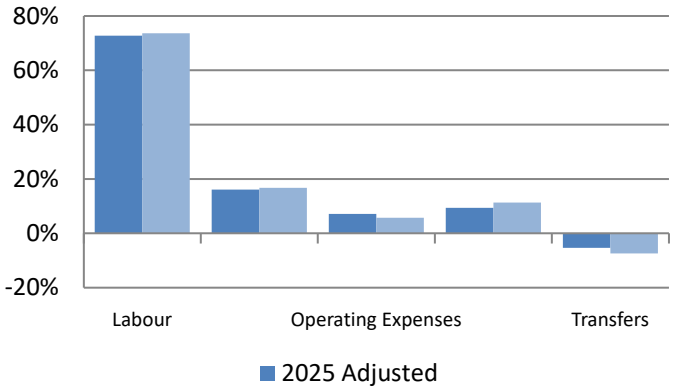
Finance and Corporate Services

Responsible for the financial well-being of the City, through the provision of financial advice, services and information to Council, staff and the public, as well as through the support and fostering of a viable business community. This division includes clerk's office, customer service, information technology, finance, economic development, real estate services, and business services.

	2025 Adjusted Base Budget (Restated for Comparison)	2026 Proposed Base Budget	Change 2026 $	Change 2026 %
Revenues	**($806,100)**	**($908,600)**	**($102,500)**	**12.72%**
Expenditures				
Labour	22,561,800	23,497,200	935,400	4.15%
Contract Services	4,986,400	5,341,800	355,400	7.13%
Operating Expenses	2,213,100	1,825,100	(388,000)	(17.53%)
Total Expenditures	**29,761,300**	**30,664,100**	**902,800**	**3.03%**
Fiscal Expenses	**2,907,400**	**3,600,900**	**693,500**	**23.85%**
Transfers	**(1,667,600)**	**(2,361,100)**	**(693,500)**	**(41.59%)**
Grand Total	**$30,195,000**	**$30,995,300**	**$800,300**	**2.65%**



2026 Proposed Revenues



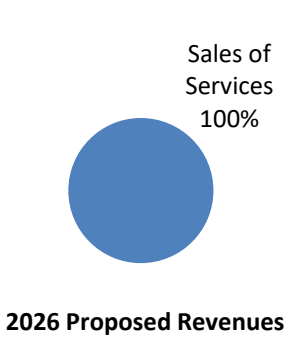
FTE

	2024 FTE	2025 FTE	2025 Change
Total	**171.1**	**178.1**	**7.0**

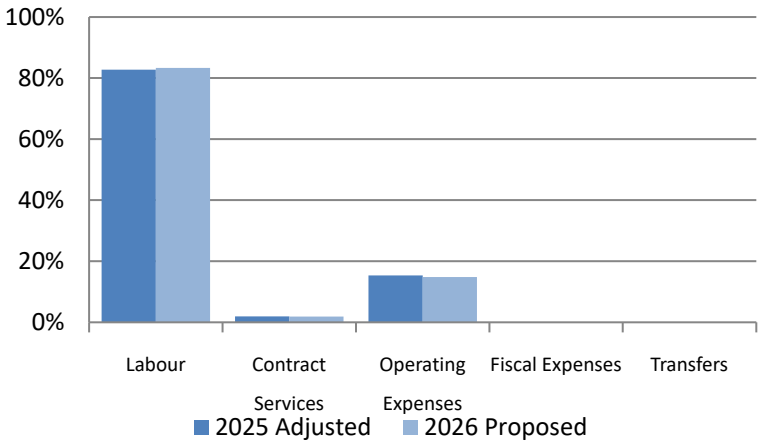
Corporate Administration

The CAO's Office oversees the overall administration of the corporate body (business units/operations) of the City and employees. Other departments and functions include Deputy CAO Administration, human resources, corporate communications, production centre, intergovernmental relations, special projects and coordination of interdivisional projects and the Corporate Planning and Programs Management Group (CPMG). This is also where the budget for Mayor and Councillors resides.

	2025 Adjusted Base Budget (Restated for Comparison)	2026 Proposed Base Budget	Change 2026 $	Change 2026 %
Revenues	**($5,000)**	**($5,000)**	**$-**	**-%**
Expenditures				
Labour	10,097,600	10,440,600	343,000	3.40%
Contract Services	229,500	229,500	-	-%
Operating Expenses	1,844,400	1,852,500	8,100	0.44%
Total Expenditures	**12,171,500**	**12,522,600**	**351,100**	**2.88%**
Fiscal	**300**	**300**	**-**	**-%**
Transfers	**5,600**	**5,600**	**-**	**-%**
Grand Total	**$12,172,400**	**$12,523,500**	**$351,100**	**2.88%**



2026 Proposed Revenues



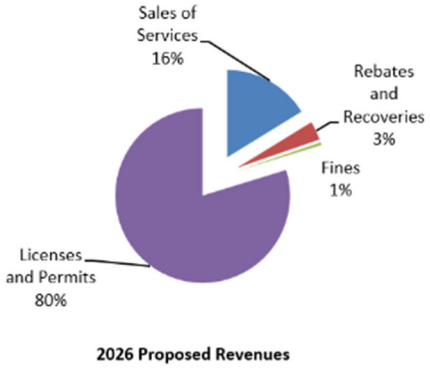
FTE

	2024 FTE	2025 FTE	2025 Change
Total	**60.4**	**63.4**	**3.0**

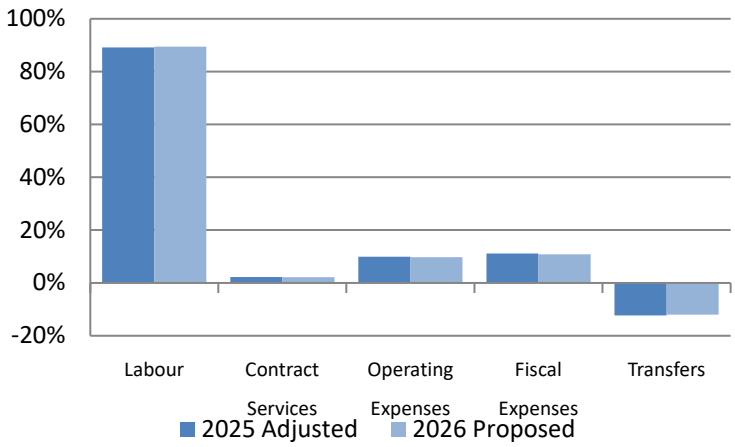
Planning and Development (Excluding Housing Office)

Incorporates policy planning, development applications, building approvals, and community social development, which includes social planning, diversity, youth, child care and older adult services. This division provides policy directions that guide growth and change in Richmond with emphasis on land use planning, development regulations, environmental protection, heritage and livability. These planning functions play a vital part in the City's life cycle and involve the development of community plans and policies, zoning bylaws, as well as development related approvals and permits.

	2025 Adjusted Base Budget (Restated for Comparison)	2026 Proposed Base Budget	Change 2026 $	Change 2026 %
Revenues	**($10,947,000)**	**($11,413,100)**	**($466,100)**	**4.26%**
Expenditures				
Labour	15,617,100	16,122,600	505,500	3.24%
Contract Services	387,100	387,400	300	0.08%
Operating Expenses	1,736,500	1,744,400	7,900	0.45%
Total Expenditures	**17,740,700**	**18,254,400**	**513,700**	**2.90%**
Fiscal Expenses	**1,948,400**	**1,945,400**	**(3,000)**	**(0.15%)**
Transfers	**(2,159,900)**	**(2,171,000)**	**(11,100)**	**0.51%**
Grand Total	**$6,582,200**	**$6,615,700**	**$33,500**	**0.51%**



2026 Proposed Revenues



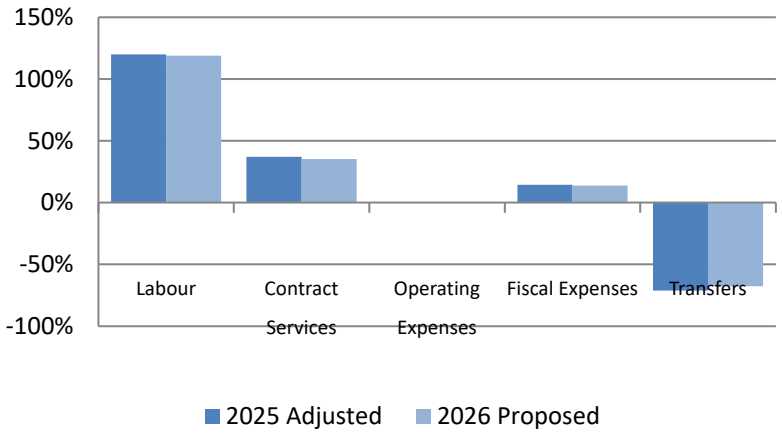
FTE

	2024 FTE	2025 FTE	2025 Change
Total	**112.4**	**112.4**	**-**

Housing Office

In 2024, the Housing Office was created to give greater focus and resourcing to support the delivery of housing options along a housing continuum. The purpose of the City's Affordable Housing program is to support the creation of affordable housing in partnership with senior levels of government, non-profit organizations and the private sector. Through various programs and policies, the City has successfully secured over 2,300 affordable housing units since the City's first Affordable Housing Strategy was adopted in 2007. The Housing Office is overseen by the Deputy Chief Administrative Officer.

	2025 Adjusted Base Budget (Restated for Comparison)	2026 Proposed Base Budget	Change 2026 $	Change 2026 %
Revenues	**$-**	**$-**	**$-**	**-%**
Expenditures				
Labour	842,100	878,400	36,300	4.31%
Contract Services	260,200	259,900	(300)	(0.12%)
Operating Expenses	400	400	-	-%
Total Expenditures	**1,102,700**	**1,138,700**	**36,000**	**3.26%**
Fiscal Expenses	**101,000**	**101,000**	**-**	**-%**
Transfers	**(501,000)**	**(501,000)**	**-**	**-%**
Grand Total	**$702,700**	**$738,700**	**$36,000**	**5.12%**



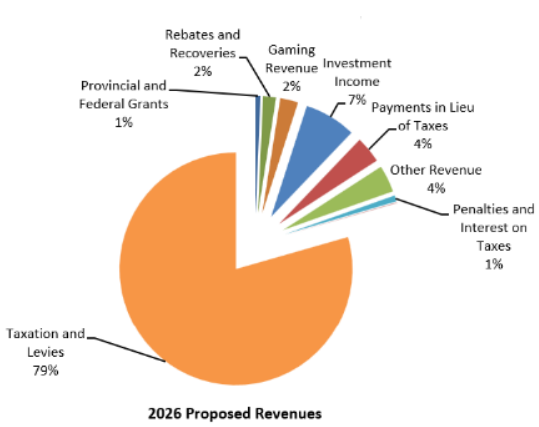
FTE

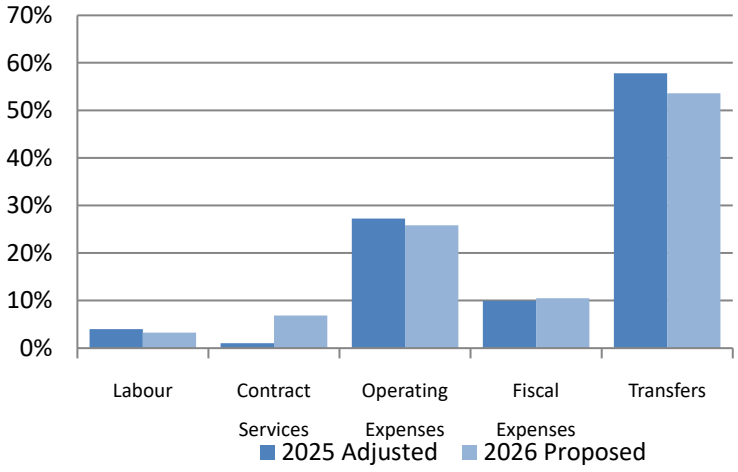
	2024 FTE	2025 FTE	2025 Change
Total	**8.0**	**11.0**	**3.0**

Fiscal

Fiscal division includes city-wide revenues and expenditures, such as property taxes, investment income, rental property income, municipal regional district tax, property expenses, long-term debt payments, and transfer to reserves.

	2025 Adjusted Base Budget (Restated for Comparison)	2026 Proposed Base Budget	Change 2026 $	Change 2026 %
Revenues	**($433,664,200)**	**($442,528,200)**	**($8,864,000)**	**2.04%**
Expenditures				
Labour	3,139,600	2,924,300	(215,300)	(6.86%)
Contract Services	9,091,600	9,398,800	307,200	3.38%
Operating Expenses	17,000,600	18,050,700	1,050,100	6.18%
Total Expenditures	**29,231,800**	**30,373,800**	**1,142,000**	**3.91%**
Fiscal Expenses	**11,046,400**	**13,047,400**	**2,001,000**	**18.11%**
Transfers	**85,325,700**	**88,718,200**	**3,392,500**	**3.98%**
Grand Total	**($308,060,300)**	**($310,388,800)**	**($2,328,500)**	**0.76%**





8. 2026 Same Level of Service Base Budget by Category

Amounts in $000s	2025 Adjusted Base Budget (Restated for Comparison)	2026 Proposed Base Budget	Change 2026 $	Change 2026 %
Revenues				
Taxation and Levies	($327,170)	($327,170)	-	-%
Municipal Regional District Tax	(9,184)	(9,170)	14	(0.15%)
Sales of Services	(46,643)	(47,892)	(1,249)	2.68%
Investment Income – Statutory Reserves (requirement pursuant to the *Community Charter*)	(40,000)	(40,000)	-	-%
Investment Income – General	(8,270)	(8,270)	-	-%
Payment in Lieu of Taxes	(15,001)	(16,302)	(1,301)	8.67%
Licenses and Permits	(13,987)	(14,967)	(980)	7.01%
Gaming Revenues	(11,500)	(10,500)	1,000	(8.70%)
Other Revenue	(11,847)	(19,900)	(8,053)	67.98%
Total Revenues	**(483,602)**	**(494,171)**	**(10,569)**	**2.19%**
Operating Expenses				
Wages and salaries	207,303	216,188	8,885	4.29%
RCMP Contract (City excluding YVR)	70,738	75,030	4,292	6.07%
Contract Services (RCMP YVR Contract, E-Comm and Integrated Teams, MRDT Contracts, IT licenses, maintenance, etc.)	50,453	51,796	1,343	2.66%
Supplies and Materials	43,990	44,867	877	1.99%
Total Operating Expenses	**372,484**	**387,881**	**15,397**	**4.13%**
Fiscal Expenses (Excluding Amortization and Transfers from Capital)				
Interest and Financing (Interest on Long Term Debt and capital leases, bad debts)	4,282	4,182	(100)	(2.34%)
Total Fiscal Expenses (Excluding Amortization and Transfers from Capital)	**4,282**	**4,182**	**(100)**	**(2.34%)**
Transfers (Excluding Equity Amortization and Transfers from Capital)				
Repayment of Debt	3,707	3,835	128	3.45%
Transfers to Statutory Reserves and Provisions	103,129	108,121	4,992	4.84%
Total Transfers (Excluding Equity Amortization and Transfers from Capital)	**106,836**	**111,956**	**5,120**	**4.79%**
Grand Total	**$0**	**$9,848**	**$9,848**	

Each line consolidates All Divisions together with the Richmond Public Library amounts. Amounts include estimates for fully recoverable expenses which have no tax impact. Base amounts include E-Comm. and integrated teams before external senior government increases. Base amounts exclude externally funded programs.

9. 2026 Program Expenditures Funded by Reserves

The Affordable Housing, Child Care, and Public Art programs are fully funded by their respective reserve funds, which receive contributions from development activity. The *Community Charter* requires that the funding source for all proposed expenditures be included in the City's Consolidated 5 Year Financial Plan, and specifically those funded by statutory reserve funds. Accordingly, this attachment outlines the planned program expenditures and their specific reserve funding sources.

Summary of Operating Programs Funded by Reserves		
Project Name	**Reserve Funding Source**	**2026**
Affordable Housing Operating Initiatives	Affordable Housing Operating	$400,000
12040 Horseshoe Way Repayment	Affordable Housing - City Wide	525,000
Affordable Housing Total		**925,000**
Child Care - Administration	Child Care Operating	200,000
Child Care Projects - City-wide (Capital Grants)	Child Care Development	50,000
Child Care Projects - City-wide (Non-Capital Grants)	Child Care Operating	10,000
Child Care Total		**260,000**
Public Art Program	Public Art Program	175,000
Public Art Total		**175,000**
		$1,360,000

The proposed expenditures for 2026 and the planned expenditures for 2027-2030 are summarized in this attachment for each program.

Affordable Housing Program 2026

In 2024, the Housing Office was created to give greater focus and resources to support the delivery of housing options along the housing continuum. The purpose of the City's Affordable Housing program is to support the creation of affordable housing in partnership with senior levels of government, nonprofit organizations and the private sector. Through various programs and policies, the City has successfully secured over 2,300 affordable housing units since the first Affordable Housing Strategy was adopted in 2007.

The following developments highlight the successes of the city in delivering housing to some of the most vulnerable members of the community.

- Kiwanis Towers, which provides 296 affordable rental units for low income seniors;
- Storeys, which provides 129 affordable rental units for low income households;
- Alderbridge Supportive Housing, which provides 40 units for residents experiencing homelessness;
- Aster Place Supportive Housing, which provides 40 units for residents experiencing homelessness;
- Harbour House, which provides 25 units of transitional housing for women and women with children; and

- Rio Vista, which will provide 80 units of rental housing with three levels of affordability including affordable market rentals (30.00%), units with rents-geared-to-income (50.00%) and units with deeply-subsidized rents (20.00%).
- Forthcoming projects include:
  - Aberdeen Rental Residences

City staff are pursuing opportunities to secure Provincial funding through BC Housing's Community Housing Fund to develop roughly 200 units of affordable rental housing along Sexsmith Road. The ability to secure funding for the project requires that the City partner with a non-profit housing operator who would ultimately be the recipient of capital grants to build the homes and long-term operating funding to manage the development. Further, a zoning by-law amendment is required to enable residential development in the form of apartment housing. At this time, staff are exploring the feasibility of developing two six-storey wood framed buildings on the property. While the predominant use of the lands would be for rental tenure housing, complementary non-residential uses such as a daycare, office space, and small retail stores would be enabled by the property-specific zone.

Affordable Housing Program (in $000s)	2026	2027	2028	2029	2030
Affordable Housing Operating Initiatives	$ 400	$ 400	$ 400	$ 400	$ 400
12040 Horseshoe Way (Shelter) Repayment	525	525	525	525	525
Total Affordable Housing Program	**$ 925**	**$ 925**	**$ 925**	**$ 925**	**$ 925**
Affordable Housing Funding Sources					
Affordable Housing Operating Reserve	$ 400	$ 400	$ 400	$ 400	$ 400
Affordable Housing City-Wide Reserve	525	525	525	525	525
Total Affordable Housing Funding Sources	**$ 925**	**$ 925**	**$ 925**	**$ 925**	**$ 925**

Affordable Housing Operating Initiatives

The Council-adopted Affordable Housing Strategy 2017–2027 and Homelessness Strategy 2019–2029 guide the City's actions regarding affordable housing and homelessness service provision. The Affordable Housing Operating Initiatives may be used to cover staff salaries, consulting services related to research, public engagement and economic analyses, legal fees for the preparation of housing agreements, initiatives to address homelessness and other activities related to implementing the actions identified in the noted strategies.

Internal Debt Payment

In 2016, Real Estate Services conducted an extensive search for a suitable residential property to allow for a year-round shelter. The search generated limited options requiring staff to focus on industrial sites. In 2017, the property at 12040 Horseshoe Way was identified as a viable site for the establishment of the shelter and was subsequently purchased by the City for $6,080,000. Funding for the purchase came from the City's Industrial Use Reserve. Under the *Community Charter*, these funds must be repaid to the source reserve fund with interest. Internal repayments of $525,000 from the Affordable Housing Reserve (City-Wide) are being made annually and will end in 2032, being 15 years from commencement in 2018.

Child Care Program 2026

Child care is an important service for Richmond residents and an essential need for many parents. The 2024–2034 Richmond Child Care Strategy, approved by City Council on December 18, 2024, and the 2021–2031 Richmond Child Care Action Plan, adopted by City Council on April 12, 2021, outline the City's commitment to child care. The identified priorities include creating and maintaining child care spaces, supporting quality, inclusivity and accessibility, advocacy, collaboration and providing access to education and information to support educators, families and the community.

The City supports the creation of child care spaces by accepting voluntary contributions from developers in the form of built child care facilities or cash-in-lieu contributions to the Child Care Statutory Reserves and other development-related opportunities that may evolve over time. In the future, child care projects will also be funded through the City's Amenity Cost Charges (ACC) Program. The City currently manages and maintains 13 existing City-owned child care facilities, including two Early Childhood Development (ECD) Hubs.

Dedicated City staff resources help to develop, maintain and support the child care system in Richmond. Child care grants support the work of non-profit child care providers seeking to improve the quality or capacity of care in their facility, or non-profit societies supporting quality programming and/or providing professional development opportunities for the broader child care community in Richmond.

Child Care Program (in $000s)	2026	2027	2028	2029	2030
Child Care – Administration	$200	$200	$0	$0	$0
Child Care - City-Wide (Capital Grants)	50	50	50	50	50
Child Care - City-Wide (Non-Capital Grants)	10	10	10	10	10
Total Child Care Program	**$260**	**$260**	**$ 60**	**$ 60**	**$ 60**
Child Care Funding Sources					
Child Care Operating Reserve	$210	$210	$10	$10	$10
Child Care City-Wide Reserve	50	50	50	50	50
Total Child Care Funding Sources	**$260**	**$260**	**$ 60**	**$ 60**	**$ 60**

Child Care – Administration

A source of funding is required to support the City's Child Care section and to assist in implementing specific actions in the Council endorsed 2024–2034 Richmond Child Care Strategy and the 2021–2031 Richmond Child Care Action Plan.

The Child Care Planner 2 position, which was created as an auxiliary position in 2017 and became a regular position in 2020, is funded through the Child Care Operating Reserve and plays an important role in supporting the ongoing collaboration with the operators of the 13 City-owned child care facilities and ECD Hubs, supporting the Richmond Child Care Grant Program and Child Care Development Advisory Committee and assisting with the planning, design and construction of new child care facilities secured as community amenity contributions.

Specific job duties include working with developers, community members and child care operators to support the creation of new child care facilities and the stability, health and safety of existing child care facilities. Further work includes assisting with the planning and development of new child care facilities (including ECD Hubs), researching, developing and updating City publications and working documents, and responding to requests for information from the community, parents and child care providers.

In addition, any funds remaining after ensuring sufficient funding for the Child Care Planner 2 position may be used to pay for administrative costs related to: expenses to support the child care work program, research, production of reports, creation of developer resources and to support the ongoing development of new amenities under development, including ECD Hubs and child care facilities as necessary.

The Child Care Operating Reserve is an appropriate source of funding for such expenses. It was established to support grants, conduct research and fund expenses to support the development of quality child care within the city. There is currently sufficient funding in the Child Care Operating Reserve to fund this request for 2026.

Child Care – City-Wide (Capital Grants)

Sufficient funding is required to administer the City's 2026 Child Care Capital Grants Program. These grants support non-profit child care operators with capital improvements to enhance their child care programs (e.g. minor renovations, outdoor playground upgrades and the purchase of equipment and furnishings). Grants were advertised in September 2025 and, with Council approval, will be awarded in February or March 2026.

The Child Care City-Wide Reserve is an appropriate source of funding for this expense. It was established to fund capital expenses to support the development of quality child care within the city. There is currently sufficient funding in the Child Care City-Wide Reserve to fund this request for 2026.

Child Care – City-Wide (Non-Capital Grants)

Funding is required to enable the provision of the 2026 Child Care Professional and Program Development Grants (non-capital). These grants support non-profit organizations in Richmond to deliver professional development initiatives for Early Childhood Educators and child care providers. These grants may also support the purchase of toys, equipment and resources for lending libraries that are available to Richmond child care providers. Grants will be advertised in September 2025 and, with Council approval, will be awarded in February or March 2026.

The Child Care Operating Reserve is an appropriate source of funding for such expenses. It was established, in part, to fund grants to support the development of quality child care within the city. There is currently sufficient funding in the Child Care Operating Reserve to fund this request for 2026.

Public Art Program 2026

The Public Art Program is a self-sustaining project funded by private development contributions to the Public Art Reserve, guided by a Council-approved policy (Policy 8703 and supported by a Council-appointed Public Art Advisory Committee).

The Public Art Program contributes to Council's Strategic Plan 2022-2026 *Vibrant, resilient and active communities supported by a wide variety of opportunities to get involved, build relationships and access resources.* The Public Art Program advances the Richmond Art Strategy.

Public Art Program (in $000s)	2026	2027	2028	2029	2030
Public Art Program	**$175**	**$175**	**$175**	**$175**	**$175**
Total Public Art Program	**$175**	**$175**	**$175**	**$175**	**$175**
Funding Source:					
Public Art Program Reserve	**$175**	**$175**	**$175**	**$175**	**$175**
Total Public Art Funding Source	**$175**	**$175**	**$175**	**$175**	**$175**

The scope of work consists of $175,000 of developer-funded public art projects as detailed below.

Proposed Public Arts Projects 2026	Estimated Costs
Annual Community Public Art Programs - Urban Infrastructure Art Wrap Program, Engaging Artists in Community Program, Community Mural Program	$90,000
Community Public Art Projects - No. 3 Road Art Columns	40,000
Community Education, Artists Professional Development and Mentorship, Public Art Bus Tours	15,000
Collaboration with other City Partners - Capture Photography Festival, Children's Art Festival, Culture Days	30,000
Total	**$175,000**

10. Externally Funded Programs

City staff work collaboratively with senior levels of government and external agencies to identify opportunities to apply for grant funding. This attachment summarizes the successful applications that the City has been awarded. In order to have the authority to incur any expenditure, including those funded by external organizations, the amounts must be included in the City's 5 Year Financial Plan.

Each 5 Year Financial Plan is repealed upon adoption of the subsequent financial plan, and therefore external grants that have not been fully expended need to be included in the financial plan to retain expenditure authorization for unspent amounts. The amount included in the 2026 Budget is based on funding available from the external source and anticipated to be spent in 2026. If the funding remains unspent at the end of the year, it will be included again in the subsequent budget year, subject to the terms of the external agreement. There is no tax impact as a result of including these expenditures in the 5 Year Financial Plan.

Externally Funded Programs (in $000s)	Full Award Amount / Annual Contribution	2026 Estimated Expenditures
Housing Accelerator Fund [1]	$35,932	$11,753
Municipal and Regional District Tax [1]	9,170	9,170
Local Government Climate Action Program [1]	2,791	483
Richmond Building Safer Communities Fund [1]	2,680	100
Major Road Network Program [1,2]	2,530	2,530
Housing Capacity Funding [1]	1,150	345
Richmond Food Hub [1]	1,000	126
Japanese Canadian Legacies Society grant	400	120
Federation of Canadian Municipalities Feasibility Study on Financing Options for Energy Retrofits	220	220
City of Richmond GHG Reduction Pathways for City Owned	200	200
Municipal Top Up Incentives for Heat Pumps Retrofits	130	130
Community Based FireSmart Education Grant	100	100
Richmond Circular City Strategy Material Flow Analysis Grant	88	88
Richmond Youth Situation Table	50	50
Other Grants	121	121
Total Externally Funded Programs	**$56,562**	**$25,536**
Total Grants/External Funding	**($56,562)**	**($25,536)**
Tax Impact of Including Externally Funded Programs	**$0**	**$0**

[1] Refer to the following pages for additional information
[2] Estimated annual funding allocation

Housing Accelerator Fund

On January 22, 2024, the City announced a three-year partnership with the federal government to add 1,022 homes by utilizing $35.9 million in committed funding through Canada Mortgage and Housing Corporation's (CMHC) Housing Accelerator Fund (HAF). HAF-funded projects include housing grants, technology solutions to expedite the processing of permits, and enhanced opportunities to establish working partnerships with non-profit housing operators. In addition to these initiatives, HAF funds may be used towards activities that may otherwise be funded out of the Affordable Housing Reserve, such as the cost of consulting fees tied to advancing technical due diligence with City-led affordable housing development. Where eligible, HAF funds will be used in lieu of drawing funds from the noted Reserve.

Housing Accelerator Fund (in $000s)	2024-2025 Estimate	2026 Plan	2027 Plan	2028 Plan	2029 Plan	2030 Plan	Total
Contribution Disbursement	**$4,572**	**$12,298**	**$19,062**	**$0**	**$0**	**$0**	**$35,932**
Total Housing Accelerator Fund (HAF)	**$4,572**	**$12,298**	**$19,062**	**$0**	**$0**	**$0**	**$35,932**
Funding Source:							
Grant from Federal Government	**$4,572**	**$12,298**	**$19,062**	**$0**	**$0**	**$0**	**$35,932**
Total HAF Funding Sources	**$4,572**	**$12,298**	**$19,062**	**$0**	**$0**	**$0**	**$35,932**

Municipal and Regional District Tax

Enabled by regulation under Section 123 of the *Provincial Sales Tax Act*, the City applies to the Government of B.C. once every five years to be a designated recipient of the 3.00% Municipal and Regional District Tax (MRDT). The MRDT is applied to the sales of short-term accommodation, such as hotels, in participating areas of British Columbia. It is intended to help grow B.C. visitation and jobs and to amplify B.C.'s tourism marketing efforts in a competitive global marketplace. Applications are subject to provincial requirements including enacting a City bylaw, developing a 5-year strategic business plan, and obtaining the majority support of hoteliers who charge the tax on the purchase price of accommodation. The most recent application by the City of Richmond was approved for the period from July 1, 2022, to June 30, 2027.

MRDT funds are utilized in accordance with established strategic plans that are jointly developed by partners and approved by the Government of B.C., as well as legal agreements between the City, the Richmond Hotel Association and Tourism Richmond. The prescribed uses of the funds are as follows:

- Tourism marketing, programs and projects,
- Sport hosting marketing, programs and projects, and
- Destination enhancement initiatives including investments in the operation of tourism attractions; major events; tourism product development; and direct sales.

In addition, 100.00% of MRDT received from Online Accommodation Platforms is directed to the City's Affordable Housing Reserve Fund in accordance with the City bylaw.

MRDT revenue forecasts are highly variable and are subject to changing industry conditions, including major events that may attract visitors to the region as well as past situations such as travel restrictions related to the COVID-19 pandemic.

Municipal and Regional District Tax Allocation (in $000s)	2025 Estimate	2026 Plan	2027 Plan	2028 Plan	2029 Plan	2030 Plan
Tourism Richmond	$6,257	$6,288	$6,320	$6,352	$6,383	$6,415
City of Richmond	1,051	1,058	1,064	1,070	1,077	1,083
Richmond Hotel Association	1,051	1,058	1,064	1,070	1,077	1,083
Sport Hosting Office	400	400	400	400	400	400
Affordable Housing Reserve	425	366	350	350	350	350
Total Municipal and Regional District Tax (MRDT)	$9,184	$9,170	$9,198	$9,242	$9,287	$9,331
Funding Source:						
Municipal and Regional District Tax (MRDT) enabled through Provincial Sales Tax	$9,184	$9,170	$9,198	$9,242	$9,287	$9,331
Total MRDT Funding Sources	$9,184	$9,170	$9,198	$9,242	$9,287	$9,331

Local Government Climate Action Program (LGCAP)

The Government of British Columbia (the Province) announced the Local Government Climate Action Program (LGCAP) in May 2022 as a replacement to the previous Climate Action Revenue Incentive Program, which was discontinued in 2021. LGCAP uses a revised approach for allocating funding to local governments and Modern Treaty First Nations. Through this revised approach, the City of Richmond receives funding from the Province for five fiscal years (2022 to 2026). Per Council direction from November 14, 2022, LGCAP funding is being allocated strategically each year to support community-wide program actions by the City that are key to achieving the 50.00% citywide greenhouse gas emission reduction target by 2030, as noted in the Community Energy & Emissions Plan 2050 and to source three temporary full time Senior Climate Action Specialists and one temporary full time Corporate Energy Manager positions.

In March 2024 the Province advanced the equivalent of three years of program funding totaling $1,658,659, accordingly there will be no further disbursements through March 2027. Disbursements beyond that are not known at this time.

Local Government Climate Action Program (LGCAP) (in $000s)	2022 - 2025 Estimate	2026 Plan	2027 Plan	2028 Plan	2029 Plan	2030 Plan	Total
Estimated spending	$1,240	$483	$705	$363	$0	$0	$2,791
LGCAP funding							
Grant from Provincial Government	$2,791	$0	$0	$0	$0	$0	$2,791
Total LGCAP Funding Sources	$2,791	$0	$0	$0	$0	$0	$2,791

Richmond Building Safer Communities Fund

The City of Richmond was allocated a total of $2.7 million from the Federal Building Safer Communities Fund (BSCF) over four years to implement prevention and intervention programming to address gun and gang violence among young people. Through this funding, the City has implemented a range of BSCF programs and initiatives that target at-risk youth. As the current federal funding concludes in March 2026, recommendations for sustainability options beyond March 2026 have been submitted for Council's consideration and as part of the 2026 budget process.

Building Safer Communities Fund (in $000s)	2023-2025 Estimate	2026 Plan	2027 Plan	2028 Plan	2029 Plan	2030 Plan	Total
Program implementation	$2,580	$100	$0	$0	$0	$0	$2,680
Total Building Safer Communities Fund	$2,580	$100	$0	$0	$0	$0	$2,680
Funding Source:							
Grant from Federal Government	$2,580	$100	$0	$0	$0	$0	$2,680
Total BSCF Funding Sources	$2,580	$100	$0	$0	$0	$0	$2,680

Major Road Network Operation, Maintenance and Rehabilitation Program

The City of Richmond received $4.3M in funding in 2025 from the South Coast British Columbia Transportation Authority (Translink) for operating, maintaining and rehabilitating the Major Road Network (MRN). Of this amount, $2.5M is designated for operating costs and $1.8M for capital projects. There is an estimated 174 lane kilometers of MRN in the City of Richmond. It is estimated to increase annually by CPI.

Major Road Network Program (in $000s)	2025 Estimate	2026 Plan	2027 Plan	2028 Plan	2029 Plan	2030 Plan
Operations and Maintenance	$2,481	$2,530	$2,581	$2,633	$2,686	$2,740
Total Major Road Network Program	$2,481	$2,530	$2,581	$2,633	$2,686	$2,740
Funding Sources:						
Grant from TransLink	$2,481	$2,530	$2,581	$2,633	$2,686	$2,740
Total MRN Funding Sources	$2,481	$2,530	$2,581	$2,633	$2,686	$2,740

Housing Capacity Initiative

The City of Richmond received $1.2 million in funding from the Province of British Columbia for capacity funding for local government implementation of the legislative changes to support housing initiatives in 2024. To date, $0.5 million has been disbursed in 2024 and 2025, and the balance is planned to be disbursed in the coming years as per table below to cover the costs of hiring consultants and staff related to the implementation of the housing bills (e.g., growth projections, economic analysis, designers/architects).

Housing Accelerator Fund – HAF (in $000s)	2024-2025 Estimate	2026 Plan	2027 Plan	2028 Plan	2029 Plan	2030 Plan	Total
Contribution Disbursement	$460	$345	$345	$0	$0	$0	$1,150
Total Housing Accelerator Fund (HAF)	$460	$345	$345	$0	$0	$0	$1,150
Funding Source:							
Grant from Federal Government	$460	$345	$345	$0	$0	$0	$1,150
Total HAF Funding Sources	$460	$345	$345	$0	$0	$0	$1,150

Richmond Food Hub

Funded by a $1.0 million grant from the Government of B.C., the City of Richmond is undertaking work to establish a commercially-focused Richmond Food Hub as part of the B.C. Food Hub Network. Phase 1 of the initiative, which is currently in progress, is a gap analysis and needs assessment to better understand Richmond's current strengths and identify how a Food Hub could respond to gaps and benefit the local economy through potential expanded access to key resources, information, equipment, and space.

Based on the results of Phase 1, and depending on Council direction and the ability to secure sufficient additional funding, the City could then proceed with Phases 2 and 3. This could include a competitive procurement approach to seek an entity (or partnering entities) to provide the location and/or facility to establish a Food Hub, and an associated business plan for its operations and governance structure. Phase 2 is anticipated to take place during 2026. Phase 3, the construction and/or redevelopment of a potential site with partners would follow, with a potential launch date in 2027.

Funds from the Government of B.C. are and will be used to support staff resourcing, consultant costs, and Hub implementation costs related to advancing an identified site/facility toward launch. It is anticipated that approximately 34.00% of the grant will be spent in Phase 1 (Spring 2024 – Winter 2025-26), 3.00% in Phase 2 (Spring-Summer 2026), and 63.00% in Phase 3 (2027).

Richmond Food Hub (in $000s)	2024-2025 Estimate	2026 Plan	2027 Plan	2028 Plan	2029 Plan	2030 Plan	Total
Feasibility and implementation	$246	$126	$628	$0	$0	$0	$1,000
Total Richmond Food Hub	$246	$126	$628	$0	$0	$0	$1,000
Funding Source:							
Grant from Provincial Government	$246	$126	$628	$0	$0	$0	$1,000
Total Richmond Food Hub Funding Sources	$246	$126	$628	$0	$0	$0	$1,000

11. 2026 No Tax Impact Positions

2026 No Tax Impact Positions				
Ref	**Requested By**	**Description**	**Amount**	**Tax Impact**
1	Housing Office/ Planning and Development	**Planner 1, Development Applications (TFT)** The Province has issued a Housing Target order for Richmond which mandates the City to deliver 6,753 new residential units over the next five years. In accordance with the order, the City is responsible for providing periodic and regular updates on the progress of housing in Richmond. The information and level of detail required to be reported out is not currently captured by the City. In addition, with the implementation of Bill 46 and the potential introduction of Amenity Cost Charges (ACCs) and the DCC assessment of SSMUH development, together with recent regulatory amendments to DCC, ACC, and School Site Acquisition Charges installment regulations, new process, securities, data recording and administration is required of the City. Together these Provincial regulations and requirements have placed an increased administrative burden on the City. A Planner 1 is proposed to be responsible for the design of processes and data collection methods in addition to administering the collection of ACCs. This temporary position will be funded annually by the Housing Accelerator Fund grant.	$149,797	0.05%
2	Housing Office/ Engineering and Public Works	**Engineering in Training (TFT)** There are currently over 200 active development applications, many of which require Transportation review. This is a request for temporary staffing for 2 years, funded through the Canada Mortgage and Housing Corporation's (CMHC) Housing Accelerator Fund, for an Engineer-in-Training to assist in completing development application reviews, expediting the delivery of housing within the City and meeting the City's housing targets. This temporary position will be funded annually by the Housing Accelerator Fund grant.	$119,613	0.04%

2026 No Tax Impact Positions				
Ref	**Requested By**	**Description**	**Amount**	**Tax Impact**
3	Law and Community Safety	**RCMP Resource Plan Regular Member Request (4 Members for 2026)** The RCMP requests 8 additional police officers as a result of community priorities, population growth and increases in the complexity of files and disclosure. This submission requires $55,211 initial capital cost. Due to the tax impact and other increases that will impact taxpayers, it is recommended to provide funding for 4 out of the requested 8 additional officers. This results in a tax impact of 0.26%. It is further recommended to mitigate the tax impact through a combination of incremental revenue expected to be received from the Province from traffic fine revenue and through anticipated contract surplus.	$852,046	0.26%
4	Engineering and Public Works	**Project Manager (RFT) - Roads & Construction Services** The growing complexity of work requirements, an expanding capital construction portfolio, and the need to meet service levels have increased resource demands impacting Roads Operations and Maintenance. A resource review identified the need for an additional exempt position to manage over 100 employees and enhance operational capacity, efficiency, and performance. This position is funded through a reallocation of existing Roads & Construction budgets, with no additional tax impact.	$193,157	0.06%
5	Deputy CAO's Office	**Building System Maintenance Workers (Regularize 2 TFTs to RFTs)** Facilities Management team is requesting to regularize 2 TFT Building System Maintenance Workers (BSMW) positions to 2 RFT to support capital installations, replacements, and preventative maintenance across our facilities that is currently completed by external contractors. By creating RFT positions these staff will be able to perform repairs and system maintenance resulting in lower costs and higher efficiencies. This position is funded through a reallocation of existing Facilities and Project Development budgets, with no additional tax impact.	$242,896	0.07%

2026 No Tax Impact Positions				
Ref	**Requested By**	**Description**	**Amount**	**Tax Impact**
6	Finance and Corporate Services	**Senior Financial Analyst (2 RFTs)** The addition of two Senior Financial Analysts is proposed to strengthen the municipality's capacity for financial oversight, control, and compliance. These positions will play a critical role in enhancing financial analysis, forecasting, and budgeting processes to ensure the effective allocation and management of municipal resources. The Senior Financial Analysts will provide advanced analytical support to improve the accuracy and transparency of financial reporting, strengthen expenditure monitoring, and enhance the municipality's ability to identify and mitigate financial risks. This position will be funded by previously approved impacts from new infrastructure and growth. This submission requires $20,000 initial capital cost.	$257,297	0.08%
Total No Tax Impact Positions			**$1,814,806**	**0.56%**

Citywide No Tax Impact Positions	**$962,760**	**0.30%**
Law and Community Safety No Tax Impact Positions	**$852,046**	**0.26%**
Mitigated tax impact	**($1,814,806)**	**(0.56%)**
Total No Tax Impact Positions	**$0**	**0.00%**
Initial Capital Cost associated with No Tax Impact Positions	**$75,211**	

12. Emerging Organizational Additional Levels – Recommended for Funding in 2026

Emerging Organizational Additional Levels - Recommended for Funding in 2026				
Ref	**Requested By**	**Description**	**Amount**	**Tax Impact**
1	Law and Community Safety	**RCMP Resource Plan Municipal Employee Request – Inventory Control Clerk (RFT)** The increasing number of police officers and advancements in policing have meant an increase in required inventory items and police weaponry. The increase in inventory has highlighted the growing requirement to improve the tracking process and the need for support staff to administer the asset management program. This position will provide operational support to all policing units and play a key part in the Richmond Detachment's asset management. Inventory Control Clerks work 7 days a week and provide operational support 16 hours a day.	$99,191	0.03%
2	Finance and Corporate Services	**Senior Manager, Internal Audit and Risk (RFT)** This role is proposed to provide objective assessments and reporting to the Senior Management Team and the Finance and Audit Committee on the design and effectiveness of internal controls, compliance, and organizational risk management practices. Activities would include increasing the frequency and scope of internal audits, establishing regular and transparent reporting to the Committee, and aligning the City's practices with recognized global standards in governance, risk management, and internal auditing.	$246,538	0.08%
3	Deputy CAO's Office	**City Hall Precinct Security Increased Level of Service** The City introduced additional security guard shift services in 2024 for City Hall and the City Hall Annex. These enhanced services were funded through temporary, one-time funding and continued into 2025 as part of a pilot initiative. Following a thorough evaluation, it was determined that the additional security guard shifts effectively met the City's safety and operational needs. These services have played a vital role in maintaining a secure environment for both the public and City staff.	$92,100	0.03%
4	Law and Community Safety	**Richmond Fire Rescue Emergency Vehicle Technician Staff Increase (RFT)** It is recommended that one (1) full-time (FTE) Emergency Vehicle Technician staff member in RFR be approved to stabilize workload demands. This added resource will ensure that RFR and the City will continue to provide a safe community and timely responses to the public and stakeholders.	$211,592	0.06%

Emerging Organizational Additional Levels - Recommended for Funding in 2026				
Ref	**Requested By**	**Description**	**Amount**	**Tax Impact**
5	Housing Office/Planning and Development	**Housing Initiative OBI Phase in (Year 2 of 4)** Currently 8 positions are temporarily funded by the Housing Accelerator Fund (HAF) through to 2027. These positions are required to continue beyond the term of this grant funding to advance affordable housing projects; LEMR program; partnership with senior governments for built projects; developing informed policy; economic analysis, research, and public engagement.	$395,940	0.12%
2026 Total Emerging Organizational Additional Levels - Recommended			**$1,045,361**	**0.32%**

Housing Initiatives Emerging Organizational Additional Levels - Recommended	**$395,940**	**0.12%**
Citywide Emerging Organizational Additional Levels - Recommended	**$338,638**	**0.11%**
Law and Community Safety Emerging Organizational Additional Levels - Recommended	**$310,783**	**0.09%**
2026 Total Emerging Organizational Additional Levels - Recommended	**$1,045,361**	**0.32%**

13. Emerging Organizational Additional Levels – Not Recommended for Funding in 2026

Emerging Organizational Additional Levels – Not Recommended for Funding in 2026				
Ref	**Requested By**	**Description**	**Total Amount**	**Tax Impact %**
1	Law and Community Safety	**RCMP Resource Plan Regular Member Request (4 Members for 2026)** The RCMP requests 8 additional police officers as a result of community priorities, population growth and increases in the complexity of files and disclosure. This submission requires $55,211 initial capital cost. Due to the tax impact and other increases that will impact taxpayers, it is recommended to provide funding for 4 out of the requested 8 additional officers.	$852,045	0.26%
2	Law and Community Safety	**RCMP Resource Plan Municipal Employee Request - Police Records Clerk (RFT)** The main function of a PRC is to maintain, classify, and review operational and administrative files generated by detachment personnel, primarily using the Police Records Information Management System (PRIME). This position works 24/7/365, creating records and conducting the initial review of files.	$96,781	0.03%
3	Law and Community Safety	**RCMP Resource Plan Municipal Employee Request – Crime Analyst (RFT)** To respond to the increasing complexity of investigations and the evolving nature of crime statistics. The Richmond RCMP Criminal Analysis Unit (CAU) faces increasingly more intricate analytical products, mounting demands and a growing workload. The CAU provides crime statistics for various departments in the City, RCMP, as well as responding to inquiries from external sources, including media outlets.	$130,021	0.04%
4	Parks, Recreation and Culture	**New Position – Parks Infrastructure – RFT Labourer 2 (OBI Growth)** Council approved Parks Capital Projects completed between 2022 and 2025 have expanded the parks asset inventory, increasing the requirement for labour to perform maintenance of engineered and constructed landscape elements in Parks. As a result, the total ongoing budget impact (OBI) required now supports one full-time staff position. This submission requires $160,000 initial capital cost for a truck.	$153,330	0.05%

Emerging Organizational Additional Levels – Not Recommended for Funding in 2026				
Ref	**Requested By**	**Description**	**Total Amount**	**Tax Impact %**
5	Parks, Recreation and Culture	**New Position – Horticulture – RFT Labourer 2 (OBI Growth)** Council approved Parks Capital Projects completed between 2022 and 2025 resulted in a growth in parks asset inventory and has increased the requirement for labour to perform maintenance of landscape paintings. With the completion of Parks Capital Projects during this period, the total labour (OBI) required now amounts to one full-time staff equivalent. This submission requires $160,000 initial capital cost for a truck.	$153,330	0.05%
6	Parks, Recreation and Culture	**Urban Forestry - RFT Labourer 2 (OBI Growth)** In 2022-2024, 4915 new trees were planted through development, service agreements, compensation plantings, and Parks and Engineering Capital Projects. A new position is required to provide all tree maintenance aspects such as pruning, clearance, watering, health, mulching, infrastructure management, inspection and leaf control.	$124,434	0.04%
7	Corporate Administration	**HR Advisor - Recruitment - Parks, Recreation and Culture** The Parks, Recreation and Culture Division consistently generates the highest volume of HR and recruitment activity across the organization. The scale of seasonal hiring, specialized program staffing, and ongoing full-time recruitment needs requires a significantly higher level of resourcing and coordination compared to other divisions. Enhanced recruitment support is necessary to ensure the City can continue to attract qualified candidates, maintain program delivery standards, and support the division's operational and community service commitments.	$144,699	0.04%
8	Planning and Development	**Planner 1 (2 RFT) (Community Social Development)** Two RFT Planner 1 positions are required to provide stability, consistency and essential support to senior planners to advance strategic priorities related to social issues, such as homelessness and poverty reduction. These roles are relied on by the City, department and community to support important functions of the department including research, data analysis and implementation of Council-adopted Strategies and Plans. This work is consistently in high demand as a result of rising expectations in the community,	$279,594	0.09%

Emerging Organizational Additional Levels – Not Recommended for Funding in 2026				
Ref	**Requested By**	**Description**	**Total Amount**	**Tax Impact %**
		increasingly complex needs for residents and growing social issues in Richmond.		
9	Finance and Corporate Services	**WebEOC Cloud** Migration WebEOC (Emergency Management System) is a system used by Emergency Programs to coordinate and manage information during emergencies. The current version of WebEOC will no longer be supported by the vendor after December 31, 2026. Migrating WebEOC to a cloud-based environment will ensure system reliability, security, and availability when this system is needed most. This submission requires $34,500 initial capital cost.	$51,200	0.02%
10	Corporate Administration	**Organizational Development Specialist** The proposed Organizational Development Specialist role will provide focused support to departments across the City, enabling more proactive and integrated approaches to organizational effectiveness. This exempt, regular full-time position will be instrumental in advancing the City's goals around innovation, employee engagement, and service excellence.	$144,699	0.04%
11	Corporate Administration	**Job Evaluation Specialist** As the City of Richmond continues to grow, job evaluations have more than doubled in the past several years (40 plus requests per year now). Another resource is needed to handle the volume. Also, other obligations including an on-going, proactive review of all positions in set intervals, and review of new positions after 6 months have not been conducted in several years.	$144,699	0.04%
12	Corporate Administration	**Human Resources Information Systems (HRIS) Specialist** Currently, HR and IT staff manage HRIS functions on an ad hoc basis, leading to inefficiencies, data risks, and underuse of system capabilities. A dedicated specialist would provide consistent oversight, improve accuracy, and ensure the City fully leverages its investment in HR technology.	$162,400	0.05%
Total Emerging Organizational Additional Levels - Not Recommended for Funding in 2026			**$2,437,232**	**0.75%**

City of Richmond

Report to Committee

To:	Finance and Audit Committee	**Date:**	November 17, 2025
From:	Mike Ching, CPA, CMA Director, Finance	**File:**	03-0985-01/2025-Vol 01
Re:	**2026 One-Time Expenditures**		

Staff Recommendation

That the one-time expenditures totaling $3,504,797 as outlined in Attachment 1 of the 2026 One-Time Expenditures staff report, be approved with funding from the Rate Stabilization Account and included in the Consolidated 5 Year Financial Plan (2026-2030).

Mike Ching, CPA, CMA
Director, Finance
(604-276-4137)

Att. 2

REPORT CONCURRENCE	
CONCURRENCE OF GENERAL MANAGER	
REVIEWED BY SMT	INITIALS: BA
APPROVED BY CAO	

8217651

Staff Report

Origin

One-time expenditure requests are typically non-recurring items over and above the base annual budget or items that are recurring in nature but are not required on an annual basis. Council established a Rate Stabilization Account (RSA) to provide funding for such requests. The RSA has also been used to defer the City's annual tax increase to a future year. Each year, once the City's accounts from the prior year are finalized, any resulting surplus is transferred into the RSA.

Any approved one-time expenditure requests will be included in the 2026-2030 Consolidated 5 Year Financial Plan (5YFP).

This report supports Council's Strategic Plan 2022-2026 #4 Responsible Financial Management and Governance:

Responsible financial management and efficient use of public resources to meet the needs of the community.

- *4.1 Ensure effective financial planning to support a sustainable future for the City.*
- *4.2 Seek improvements and efficiencies in all aspects of City business.*
- *4.3 Foster community trust through open, transparent and accountable budgeting practices and processes.*
- *4.4 Work with all levels of governments for grant and funding opportunities.*

Analysis

For 2026, there are 14 one-time expenditure requests totalling $3,627,930. The Senior Management Team (SMT) appointed a Review Team to review each request using established ranking criteria. The prioritized requests were also reviewed by the CAO and SMT. There is no additional tax impact from any of the proposed requests as they will be funded from the RSA.

The RSA was approved by Council in 2013 in order to ensure that funding be available to help balance the budget for non-recurring items and smooth out tax increases. The establishment of an RSA for the operating budget was also based on past experience where external non-controllable events impacted the City's operating budget and there was no funding available to offset this "temporary condition".

The RSA has an unaudited balance of $16,758,532 available as of October 31, 2025. While there is no additional tax impact from utilizing the RSA to fund one-time expenditure requests, the ability to fund such requests depends on the annual surplus.

The City has used RSA in a practical and effective manner and staff are careful in managing the usage to ensure that the RSA is not carried forward on an indefinite basis. The risk and downside

of utilizing RSA is that once it has been carried forward in this way, it must be maintained because the reduction or elimination of it will create pressure on the following year's operating budget. The tax increase is not reduced but temporarily shifted.

The CAO and SMT have carefully reviewed all one-time expenditure requests to be funded from RSA. A description of the requests recommended by the CAO and SMT for funding in 2026 are included in Attachment 1 and those not recommended for funding in 2026 are included in Attachment 2.

Council may change any of the staff recommendations. The Consolidated 5 Year Financial Plan (2026-2030) will include the amounts as approved by Council.

One-Time Expenditure Requests

Table 1 shows the summary of the one-time expenditure requests:

Table 1 – One-Time Expenditure Requests Summary

# of One-Time Expenditures Requested	Recommended Amount (In $000s)	Not Recommended For Funding in 2026 Amount (In $000s)	Total (In $000s)
14	$3,505	$123	$3,628

Table 2 summarizes how the available RSA balance is proposed to be utilized as a result of the 2026 budget process:

Table 2 – Proposed RSA Utilization

RSA Balance Available as of October 31, 2025		**$16,758,532**
2026 One-Time Expenditures - Recommended (Attachment 1)	**(3,504,797)**	
From 2026 Proposed Operating Budget report:		
Proposed Rate Stabilization of the 2026 Operating Budget (Budget Option 2)	(1,800,000)	
2026 Initial Capital Costs from Council Approved Blackberry Management for One Truck	(160,000)	
2026 Initial Capital Costs from No Tax Impact Positions (Attachment 11)	(75,211)	
Total 2026 Proposed RSA Utilization		**(5,540,008)**
Remaining Balance After Proposed 2026 Utilization		**$11,218,524**

Proposed Rate Stabilization of the 2026 Operating Budget

A total of $1,800,000 from the RSA is proposed to be utilized to reduce the tax impact as presented in the 2026 Proposed Operating Budget (Budget Option 2).

Truck for Blackberry Management

At the Council meeting held on June 9, 2025, Council adopted the following resolution:

"That Option 2, as outlined in the staff report titled "Proposed Practices to Accelerate Blackberry Management in Richmond", dated May 5,2025, from the Director, Climate and Environment and the Director, Parks Services, for the implementation of an annual blackberry management program, be approved."

This approval includes the purchase of a truck for $160,000 to be funded by the Rate Stabilization Account.

Initial Capital Costs from No Tax Impact Positions

The 2026 Proposed Operating Budget recommends approval of No Tax Impact positions which require upfront costs of $75,211 for equipment.

Financial Impact

The recommended one-time expenditures totaling $3,504,797 as outlined in Attachment 1 are proposed to be funded from the Rate Stabilization Account with no additional tax impact. The final amount approved by Council will be included in the Consolidated 5 Year Financial Plan (2026-2030).

Conclusion

One-time expenditure requests were carefully reviewed by the CAO and SMT. The high priority requests in the amount of $3,504,797 as summarized in Attachment 1 are recommended to be approved and included in the Consolidated 5 Year Financial Plan (2026-2030).

Melissa Shiau, CPA, CA
Manager, Financial Planning and Analysis
(604-276-4231)

MS:bn

Att. 1: 2026 One-Time Expenditure Requests – RECOMMENDED
2: 2026 One-Time Expenditure Requests – NOT RECOMMENDED FOR FUNDING IN 2026

2026 One-Time Expenditure Requests – RECOMMENDED			
Ref	**Category**	**Description**	**Amount**
1	**Legislative Requirement**	**2026 Election** At the Council meeting on November 10, 2025 Council approved Advance Planning for the 2026 Election. Adequate funding is required to effectively plan, administer, and conduct the upcoming 2026 Election. The projected financial requirements are informed by the actual expenditures from the 2022 Election, which serve as the baseline for cost estimation. These projections have been adjusted to reflect anticipated increases due to inflation, population growth, expanded voter services, and evolving operational and security demands.	$1,113,000
2	**Council Strategic Plan**	**City Events Program 2026** This request is to fund the 2026 City events in alignment with the Council-approved Signature and Community Events Plan 2025-2029 and as detailed in the City Signature and Community Events Program 2026, which is on the General Purposes Committee agenda for November 17, 2025. Events enrich the lives of residents by providing opportunities for the community to connect, learn and celebrate together. They contribute to social and economic well-being, build community capacity and sense of identity and raise the profile of Richmond.	$1,027,900
3	**Council Strategic Plan**	**Recreation Fee Subsidy Program (RFSP): Central Fund** The RFSP requires Central Fund support as work on the Parks, Recreation and Culture Pricing Policy progresses. Funding contributions from Associations/Societies to support RFSP is on hold while the age of seniors is revisited as directed by Council.	$134,000
4	**Council Strategic Plan**	**Community Safety - Building Safer Communities Fund (BSCF) Sustainability Plan (2 TFT)** Public Safety Canada (PSC) provided funding to municipalities through the Building Safer Communities Fund (BSCF) to support youth violence prevention programs from July 1, 2023, to March 31, 2026. PSC has confirmed that no further funding will be provided beyond this period. As part of the BSCF agreement, the City of Richmond must submit a sustainability plan, outlining which initiatives will continue post-funding. It is recommended that funding between April 1, 2026 to December 31, 2027 for two temporary full-time positions: a Risk Interrupter for youth aged 18–24 and a data manager for the Richmond Youth Situation Table (RYST), be approved to sustain the plan. This approach supports long-term integration of crime prevention and intervention infrastructure within the City of Richmond and promotes sustainability through internal resource development.	$278,693

2026 One-Time Expenditure Requests – RECOMMENDED – continued			
Ref	**Category**	**Description**	**Amount**
5	**Service Enhancement**	**Enterprise Risk Management Project** This project will create a framework to systematically identify, assess, prioritize and manage risks across the organization. Program deliverables will include standardized risk assessment tools and processes, and a central risk register that will support more informed strategic planning and decision making by management and Council.	$305,576
6	**Council Strategic Plan**	**Steveston Historical Society 3 Year Pilot** This request is for a 3-year pilot to support the Steveston Historical Society to become more sustainable to continue to maintain open hours for the Steveston Museum and offer programming for the community and tourists. The pilot would increase the existing support of $40,000 annually by $60,000 for a total annual support of $100,000 for three years.	$180,000
7	**Service Enhancement**	**Demolition Bylaw Expansion to Multifamily and Non-residential Buildings** Council endorsed a recommendation on Oct 27,2025 to expand the Demolition Bylaw to include multifamily and non-residential buildings, beyond single- and two-family dwellings. An amended bylaw to formalize this change will be presented to Council in early 2026. In order to effectively administer the changes, resources will be required to customize the system to accommodate the necessary updates. In addition to the changes specific to the bylaw amendment, this request includes resources to optimize other AMANDA system enhancements which would be cost effective to complete simultaneously	$149,750
8	**Service Enhancement**	**Commercial Truck Parking Pilot Program Bylaw Enforcement** At the Council meeting on September 22, 2025, Council endorsed the Proposed Commercial Truck Parking Strategies report. This report identified that resources would be required to support Parking Enforcement of the recommended overnight commercial truck pilot program.	$120,000

2026 One-Time Expenditure Requests – RECOMMENDED – continued			
Ref	**Category**	**Description**	**Amount**
9	**Service Enhancement**	**Maintain Media Lab Level of Service** In 2022 the City of Richmond received a federal government grant to reduce community violence with a focus on youth. Some of the funding from this grant was used to increase the level of service at the Media Lab through 2025. To maintain the same level of service in 2026, additional funding is required to maintain a minimum of 5 youth drop-in sessions per week, as well as various one-time workshops and events throughout the year. The Richmond Media Lab is a unique facility in the Lower Mainland. It provides a youth hub for leadership, violence prevention, and skills building that serves as an important part of Arts, Recreation, Youth, and Wellness strategies.	$50,618
10	**Service Enhancement**	**Library Physical Collection** For the past decade, the Richmond Public Library has managed its collections within the same level of funding, carefully monitoring circulation trends and adjusting allocation between physical and digital collections to meet community's needs as effectively as possible. However, as both physical and digital circulation continues to increase, this is no longer sustainable. Furthermore, with the new Steveston Library scheduled to open in late 2026, its space will triple, creating greater capacity for an expanded physical collection. Increased funding will enable the library to purchase more books, respond more quickly to needs, reduce wait times for holds, and improve access for our customers. Increased investment is needed to allow the library to continue delivering the high level of service that Richmond residents have come to expect from their library.	$100,000
11	**Service Enhancement**	**Veterans Street Banner Program** At the Council meeting on October 10, 2025, Council approved funding for the veterans street banner program. Staff propose a three-year duration for the Veteran Banner Program based on the expected life-cycle of street banners which have been installed on a periodic (two to four month) durations. Working with Royal Canadian Legion, Richmond Branch #291 representatives, staff have identified 114 lamp standards which are capable of supporting banners in the vicinity of the City Hall and Minoru Park precinct. The banners will be in place commencing October 1 through November 30, 2026, to coincide with the 100th Anniversary of the Royal Canadian Legion.	$45,260
2026 One-Time Expenditures Total – RECOMMENDED			**$3,504,797**

2026 One-Time Expenditure Requests – NOT RECOMMENDED FOR FUNDING IN 2026			
Ref	**Category**	**Description**	**Amount**
1	**Infrastructure Need**	**Richmond Staff Directory (REPO9) Sync Replacement** The Richmond Directory Repository (REPO) is a legacy database solution that has been in place for over 25 years which does not currently meet today's security recommendations and standards. Its main purpose is to supply employee directory service information (like a phone book) such as name, title, telephone, department, location, etc. which is used by PeopleSoft and Microsoft Word processes. The main objective of this project is to engage consulting services to assist City staff in replacing REPO with a modern, secure, and sustainable solution that meets today's security recommendations while providing a reusable solution for future use-cases involving the supply of employee directory service information.	$36,400
2	**Service Enhancement**	**MyRichmond Web Drop-In Calendars** This request is to implement a dynamic, web-based drop-in calendar that provides up-to-date program availability. This solution will enable users to filter by facility, activity, or date, ensuring accurate and timely information, and ultimately enhancing the customer experience to replace static PDF documents posted on the website.	$35,000
3	**Infrastructure Need**	**Remote Sites Security Protection Refresh** The request is to replace gateway devices at 22 remote City sites that utilize Internet for connectivity to the City network. Sites include a number of childcare facilities, Lulu Island Energy locations, and smaller City facilities. This upgrade will ensure adequate security controls in place to provide safety and stability of the City network.	$51,733
2026 One-Time Expenditures Total – NOT RECOMMENDED FOR FUNDING IN 2026			**$123,133**

City of Richmond

Report to Committee

To:	Planning Committee	**Date:**	November 17, 2025
From:	Joshua Reis Director, Development	**File:**	ZT 25-007646

Re: **Application by Peter Liu for a Zoning Text Amendment to the "Residential Mixed Use Commercial (ZMU17) – River Drive/No. 4 Road (Bridgeport)" Zone to Add "Health Service, Minor" as a Permitted Use at Unit 2005 - 10011 River Drive**

Staff Recommendation

That Richmond Zoning Bylaw 8500, Amendment Bylaw 10726, for a Zoning Text Amendment to the "Residential Mixed Use Commercial (ZMU17) – River Drive/No. 4 Road (Bridgeport)" zone to add "Health service, minor" as a permitted use at Unit 2005 - 10011 River Drive, be introduced and given first reading.

Joshua Reis
Director, Development
(604-247-4625)

JR:cl
Att. 5

REPORT CONCURRENCE
CONCURRENCE OF GENERAL MANAGER

8216986

Staff Report

Origin

Peter Liu has applied on behalf of 663904 B.C. Ltd. (Yu Li), to amend the "Residential Mixed Use Commercial (ZMU17) – River Drive/No. 4 Road (Bridgeport)" zone to add "Health service, minor" as a permitted use in Unit 2005 - 10011 River Drive. A location map and aerial photo of the subject site are provided in Attachment 1.

This application is to enable a dental office to operate in Unit 2005, which is located on the entire second floor of the non-residential portion of the existing mixed-use building at 10011 River Drive (Attachment 2). A dental office falls under the definition of "Health service, minor" in Richmond Zoning Bylaw 8500. Since "Health service, minor" is not a permitted use in the ZMU17 zone, this application for a Zoning Text Amendment is required to enable the proposed dental office.

Findings of Fact

A Development Application Data Sheet providing details about the development proposal is provided in Attachment 3.

Existing Site Context and Surrounding Development

The subject site is located on the north side of River Drive in the Tait neighbourhood of the Bridgeport Planning Area, between No. 4 Road and Shell Road. The subject site currently contains:

- A mixed commercial/office and residential apartment building of up to four storeys along the River Drive frontage;
- A mixed commercial/office and residential amenity building of up to two storeys behind the front building and along the west side of the site; and
- A six-storey residential apartment building in the northeast portion of the site oriented towards the north arm of the Fraser River.

Existing development immediately surrounding the subject site is as follows:

To the North: Is the dike trail segment of the Tait Waterfront Park system which runs along the Fraser River.

To the South: Immediately across River Drive, are lots zoned "Small-Scale Multi-Unit Housing (RSM/L), each containing residential dwellings.

To the East: Is a mix of two to three-storey townhouses and a six-storey residential apartment building on a ZMU17-zoned lot.

To the West: Is Tait Waterfront Park (West) on City-owned property zoned "School & Institutional Use (SI)".

Related Policies & Studies

Official Community Plan/Bridgeport Area Plan

The Official Community Plan (OCP) land use designation for the subject site is "Mixed Use" and the Bridgeport Area Plan land use designation is "Residential Mixed-Use (Max. 6 Storey; 1.45)" (Attachment 4). This application for a Zoning Text Amendment to add the "Health service, minor" use to the existing ZMU17 zone is consistent with the land use designations.

Aircraft Noise Sensitive Development Policy

The OCP's Aircraft Noise Sensitive Development (ANSD) Policy applies to the subject site, which is located within the "High Aircraft Noise Area (Area 2)" in which all aircraft noise sensitive land uses may be considered except for certain scenarios involving new single detached residential developments. This Zoning Text Amendment application to add "Health service, minor" as a permitted use in the ZMU17 zone at Unit 2005 - 10011 River Drive is consistent with the ANSD Policy.

An aircraft noise covenant was registered on Title in 2011 when the site was rezoned to allow the existing development.

Public Consultation

In accordance with the City's Early Public Notification Policy 1316, notice of this application was provided to residents within 100 metres of the subject site. In addition, a rezoning sign has been installed on the subject property. Aside from one general inquiry about the application, staff have not received any comments from the public about the rezoning application in response to the early public notification or placement of the rezoning information sign on the property.

Should the Planning Committee endorse this application and Council grant first reading to the rezoning bylaw, the bylaw will be forwarded to a Public Hearing where any area resident or interested party will have an opportunity to comment.

Public notification for the Public Hearing will be provided as per the *Local Government Act* and the City's *Zoning Bylaw 8500*. Prior to final adoption of the zoning text amendment bylaw, the applicant is required to pay the cost associated with mailing the Notices of Public Hearing, consistent with the City's Consolidated Fees Bylaw No. 8636, as amended.

Analysis

This proposal is to add "Health service, minor" as permitted use in the ZMU17 zone in order to permit a dental office to operate on the second floor of the existing non-residential portion of the existing mixed-use building at Unit 2005-10011 River Drive.

The existing on-site parking is sufficient to accommodate the proposal, with 11 spaces in the parkade available for employees of the proposed dental office and a total of 17 surface parking spaces available for customers of all non-residential uses on-site.

This proposal is consistent with the overall vision and goals of the Bridgeport Area Plan to enhance the area's livability through the provision of convenient and appropriate local services and with the area-specific objectives to provide a mix of limited commercial and residential land uses on the north side of River Drive between No. 4 Road and Shell Road in the Tait Neighbourhood. On this basis, staff are supportive of this application.

Should the proposed Zoning Text Amendment be approved by City Council, all uses that fall under the definition of "Health service, minor" would be permitted to operate in Unit 2005 – 10011 River Drive (e.g., medical and dental offices, health clinics, physiotherapy clinics, counselling services, etc.).

Site Servicing and Frontage Improvements

Since the site has already recently been redeveloped to current City standards, there are no site servicing concerns or frontage improvements required as part of this Zoning Text Amendment application.

Financial Impact

None.

Conclusion

This Zoning Text Amendment application to amend the ZMU17 zone to add "Health service, minor" as a permitted use in Unit 2005 - 10011 River Drive to enable a dental office complies with the land use designation and applicable policies contained within the OCP for the subject site.

The brief list of Rezoning Considerations is included in Attachment 5, which has been agreed to by the applicant (signed concurrence on file).

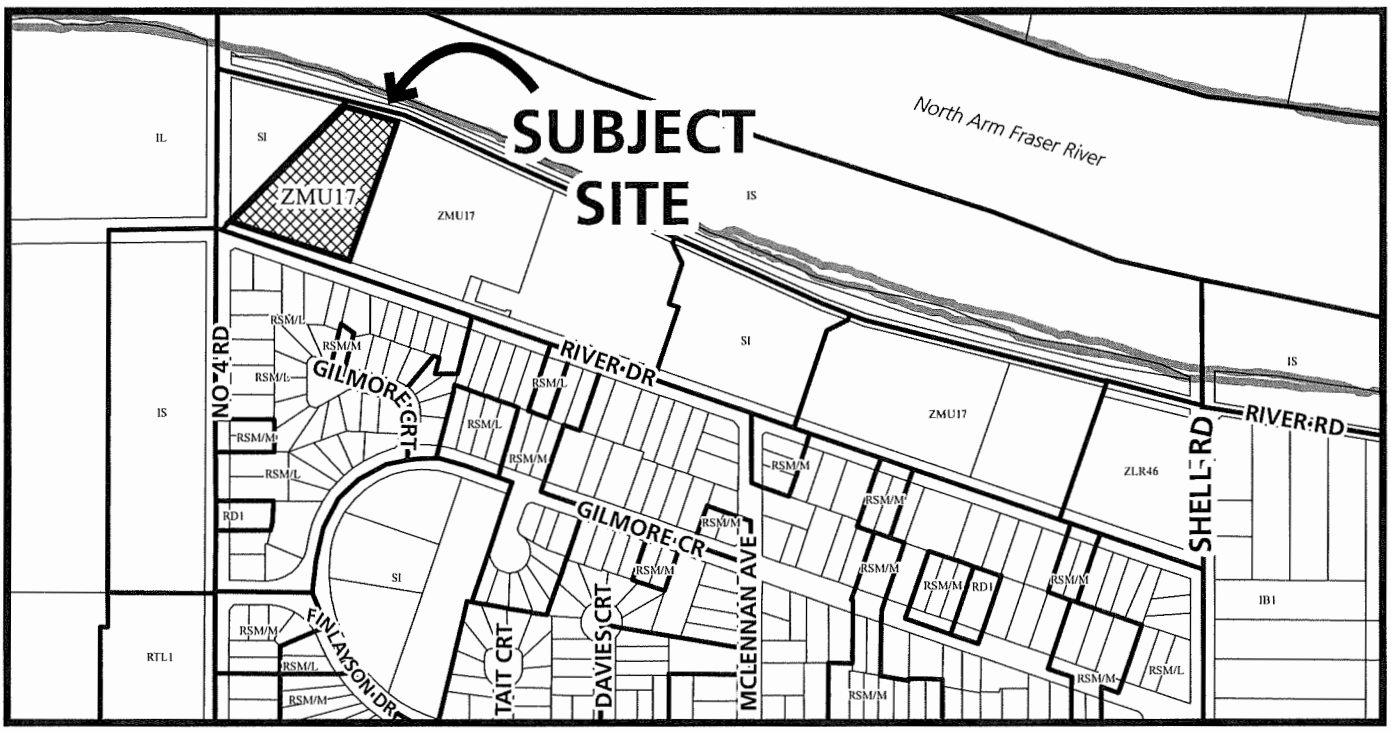
On this basis, it is recommended that Richmond Zoning Bylaw 8500, Amendment Bylaw 10726 be introduced and given first reading.

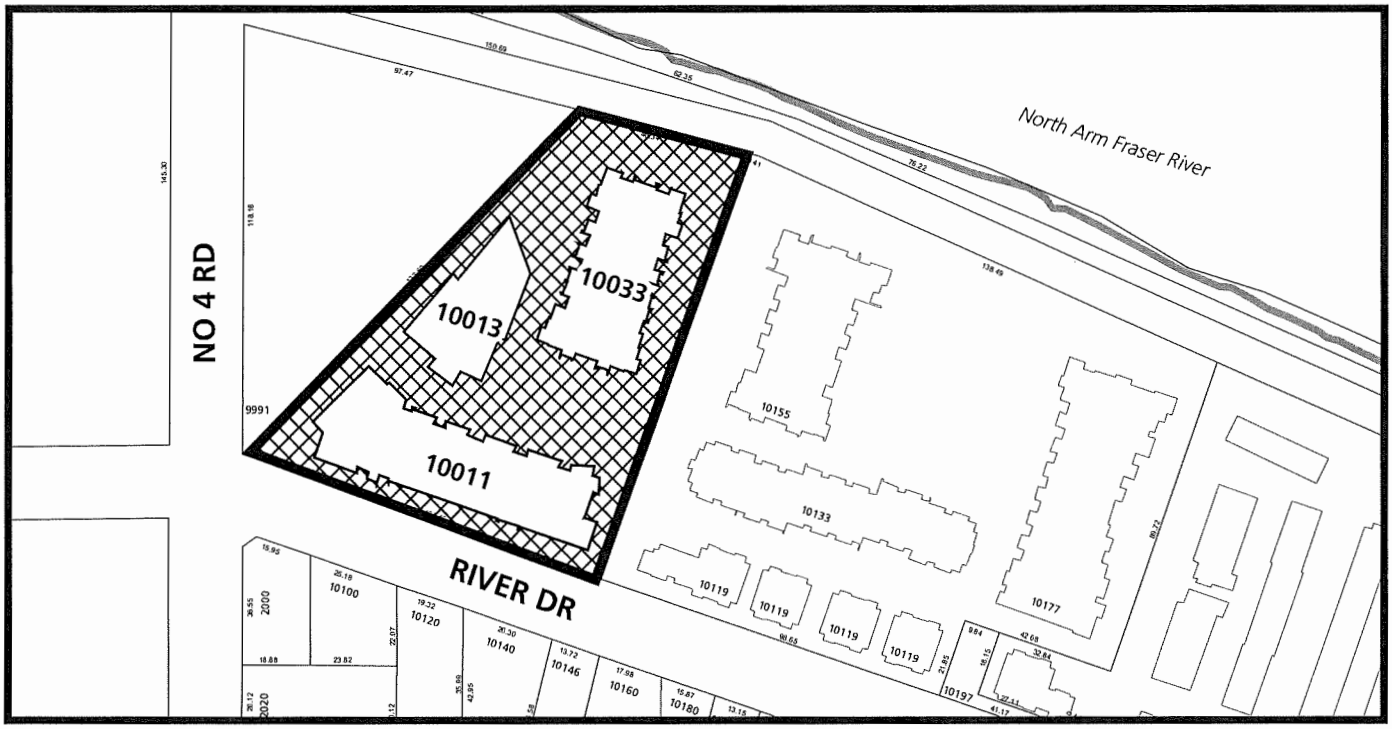
Cynthia Lussier
Planner 2
(604-276-4108)

CL:js

Att. 1: Location Map/Aerial Photo
2: Context plans showing location of proposed dental office
3: Development Application Data Sheet
4: Bridgeport Area Plan Land Use Map
5: Rezoning Considerations

City of Richmond





ZT 25-007646

Original Date: 9/25/25
Revision Date: 11/17/25

Note: Dimensions are in METRES

City of Richmond

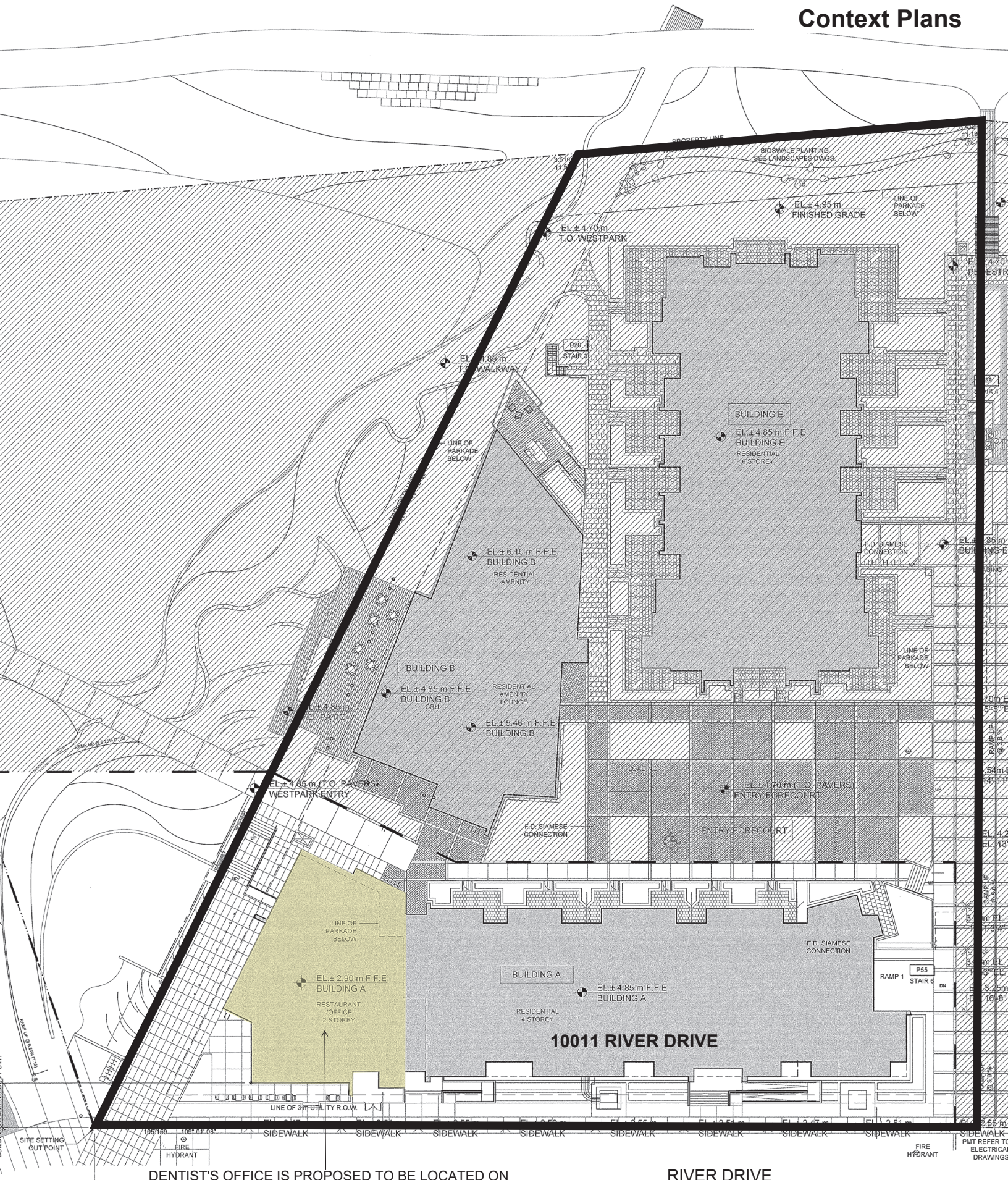
ZT 25-007646

Original Date: 9/29/25
Revision Date: 11/17/25

Note: Dimensions are in METRES

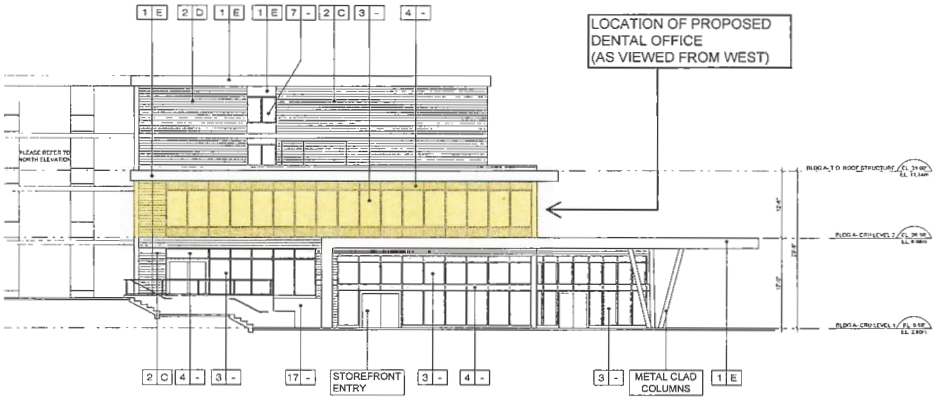
NORTH ARM OF THE FRASER RIVER

ATTACHMENT 2
Context Plans

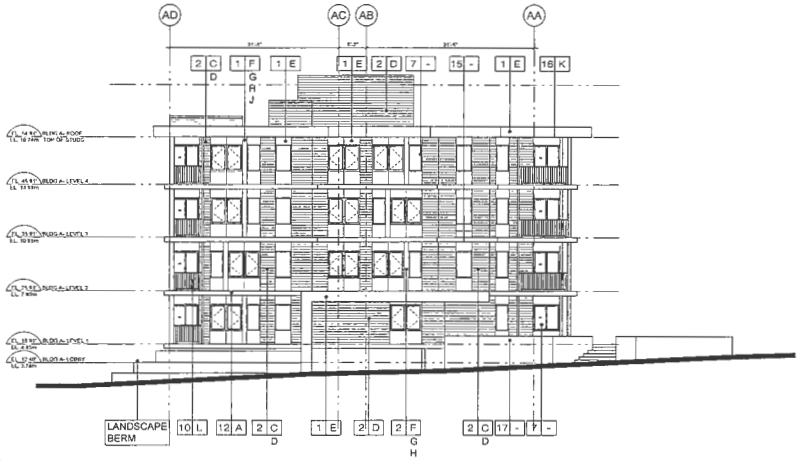


DENTIST'S OFFICE IS PROPOSED TO BE LOCATED ON THE 2ND FLOOR OF THIS NON-RESIDENTIAL PORTION OF THE BUILDING

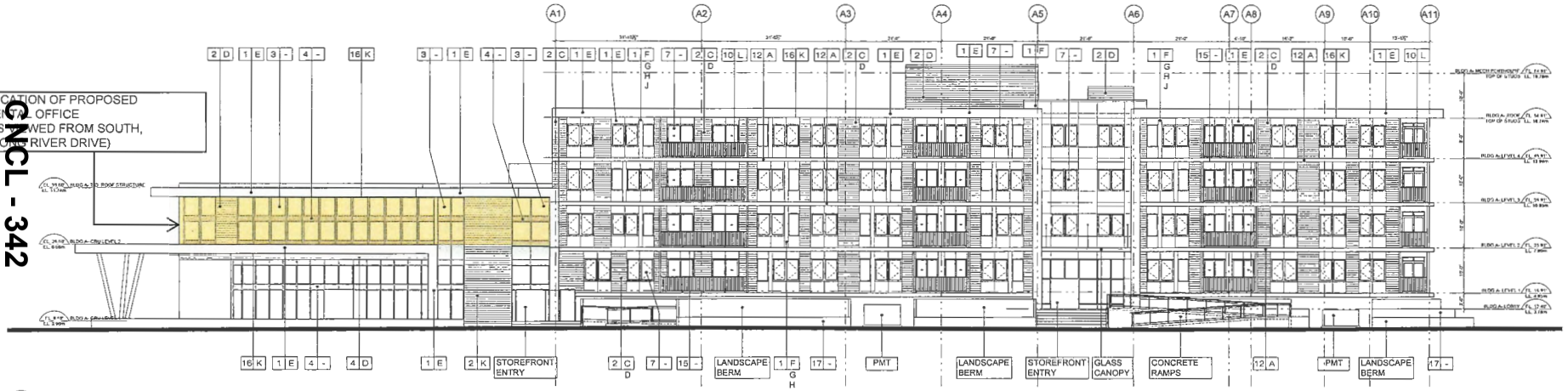
RIVER DRIVE



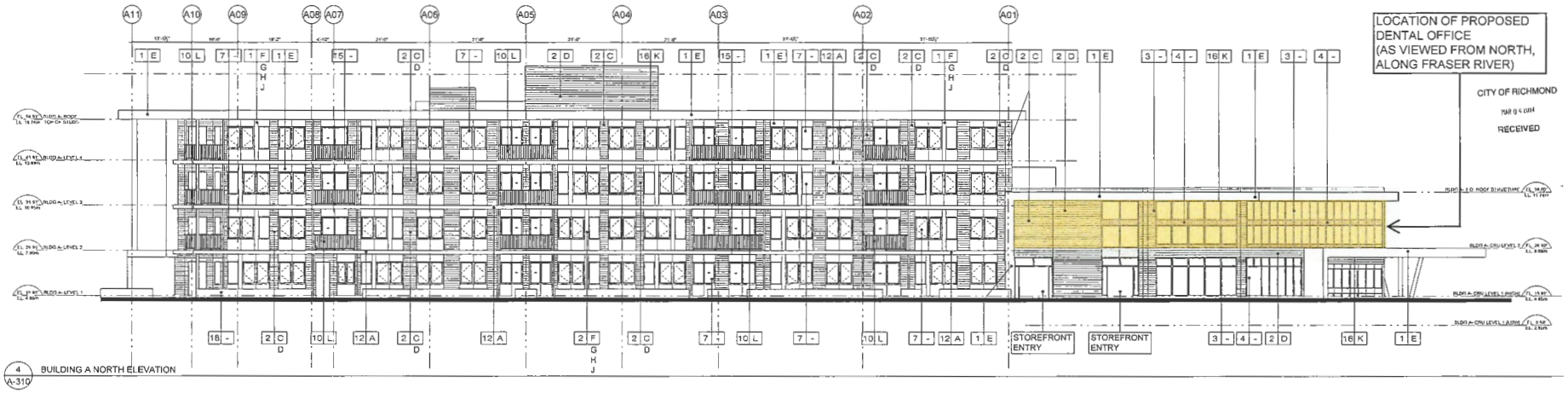
1 A-310 BUILDING A WEST ELEVATION



2 A-310 BUILDING A EAST ELEVATION



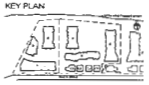
3 A-310 BUILDING A SOUTH ELEVATION



4 A-310 BUILDING A NORTH ELEVATION

CNCL - 342

KEY PLAN



LEGEND

1 A — COLOUR / MATERIAL

NOTE

All colours and materials indicated are representative of design intent, however final colour and material selection may vary.

MATERIAL LIST

1 FIBER CEMENT PANEL SIDING W/ ALUMINUM TRIM/ REVEALS
2 6 1/4" FIBER CEMENT LAP SIDING W/ 7" EXPOSURE
3 STOREFRONT WINDOW WALL
4 SPANDREL PANEL
5 ARCHITECTURAL CONCRETE
6 GALVALUME METAL SIDING
7 VINYL WINDOWS
8 STAINED FINISH GRADE WOOD
9 GLAZED RAILING
10 ALUMINUM RAILING
11 PAINTED WOOD FASCIA
12 PRE-FINISHED METAL FLASHING
13 ALUMINUM GUTTERS & RWPS WATER LEADERS COLOUR TO MATCH FASCIA
14 EXPOSED METAL FRAMING CONNECTION
15 KAYDAN BOARDED VINYL SOFFIT- WHITE
16 FIBER CEMENT BOARD SOFFIT
17 CONCRETE

COLOUR LIST

A CHARCOAL GREY
B WHITE - EXPOSED WINDOWS CENTRAL WINDOWS
C DARK GREY - JEFFERY CEMENT CLADDING CONTRASTED- FLINTSTONE
D LIGHT GREY - JEFFERY CEMENT CLADDING CONTRASTED- FLINTSTONE
E OFF WHITE - JEFFERY CEMENT CLADDING CONTRASTED- WHITE SAND
F RED
G BLUE
H GREEN
J YELLOW
K NETUKA CEDAR FINISH CONTRASTED - CEDAR
L DARK GRAY - SMALLING
M STAINED WOOD FINISH COLOUR TO MATCH NETUKA CEDAR FINISH (4)
N GALVALUME METAL FINISH
P WHITE WASTE
Q CHARCOAL
R POWDER COATED BLACK

cotter ARCHITECTS
#235 - 13360 NO. 5 ROAD, RICHMOND, BC V6V 1S7

PARC RIVIERA
A STEVESTON NEIGHBOURHOOD
Mixed-Use Development
10011 & 10111 River Drive
Richmond BC

PARC RIVIERA PROJECTS INC.

CITY OF RICHMOND
MAR 04 2014
RECEIVED

1 26 05376

BUILDING A ELEVATIONS

A-301

City of Richmond

ATTACHMENT 3

Development Application Data Sheet

Development Applications Department

ZT 25-007646

Address: Unit 2005 - 10011 River Drive (Strata Lot 60, Strata Plan EPS2699)

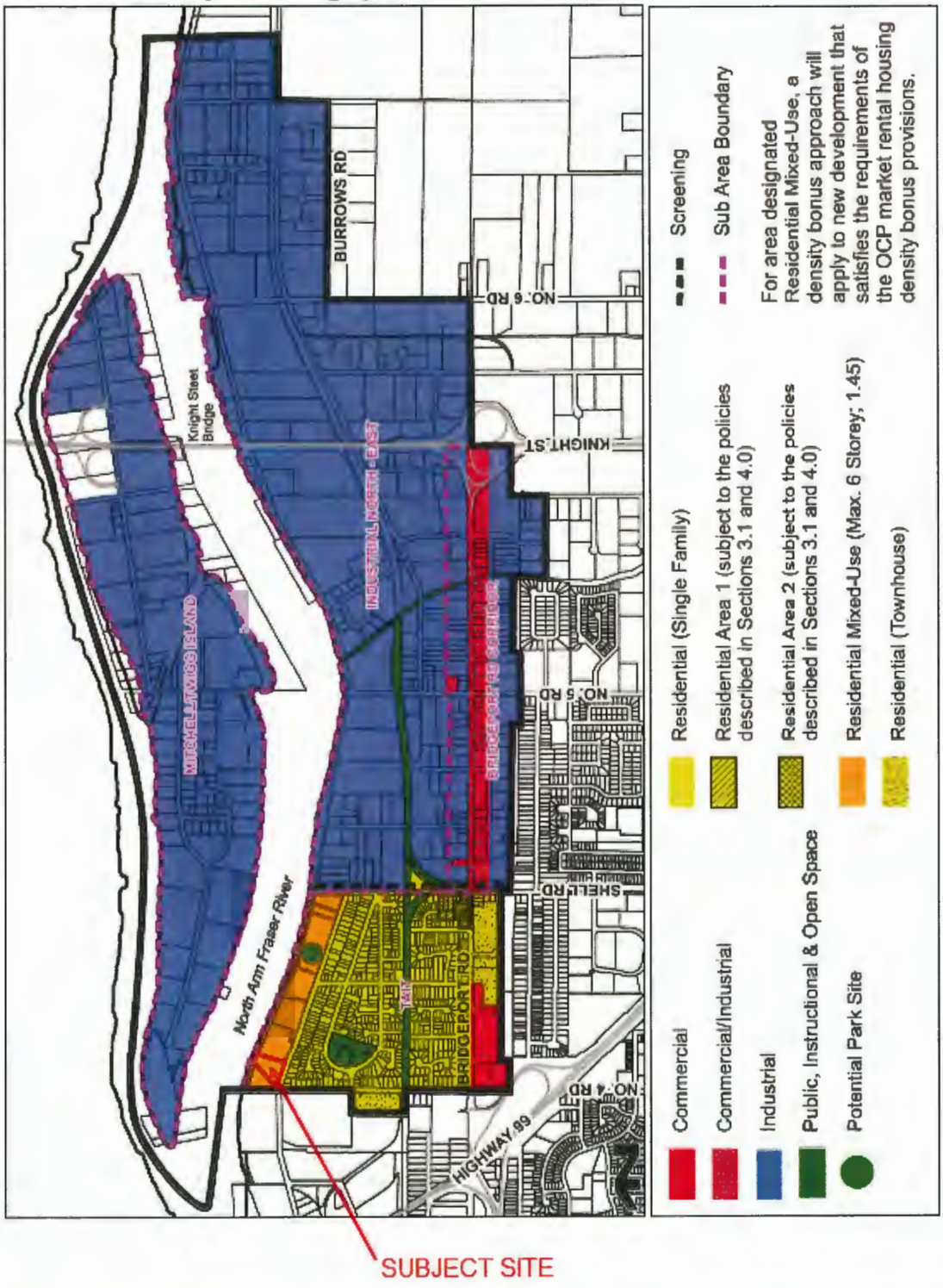
Applicant: Peter Liu

Planning Area(s): Bridgeport

	Existing	Proposed
Owner:	663904 B.C. Ltd. (Director: Yu Li)	No change
Unit Size:	Approximately 520 m^2	No change
OCP Designation:	Mixed Use	No change
Area Plan Designation:	Residential Mixed-Use (Max. 6 Storey; 1.45	No change
Zoning:	Residential Mixed Use Commercial (ZMU17) – River Drive/No. 4 Road (Bridgeport)	No change
Health service, minor	Not permitted	To be permitted in Unit 2005 – 10011 River Drive

Land Use Map – Bridgeport

Bylaw 10375
2022/06/20



8216987

City of Richmond

Rezoning Considerations

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

Address: Unit 2005 - 10011 River Drive

File No.: ZT 25-007646

Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 10726, the applicant is required to complete the following:

1. **(Fees - Notices)** Payment of all fees in full for the cost associated with the Public Hearing Notices, consistent with the City's Consolidated Fees Bylaw No 8636, as amended.

Note:

- Additional legal agreements, as determined via the subject development's Servicing Agreement(s) and/or Development Permit(s), and/or Building Permit(s) to the satisfaction of the Director of Engineering may be required including, but not limited to, site investigation, testing, monitoring, site preparation, de-watering, drilling, underpinning, anchoring, shoring, piling, pre-loading, ground densification or other activities that may result in settlement, displacement, subsidence, damage or nuisance to City and private utility infrastructure.

[signed concurrence on file]

Signed

Date

City of Richmond

Bylaw 10726

Richmond Zoning Bylaw 8500
Amendment Bylaw 10726 (ZT 25-007646)
10011 River Drive

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

1. Richmond Zoning Bylaw 8500, as amended, is further amended at Section 20.17 [Residential Mixed Use Commercial (ZMU17) – River Drive/No. 4 Road (Bridgeport)] by:

   a) adding "**health service, minor**" to Section 20.17.2 **Permitted Uses**, in alphabetical order;

   b) inserting the following as new Section 20.17.11.2, and renumbering the remaining sections accordingly:

   "2. A **minor health service** located in this **zone** is only permitted on the following **lot**:

   Unit 2005 - 10011 River Drive
   (PID 029-745-217)
   Strata Lot 60 Sections 14 and 23 Block 5 North Range 6 West New Westminster District Strata Plan EPS2699."

2. This Bylaw may be cited as **"Richmond Zoning Bylaw 8500, Amendment Bylaw 10726".**

FIRST READING	
PUBLIC HEARING	
SECOND READING	
THIRD READING	
OTHER CONDITIONS SATISFIED	
ADOPTED	

CITY OF RICHMOND
APPROVED by
APPROVED by Director or Solicitor

MAYOR

CORPORATE OFFICER

8219784

City of Richmond

Report to Committee

To:	Planning Committee	**Date:**	November 6, 2025
From:	Peter Russell Director, Housing	**File:**	08-4057-05/2025-Vol 01
Re:	**Housing Agreement Amendment Application for 7378 & 7388 Gollner Avenue (formerly 6251 Minoru Boulevard)**		

Staff Recommendations

That Housing Agreement (6251 Minoru Boulevard) Bylaw No. 8996, Amendment Bylaw No. 10677 be introduced and given first, second, and third readings.

Peter Russell
Director, Housing
(604-276-4130)

Att. 1

REPORT CONCURRENCE		
ROUTED TO: Development Applications Law	**CONCURRENCE** ☑ ☑	**CONCURRENCE OF DEPUTY CAO**
SENIOR STAFF REPORT REVIEW	**INITIALS:** CJ	**APPROVED BY CAO**

8210765

Staff Report

Origin

This report outlines a request from the property owner Richmond Kiwanis Senior Citizens Housing Society ('Kiwanis') to amend definitions relating to tenant eligibility and permitted rent as set out in Housing Agreement Bylaw No. 8996. The noted Bylaw applies to 296 non-market rental homes provided within two separate towers named Kiwanis Towers, located at 7378 & 7388 Gollner Avenue (formerly 6251 Minoru Boulevard). The 296 non-market homes were secured through rezoning application RZ 11-591685.

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.*
>
> *2.2 Develop and implement innovative and proactive solutions that encourage a range of housing options and prioritize affordability.*

Analysis

Kiwanis is a non-profit organization that primarily serves low-income seniors. The Kiwanis Towers project serves this population and its housing agreement has a unique affordability structure which originates from the City's endorsement of the project as qualifying for special development circumstances, being that the project would provide homes to low-income seniors and set maximum rent rates below the rates stipulated in the Affordable Housing Strategy.

In order to realize improved housing affordability in the development, the City made available funds from its Affordable Housing Reserve. This funding consisted of $3.3 million towards development cost charges, servicing costs, and building permit fees, in addition to $20.8 million largely directed towards infrastructure and construction costs. As it relates to the latter, most of this funding came by way of an affordable housing value transfer (AHVT). Through the AHVT, the City was able to secure roughly $18.7 million in contributions from Polygon, who provided cash-in-lieu of building low-end of market rental (LEMR) homes in several of their built and, at the time, forthcoming developments. The City's contributions also supported Kiwanis' application to BC Housing for construction and mortgage financing. Collectively, these measures enabled Kiwanis to deliver non-market housing to low-income seniors at a depth of affordability which exceeds that secured through the City's LEMR program.

Adjusting Maximum Rents

The current Kiwanis Towers housing agreement sets maximum rent rates at between 19% and 32% below 2011 CMHC average market rents; with the rents varying depending on the size of the unit. Similarly, income thresholds vary depending on the number of tenants in a unit such that rent represents between 18% and 25% of household income. The existing agreement allows for rent increases and corresponding increases in income thresholds, based on any increase in the consumer price index (CPI).

As outlined in the report titled "Updating the Low-End Market Rental (LEMR) Program to Support the Delivery of Affordable Housing" dated October 16, 2024, over the past ten years maintenance, insurance and debt servicing costs associated with rental housing have increased more than the rate of any increase in CPI. Kiwanis has made an application to amend the Kiwanis Towers housing agreement to support the long-term financial viability of maintaining the 296 non-market rental homes. The request of Kiwanis is to set maximum permitted rents at 30% below the Canada Mortgage and Housing Corporation (CMHC) average market rent for Richmond, which is lower than the current LEMR rent threshold of 10% below CMHC average market rents. Attachment 1 includes a letter from Kiwanis requesting the amendments to support the organization's long-term mandate to serve seniors in the community.

Adjusting Income Thresholds

All the 296 homes at Kiwanis Towers are one-bedroom units. Per the existing housing agreement, income limits are set such that annual rents fall between 18% and 25% of gross household income. The proposed income thresholds would be set at the point at which annual rents represent 25% of gross household income. This approach will simplify the City's administrative oversight of the non-market rental homes and will increase eligibility for the non-market homes.

Impacts to Existing Tenants

The 296 homes at Kiwanis Towers have been tenanted since 2015. Table 1 below summarizes the current and proposed maximum rents and income thresholds. None of the existing tenants would be impacted by the proposed rent change and associated increase in income thresholds. At tenant turnover, new tenants would have their rents set at 30% below the then-current CMHC average market rent for Richmond. From that point onward, rents could only be increased by any rent increase permitted under the *Residential Tenancy Act*.

Table 1- Maximum Rent Rate and Income Threshold Comparison

	Existing agreement	Proposed 30% below CMHC (2025)	LEMR 10% below CMHC (2025)
Maximum Rent	$851–$976	$1,207	$1,552
Income Threshold	$51,236–$59,326	$57,936	$62,080

Overall, the proposed amendments will simplify the rent and income structure while mirroring the structure used when the agreement was first approved.

Financial Impact

None

Conclusion

The proposed housing agreement amendment will uphold the objective of Council as it relates to delivering non-market, deeply affordable homes to Richmond residents in addition to serving seniors, which is a priority group recognized in the Affordable Housing Strategy. The amendments will also help align rents and income thresholds with current CMHC average market rents specific to Richmond, allowing for greater cost recovery and overall financial stability over the long term.

Laurel Eyton
Planner 1, Affordable Housing
(604-247-4944)

Att. 1: Letter from Richmond Kiwanis Senior Citizens Housing Society

KIWANIS TOWERS RICHMOND

March 20, 2025

Cade Bedford
Planner 2 - Affordable Housing
Housing Office | Deputy CAO's Office
City of Richmond
6911 No. 3 Road, Richmond, BC V6Y 2C1

Dear Cade,

Re: Request for Amendment to Housing Agreement – Update of Rent and Income Thresholds

I am writing to formally request an amendment to the existing Housing Agreement between Richmond Kiwanis Senior Citizens Housing Society and the City of Richmond.

We respectfully request that the rent and income thresholds be updated to 30% below the current CMHC rental rates. This adjustment is necessary for long term sustainability given the forever rising expenses including labour, insurance and maintenance costs.

We believe this amendment will significantly support our long term mandate of providing affordable housing for seniors in our community. We look forward to your support in this matter and would be happy to provide any additional information or clarification as needed.

Thank you for considering our request. I look forward to your positive response.

Sincerely,

Cindy Chan
President
Richmond Kiwanis Senior Citizens Housing Society

Unit 100 - 7388 Gollner Ave., Richmond, BC, V6Y 0H4 Tel: 604.278.7772
Email: manager@richmondkiwanis.ca Web Site: www.richmondkiwanis.ca

City of Richmond

Bylaw 10677

Housing Agreement (6251 Minoru Boulevard) Bylaw No. 8996, Amendment Bylaw No. 10677

The Council of the City of Richmond enacts as follows:

1. **Housing Agreement (6251 Minoru Boulevard) Bylaw No. 8996,** is hereby amended as set out in Schedule 1 to this Bylaw, and the Mayor and City Clerk for the City of Richmond are authorized to execute and deliver the housing agreement amendment agreement, substantially in the form set out as Schedule 1 to this Bylaw, with the owner of the lands legally described therein.

2. This Bylaw is cited as **"Housing Agreement (6251 Minoru Boulevard) Bylaw No. 8996, Amendment Bylaw No. 10677"**.

FIRST READING _____

SECOND READING _____

THIRD READING _____

ADOPTED _____

CITY OF RICHMOND

APPROVED for content by originating Division

APPROVED for legality by Solicitor

_____ MAYOR

_____ CORPORATE OFFICER

8129422

SCHEDULE 1

To Housing Agreement (6251 Minoru Boulevard) Bylaw No. 8996, Amendment Bylaw No. 10677

AMENDMENT TO HOUSING AGREEMENT BETWEEN RICHMOND KIWANIS SENIOR CITIZENS HOUSING SOCIETY AND THE CITY OF RICHMOND

AMENDMENT TO AFFORDABLE HOUSING AGREEMENT
(Section 483 *Local Government Act*)

THIS AMENDMENT is dated for reference 6th day of June, 2025.

BETWEEN:

RICHMOND KIWANIS SENIOR CITIZENS HOUSING SOCIETY (Incorporation No. **S-0005770**), a society duly formed under the laws of the Province of British Columbia and having its office at 200 - 8171 Cook Road, Richmond, BC, V6Y 3T8

(the "**Owner**")

AND:

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

(the "**City**")

WHEREAS:

A. The Owner is the owner of the Lands (as hereinafter defined);

B. The Owner and the City are party to a Housing Agreement dated for reference February 8, 2013 (the "**Original Agreement**") to provide for affordable housing, pursuant to the Affordable Housing Strategy, on the Lands, which was approved by Council for the City under Housing Agreement (6251 Minoru Boulevard) Bylaw No. 8996;

C. The Owner and the City have agreed to amend the Original Agreement in accordance with the terms and conditions of this Amendment,

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

1.1 Capitalized terms not otherwise defined in this Amendment shall have the meanings ascribed to them under the Original Agreement.

1.2 The Original Agreement is hereby amended as follows:

(a) inserting the following new definitions in Section 1.1, in alphabetical order, and renumbering the remaining sections accordingly:

""**CMHC**" means the Canada Mortgage and Housing Corporation or its successor in function;

"CMHC Average Rental Rates" means the most recent CMHC average market rent per month, reported through the annual CMHC Rental Market Survey, for the City of Richmond and applicable to the unit type and number of bedrooms, based on the rates available at the time a Tenant enters into a Tenancy Agreement, provided that if the number of bedrooms in a unit exceeds three, then such CMHC average market rent applicable to "3 Bedroom +" shall apply;";

(b) deleting the definitions of "Eligible Senior Couple", and "Eligible Senior Individual" and replacing them with the following:

""**Eligible Senior Couple**" means two person, both of whom are able to manage their own personal care, have the capacity to walk and are not bedridden, living in a spousal relations one of whom is 60 years of age or older and who together have a cumulative gross annual income equal to or less than the amount calculated, from time to time, by the following formula:

A) 70% of the then current CMHC Average Rental Rate for a one-bedroom apartment, multiplied by 12 and then divided by 0.25,

provided however that:

B) if there is a decrease in such then current CMHC Average Market Rental Rate following the commencement of a tenancy of an Dwelling Unit by such Eligible Senior Couple, such cumulative gross annual income for such Eligible Senior Couple shall be the cumulative gross annual income for such Eligible Senior Couple for the immediately preceding calendar year, adjusted on January 1st of the then current calendar year, by a percentage equal to the percentage of the increase in the CPI for the period January 1 to December 31 of the immediately preceding calendar year, provided that if there is a decrease in the CPI for the period January 1 to December 31 of the immediately preceding calendar year, the cumulative gross annual income for the subsequent year shall remain unchanged from the previous year; and

C) in the absence of obvious error or mistake, any calculation by the City of an Eligible Senior Couple's permitted cumulative gross annual income in any particular year shall be final and conclusive.

For greater certainty, notwithstanding the foregoing, an Eligible Senior Couple includes any person who was resident of the Fromer Lands as at August 1, 2011, and any person who was a resident of the Lands as at September 1, 2025;

"Eligible Senior Individual" means a person 60 years of age or older who is able to manage their own personal care, has the capacity to walk and is not bedridden, and who has a gross annual income equal to or less than the amount calculated, from time to time, by the following formula:

A) 70% of the then current CMHC Average Rental Rate for a one-bedroom apartment, multiplied by 12 and then divided by 0.25,

provided however that:

B) if there is a decrease in such then current CMHC Average Market Rental Rate following the commencement of a tenancy of an Dwelling Unit by such Eligible Senior Couple, such cumulative gross annual income for such Eligible Senior Couple shall be the cumulative gross annual income for such Eligible Senior Couple for the immediately preceding calendar year, adjusted on January 1st of the then current calendar year, by a percentage equal to the percentage of the increase in the CPI for the period January 1 to December 31 of the immediately preceding calendar year, provided that if there is a decrease in the CPI for the period January 1 to December 31 of the immediately preceding calendar year, the cumulative gross annual income for the subsequent year shall remain unchanged from the previous year; and

C) in the absence of obvious error or mistake, any calculation by the City of an Eligible Senior Couple's permitted cumulative gross annual income in any particular year shall be final and conclusive.

For greater certainty, notwithstanding the foregoing, an Eligible Senior Individual includes any person who was resident of the Fromer Lands as at August 1, 2011 and any person who was a resident of the Lands as at September 1, 2025;"

(c) deleting the definition of "Permitted Rent" and replacing it with the following:

""**Permitted Rent**" means:

A) an amount which does not exceed 70% of the then current CMHC Average Rental Rate for a one-bedroom apartment, as of the time an Eligible Senior enters into a Tenancy Agreement,

provided that:

B) such amount may be adjusted by the maximum percentage rental increase permitted by the *Residential Tenancy Act* independent of any exemption status of the Owner (i.e. non-profit housing society) during the period of time that the applicable Affordable Rental Unit is occupied by the Eligible Senior under the Tenancy Agreement; and

C) in the absence of obvious error or mistake, any calculation by the City of the Permitted Rent in any particular year shall be final and conclusive;";

(d) deleting subsection 3.2(c) and replacing it with the following:

"(c) the monthly rent payable by a Tenant for the right to occupy an Affordable Rental Unit must not exceed the Permitted Rent;"

(e) deleting the words and numbers "Section 905" where they appear and replacing them with "Section 483";

(f) inserting the following as new Section 3.5:

"3.5 Subject to the requirements of the Residential Tenancy Act, the Owner will ensure that each Tenancy Agreement:

(a) includes the following provision:

"By entering into this Tenancy Agreement, the Tenant hereby consents and agrees to the collection of the below-listed personal information by the Landlord and/or any operator or manager engaged by the Landlord and the disclosure by the Landlord and/or any operator or manager engaged by the Landlord to the City of Richmond (the "City") and/or the Landlord, as the case may be, of the following personal information which information will be used by the City to verify and ensure compliance by the Owner with the City's Affordable Housing Strategy, policies and requirements with respect to the provision and administration of affordable housing within the municipality and for no other purpose, each month during the Tenant's occupation of the Affordable Rental Unit:

(i) a statement of the total, gross annual income, once per calendar year, from all sources (including but not limited to employment, disability, retirement, and investment) of all occupants who reside in the Affordable Rental Unit;

(ii) the number of occupants of the Affordable Rental Unit; and

(ii) the number of occupants of the Affordable Rental Unit who are 60 years of age or older;

(b) defines the term "Landlord" as the Owner of the Affordable Rental Unit; and

(c) includes a provision requiring the Tenant and each permitted occupant of the Affordable Rental Unit to comply with this Agreement.";

(g) replacing Schedule A to the Original Agreement with Appendix A attached hereto; and

(h) deleting Schedule B from the Original Agreement.

1.3 From and after the date written above, this Amendment will be read and construed along with the Original Agreement and the covenants, terms, conditions, and agreements

contained in the Original Agreement will continue in full force and effect other than as modified by this Amendment, and the parties hereto ratify and affirm the Original Agreement as modified by this Amendment.

1.4 The Owner will do everything necessary, at the Owner's expense, to ensure that this Agreement, if required by the City Solicitor, will be noted against title to the Lands in priority to all financial charges and encumbrances which may have been registered or are pending registration against title to the Lands save and except those specifically approved in advance in writing by the City Solicitor or in favour of the City, and that a notice under section 483(5) of the *Local Government Act* will be filed on the title to the Lands.

1.5 This Agreement does not:

(a) affect or limit the discretion, rights, duties or powers of the City under any enactment or at common law, including in relation to the use or subdivision of the Lands;

(b) impose on the City any legal duty or obligation, including any duty of care or contractual or other legal duty or obligation, to enforce this Agreement;

(c) affect or limit any enactment relating to the use or subdivision of the Lands; or

(d) relieve the Owner from complying with any enactment, including in relation to the use or subdivision of the Lands.

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

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

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

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

[remainder of page intentionally blank]

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

RICHMOND KIWANIS SENIOR CITIZENS HOUSING SOCIETY
(Incorporation No. **S-0005770**)
by its authorized signatory(ies):

Per: _____
Name: CINDY CHAN

Per: _____
Name: PETER SO

CITY OF RICHMOND
by its authorized signatory(ies):

Per: _____
Malcolm D. Brodie, Mayor

Per: _____
Claudia Jesson, Corporate Officer

CITY OF RICHMOND
APPROVED for content by originating dept.
Legal Advice
DATE OF COUNCIL APPROVAL (if applicable)

APPENDIX A TO AMENDMENT TO HOUSING AGREEMENT

SCHEDULE A to Housing Agreement

STATUTORY DECLARATION
(Affordable Housing Units)

CANADA PROVINCE OF BRITISH COLUMBIA TO WIT:	)	IN THE MATTER OF Unit Nos. _____ - _____ (collectively, the "**Affordable Housing Units**") located at 7378 Gollner Avenue, Richmond, (*street address*), British Columbia, and Housing Agreement dated February 8, 2013 and amended _____, 2025 (the "**Housing Agreement**") between RICHMOND KIWANIS SENIOR CITIZENS HOUSING SOCIETY and the City of Richmond (the "**City**")

I, _____ (*full name*),

of _____ (*address*) in the Province

of British Columbia, DO SOLEMNLY DECLARE that:

1. I am the registered owner (the "**Owner**") of the Affordable Housing Units;

   or,

   I am a director, officer, or an authorized signatory of the Owner and I have personal knowledge of the matters set out herein;

2. This declaration is made pursuant to the terms of the Housing Agreement in respect of the Affordable Housing Units and information as of the ____ day of _____, 20___;

3. To the best of my knowledge, continuously since the last Statutory Declaration process:
   a) the Affordable Housing Units, if occupied, were occupied only by Eligible Tenants (as defined in the Housing Agreement); and
   b) the Owner of the Affordable Housing Units complied with the Owner's obligations under the Housing Agreement and any housing covenant(s) registered against title to the Affordable Housing Units;

4. The information set out in the table attached as Appendix A hereto (the "**Information Table**") in respect of each of the Affordable Housing Units is current and accurate as of the date of this declaration; and

Page 1 of 2 – continued on next page…

... continued from Page 1 – Page 2 of 2

5. I obtained the prior written consent from each of the occupants of the Affordable Housing Units named in the Information Table to: (i) collect the information set out in the Information Table, as such information relates to the Affordable Housing Unit occupied by such occupant/resident; and (ii) disclose such information to the City, for purposes of complying with the terms of the Housing Agreement.

And I make this solemn declaration, conscientiously believing it to be true and knowing that it is of the same force and effect as if made under oath and by virtue of the *Canada Evidence Act.*

DECLARED BEFORE ME at)
_____ in the)
Province of British Columbia, Canada, this)
_____ day of _____, 20____)

_____)
A Notary Public and a Commissioner for taking)
Affidavits in and for the Province of British)
Columbia)

_____
(Signature of Declarant)

Name:

Declarations should be signed, stamped, and dated and witnessed by a lawyer, notary public, or commissioner for taking affidavits.

Appendix A to Statutory Declaration

Building Name:						Building Address:					Property Manager Name:					
Property Management Company:						Property Manager Email:					Property Manager Phone Number:					
Unit and Household Information								Income and Rent				Fees Collected (For any fees charged, provide details and explanation regarding the fees to the City together with the Statutory Declaration.)				
Row #	Unit #	Unit Type (Studio, 1 Bed, 2 Bed, 3 Bed)	Number of Occupants (#)	Related to Owner (Yes/No) (Provide one response per occupant)	Total Number of Occupants 18 years and Under (#)	Total Number of Occupants who are "Seniors" as that term is defined in the Affordable Housing Agreement (#)	Starting Year of Tenancy	Before-tax Total Income(s) (If Occupant is 18 years & Over) (Provide one response per occupant)	Income Verification Received (Yes/No) (Provide one response per occupant)	Before-tax Total Income of All Occupants 18 years & Over	Rent ($/Month)	Parking Fees	Move-in/Move-out Fees	Storage Fees	Amenity Usage Fees	Other Tenant Fees
0	EXAMPLE ONLY - 101	3 BR	4	No No No No	1	1	2022	$31,049 $22,764 $7,825	Yes Yes Yes	$61,638	$1,611.19	$ -	$ -	$ -	$ -	$ -
1																
2																
5																

Continue rows as needed.

CONSENT AND PRIORITY AGREEMENT

With respect to and Amendment to Housing Agreement (the "**Amendment**") made pursuant to section 483 of the *Local Government Act* between the City of Richmond and Richmond Kiwanis Senior Citizens Housing Society (the "**Owner**") in respect of the Lands (as described in the Amendment).

Vancouver City Savings Credit Union (Incorporation No. FI-97) (the "**Bank**") is the holder of a mortgage and assignment of rents encumbering the Lands which mortgage and assignment of rents is/are registered in the Lower Mainland Land Title Office under the following numbers: Mortgage CA9347374, and Assignment of Rents CA9347375 (collectively, the "**Bank Charge(s)**").

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

VANCOUVER CITY SAVINGS CREDIT UNION,
by its authorized signatory(ies):

Per:
Name: **Loredana Cusano**
Business and Commercial Lending Coordinator

Per:
Name: **Paolo Rubino**
Team Manager
Business and Commercial Lending Administration

City of Richmond

Report to Committee

To:	General Purposes Committee	**Date:**	November 10, 2025
From:	Mark Corrado Director, Comm Bylaws and Licencing	**File:**	12-8275-20-AMANDA #/2014-Vol 01
Re:	**Application To Amend Food Primary Liquor Licence # 311573 - Change to Hours of Liquor Service – Yokai Tapas & Sake Bar – 140 – 6386 No 3 Rd**		

Staff Recommendations

1. That the application from Imagin Restaurants Concepts Ltd., doing business as Yokai Tapas & Sake Bar, for an amendment to Food Primary Licence #311573, requesting an increase to their hours of liquor service from 09:00am to Midnight Monday to Sunday, to 09:00am to 2:00am Monday to Sunday, be supported; and

2. That a letter be sent to the Liquor and Cannabis Regulation Branch, which includes the information as set out in Attachment 1 to this report, advising that Council recommends the approval of the amendment to the Food Primary Liquor Licence as described in the Recommendation 1 of this report.

Mark Corrado
Director, Community Bylaws and Licencing
(604-204-8673)

Att. 4

REPORT CONCURRENCE		
ROUTED TO:	**CONCURRENCE**	**CONCURRENCE OF GENERAL MANAGER**
Fire Rescue	☑	
RCMP	☑	
Building Approvals	☑	
SENIOR STAFF REPORT REVIEW	**INITIALS:** CJ	**APPROVED BY CAO**

8166612

Staff Report

Origin

The Provincial Liquor and Cannabis Regulation Branch (LCRB) issues licenses in accordance with the *Liquor Control and Licensing Act* (Act) and the Regulations made pursuant to the Act.

This report deals with an application to the LCRB and the City of Richmond by Imagin Restaurants Concepts Ltd., doing business as and hereinafter referred to as Yokai Tapas & Sake Bar, for an amendment to the Food Primary Liquor Licence #311573, proposing an increase to liquor service hours from current hours of 9:00AM to Midnight, Sunday to Saturday, to proposed hours of 9:00AM to 2:00AM Sunday to Saturday. There is no increase proposed to the total person capacity, which will remain the same at 30 Persons.

The City of Richmond is given the opportunity to provide written comments by way of a resolution to the LCRB with respect to the liquor licence amendment application for an amendment to the Food Primary Liquor Licence. The process requires the local government to provide comments with respect to the following criteria:

- The potential for noise;
- The impact on the community; and
- Whether the amendment may result in the establishment being operated in a manner that is contrary to its primary purpose.

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

> *Work collaboratively and proactively to attract and retain businesses to support a diversified economic base.*

Analysis

Yokai Tapas & Sake Bar is situated at 6386 No 3 Road Unit 140, the location map is appended as Attachment 2. The property is zoned High Density Mixed Use and ECD Hub (ZMU37) – Brighouse Village (City Centre). This zone provides for a broad range of commercial, office, service, institutional, entertainment and residential uses typical of the City Centre. There are a number of permitted uses in this property such as service, personal; office; retail, general; and restaurant. The company, which is owned and operated by Ms. Liang Chun (Leanne) Liu and Zhen Xu (Elvis) Dong, commenced business in 2023 and there has been no noted issues with the operation of this business since its inception.

The applicant's request for an increase in later service hours is to better serve their clients and the community. Yokai Tapas & Sake Bar currently operates until Midnight each day. Yokai Tapas & Sake Bar believes it can expand its customer base by offering service to those who arrive later on weekends. However, Yokai Tapas & Sake Bar does not expect to stay open each night, anticipating weekends mainly but wish to have the option available depending on demand. Appended as Attachment 3 is the applicant's Letter of Intent.

Impact of Noise on the Community

The existing establishment has had no prior noise complaints since it opened in 2023. Moreover, it will continue to operate as a food primary establishment (restaurant) and not a liquor primary (bar).

Impact on the Community

The community consultation process for reviewing applications for liquor-related licences is prescribed by the Development Application Fees Bylaw No. 8951 which under Section 1.8.1 calls for:

1.8.1 Every **applicant** seeking approval from the **City** in connection with:
(a) a licence to serve liquor under the *Liquor Control and Licensing Act and Regulations*;
must proceed in accordance with subsection 1.8.2.

1.8.2 Pursuant to an application under subsection 1.8.1, every **applicant** must:
(b) post and maintain on the subject property a clearly visible sign which indicates:
(i) type of licence or amendment application;
(ii) proposed person capacity;
(iii) type of entertainment (if application is for patron participation entertainment); and
(iv) proposed hours of liquor service; and

(c) publish a notice in at least three consecutive editions of a newspaper that is distributed at least weekly in the area affected by the application, providing the same information required in subsection 1.8.2(b) above.

The required signage as well as newspapers advertisement were posted from August 16 to August 20, 2025.

Staff also conducted a neighborhood survey, which included over 600 letters beings sent to surrounding property owners, residents and businesses. The survey letter provided information on the proposed liquor licence amendment application and contained instructions to comment on the application. The period for commenting for all public notifications ended September 14, 2025.

As a result of the community consultation process described, the City has received two responses opposed to this liquor application. The complaints raised concerns regarding potential increased in noise, public safety risks and overall quality of life issues.

Should the concerns raised in the letters materialize both staff and the Liquor Cannabis Regulation Branch could take enforcement action which ranges from fines to the removal of the business licence via Council Hearing or removal of the Liquor Licence via the LCRB. To date no such issues have arisen and no record of any past violations have been received by the City or The public responses appended as Attachment 4.

Other Agency Comments

As part of the review process, staff requested comments from other departments and agencies such as Building Approvals Department, Richmond Fire-Rescue (RFR), Richmond RCMP, and Vancouver Coastal Health (VCH). These agencies and departments provide comments on the compliance history of the applicant's operations and premises.

RCMP, Building Approvals Department, RFR and VCH found no concerns.

Financial Impact

None.

Conclusion

The results of the community consultation process for Yokai Tapas & Sake Bar application for extended service hours was reviewed based on the LCRB criteria. The analysis concluded there should be no noticeable potential impact from noise, no significant impact to the community and no comments or ongoing concerns were raised from the regulatory agencies. Based on the culmination of these factors, staff recommend that the application to amend the Food Primary Liquor Licence with no change to person capacity be supported.

Victor Duarte
Program Manager, Business Licences
(604-276-4389)

VMD:vmd

Att. 1: Particulars of Application and City Comments
2: Aerial Map with 50 Metre Buffer Area
3: Letter of Intent
4: Opposed Responses

8166612

Re: Application to Amend Food Primary Liquor Licence # 311573 – Change to Hours of Liquor Service – Yokai Tapas & Sake Bar – 140 – 6386 No. 3 Rd., Richmond B.C.

1. That the application from Imagin Restaurants Concepts Ltd., doing business as: Yokai Tapas & Sake Bar, operating at, 140 – 6386 No. 3 Rd., requesting an increase to hours of liquor service to the Food Primary Liquor Licence # 311573, be supported for:

   a) A permanent change to hours of liquor service;
      i) **From**, Monday to Sunday, 9:00 AM to Midnight;
      ii) **To**, Monday to Sunday, 9:00 AM to 2:00 AM;

   b) Total person capacity will remain the same at 30 persons;

2. That a letter be sent to Liquor and Cannabis Regulation Branch advising that Council supports the amendment for a permanent change to hours of liquor service to the Food Primary Liquor Licence # 311573, with the hours as listed above, and;

3. Council's comments on the prescribed criteria (Section 71 of the Liquor Control and Licencing Regulations) are as follows:

   a) The impact of additional noise and traffic, in the area of the establishment, was considered;

   b) The potential impact on the community was assessed through a community consultation process; and

   c) Given that there has been no noted issues with this operation since its inception in 2023, the amendment to change hours of liquor service to the Food Primary Liquor Licence should not change the establishment such that it is operated contrary to it primary purpose;

   d) As the operation of a licenced establishment may affect nearby residents, businesses and property owners, the City gathered the views of the community through a community consultation process as follows:

      i) Residents, businesses and property owners within the surrounding area of the establishment were notified by letter. The letter provided information on the application with instructions on how to submit comments or concerns; and

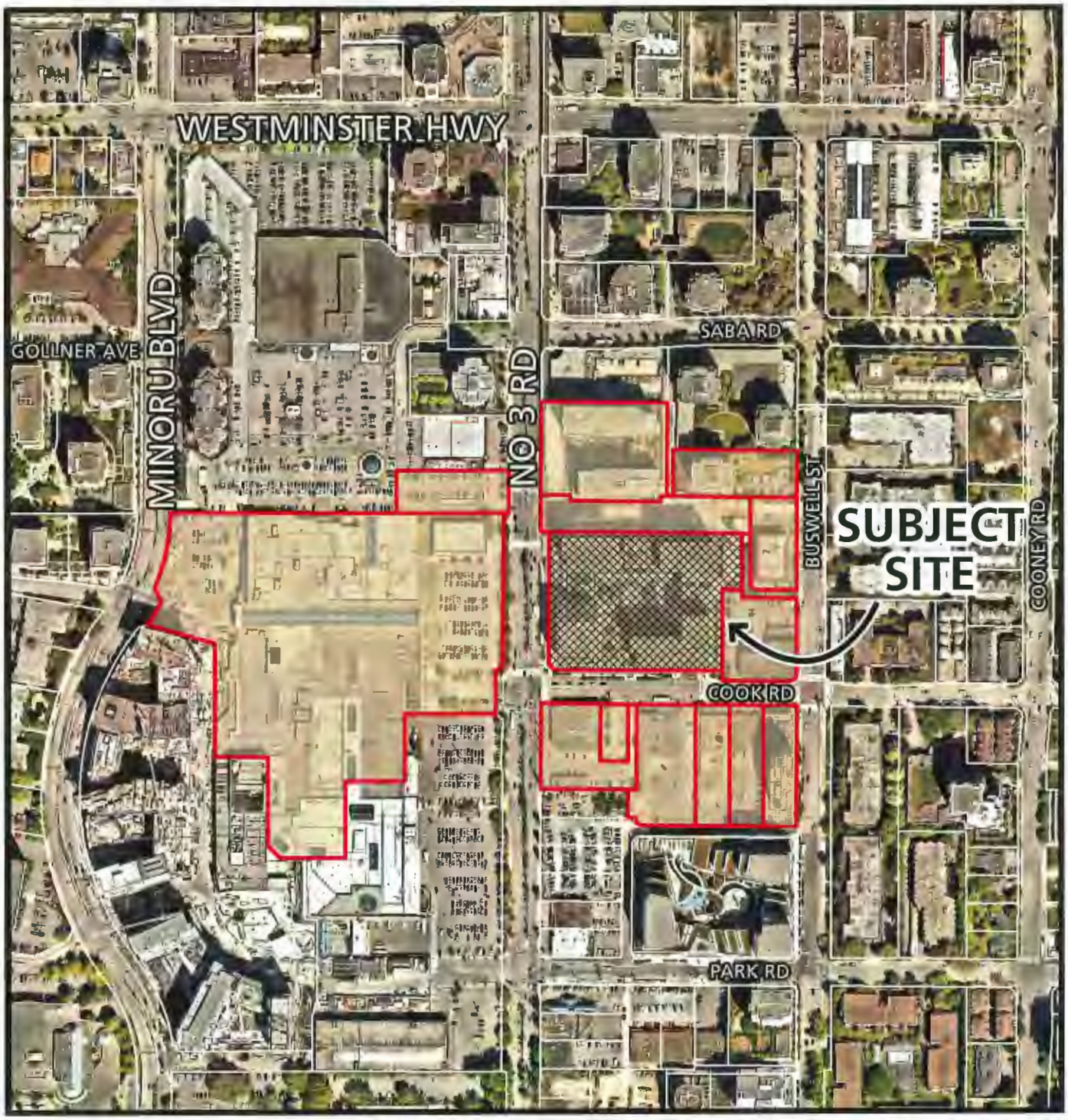
      ii) Signage was posted at the subject property and three public notices were published in a local newspaper. The signage and public notice provided information on the application with instructions on how to submit comments and concerns.

ii) The community consultation process generated only two comments opposed to this application.

iii) Council recommends the approval of the amendment to the Food Primary Liquor Licence with extended hours of liquor service to 9:00 AM to 2 AM, Sunday to Saturday, for reasons that the addition of the extended hours proposed is acceptable to the majority of the residents, businesses and property owners in the area and the community.

City of Richmond

Attachment 2



#140 - 6386 No 3 Rd
50 Metre Map

Original Date: 10/28/25
Revision Date:

Note: Dimensions are in METRES

To Whom It May Concern,

I am writing on behalf of Yokai Tapas Bar to formally request an extension of our liquor service hours.

In recent months, our business has been experiencing a noticeable slowdown, particularly on weekdays when customer traffic is minimal. On weekends—especially during the summer—many of our guests tend to arrive later in the evening, and it is common for them to stay until midnight. Unfortunately, due to our current licensed hours, we are often required to ask them to leave, which negatively impacts the customer experience and has contributed to a decline in return visits.

With extended liquor service hours, we hope to create a more flexible and welcoming atmosphere for our guests. This change would allow us to better accommodate late-night diners and provide them with a more enjoyable experience. It would also help us cover a portion of our staffing costs, as weekday revenues continue to struggle. Please note, we do not intend to stay open late every night, but rather wish to have the option available depending on demand.

We are committed to operating responsibly and in full compliance with all applicable regulations. We truly appreciate your consideration of this request and thank you for your time and support.

Sincerely,
Yokai Tapas Bar

Attachment 4

August 27, 2025

From: [redacted]

[redacted]8133 Cook Road,

Richmond BC

V6Y 0L7

Tel: [redacted]

Attn: Victor Duarte

In response to your notice regarding the change in hours to Liquor Licence in my neighbourhood by the application from Imagin Restaurants Concepts Ltd., doing business as : Yokai Tapas & Bar attempts to increase the service hours of liquor service from Midnight to 2:00 AM, I am hereby writing to object this amendment.

Even now I would still be disturbed by the consumers there at midnight due to their noises by speaking, chatting and screaming loudly occasionally. I can imagine the sleeping quality of our neighbourhood include my family will be getting worse if the service hours has been extended.

Thank you for your attention to this matter.

Best regards,

[redacted]

Duarte, Victor

Subject: FW: Opposition to Liquor Licence Amendment Application (Yokai Tapas & Bar)

From: [redacted]>
Sent: August 19, 2025 12:27 PM
To: BusLic <BusLic@richmond.ca>
Subject: Opposition to Liquor Licence Amendment Application (Yokai Tapas & Bar)

You don't often get email from [redacted]. Learn why this is important

City of Richmond Security Warning: This email was sent from an external source outside the City. Please do not click or open attachments unless you recognize the source of this email and the content is safe..

Dear Mr. Duarte,
I am writing in response to the City's notice dated August 11, 2025, regarding the application by Imagin Restaurants Concepts Ltd. (Yokai Tapas & Bar) for a change in hours of liquor service. I wish to formally express my strong opposition to this application.

First, I must point out that the address stated in the City's notice is incorrect. The letter identifies the premises as being located at *140 – 6386 No. 3 Road.* In fact, as confirmed by the business's own listings and signage, the establishment is located at *Unit 140, 8133 Cook Road, Richmond, BC V6Y 0L7*—directly beneath our residential building. This error in the public notice is significant because it downplays the direct and immediate impact this business has on residents living above the premises.

Second, extending liquor service hours from midnight to 2:00 AM will have serious negative impacts on the community, especially the residents living directly above and adjacent to the bar. These impacts include:

- **Noise and disturbance: Late-night operations will inevitably increase noise, music, and crowd activity well past midnight, disturbing families, seniors, and children who live in the building.**
- **Public safety concerns: Extended hours will attract loitering, intoxicated behavior, and potential conflicts in and around the residential entrance areas, putting residents at risk.**
- **Quality of life: Residents' ability to enjoy peace, rest, and security in their own homes will be seriously compromised. This building was never intended to coexist with a late-night drinking establishment directly below.**
- **Community well-being: Approving such an amendment would set a harmful precedent, prioritizing business profits over residents' rights to a safe and quiet home environment.**

Our residential building was not designed to coexist with extended late-night liquor service directly underneath. Allowing such an amendment would unreasonably compromise the peaceful enjoyment of our homes and contradict the intent of maintaining balanced community standards between businesses and residents.

For these reasons, I respectfully request that the City of Richmond deny the proposed amendment to extend liquor service hours for Yokai Tapas & Bar.

Thank you for your attention and for considering the concerns of local residents.

Sincerely,

[redacted]
[redacted], 8133 Cook Road
Richmond, BC V6Y 0L7
Tel: [redacted]
Prefer way for contact via email:[redacted]

City of Richmond

Report to Committee

To:	General Purposes Committee	**Date:**	November 19, 2025
From:	John Hopkins Director, Policy Planning	**File:**	08-4045-30-02/Vol 01
Re:	**Official Community Plan 2050 Targeted Update – Update to Land Use Map, Housing Affordability Policies, Environmentally Sensitive Areas, and Regional Context Statement**		

Staff Recommendations

1. That Richmond Official Community Plan Bylaw 9000, Amendment Bylaw 10724, to update the Official Community Plan Land Use Map, Housing Policies, Regional Context Statement and associated housekeeping and in-stream provisions, be introduced and given first reading;

2. That Richmond Official Community Plan Bylaw 9000, Amendment Bylaw 10725, to update the Environmentally Sensitive Area (ESA) Map, ESA Development Permit Guidelines and ESA Development Permit Exemptions, be introduced and given first reading;

3. That Richmond Official Community Plan Bylaw 9000, Amendment Bylaw 10724, and Richmond Official Community Plan Bylaw 9000, Amendment Bylaw 10725, having been considered in conjunction with:

   a. the City's Financial Plan and Capital Program; and

   b. the Greater Vancouver Regional District Solid Waste and Liquid Waste Management Plans;

   is hereby found to be consistent with said program and plans, in accordance with Section 477(3)(a) of the *Local Government Act;*

4. That Richmond Official Community Plan Bylaw 9000, Amendment Bylaw 10724, and Richmond Official Community Plan Bylaw 9000, Amendment Bylaw 10725, having been considered in accordance with Section 475 of the *Local Government Act* and the City's Official Community Plan Bylaw Preparation Consultation Policy 5043, is found not to require further consultation with the exception of a referral to the Board of Education of School District No. 38 (Richmond);

5. That Richmond Official Community Plan Bylaw 9000, Amendment Bylaw 10724, and Richmond Official Community Plan Bylaw 9000, Amendment Bylaw 10725 be referred to the Provincial Agricultural Land Commission for comment, as required by Section 477(3)(b) of the *Local Government Act*;

6. That following first reading for Richmond Official Community Plan Bylaw 9000, Amendment Bylaw 10724, that the updated Regional Context Statement of the Official

Community Plan be referred to the Metro Vancouver Board for acceptance as a condition for final adoption;

7. That Council Policies, for single-family lot size policies, as listed in Attachment 1 to the report titled "Official Community Plan 2050 Targeted Update – Update to Land Use Map, Housing Affordability Policies, Environmentally Sensitive Areas, and Regional Context Statement" dated November 19, 2025 from the Director, Policy Planning, be rescinded; and

8. That the following bylaws that have received third reading, Richmond Official Community Plan Bylaw 9000, Amendment Bylaw 10649 (9040 Francis Road) and Richmond Official Community Plan Bylaw 10655 (9000 No. 3 Road), be adopted for the purposes of in-stream provisions.

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

Att. 4

REPORT CONCURRENCE		
ROUTED TO:	**CONCURRENCE**	**CONCURRENCE OF GENERAL MANAGER**
Climate and Environment	☑	
Community Social Development	☑	
Development Applications	☑	
Engineering	☑	
Finance	☑	
Housing Office	☑	
Intergovernmental Relations	☑	
Law	☑	
Parks Services	☑	
Transportation	☑	
SENIOR STAFF REPORT REVIEW	**INITIALS:** CJ	**APPROVED BY CAO**

Staff Report

Origin

In 2022, Council endorsed a proposed scope and process to review and update the City's Official Community Plan (OCP). The direction included undertaking an in-depth analysis that applied a resiliency, equity, adaptation and completeness lens to the six target areas listed below:

- Target Area 1: Housing Affordability;
- Target Area 2: Equitable Communities;
- Target Area 3: Environmental Protection and Enhancement;
- Target Area 4: Climate Mitigation and Adaptation;
- Target Area 5: Long-Term Planning for Emerging Trends and Transformational Technologies; and
- Target Area 6: Administrative updates.

The OCP targeted update process was interrupted by the introduction and enactment of new provincial housing legislation (Bill 16, 44, 46, and 47), which significantly changed the planning landscape to prioritize housing supply. The legislation also introduced mandated changes to plans and policies, changed municipal density bonusing and financing tools, and specified compliance deadlines.

This report satisfies the terms of the upcoming December 31, 2025 provincial deadline to align the City's OCP with provincial objectives to accelerate delivery of housing supply and delivers the *first installment* of key changes to the OCP, including a revised Land Use Map, ("OCP 2050"). The new replacement sections of the OCP, including Land Use Map 2050, are attached to this report and include the following:

- Bylaw 10724, which includes:
  - New Land Use Map that establishes a strengthened growth management framework.
  - New OCP 2050 Section 1 (Introduction), which reflects the current and emerging land use planning context and introduces the evolved growth management framework.
  - New OCP 2050 Section 3 (Neighbourhoods and Housing), which includes plans and policies to affect housing affordability and amendments to align the OCP with provincial housing legislation. The amendments demonstrate the OCP accommodates Richmond's anticipated housing needs, as estimated by the City's Interim Housing Needs Report (IHNR), and integration of Small-Scale Multi-Unit Housing (SSMUH) and Transit-Oriented Areas (TOA) in land use designation, policies and plans.
  - A consolidated map for all SSMUH neighbourhoods that would guide rezonings for the purpose of subdivision which would also allow the existing and out of date Single-Family Lot Size Policy to be rescinded (Attachment 1).

- Bylaw 10725, which includes:
  - Selective updates to environmental protection policies and guidelines as they relate to environmentally sensitive areas (ESA) and associated development permit guidelines and revised ESA map.

Remaining elements of the OCP targeted updated will be prepared for Council's consideration in 2026 (i.e., equitable communities, climate mitigation, remaining updates to environmental protection and enhancement, additional administrative updates as required and updated design guidelines). A summary of project milestones is provided in Attachment 2. Attachment 3 summarizes stakeholder and public engagement.

This report supports Council's Strategic Plan 2022-2026 Focus Area #1 Proactive in Stakeholder and Civic Engagement:

> *Proactive stakeholder and civic engagement to foster understanding and involvement and advance Richmond's interests.*
>
> *1.1 Continue fostering effective and strategic relationships with other levels of government and Indigenous communities.*
>
> *1.4 Leverage a variety of approaches to make civic engagement and participation easy and accessible.*

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.*
>
> *2.1 Ensure that Richmond's targeted OCP update shapes the direction and character of the city.*
>
> *2.2 Develop and implement innovative and proactive solutions that encourage a range of housing options and prioritize affordability.*
>
> *2.3 Ensure that both built and natural infrastructure supports sustainable development throughout the city.*
>
> *2.4 Enhance Richmond's robust transportation network by balancing commercial, public, private and active transportation needs.*
>
> *2.5 Work collaboratively and proactively to attract and retain businesses to support a diversified economic base.*

This report supports Council's Strategic Plan 2022-2026 Focus Area #4 Responsible Financial Management and Governance:

> *Responsible financial management and efficient use of public resources to meet the needs of the community.*
>
> *4.1 Ensure effective financial planning to support a sustainable future for the City.*

This report supports Council's Strategic Plan 2022-2026 Focus Area #5 A Leader in Environmental Sustainability:

> *Leadership in environmental sustainability through innovative, sustainable and proactive solutions that mitigate climate change and other environmental impacts.*
>
> *5.1 Continue to demonstrate leadership in proactive climate action and environmental sustainability.*
>
> *5.2 Support the preservation and enhancement of Richmond's natural environment.*

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

> *Vibrant, resilient and active communities supported by a wide variety of opportunities to get involved, build relationships and access resources.*
>
> *6.1 Advance a variety of program, services, and community amenities to support diverse needs and interests and activate the community.*

Background

An OCP outlines the long-term vision for a community. The OCP's primary purpose is to realize the community's vision by managing the complexities associated with growth from a land use planning perspective. The current version of the OCP ("OCP 2041") was adopted in 2012 and has undergone several major updates to keep it relevant and to reflect community values. OCP 2041 has been successful in achieving the following:

- guiding growth from approximately 200,000 people in 2012 to more than 240,000 people in 2025;
- transforming the City Centre into a network of connected, mixed-use transit-oriented urban villages that reflect a balance of jobs and population growth;
- securing amenities, parks, and rental housing (e.g., Low-End Market Rental and market rental housing) using a defined, transparent density bonusing framework and developing subsidized housing in partnership with senior levels of government; and
- focusing growth outside the City Centre along arterial roads and in areas with a defined sub-area plan (e.g., West Cambie, Hamilton).

OCP 2050 builds upon previous achievements and includes a defined growth management framework consistent with the following guiding principles:

- provide Council with tools to manage the City's growth narrative notwithstanding the limiting effect of provincial housing legislation on local government autonomy as it relates to land use planning;
- support development that builds housing that is more affordable for more households, and build more rental housing;
- build more complete and connected neighbourhoods city-wide with more transportation and housing options alongside nearby shops, services, employment and amenities, particularly along arterial roads and in and around existing shopping centres;
- align growth with existing services to maximize efficiency;
- reduce car dependency and support energy efficient growth to achieve the City's carbon reduction objectives; and
- retain employment and agriculture lands.

While the OCP is the City's most visionary document for land use planning, the new and revised sections of the OCP attached to this report also include shorter-term, actionable policies that define implementation specific to the Richmond context, while at the same time complying with provincial housing legislation.

Analysis

Land Use Planning Challenges Facing Richmond

The City faces different challenges than it did in 2012. Key growth-related challenges that inform OCP 2050 include the following:

1. New Land Use Planning Context
   Provincial housing legislation changed the fabric of Richmond's residential neighbourhoods and fundamentally changed the context for land use planning in the City by significantly limiting local government's planning authority.
   a. More housing capacity: Provincial housing legislation creates conditions for rapid growth by increasing capacity. Provincial housing legislation mandated changes that have increased capacity city-wide by approximately 95,000 dwelling units (Attachment 4).
   b. Growth targets: The Province of British Columbia (the "Province") has assumed the role of overseeing growth targets for the City. New housing will need to increase by 31% to provide the new dwellings as estimated by Richmond's IHNR, which estimates that 52,000 new dwellings must be built between 2021 and 2041 (i.e., roughly 2,600 new dwelling units/year). In addition, Richmond is subject to a ministerial order that specifies the City needs to provide at least 6,753 net-new homes over a 5-year period.
   c. Overlooked impacts: Provincial housing legislation significantly intensified housing capacity without associated guidance on transition between affected areas.
   d. Amended and new planning tools: Provincial housing legislation introduced new planning tools (e.g., inclusionary zoning, financing and infrastructure tools).

The changes fundamentally dismantle the defined, transparent density bonusing framework that the City has used since 2009 to secure City-owned amenities (e.g., child care, community space) and Low-End Market Rental (LEMR) housing.

2. Declining Housing Affordability
   For many households, the costs associated with living in the city have risen faster than income. Those seeking ownership housing are today confronted with rising land values, higher borrowing costs, and other inflationary pressures that increase the cost of buying a home. As a result, more households are moving into the rental market which, confronted with low levels of rental vacancy, are causing rents to rise and further challenging housing affordability. The availability of safe, suitable and affordably priced housing has broad implications for community viability, health and residents' well-being.

3. Unbalanced Growth
   Almost 70% of new growth has occurred in City Centre. This growth pattern is consistent with existing land use planning objectives to establish a network of connected, mixed-use transit-oriented urban villages in the City Centre, typically in high-rise apartments. In recent years, the cost of concrete structures for residential development has risen significantly, which has had an impact on new construction. OCP 2050 continues to support growth in the City Centre while encouraging a greater variety of lower cost wood housing types inside and outside the City Centre.

4. Car Dependency:
   Despite efforts to support more concentrated growth in the City Centre near existing transit infrastructure, residents outside of the City Centre are largely dependent on the use of cars. Car dependency contributes to environmental, affordability, and social issues, including greenhouse gas emissions and less equity, inclusivity, transit service and walkability. It is also contrary to circular city objectives. Outside of the City Centre, OCP 2050 supports greater concentration of growth near existing transit routes and shopping centres to support other modes of transport, such as public transit, biking, and walking.

While the City is required to update its OCP to enable greater housing capacity and accommodate more multi-family development, simply providing for such opportunity is not enough to make development happen or ensure a good "fit" in the community. OCP 2050 directs growth in a way that is intended to maximize associated benefits to the community.

OCP 2050 (Bylaw 10724): Key Land Use Planning Solutions to Challenges Facing Richmond (Housing Affordability)

OCP 2050 applies an evolved growth management framework that reflects the current land use planning context, to encourage construction of more housing and a greater diversity of housing types in locations that have the greatest potential to affect housing affordability. The focus is providing purpose-driven solutions to deliver permanent housing in Richmond. Short-term housing options (e.g., emergency shelters, transitional housing) are addressed through other sections of the OCP, together with various City strategies and plans.

The following summarizes key elements of the land use planning response to build better neighbourhoods and more housing choice.

Apply a City-Wide Transit-Oriented Village Framework

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. OCP 2050 directs growth to a city-wide network of walkable, mixed-use, transit-oriented villages. Transit-oriented development can occur at a variety of scales. Villages outside the City Centre are envisioned as small to medium scale, climate resilient, neighbourhoods. Transit-oriented villages support greater housing affordability and selection, and better transportation options and access to daily needs, all of which support more affordable, sustainable, equitable and resilient neighbourhoods. The growth management framework is also consistent with Richmond's Community Energy and Emissions Plan (CEEP). Supporting policies set the following expectations for transit-oriented development:

- provide a desirable place to live (e.g., located in high-amenity locations, support residents through all stages of life, scaled to reflect individual village character);
- improve convenience (e.g., inclusion of high streets providing a diversity of nearby shops and services, varying development intensity); and
- make walking and other forms of active transportation accessible, comfortable, safe and convenient for residents of all ages and abilities (e.g., improve connections within and between neighbourhoods, include shared and micro-mobility options, mobility hubs, co-locate public connections with natural and semi-natural systems).

The transit-oriented village framework intends for 90 percent of Richmond residents to live within a 5-minute walk or roll of transit and no more than a 20-minute walk or roll of a transit village that can support residents' daily needs.

New Land Use Designations: Five Complementary Neighbourhood Types

OCP 2050 simplifies and modestly reorganizes land uses that permit residential and mixed-use development. Five Neighbourhood Types designate land uses for all areas of the city where residential and mixed-use development is supported as follows:

- Inside City Centre:
  - ***City Centre Downtown***: Areas within a 10-minute walk (800 m) of the Capstan, Lansdowne and Brighouse Canada Line station that are identified for high-density, mixed-use development and subject to Richmond's Transit-Oriented Areas (TOA) bylaw, which permit the greatest heights and densities in the city.
  - ***City Centre Perimeter***: Areas identified for a range of housing types and pedestrian oriented uses at grade along designated high streets. A mix of building types are supported, from high-rise to low-rise development, to facilitate transition between the high-density downtown and lower density neighbourhoods outside the City Centre.
- Outside City Centre:
  - ***Local Villages***: Areas that are generally within a short walk of an existing suburban shopping area where low-rise development is supported and commercial and street activating uses are required along designated high streets.

- ***Arterial Connectors***: Areas located along arterial roads that are generally more than a 5- to 10-minute walk from an existing suburban shopping area where townhouses, row houses and low-rise rental apartment buildings are supported. The Arterial Connectors designation replaces the outdated Arterial Road Land Use Policy.
- ***Neighbourhood Residential***: Areas that are characterized by SSMUH in accordance with provincial housing legislation. The option to construct a single-family dwelling with or without a secondary suite is preserved. Pockets of townhouses and low-rise apartments are supported on parcels that are greater than 0.4 hectares (1 acre).

The Neighbourhood Types reflect required changes to comply with provincial housing legislation, establish complementary relationships and transition between land uses, implement a city-wide transit-oriented village framework, and support greater housing variety in more areas in the city.

Introduce a Form-based Approach to Development

OCP 2050 uses a form-based approach to development to respond to the inherent challenges associated with intensification in established neighbourhood areas. A form-based approach is associated with predictable design outcomes and can allow for a broader range of housing tenures and types. The five Neighbourhood Types prioritize the physical form and design of buildings with the primary goal being a cohesive, high-quality, built environment. OCP 2050 applies a form-based approach to achieve the following:

- Minimize impacts on adjacent neighbourhoods. Impacts on adjacencies, particularly on low-density neighbours (i.e., zoned to permit SSMUH) are minimized with defined townhouse and apartment building envelopes that prescribe a complementary building scale. Modeling demonstrates that the combination of proposed building setbacks and building envelopes (including the proposed sloping envelope form) will typically result in no increased shading of low-density neighbours, as measured at the spring and fall equinoxes. In addition, an increased rear yard setback provides a space for substantial landscaping that can accommodate large trees, which may further enhance privacy.
- Encourage secured rental housing. Apart from City Centre Downtown, where minimum building heights and density are set by provincial housing legislation, for each Neighbourhood Type, OCP 2050 encourages construction of rental buildings by permitting additional height and variable density that increases with affordability (e.g., market rental buildings with or without LEMR housing, senior care facilities). The Neighbourhood Types identify a typical density range and height for mixed tenure development (i.e., mix of strata, market rental and below-market rental dwellings in compliance with City policy). Development that is exclusively rental housing is eligible for additional density, subject to defined form-based specifications (i.e., height). The form-based approach would replace the current practice of site-specific evaluation of additional density and/or height, which is associated with greater risk and uncertainty for the developer and less predictable outcomes for neighbours.

The proposed form-based approach to building design and regulation shifts the focus from density and land use segregation to scale and quality of physical form.

Expand Variety of Housing Types, Including Housing for Middle-Income Households

Housing needs vary reflecting differences in housing type, income, ability, life stage and values. OCP 2050 clarifies and introduces new policies to maximize housing choice city-wide, including support for alternative ownership and rental housing models. Policies with associated implementation provisions reflect the following guiding principles that are applicable to all five Neighbourhood Types:

- Balance initiatives to increase housing supply and affordability with objectives to build suitable housing that supports resident health and well-being (e.g., require equivalent livability and suitability requirements for ownership and rental housing, include and preserve natural areas, encourage high performance buildings that optimize energy efficiency and include accessibility targets).
- Make it easier to build the housing Richmond needs (e.g., streamline approvals, consider strategic pre-zoning, pre-servicing and pre-approvals for priority development types, define incentives for secured rental housing and senior care homes/facilities).
- Support development that is associated with greater affordability (e.g., create more opportunities to build in less costly wood frame construction, apply elements of the provincial and Metro Vancouver home building models that are suitable in the Richmond context).
- Adjust the City's successful secured rental housing initiatives to comply with provincial housing legislation, strengthen provisions for preservation of existing rental housing and protect tenants.

OCP 2050 also encourages a greater variety of housing options for middle-income households whose access to market housing is limited due to cost or availability and who do not qualify for below-market housing. The housing is geared to a segment of the population who provide a vital service to the community or represent a segment of the population for whom housing needs are associated with a specific life-stage (e.g., workforce housing, student housing, senior housing, and community-led affordable housing). OCP 2050 expands the range of housing models supported in the city.

Below-market and Non-market Rental Housing

While senior levels of government are primarily responsible in the delivery of below-market and non-market housing, they are also partners, which the City actively contributes. The City provides resources and advances programs and land use policies to support construction of below-market and non-market housing in accordance with the City's Affordable Housing Strategy, which includes securing LEMR housing in private development. While new below-market and non-market housing is being built, the City's IHNR finds that demand for below-market and non-market housing and temporary accommodation is increasing. Further, the IHNR identifies a need for 299 homes to be provided annually for households experiencing extreme core housing need.

OCP 2050 includes policy to guide stronger partnerships and relationships to increase development of below-market and non-market housing, including partnerships with government housing organizations (e.g., Canada Mortgage and Housing Corporation, BC Housing,

Indigenous housing societies, Metro Vancouver Housing Corporation), non-profit agencies, First Nations, and private developers. It also identifies pathways to increase City engagement and support for below-market and non-market housing. OCP 2050 clarifies the City's role in increasing the supply of below-market and non-market housing in the City. To reflect the importance on the delivery below-market and non-market housing, the City has a dedicated Housing Office department, and OCP 2050 supports their on-going efforts to enhance the delivery and management of this much needed housing.

Continue to Secure Amenities

Provincial housing legislation changed terms and conditions for density bonusing. The change is especially impactful in the City Centre as the City is no longer able to apply its defined, transparent density bonusing framework to secure amenities from new development that is subject to Richmond's TOA bylaw using existing tools (e.g., Village Centre Bonus and T6 density bonus). However, the option is retained for areas that are not subject to the City's TOA bylaw (i.e., Village Centre Bonus in Bridgeport and Aberdeen Villages). In addition, through discussions with the Vancouver Airport Authority, and subject to approval from the federal government, the City may pursue opportunities for greater building heights near City Hall and associated opportunities to apply density bonusing. Provincial housing legislation increased capacity for growth outside the City Centre by almost 65,000 more dwelling units, which highlights a need to consider a more intentional strategy to align distribution of amenities with growth patterns outside the City Centre. To continue to secure amenities alongside growth, the City's amenities framework requires updates.

OCP 2050 introduces the concept Complete Village Spaces (CVS), which reflects revised elements of the longstanding "Institution Bonus" and "Village Centre Bonus (VCB)" to respond to the new Richmond context. CVS intends to encourage uses that are important in a complete, healthy community such as health care, child care, adult day care, social services, or cultural facilities. To ensure these uses are incorporated into new development, a multi-part strategy is proposed to ensure residents continue to benefit from a high-level of amenities and facilities that meet the needs of a growing community. Where the City retains the ability to utilize density bonusing, an incentive-based approach is used to encourage the provision of these uses. Within TOA, which is imposed by the Province, the OCP includes policies to require these uses are provided. In both situations, the uses are subject to Council discretion, including the ability to accept cash-in-lieu on a site-specific basis.

Location	Description
City Centre Downtown	*Mandatory Complete Village Space (CVS) in City Centre Downtown* • Mandatory for new development of lands subject to Richmond's TOA bylaw. • 4% of total floor area constructed is to be secured as CVS, excluding development where residential use is exclusively (100%) reserved for rental tenure.
City Centre Perimeter (Tier 1) and non-residential areas in downtown	*Optional Village Centre Bonus (VCB) Overlay* • Optional density bonus 1.0 FAR of non-residential floor area for non-residential uses provided that 5% is City-owned amenity space.
City-wide	*Optional CVS Density Bonus* • Optional density bonus 0.2 FAR density bonus over and above the

Location	Description
	Neighbourhood Type defined density facilitated through rezoning. • Excludes SSMUH development. • Conditional to compliance with the Neighbourhood Type building envelope specifications. • Half the density bonus is secured as CVS, the remainder may be residential use that is not subject to rental housing policies.
Site Specific Locations	*Optional CVS Overlay* • Optional density bonus opportunity for lands identified by the CVS Overlay to retain and enhance existing uses alongside infill development that benefits the community. This would include government owned sites (e.g., Metro Vancouver Housing Corporation), or religious facilities.

Consistent with past application of density bonusing provisions, through rezoning, a voluntary developer contribution equivalent to the value of constructed CVS floor area may be accepted by Council. Importantly, neither CVS nor VCB includes facilities for which the City will collect Amenity Cost Charges (ACCs). The City's proposed ACCs approach, as permitted by the Province's Development Financing legislation (Bill 46), was endorsed by Council for consultation with the public and interested parties. The process is separate from the introduction of CVS.

Clarify the Impact of Small-Scale Multi-Unit Housing (SSMUH) on the City's Lot Size Policy

In June 2024, Council amended zoning for almost 27,000 single-family and duplex lots to comply with the Province's SSMUH legislation. To facilitate SSMUH development, Council adopted a new RSM zone which generally maintains neighbourhood character. These changes have made the City's long-standing Single Family Lot Size Policy obsolete (i.e., a collection of 55 separate policies that specify subdivision permissions for affected properties). Therefore, it is recommended that Council, through a resolution, rescind the 55 lot size policies (Attachment 1). In place of the Single-Family Lot Size Policy, OCP 2050 includes a consolidated map for all SSMUH neighbourhoods that informs minimum lot size intentions for the purpose of guiding situations where rezoning may be considered for the purpose of subdividing.

Implications for Instream Applications

Provisions are in place for instream development applications. Applications that have received third reading without an associated OCP amendment can proceed with the current application or, at the applicant's discretion, may amend the proposal to realize additional development options supported in OCP 2050. Three instream applications have an associated OCP amendment that has received third reading. One is unaffected by OCP 2050, for the other two, it is recommended that the instream OCP amendment bylaw is adopted prior to the OCP 2050 bylaw to avoid conflict with the bylaw's new land use designations. For rezoning and/or OCP amendment applications that are in circulation but have not yet been forwarded to Council for consideration, the proposed new land use designations and accompanying policies forming part of OCP 2050 will generally apply.

Implications for Area Plans

OCP 2050 will amend sections of the main city-wide OCP (Schedule 1) but will not change existing Area or Sub-Area Plans contained within OCP Schedule 2.

Upon adoption, if there is a conflict with respect to a land use designation between the OCP Schedule 1 and an OCP Schedule 2 document, the Schedule 2 land use plan will take precedence; except when the conflicting information relates to a site designated conservation or a site that is subject to Richmond's TOA bylaw. Where the Schedule 1 land use designation permits more height, density, and/or uses on a site than permitted by the OCP Schedule 2 Plan, the applicant may opt to apply the land use designation and policies in Schedule 1. For clarity, Schedule 2 Area and Sub-Area Plans that require amendments to reflect changes in OCP Schedule 1 will be brought forward for Council's consideration in the future.

Land use policies in the Steveston Village Heritage Conservation Area (SVHCA) are not affected by OCP 2050. Development in the SVHCA will remain in keeping with the Steveston Area Plan.

OCP 2025 (Bylaw 10725): Selective Updates to Environment Protection Policies and Guidelines as they Relate to Environmentally Sensitive Areas

In addition to OCP bylaw amendments related to housing and growth, OCP Amendment Bylaw 10725, includes updates to the ESA Map, ESA Development Permit Guidelines and ESA Development Permit Exemptions. One of the key directives of the OCP targeted update was to update the City's ESA Map using a landscape ecology, science-based approach and to revise associated Development Permit (DP) objectives, exemptions and guidelines. Key updates include the following:

- *ESA Map:* Since the revised ESA map was endorsed by Council in April 2025, further investigations have been conducted for the purposes of providing improved accuracy. Based on this and feedback received during the consultation period, there has been an increase in the number of ESA polygons which largely affect public lands (e.g., the inclusion of Richmond Nature Park, Sea Island Conservation Area, Sturgeon Banks, Garry Point Park) as well as fine-tuning some polygons on private lands (e.g., lands adjacent to the Bridgeport trail, selective areas in the Hamilton area).
- *ESA DP Objectives:* Greater emphasis is placed on the objectives for each of the four ESA types in order to outline specific criteria for all the outcomes that are being sought in relation to the natural environment as well as communicate expectations and justify the designation. The proposed four ESA categories include Marine, Terrestrial, Natural Freshwater Influenced, and Disturbed Freshwater Influenced.
- *ESA DP Exemptions:* Greater clarity and new exemption criteria have been added for situations where a DP is not required. This includes ESA DP exemptions for park and conservancy lands overseen by senior levels of government, agricultural activities within the Agricultural Land Reserve (in accordance with the Province's Farm Practices Protection (Right to Farm) Act legislation), and small-scale invasive species and noxious weed removal.
- *ESA DP Guidelines:* The proposed ESA DP guidelines are re-organized by the four ESA types and remain similar to the existing guidelines. The principal difference with the proposed ESA DP guidelines is the clearer focus of striving for the multiple objectives of preserving, restoring, and enhancing ESAs, and striving for no-net loss of high value habitat, while recognizing the context of accommodating the density and other related entitlements of development based on zoning.

Further amendments to the guidelines have been made to clarify when a Qualified Environmental Professional (QEP) is required. In most cases, a QEP would not be required for a residential farm home plate on ALR land, provided the farm home plate is 0.1 ha (1,000 m^2) or less.

ESA designated lands may contain tangible ecological features (e.g., vegetation, forests, waterways, ditches, wetlands), which are vital to the long-term maintenance of biological diversity, soil, water or other natural resources both on the site and in a municipal and regional context. The aim of the designation is to manage any potential negative ecological impacts from development within the ESA designated lands. ESAs are not meant to prohibit development, but rather, indicate that there are environmental attributes that should be preserved, restored, and/or enhanced.

Summary of Changes Following Spring 2025 Consultation

The following summarizes elements of OCP 2050, which differ from the land use plan and strategic directions that were approved in principle for consultation in Spring 2025:

- The size and scale of Local Villages have been adjusted to respond to comments related to interface and incremental development. The land area designated Local Villages is reduced by almost 35%, which generally increases the area designated for arterial road townhouse development (and low-rise rental apartment). Further, the outer areas of Local Villages are reassigned from apartment development to townhouse with shared parking structure, except apartment development is supported when residential use is exclusively reserved for rental tenure. To ensure Land Use Map 2050 suggests the right solution for the Richmond context, additional village level consultation is recommended (and discussed in a subsequent section of this report).
- Building envelopes have been developed to define built forms. Portions of the building that interface with lower density adjacencies are sloped to minimize impacts (e.g., overlook, shading) on rear yard adjacencies.
- Additional lands that front an arterial road are designated Arterial Connector (e.g., along Bridgeport in the Tait neighbourhood, along Alderbridge Way and Shell Road to coordinate with abutting development in West Cambie's Alexandra area).
- CVS Overlay captures more sites that are owned by government and non-government organizations (23 additional properties).
- Minor amendments to align existing land uses and land use designations, these changes primarily apply in established neighbourhoods.
- Minor changes to the ESA map, including the addition of some publicly owned land (e.g., Garry Point Park, Paulik Park, Swishwash Island), and refinement of some privately owned land to better reflect environmental attributes on the ground.

While the OCP 2050 Land Use Map generally amends only lands where residential use is permitted, the following land use designation changes are included:

- Redesignation of Larry Berg Park from "Park" to "Airport" at the request of Vancouver International Airport because the land is located within their jurisdiction.

- Redesignation of 10651 No. 6 Road and 13751/13851 Steveston Highway from "Commercial" to "Industrial" at the request of Vancouver Port Authority, which is consistent with the City's Industrial Lands Policy.

Prior to the release of this report, Richmond School Board staff requested a change to the Land Use Map for a property that was recently purchased by the School Board at 8671 Odlin Crescent (the site was previously owned and operated by the Richmond School Board as Eburne Elementary School, sold to private interests in the early 1980s, and operated as a private school, most recently as Pythagoras Academy). The site is currently designated as Mixed Employment and Park as the long-term plan for this area is for a mix of commercial and industrial uses. Staff will review this request as part of a recent referral from Planning Committee investigating the merits and technical procedure for changing the OCP and City Centre Urban Village Plan for the intended use of mixed use and high density residential and rental housing. It should be noted that the site at 8671 Odlin Crescent is zoned Assembly (ASY), which allows the school to re-open as a public school.

Feedback received through the engagement process from stakeholders and the public have informed updates to OCP 2050.

Next Steps

The bylaws attached to this report are the first installment of amendments toward completion of targeted updates to the OCP and include a replacement Section 1 and 3, selective amendments related to the ESA Map and guidelines and associated administrative updates. In addition, attached OCP 2050 includes updates that are required to comply with provincial housing legislation, which have been undertaken to reflect responses that suit the Richmond context.

Provincial Housing Legislation

OCP 2050 reflects and provides required responses to several elements of provincial housing legislation as listed in the following table.

Provincial Housing Legislation Requirement	**Status**	**OCP 2050…**
Enable Small-Scale Multi-Unit Housing (SSMUH) (Bill 44)	**Complete**: June 2024 - RSM Zone introduced: June 2024 - 6 month review and updates to RSM Zone: January 2025 - setback amendments to the RSM zone: November 2025.	designates affected areas Neighbourhood Residential Tier 1, which supports small-scale multi-family development, as well as preserves the option to develop a single-family home with/without a secondary suite.
Designate Transit-Oriented Areas (TOAs) (Bill 47)	**Complete**: June 2024 - Richmond's TOA Designation Bylaw 10560 adopted. - provincial exemption of Burkeville from TOA: September 2024.	designates affected areas City Centre Downtown Tier 1, 2, and 3 and reflects minimum heights and densities as specified in the legislation
Complete and publish an IHNR (Bill 44)	**Complete**: December 2024	accommodates the 20-year housing need as estimated by the IHNR, reflects growth targets and includes
Align OCP and Zoning Bylaws	**Deadline: December 31, 2025**	

Provincial Housing Legislation Requirement	Status	OCP 2050...
with IHNR (Bill 44)	(Subsequent updates are required every five years)	short- and longer-term housing policies to achieve housing targets as referenced in the IHNR and Richmond's Housing Target Order
Amend density bonusing and cash-in-lieu of on-site amenities methodology (Bill 16). Instream applications have been subject to new criteria since April 2024.	**Deadline: June 30, 2026** In 2026, staff will bring forward for Council's consideration an amended framework to secure rental housing that uses the new inclusionary zoning tool and an amended density bonusing framework.	

With the exception of the requirement to align the City's density bonusing methodology with provincial housing legislation by June 30, 2026, there are no upcoming deadlines for compliance with provincial housing legislation specific to the OCP targeted update. However, provincial housing legislation introduced a mandatory OCP update schedule and governs how local governments evaluate housing needs. The next iteration of a Housing Needs Report will be required by December 31, 2028, and every five years thereafter, with corresponding OCP and zoning updates following. Provincial housing legislation defines a cycle for future OCP updates; therefore, the attached updates will necessarily be revisited to ensure their applicability by December 31, 2030. While Richmond Council may direct the OCP to be updated more frequently, the minimum schedule for updates is legislated.

In the near term, Council will continue to receive information related to provincial housing legislation including required reporting for new housing construction and annual reporting for (amenity) reserve accounts. Council will also receive reports that suggest approaches to use new tools including the following:

- Bill 46: Outcome of consultation with the public and interested parties regarding the proposed approach to introduce ACCs and update Development Cost Charges (DCCs); and
- Bill 16: Expand requirements for road dedication, alternative transportation and other works and services that can be required at the building permit stage.

These future reports are not explicitly related to the OCP targeted update.

Future Land Use Planning and Public Consultation

While OCP 2050 provides significant updates to land use planning in the city, a series of supporting projects are intended to be initiated in 2026, in addition to ongoing work to comply with provincial legislation as outlined above. Staff intend to initiate the following:

- Planning Committee Referral Response: In response to the October 21, 2025 Planning Committee referral, undertake analysis to investigate the merits and technical procedure for changing the OCP and Urban Village Plan for the intended use of mixed use and high density residential and rental in selected areas of the Aberdeen and Bridgeport Village areas.

The request from the Richmond School Board to redesignate the recently purchased site at 8671 Odlin Crescent will also be reviewed. A staff report will be brought forward in early 2026.

- Consultation: Initiate consultation to inform further land use planning for the following:
  - Local Villages (e.g., size, mix of uses, high street and public realm design, connectivity strategy).
  - Specific geographic areas in City Centre Perimeter, including the "Oaks Neighbourhood" which is bisected by the Province's TOA legislation and SSMUH legislation.
  - Guiding Principles for Special Precincts (e.g., confirming boundaries, mix of uses, supporting uses and amenities).
  - Refreshed design guidelines, including guidelines for City Centre Downtown, which is subject to building heights and densities that are set by the Province's TOA legislation.
  - Updates to Schedule 2 Area Plans as required.

Prior to any public consultation, staff will report to Council requesting endorsement of the consultation process.

External Government Agencies

Metro Vancouver: In accordance with the *Local Government Act*, all member jurisdictions must adopt a Regional Context Statement (RCS) as part of its OCP. The RCS must be accepted by the Metro Vancouver Regional District (MVRD) Board before the adoption of the OCP bylaw. The attached RCS (Schedule F to Bylaw 10724) demonstrates that the OCP, with proposed changes, aligns with the Regional Growth Strategy, Metro 2050. If Council gives first reading to OCP Bylaw 10724 that includes the proposed RCS, the RCS will be submitted to the Metro Vancouver Board for acceptance. If the Metro Vancouver Board accepts the proposed RCS, Council may adopt the OCP amendment bylaw.

Agricultural Land Commission: Pursuant to Section 477(3)(b) of the *Local Government Act*, Bylaw 10724 and Bylaw 10725 will be forwarded to the Agricultural Land Commission for comment. Although there are no proposed changes to land located within the Agricultural Land Reserve (ALR), there are some ESA areas that have changed within the ALR. For those areas, farming is exempt from obtaining an ESA Development Permit so there is no impact. However, as the land is within the ALR, there would be interest from the ALC to review the amendments.

Richmond School Board: Pursuant to Section 475 of the *Local Government Act*, and in accordance with Council Policy 5043 (OCP Bylaw Preparation Consultation Policy), no further consultation is required to other external agencies. The only exception is the Board of Education of School District No. 38 (Richmond) as the proposed amendments would involve residential development proposing more than 150 multiple family housing units and more than 60 single-family housing units. There have been previous discussions with School Board staff during the preparation of the amendments to the OCP. This referral would provide the Richmond School Board an opportunity to review the amendments.

Financial Impact

Provincial housing legislation significantly increases the build-out capacity in affected neighbourhoods. Impacts on infrastructure and required upgrades, as well as impacts on parks, recreation and cultural facilities, and other amenities is under review. Reports that consider these impacts and associated costs will be brought forward for Council's consideration. Costs associated with further consultation and public information meetings specifically related to the targeted OCP update, as discussed in the Next Steps section of this report, can be accommodated within the existing operating budget.

Conclusion

In 2022, Council endorsed a proposed scope and process to review six components of the City's OCP. The OCP update process was interrupted by enactment of new provincial housing legislation, which changed the land use planning framework in the province to prioritize greater housing supply.

This report delivers the first installment of key updates to the OCP, as well as satisfies requirements for the City to update its OCP by December 31, 2025 to align with Provincial objectives to accelerate delivery of housing supply. The new and replacement sections of the OCP include the following, alongside administrative updates as needed:

- New Land Use Map, strengthened growth management framework and new and updated policies related to neighbourhood and housing to increase the diversity of housing supply and to improve affordability in the City.
- Selective updates to development permit guidelines and maps that relate to environmentally sensitive areas.
- Revised introduction to the OCP that reflects the community context (i.e., greater housing capacity, permission for multi-family development in most residential neighbourhoods, new legislated requirements, updated demographic information), introduces the evolved growth management framework and considers emerging trends and technologies that affect land use planning.

The second installment of OCP 2050, which will be prepared for Council's consideration in 2026, will include the remaining target update areas (i.e., Equitable Communities, Climate Mitigation, remaining updates to Environmental Protection and Enhancement, additional administrative updates and updated design guidelines).

In order to comply with provincial requirements and respond to Council's direction to undertake a targeted OCP update that includes a defined land use response to challenges related to housing affordability and environmental protection and enhancement, staff recommend the following proceed for first reading:

- updates to the OCP Land Use Map, housing policies, Regional Context Statement and associated housekeeping and in-stream provisions (Bylaw 10724 and associated Schedules); and
- updates to the ESA Map, ESA DP Guidelines and ESA DP Exemptions (Bylaw 10725).

It is further recommended that Bylaws 10724 and 10725 be referred to the:

- Provincial Agricultural Land Commission for comment prior to public hearing as there are proposed changes in the environmentally sensitive area map that include areas in the Agricultural Land Reserve; and
- Board of Education of School Board No. 38 (Richmond) as per Council Policy No. 5043.

Subject to first reading for Bylaw 10724, it is also recommended that the RCS be referred to the Metro Vancouver Board for acceptance as a condition for final adoption.

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Manager, Land Use Policy
(604-276-4040)

DN/SCH:cas

Att. 1: List of Lot Size Policies to be Rescinded
2 Targeted OCP Update Project Milestones
3: OCP Consultation Policy and Summary of Targeted OCP Update Public Engagement
4: Projections and Capacity Summary

ATTACHMENT 1

Single-Family Lot Size Policies to be Rescinded

Policy Number	Quarter Section	Description of Area
5408	18-4-6	Blundell Rd., No. 2 Rd., Comstock Rd. and Gilbert Rd.
5409	25-4-6	Shell Rd., King Rd., No. 5 Rd. near Seaton Road
5410	19-4-6	Minler Rd.
5411	11-4-7	Westminster Hwy., Granville Ave., No. 1 Rd. and the property line to the rear of the properties on the east side of Gibbons Dr.
5412	2-4-7	River Rd., No. 1 Rd., Westminster Hwy. and Gibbons Dr.
5413	27-5-6	Patterson Dr. (eastern end)
5414	25-4-7	Francis Rd. (south side), west of No. 2 Rd.
5415	19-4-6	Francis Rd. (north side), midway between No. 2 Rd. and Dorval Rd.
5416	26-4-7	Pendlebury Rd.
5417	31-4-6	Williams Rd. (south side), midway between No. 2 Rd. and Gilbert Rd.
5418	20-4-6	Foster Rd.
5419	12-4-7	No. 2 Rd., Westminster Hwy., Granville Ave. and Lynas Lane
5420	36-4-7	Steveston Hwy., No. 2 Rd., Railway Ave. and Williams Rd.
5423	21-4-6	Blundell Rd., No. 3 Rd., Francis Rd. and Garden City Rd.
5424	26-5-6	Bird Rd. and Caithcart Avenue
5425	35-4-7	Steveston Hwy. (north side), between Railway Ave. and Ransford Gate
5426	26-4-7/ 35-4-7	Williams Rd., No. 1 Rd. and Geal Rd.
5427	13-4-7	Railway Ave., Blundell Rd. and No. 2 Rd.
5428	30-4-6	Gilbert Rd., No. 2 Rd., Francis Rd. and Woodwards Rd.
5429	11-3-7/ 12-3-7	Moncton St., bounded by No. 2 Rd. and Hayashi Court
5430	32-4-6	Williams Rd., Gilbert Rd., south side of Petts Rd. and the east side of Dunoon Dr.
5431	28-4-6	Saunders Rd. (south side), No. 3 Rd., Williams Rd. and Garden City Rd.
5432	20-4-6	Lucas Rd., between Gilbert Rd. and No. 3 Rd.
5433	18-4-6	Granville Ave., No. 2 Rd., Comstock Rd. and West property lines of 6600 Granville Avenue and 6671 Comstock Rd.
5434	36-4-6	Steveston Hwy., Shell Rd., No. 5 Rd. and Williams Rd.
5435	29-4-6	No. 3 Rd., Williams Rd., Gilbert Rd. and north side of Afton Dr.
5436	30-4-6	Gilbert Rd., the north side of Juniper Dr. and Tau Park
5437	23-4-7	Railway Ave., Blundell Rd., Francis Rd. and No. 1 Rd.
5438	2-3-7	Steveston Hwy. (south side), west of Railway Ave.
5439	13-4-7	Granville Ave. and No. 2 Rd.
5440	25-5-6	Daniels Rd., No. 5 Rd., Cambie Rd. and the west side of Bargen Dr.
5441	27-4-6	Williams Rd., Garden City Rd., the north side of Bakerview Dr. and No. 4 Rd.
5442	19-4-6 & 20-4-6	Mirabel Crt., the south side of Blundell Rd. and the west and east sides of Gilbert Rd. south of Blundell Rd.
5443	35-4-6	Steveston Hwy., No. 4 Rd., Williams Rd., and Shell Rd.
5444	30-4-6	Williams Rd. (north side), between No. 2 Rd. and Gilbert Rd.
5446	27-5-6	Sea Island Way, Highway 99, east side of Regina Ave. and North Side of Kilby St.
5447	15-4-7	Granville Ave. (south side), west side of Marrington Rd., north side of Moresby Dr. and No. 1 Rd.
5448	23-5-6	Bridgeport Rd., Shell Rd., No. 4 Rd. and River Dr.
5449	20-4-6	Francis Rd. (north side), between Gilbert and Foster Rds.
5450	34-4-6	Steveston Hwy., Garden City, Mortfield Rd., No. 4 Rd.

Policy Number	Quarter Section	Description of Area
5451	36-4-7	No. 2 Rd. (west side), bounded by Williams Rd. and Steveston Hwy.
5452	27-4-7	Area bounded by Williams Rd., Francis Rd., No. 1 Rd., and Edgewater Park townhouse development
5453	24-4-7	Area bounded by Francis Rd., No. 2 Rd., Blundell Rd. and Railway Ave.
5454	36-5-6	Bounded by area west of No. 5 Rd., south of Thorpe Rd., east of Hwy. 99 and north of Hwy. 91
5455	19-4-6	Bounded by No. 2 Rd., Dorval Rd., the Huntly Wynd Multiple Family development and the rear property lines of lots on the south side of Danube Rd.
5456	2-4-7	Area bounded by the lots on the west side of Riverdale Dr. and by River Rd., McCallan Rd. and Westminster Hwy.
5457	14-4-7	Eperson Rd. to the north of Blundell Rd.
5458	2-3-7	Properties located along Dunfell Rd., Dunford Rd., Duncliffe Rd. and Dunavon Place
5459	36-4-7	Refer to Policy 5420 - Lassam Rd. (Adopted August 21, 1995)
5460	2-4-7	refer to Policy 5412
5461	18-4-6	Granville Ave., Comstock Rd & the Livingstone Place Road Allowance
5462	2-3-7	Garry St., between No. 1 Rd. and Railway Ave. (formerly Policy 5421)
5463	13-4-7	Blundell Rd. & No. 2 Rd. & Railway Ave. (formerly Policy 5427)
5464	30-5-5	Barnes Dr., Flury Dr., & Bath Rd.
5465	25-5-6	Bird Rd. (south side) between Shell Rd. and No. 5 Rd.
5466	25-5-6	North Side of the 11000 block of Bird Rd.
5467	23-4-7	Francis Rd. (north side) between Railway Ave. and No. 1 Rd.
5468	27-5-6	3000 block Garden City Rd. (west side) and Kilby St. (south side)
5469	33-4-6	Ryan Rd., Leonard Rd., Ruskin Rd. and Ruskin Pl.
5470	2-3-7	Properties located along Dunfell Rd., Dunford Rd., Duncliffe Rd. and Dunavon Pl.
5471	2-3-7	Garry St., between No. 1 Rd. and Railway Ave.
5472	31-5-5	No. 5 Rd., Woodhead Rd., McNeely Dr., Cameron Dr.
5473	11-4-7 & 14-4-7	Granville Ave., Westminster Hwy., the McCallum Road Right-of-Way, and the property line to the rear of the properties on the west side of Mayflower and Riverdale Dr., and for the lots abutting Granville Ave. between Railway Ave. and No. 1 Rd. in a portion of Section 14-4-7.
5474	21/22-4-7	Area generally bounded by Blundell Rd., No. 1 Rd., Francis Rd. and the West Dyke Trail.

ATTACHMENT 2

Targeted OCP Update Project Milestones

Phase 1
- OCP Update background research & public engagement
- OCP Guiding principles endorsed by Council February 2022

Provincial Legislation
- Required response to Provincial SSMUH and TOA legislation
- Consultation with key stakeholders
- Mandated bylaws adopted by Council June 2024

Phase 1 conclusion
- OCP Phase 1 consultation endorsed by Council September 2024
- Public consultation Fall 2024

Phase 2
- ESA Map, Strategic Directions, and Propsed Land Use Map endorsed by Council for consultation (April 2025 and May 2025 respectively)
- Public Consultation Spring/Summer 2025
- Report back on consultation results and next steps to Council September 2025

Provincial Legislation
- Required amendments to demonstrate capacity for 20 year housing need, and OCP alignment with SSMUH and TOA legislation by December 31, 2025

Phase 3 Part I
- **WE ARE HERE** OCP 2050 - amendments demonstrating estimated 20 year housing capacity is accommodated in the OCP, new and revised: introduction, Housing Affordability, Environmentally Sensitive Areas and associated maps
- Public Hearing January 2026
- Regional Context Statement (RCS) referenced for Metro Vancouver Board approval
- Adoption: To be determined - subsequent to Metro Vancouver Board approval of the RCS

Phase 3 Part II
- Second installment of targetd OCP update (equity, climate environment).
- Initiate:
  - Consultation to inform further detailed land use planning for Local villages, specific areas in City Center Perimeter, guiding principles of Special Precincts
  - Updates to OCP Design Guidelines for consideration by Council
  - Sub-Area Plan updates as required

ATTACHMENT 3

OCP Consultation Policy and Summary of Targeted OCP Update Public Engagement

OCP Consultation Summary

Key Partners	Referral Comment (No Referral necessary)
Agricultural Land Commission (ALC)	As per Section 477(3)(b) of the *Local Government Act*, Bylaw 10725 will be referred to the Provincial Agricultural Land Commission for comment due to changes to the Environmentally Sensitive Area map in the Agricultural Land Reserve.
Richmond School Board	As per Council Policy No. 5043, a referral will be sent to the Board of Education of School District No. 38 (Richmond). Staff have also met with School District staff on the proposed strategic directions and Land Use Map.
The Board of Metro Vancouver	Referral letter was sent. No response was received. Following first reading of the OCP bylaw amendment, a revised Regional Context Statement will be considered by the Metro Vancouver Board for acceptance.
The Councils of adjacent Municipalities	Referral letters were sent. No responses were received.
First Nations (e.g., Musqueam, Tsawwassen)	Referral letter was sent to Musqueam Indian Band and Tsawwassen First Nation. Staff also met with representatives from Musqueam Indian Band. No comments were received.
TransLink	Referral letter was sent. In a response letter, TransLink indicated support for the following elements: • Alignment with TransLink objectives to concentrate density along frequent transit corridors. • Continuation of City policies that secure the greatest number of new rental housing units in the downtown. • Alignment of Local Village locations and permitted uses with TransLink's transit-oriented guidelines and preferred locations for mixed-use development and greater housing variety. • Growth areas are supported by the existing transit network, which generally has capacity for increased ridership. In response to concerns/questions from TransLink: • Currently 70% of growth occurs in the City Centre, rebalancing growth in accordance with the growth management framework would continue to achieve 50% of new growth in the downtown. • Staff will continue to engage with TransLink, as required, including securing any required approval for road alterations that would reduce capacity of any part of the Major Road Network.

Key Partners	Referral Comment (No Referral necessary)
Port Authorities (Vancouver Port Authority)	Referral letter was sent. Staff also met with Port of Vancouver staff which was followed by a response letter. In the letter the Port had the following comments: • Strong support for the proposed growth management framework, which preserves industrial lands. • While OCP 2050 only amends land uses that permit residential use (e.g., residential, mixed-use), through notification for OCP 2050, the Port of Vancouver has requested redesignation of the following properties from Commercial to Industrial: 10651 No. 6 Road and 13751/13851 Steveston Highway. In response to concerns/questions from the Port of Vancouver: • Designation of areas within port authority jurisdiction as ESA does not mean the lands cannot be used; the ESA DP Guidelines intend to balance objectives to preserve and enhance natural environments alongside supporting active permitted land uses.
Vancouver International Airport Authority (VIAA) (Federal Government Agency)	Referral letter was sent. Staff also met with VIAA staff which was followed by a response letter. In the letter, VIAA has the following comments: • Supported alignment with Aircraft Noise Sensitive Development (ANSD) policies as there are no additional lands designated for residential use in areas subject to the ANSD policies. • Support for the City's successful efforts to exclude properties in the Burkeville neighbourhood from inclusion in Richmond's TOA bylaw. VIAA provided the following additional comments: • The City is encouraged to engage with VIAA regarding design of parkland and greenspaces, which should consider possible impacts on safe aircraft operations from large birds. • VIAA expressed concerns resulting from development intensification in downtown (in accordance with Provincial TOA legislation) on transportation and traffic that may affect airport and related operations, including increasing traffic on Russ Baker Way, which is owned and maintained by the airport.
Vancouver Coastal Health Authority	Referral letter was sent. Staff also met with Vancouver Coastal Health Authority staff which was followed by a response letter. In the letter, Vancouver Coastal Health Authority support the following elements of OCP 2050: • Encourage retention, renewal and rehabilitation of older housing stock. • Prioritize transit-oriented development that supports active mobility. • Require public spaces to be accessible for all residents regardless of abilities. Vancouver Coastal Health Authority also encourage the City to designate land for health facilities and include workforce housing policies. *Health facilities are supported on lands designated commercial and mixed-use and are considered as part of a Special Precinct in the area around the hospital. Housing policies to support more housing options for middle-income households (including workforce housing) are included in OCP 2050.*

Key Partners	Referral Comment (No Referral necessary)
Community Groups and Neighbours	Community Groups and Neighbours were invited to provide comments through the extensive public engagement process.
BC Hydro	Referral letter was sent. Staff also met with BC Hydro staff which was followed by a response letter. In the letter, BC Hydro staff support the following elements in OCP 2050: • Acknowledgement of the need for infrastructure improvements to support growth. • Ongoing commitment to working collaboratively with BC Hydro to improve service delivery and process efficiencies. • Alignment with Community Energy and Emissions Plan 2050 objectives.

OCP Consultation Policy and Summary of Targeted OCP Update Public Engagement

Public engagements are summarized below.

38,000+ people

24 open houses & pop-up booths

3,740+ attendees & interactions (open houses and pop-ups)

3 online surveys

550+ pieces of feedback (survey responses, emails, and online submissions)

23 meetings & workshops (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.

Most Frequently Reoccurring Comments Received for Housing Affordability and Environmental Protection and Enhancement

Housing affordability:

- Strong support for increasing housing affordability and density across the city, especially in transit-accessible areas, while ensuring improved pedestrian connectivity, services and amenities.
- Need for diverse housing options that are truly affordable for people of all ages, incomes, abilities, and backgrounds.
- Need for thoughtful human-scale urban design and protections against tenant displacement.
- Concerns expressed about traffic, infrastructure capacity, pace of development and preservation of single-family neighbourhoods.

Environmental protection and enhancement:

- Strong support for protecting Richmond's natural assets, including plants, animals, green space and mature trees, while enhancing access through walking and biking paths.
- Concerns about the irreversible loss of these assets, limited accessibility of people-friendly natural spaces, especially along the industrial waterfront.
- Opinions vary on expanding tree coverage in the city. Suggestions to use native plants in new developments, focusing on biodiversity, and ensuring the dyke system is climate-resilient.
- Concerns expressed about inconsistent Environmentally Sensitive Area (ESA) designations on private land and calls for more strategic, data-driven approaches to environmental planning.

Projections and Capacity Summary

The tables below indicate the estimated increase in capacity (i.e., an estimate of the maximum number of dwelling units that could be constructed based on applicable land use policies, without consideration of the likelihood or timeframe of construction) that can be attributed to the Provincial Housing Bills and OCP 2050. For clarity, for this summary capacity is the maximum number of dwelling units that could be constructed if every lot was developed to the maximum permitted under the draft OCP update (without consideration of when or if such construction might occur).

Transit-Oriented Areas (TOA)

In June 2024, Council adopted a TOA Bylaw identifying minimum heights and densities around identified Canada Line stations as required by the Province (Bill 47). The additional capacity identified below is in addition to the City Centre Area Plan (CCAP), adopted in 2009, which projected 56,900 dwelling units upon build-out.

	Dwelling Units
Increase in capacity attributable to TOA (Bill 47)	+29,956

Small-Scale Multi-Unit Housing (SSMUH)

In June 2024, Council rezoned almost 27,000 single-family and duplex lots to permit three, four or six units, depending on lot size and proximity to frequent transit, as required by the Province (Bill 44). While rezoning to permit SSMUH greatly increased the City's zoned capacity, it is expected that construction will occur gradually over many years.

	Dwelling Units
Increase in capacity attributable to SSMUH (Bill 44)	+64,392

Other Proposed OCP Land Use Updates

To rebalance growth between inside and outside City Centre, support the development of walkable, transit-oriented villages, and increase lower-cost strata and rental housing options (e.g., wood construction), OCP 2050 increases the capacity for townhouses and four- to six-storey apartments, including:

- Approximately 5,000 additional dwelling units (in addition to current OCP capacity) along arterial roads in designated "Local Villages" and "Arterial Connectors".
- Additional capacity for rental and non-profit housing throughout the city. For example, redevelopment of the sixty existing rental housing developments for which Council amended zoning to exclusively reserve residential use for rental tenure have capacity to introduce between 8,000 and 13,000 new rental units to the City's stock of rental housing.

Interim Housing Needs Report (IHNR)

In December 2024, Council approved Richmond's IHNR, which estimates that 52,000 new dwellings must be built between 2021 and 2041 to meet community need (i.e., roughly 2,600 per year). The Province requires that the OCP and Zoning Bylaw accommodate this growth. Richmond has enough pre-zoned land to satisfy this requirement, largely due to pre-zoning for SSMUH.

City of Richmond

Bylaw 10724

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	

CITY OF RICHMOND
APPROVED by
JH
APPROVED by Director or Solicitor

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

Richmond

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.

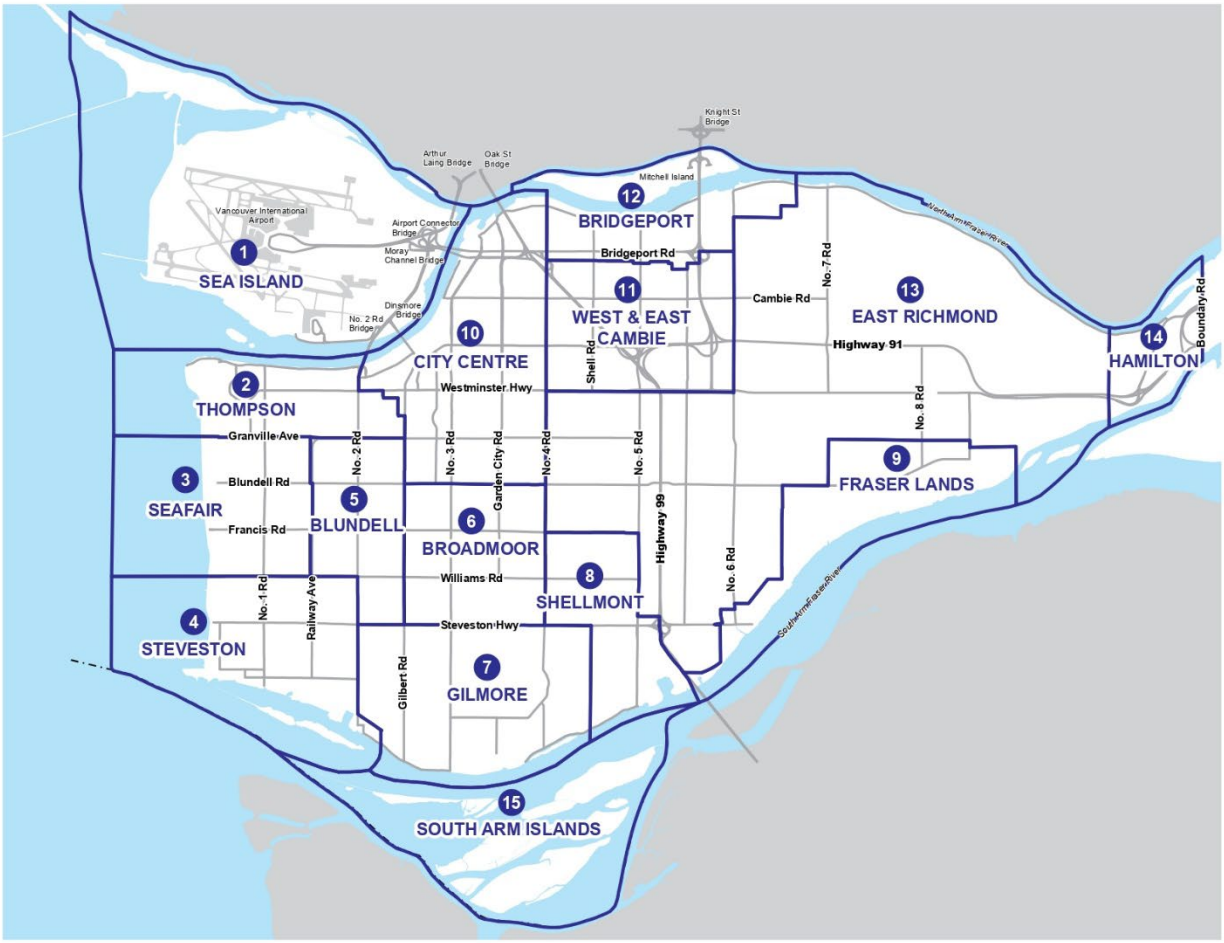
Seeking Clarification

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 Brighouse 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
HOUSING AFFORDABILITY	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.
CHANGING DEMOGRAPHICS	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.
UNBALANCED GROWTH	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.
DEVELOPMENT PRESSURES	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.
CAR DEPENDENCY	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.
CLIMATE CHANGE	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.

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

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

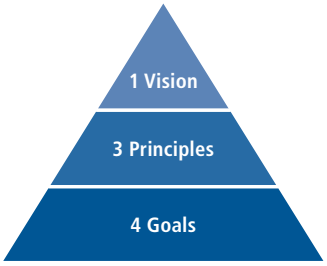
3 online surveys

550+ pieces of feedback from survey responses, emails and online submissions

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.

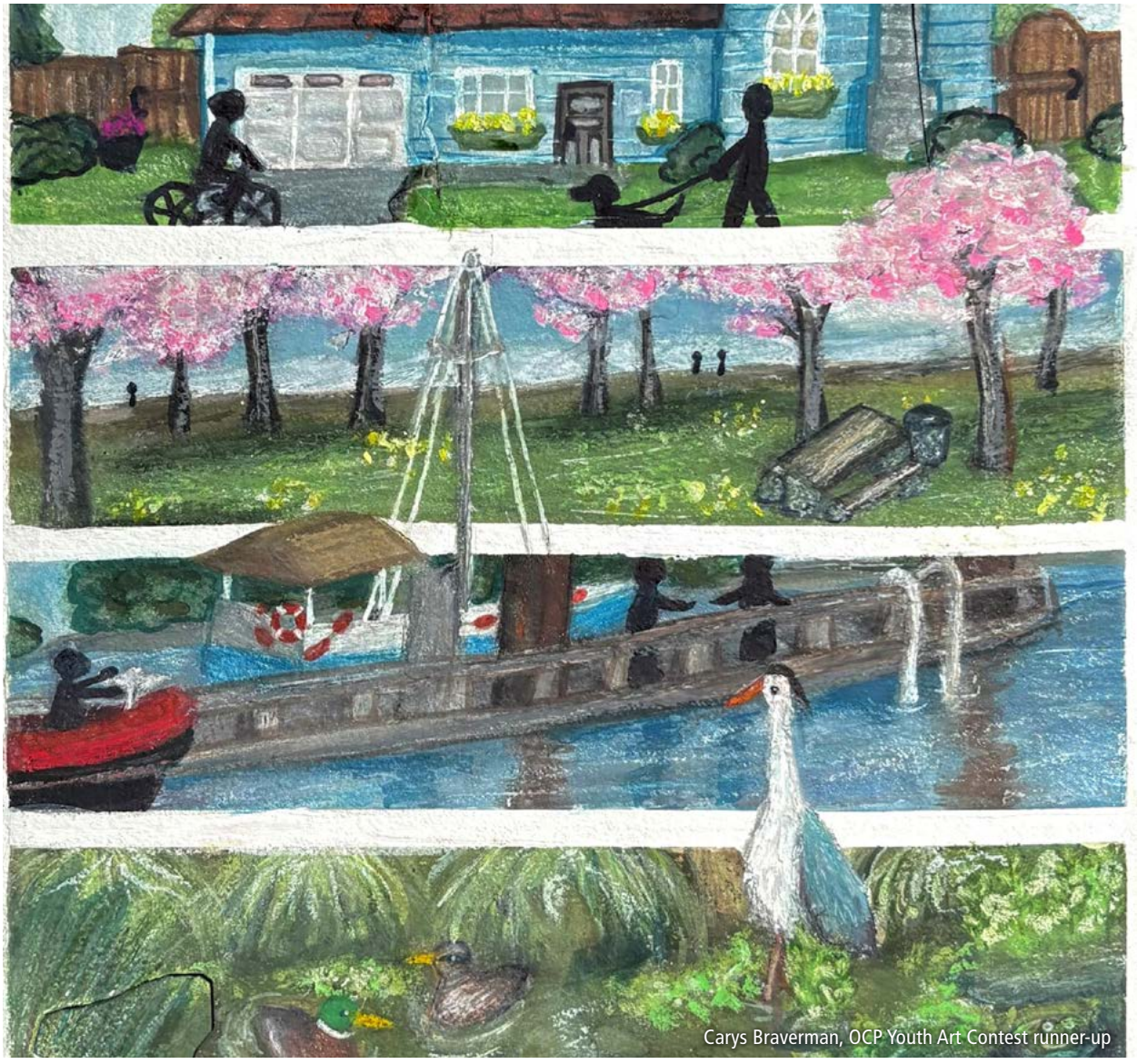
1.5 Moving Towards 2050



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.

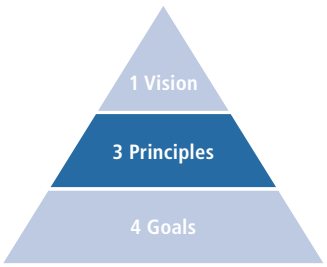


Carys Braverman, OCP Youth Art Contest runner-up

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

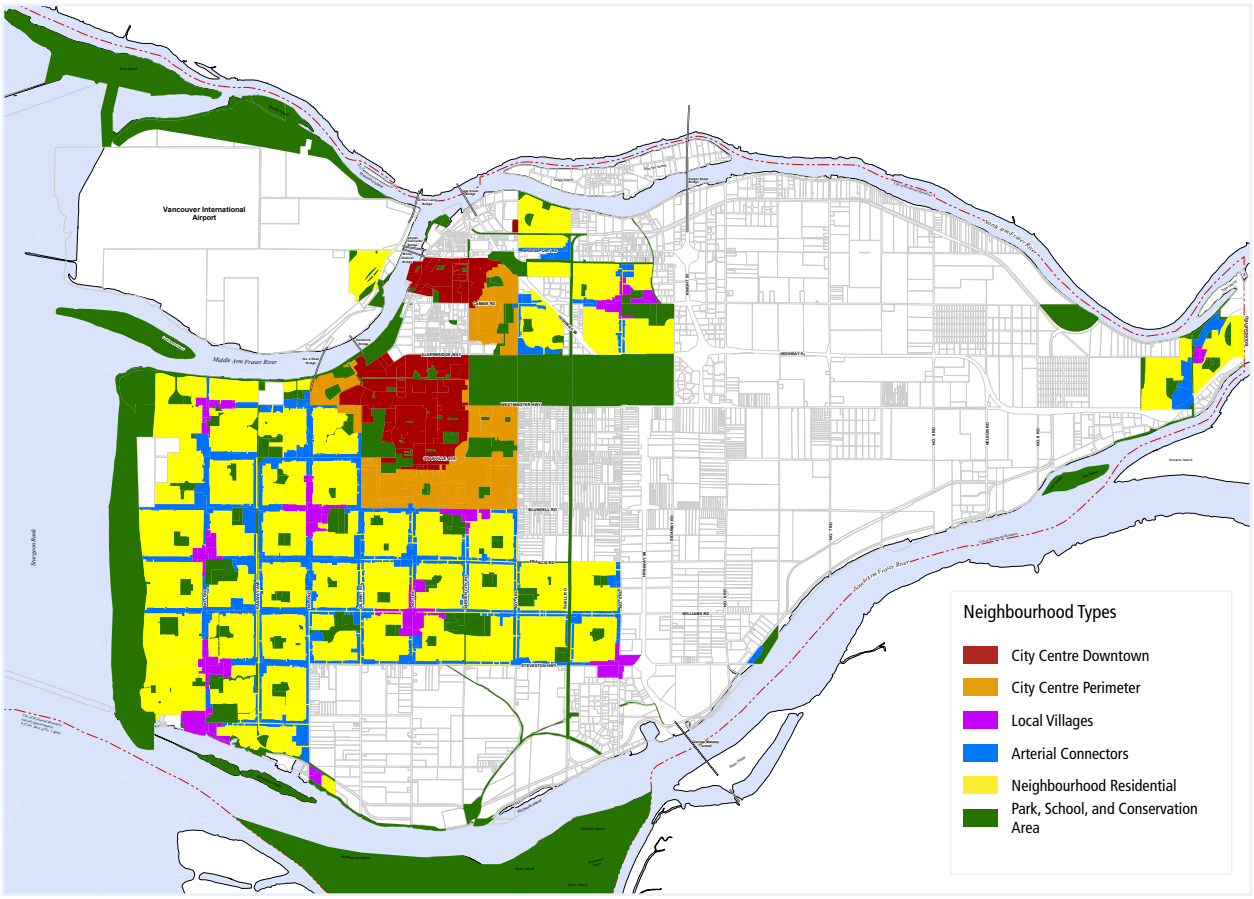
To protect and enhance the characteristics that make Richmond an attractive place to live, work, learn and play, the 2050 OCP includes a growth management framework that focuses on opportunities to increase housing supply, choices and associated affordability in locations where residential growth can 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 Brighouse 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

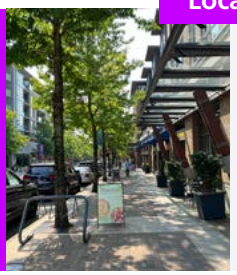
City Centre Perimeter

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 Olymic 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

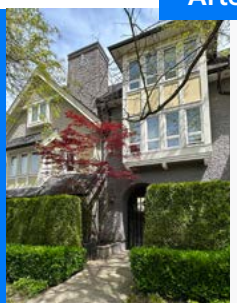


Where: Outside City Centre (along arterial roads) within a 5-minute walk or roll (400 m) of existing shopping areas

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.**

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

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.**

2

What is success?

We build BETTER:

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

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.**

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

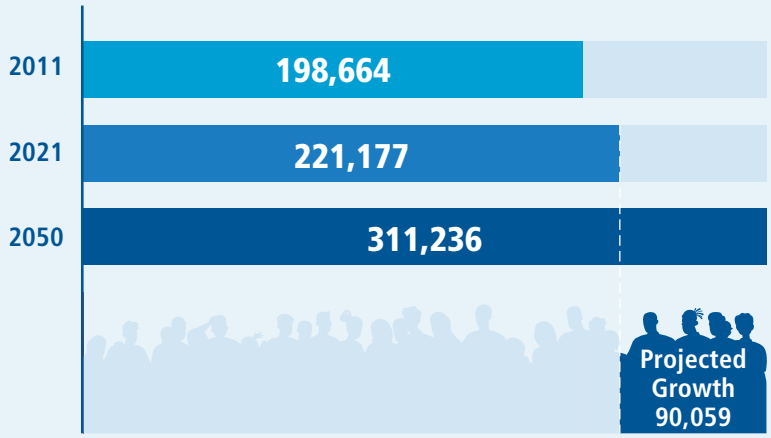


FIGURE 1.B AGE CHANGES

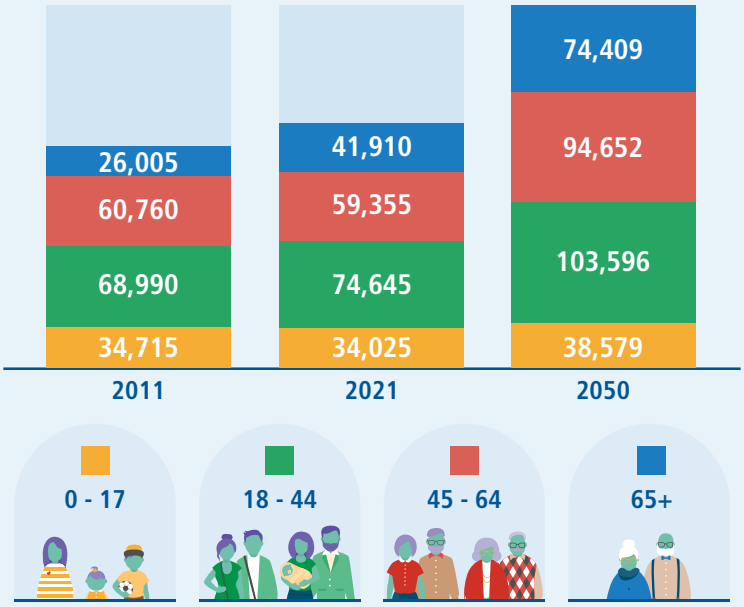
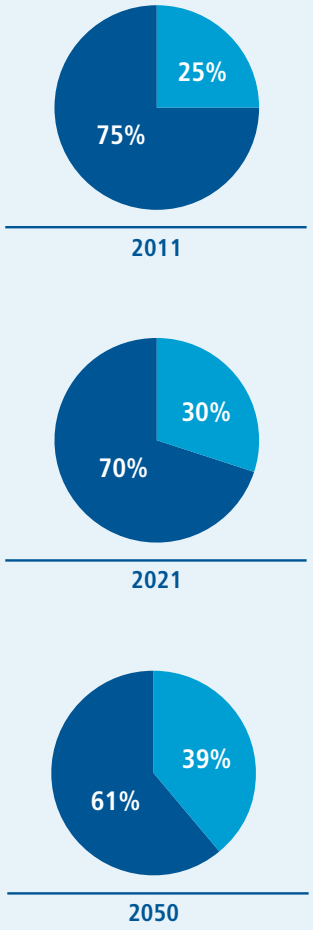


FIGURE 1.C PROPORTION OF POPULATION IN CITY CENTRE



2. Richmond's Housing

FIGURE 2.A DWELLING UNIT GROWTH

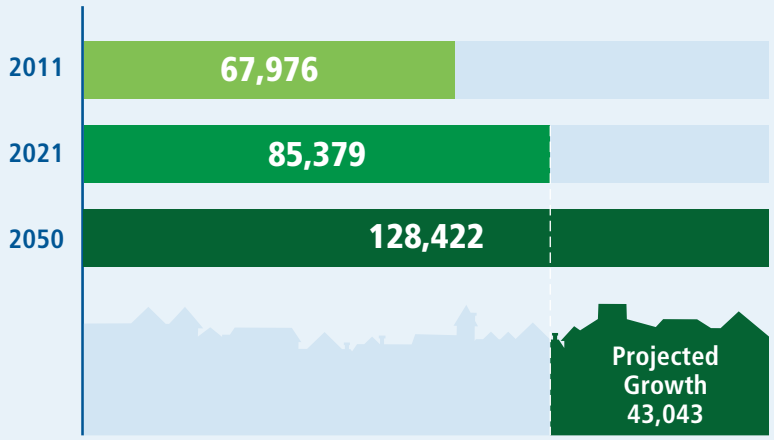


FIGURE 2.B AVERAGE HOUSEHOLD SIZE

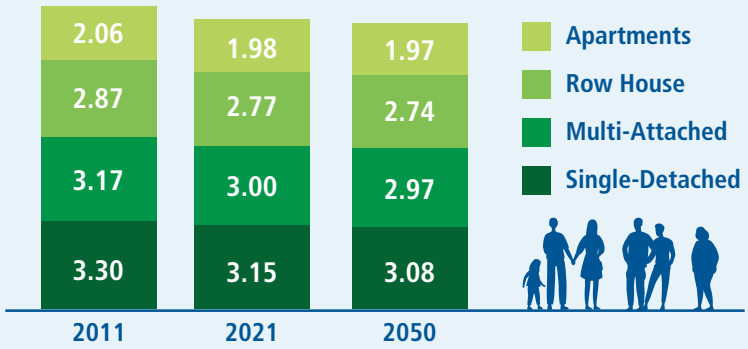


FIGURE 2.C PROPORTION OF DWELLING UNITS BY STRUCTURE TYPE

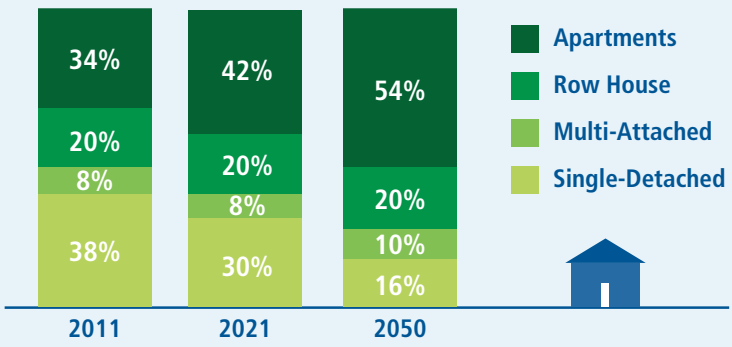


FIGURE 2.D PROPORTION OF DWELLING UNITS IN CITY CENTRE

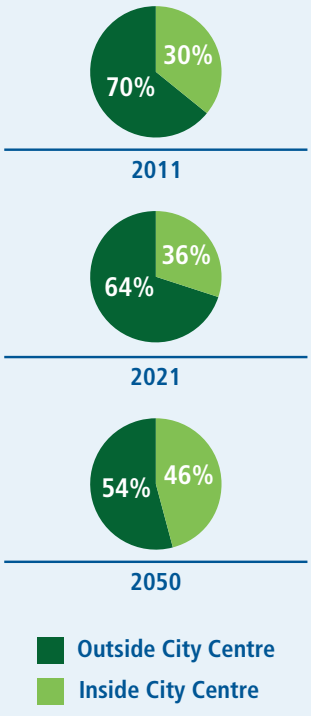
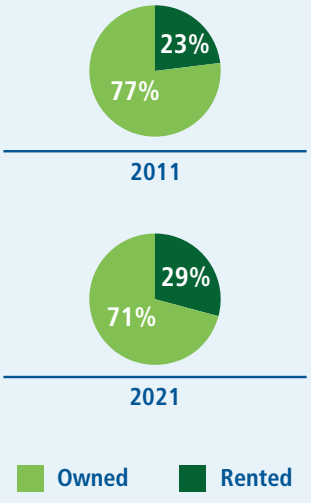


FIGURE 2.E PROPORTION OF HOUSEHOLDS THAT OWN THEIR HOME



3. Richmond's Employment

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

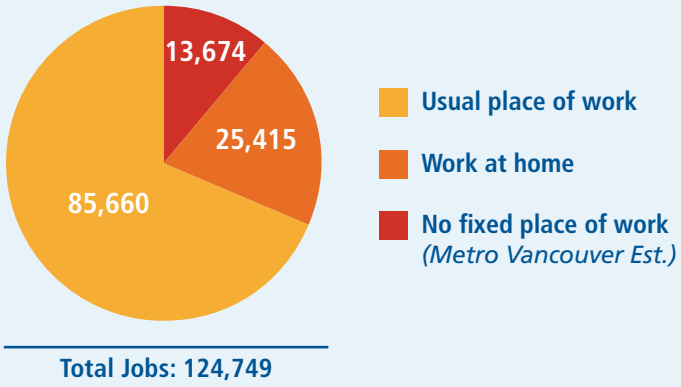
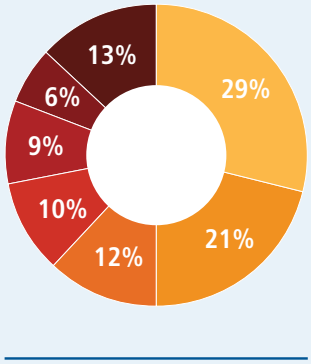
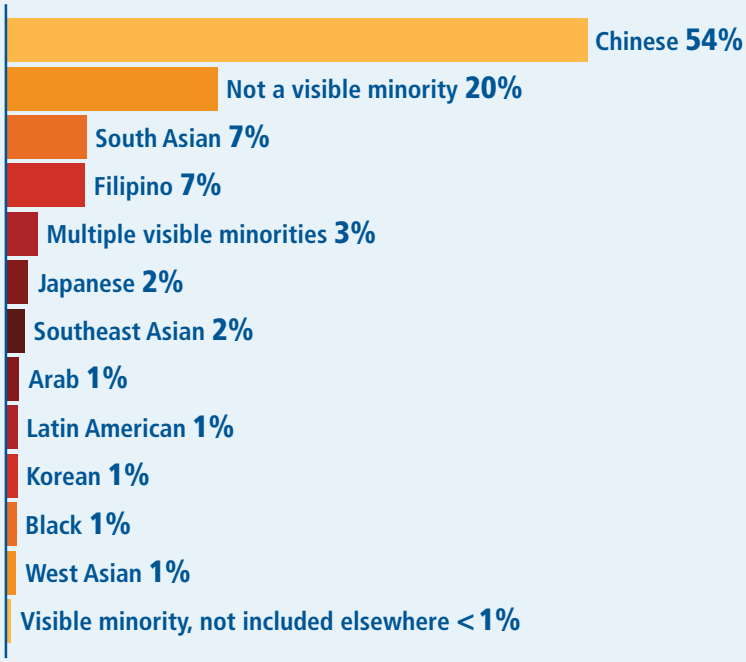


FIGURE 3.B JOBS BY SECTOR (2021)



4. Richmond's Diversity

FIGURE 4.A VISIBLE MINORITIES (2021)

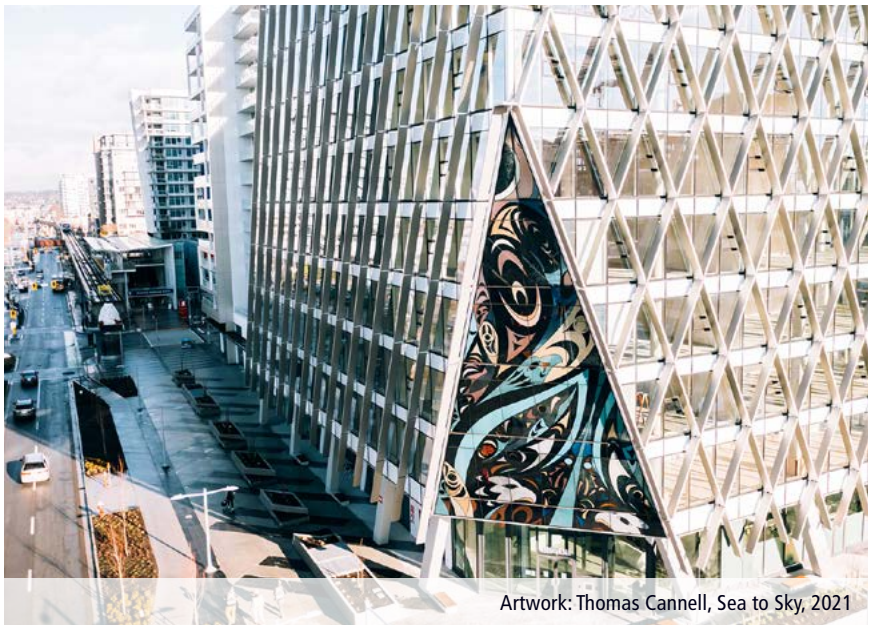


Sources: Statistics Canada, Census, Metro Vancouver, NHS

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.

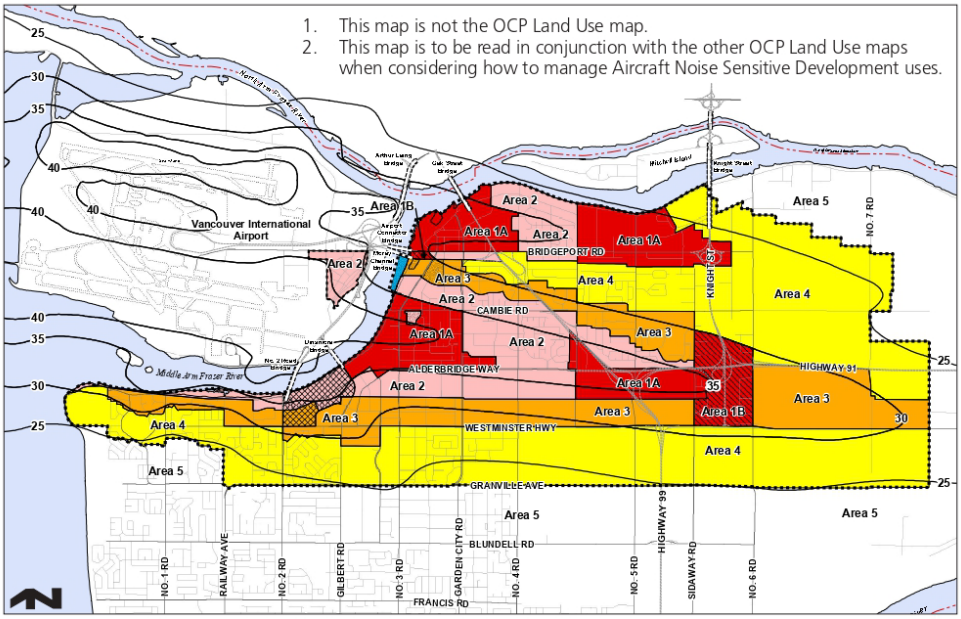
Promote compact, transit-oriented growth

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

CNCL - 428

Aircraft Noise Sensitive Development Map



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

No New Aircraft Noise Sensitive Land Uses:

AREA 1A
New Aircraft Noise Sensitive Land Use Prohibited

AREA 1B
New Residential Land Uses Prohibited

Areas where Aircraft Noise Sensitive Land Uses may be considered: subject to Aircraft Noise Mitigation Requirements

AREA 2
All Aircraft Noise Sensitive Land Uses (except new single family) may be considered
(see Table for exceptions)

AREA 3
All Aircraft Noise Sensitive Land Use types may be considered

AREA 4
All Aircraft Noise Sensitive Land Use types may be considered

No Aircraft Noise Mitigation Requirements

AREA 5
All Aircraft Noise Sensitive Land Use types may be considered

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)

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)

On Fraser River Above 30 NEF Residential (e.g. house boats) may be considered

2015 Noise Exposer Forecast (NEF) Contours

Extent of Aircraft Noise Insulation

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 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.

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.

3.0 Neighbourhoods and Housing

Purpose-driven solutions for delivering permanent housing in Richmond[1]

	3.1 Build Better Neighbourhoods		3.2 Build Better Housing		
Objectives	**1.** Build a transit-oriented village framework	**2.** Build five complementary Neighbourhood Types	**1.** Build more housing for new and existing residents	**2.** Build more market-driven housing that more people can afford	**3.** Build more below-market and non-market housing through effective partnerships
2050 Targets	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

[1] *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.*

2050

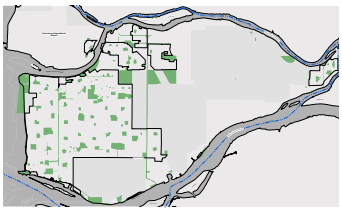
Ensure 90% of Richmond residents live no more than a 20-minute walk or roll (1.6 km) of a transit village supporting residents' daily needs.

3.1 Build Better Neighbourhoods

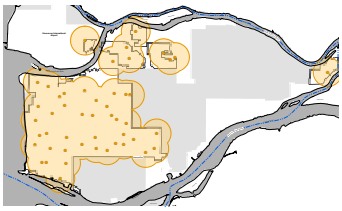
Overview

"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.

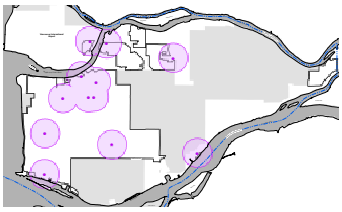
OBJECTIVE 1:
Build a transit-oriented village framework



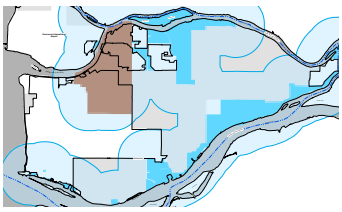
Existing and planned parks



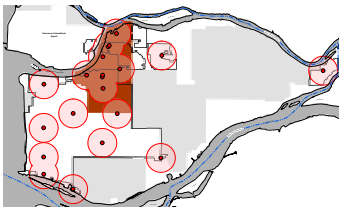
< 800 m to schools



< 800 m to City recreation facilities



< 800 m to employment



< 800 m to shopping

TransLink priority transit routes, Transport 2050

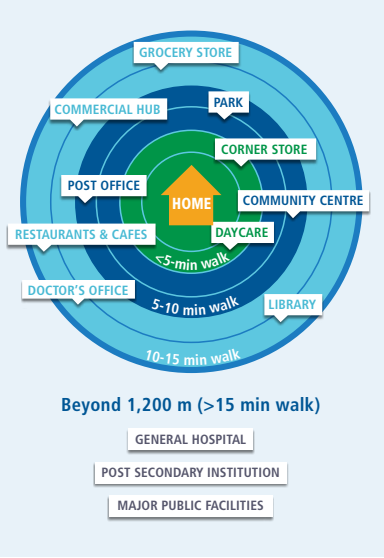
The purpose of a transit-oriented village framework is to guide growth towards a more compact community and its benefits, including:

- 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.

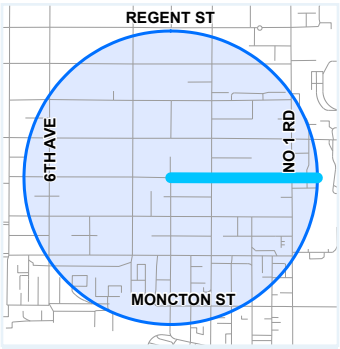
Canada Line Villages, with their significant jobs, shopping, education, housing, amenities and links to the airport and other municipalities, will play important local, city, and regional roles.

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).

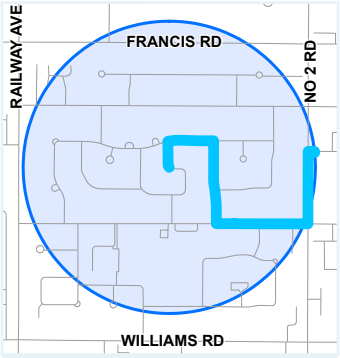
Local neighbourhoods and special precincts (e.g., hospital, university) may be supported by small activity nodes that put daily needs, transit and amenities close to home and work.

MAKE DISTANCES WALKABLE

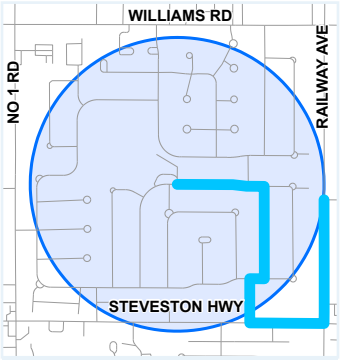
Richmond's street network affects walking distance. Travelling 400 m as the crow flies could be a quick 5-minute walk or three times that. Breaking up big blocks with trails will shorten trips and improve walkability.



5-minute walk or roll (400 m)



10-minute walk or roll (800 m)



15-minute walk or roll (1,200 m)

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

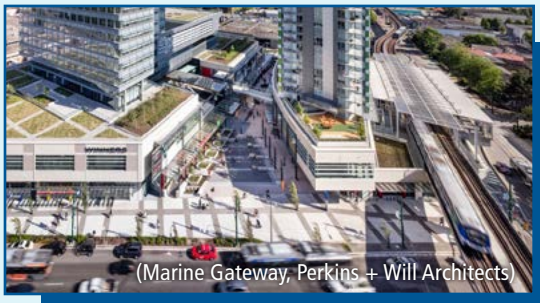
Mobility Hubs

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).

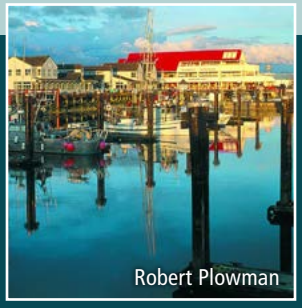
CNCL - 440

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.


Robert Plowman

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:

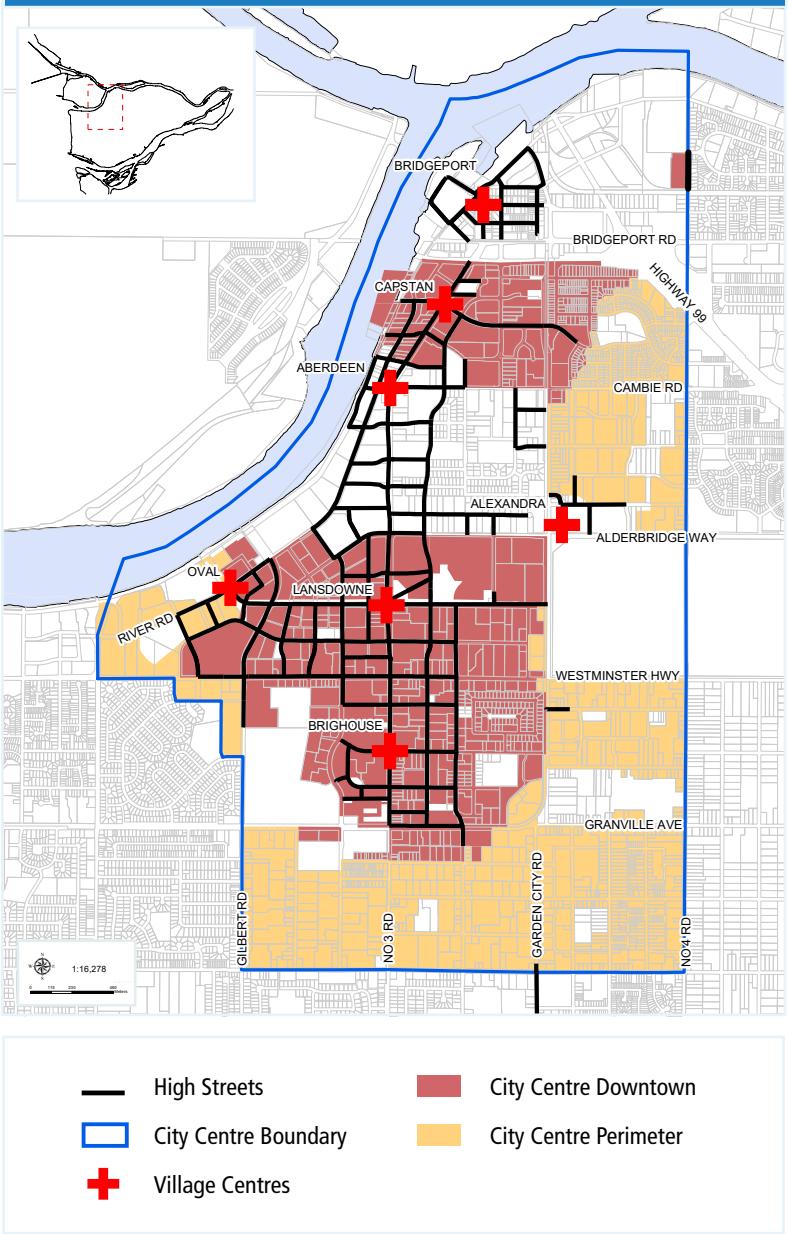
- diverse shops and restaurants, including the things that people need like healthy food markets and drug stores;
- shops and restaurants designed to encourage window shopping and animate the public realm (e.g., dining patios);
- shopping areas with narrow shop fronts (typically less than 10 m wide) 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, Brighouse, 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



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 Brighouse 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

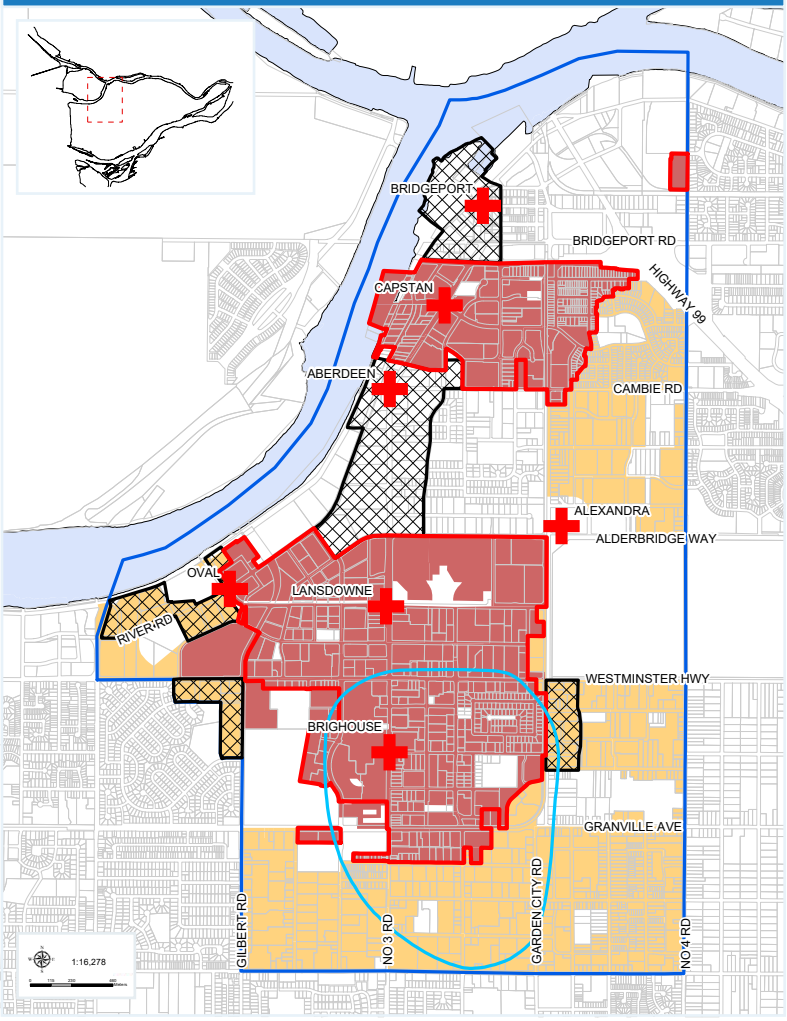
Since adoption of the City Centre Area Plan in 2009, the Village Centre Bonus and other density bonuses have been instrumental in securing developer-funded amenities, but this will no longer be the case:

- 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.*

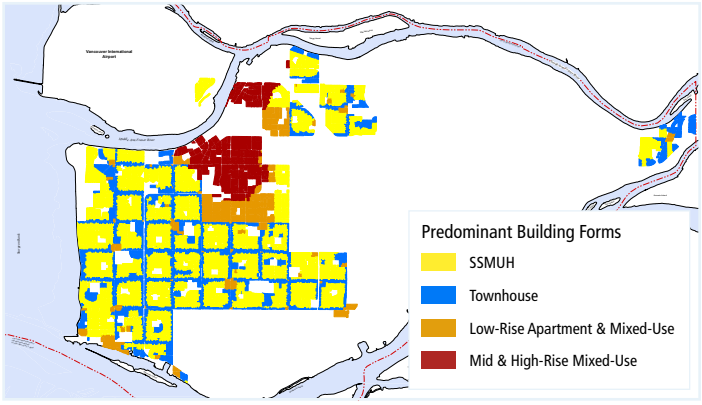
e. Adopt a form-based approach: Make clear the intended built form and building type (e.g., townhouse or apartment) to provide transparency, respect neighbours, and give developers the clarity and flexibility needed to deliver on important housing and urban design outcomes (e.g., housing affordability,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

CNCL - 446

More Predictable Housing Options and Building Forms

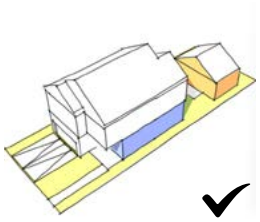
Predictable variations in building form supports transparency, financial viability, and increased housing options and affordability.



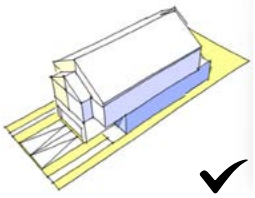
% of residential land base	✓ indicates most common types. Actual building designs will vary.

54% Small-scale multi-unit housing

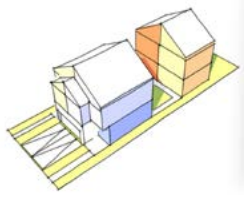
- 2 ½ storeys maximum
- Up to 3, 4 or 6 units per lot depending on proximity to frequent transit and lot size
- Sixth unit must be a below-market rental unit



3-unit option



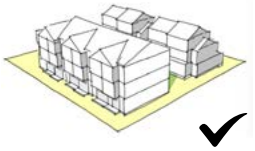
4-unit option



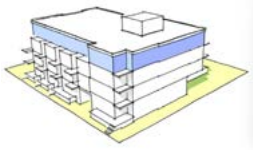
6-unit option

25% Townhouse

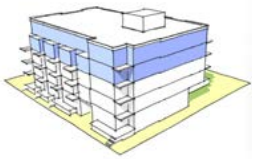
- 3-storey townhouses will likely predominate
- Rental apartments may be up to 4 storeys, but may increase to 5 with a corner store or 6 on large sites



3-storey option



4-storey option

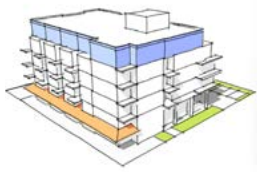


5- to 6- storey option

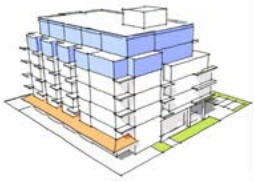
10% Low-rise apartment & mixed use

- 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



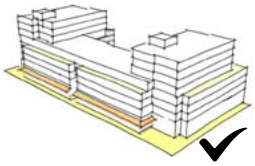
5-storey option



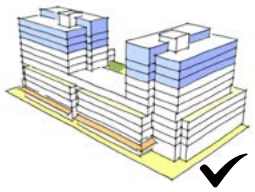
6-storey option

11% Mid- and high-rise mixed use

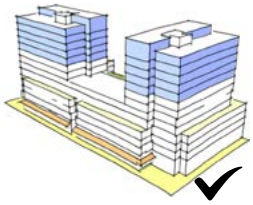
- Applies within 800 m of designated Canada Line stations (as per Transit-Oriented Areas legislation), plus limited nearby high-rise areas (e.g., Oval Village, hospital precinct).



8-storey option within 800 m of a station



12-storey option within 400 m of a station



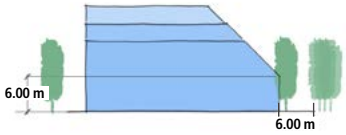
15-storey option within 200 m of a station

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:

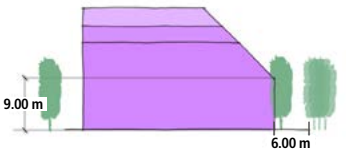
3-storey townhouses will be typical, but rental buildings may be taller.



Arterial Road *Rear Yard*

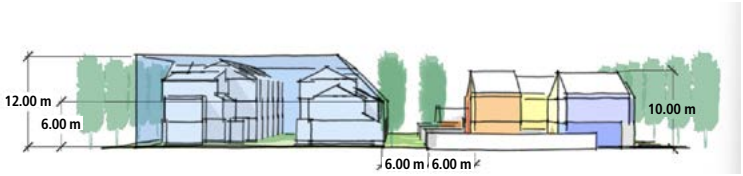
Local Villages:

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

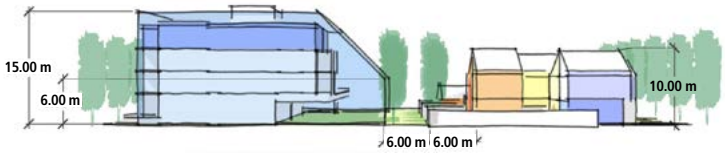


Arterial Road *Rear Yard*

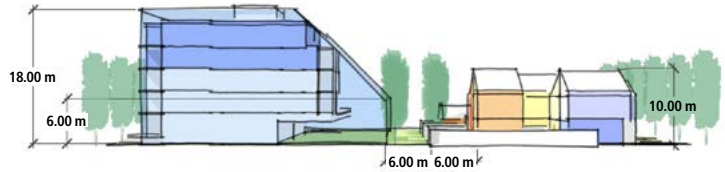
Arterial Connectors



3-storey townhouses *SSMUH*

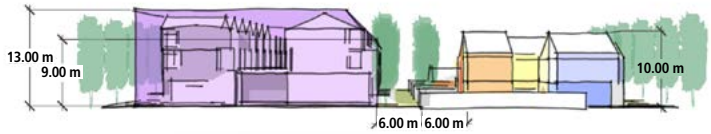


4-storey rental apartment *SSMUH*



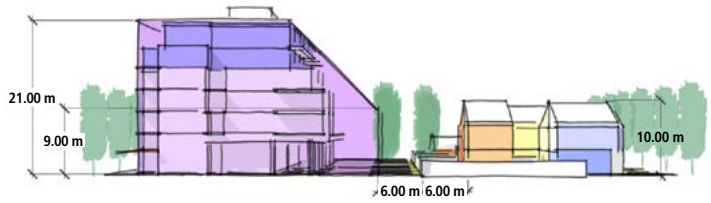
5-storey rental apartment with corner store *SSMUH*

Local Villages

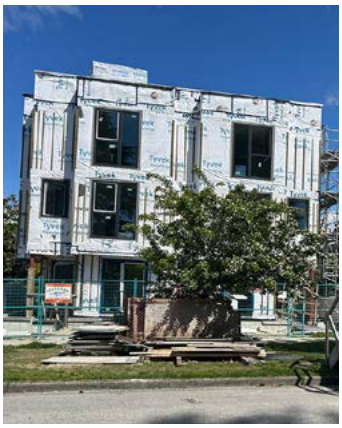


3-storey townhouses *SSMUH*

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

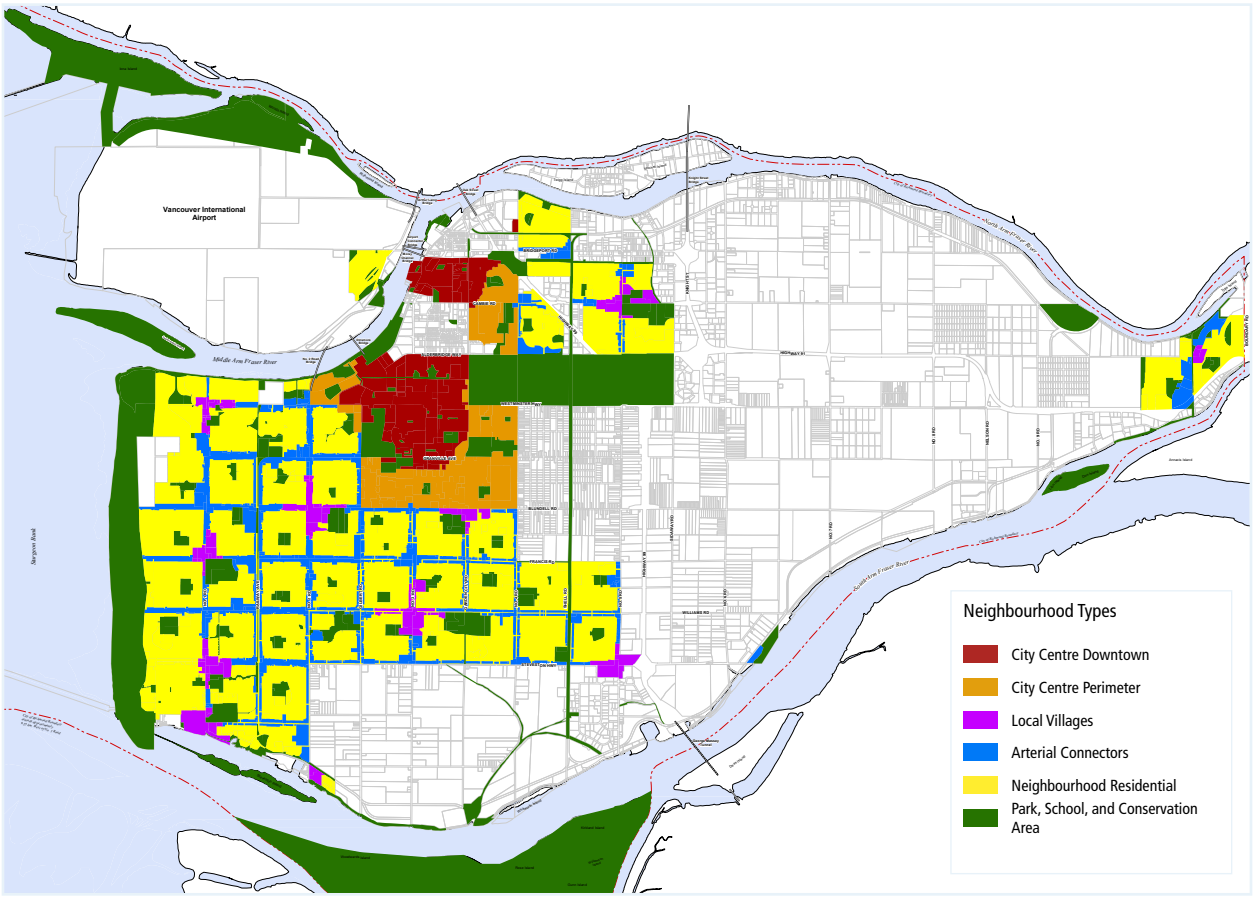
2050

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.

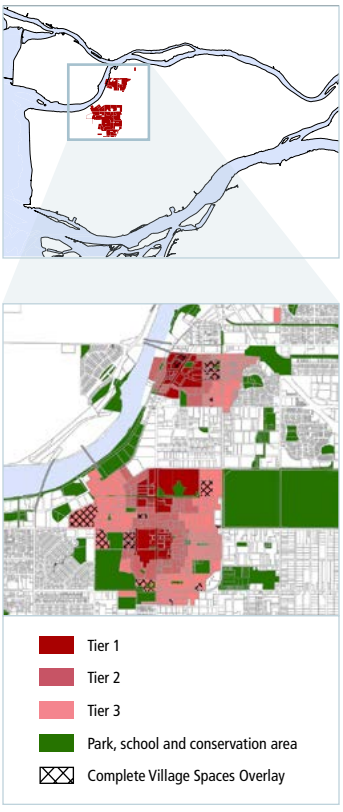
POLICIES

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 Brighouse 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.



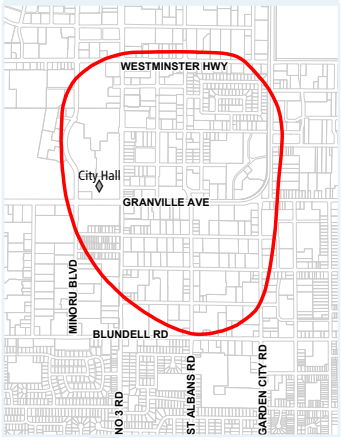
Promote a vibrant, high density City Centre Downtown

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:
Brighouse Village Height Study

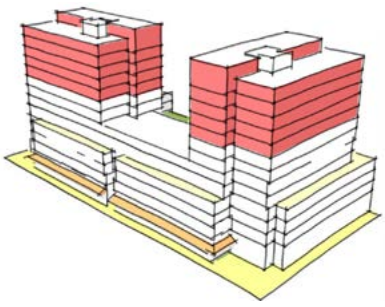
Continue to work with the Vancouver Airport Authority regarding the potential to exceed current Airport Zoning Regulation (AZR) height limits near City Hall (subject to federal approval) to safely deliver improved housing, development and community outcomes.



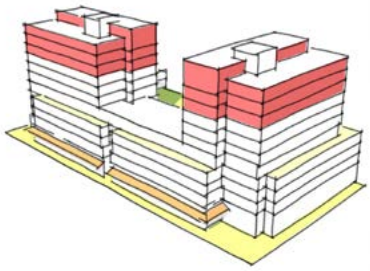
- **Connectivity:** Expand, enhance and connect local streets, lanes, pedestrian, bike and ecological networks with an emphasis on a high-quality public realm that supports improved transit service and ridership (e.g., mobility hubs), active mobility, and healthier, greener, more resilient and appealing 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

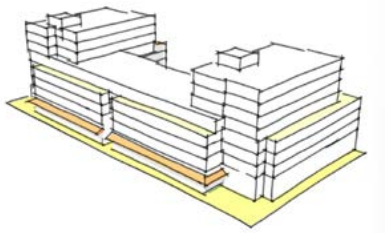
City Centre Downtown development is subject to a simple podium-tower envelope where a low-rise building or the low-rise portion of a building has a typical maximum height of 25 m, and any higher portion of a building is subject to typical tower features (e.g., maximum habitable floorplate).



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**
General locations		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
Typical uses	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.)		
Typical heights [1]	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
Typical floor area ratios (FAR) [2] [3]	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
Typical housing options [4]	Mixed tenure Market rental Mixed rental	Typical height & FAR apply to all options	Typical height & FAR apply to all options	Typical height & FAR apply to all options
Typical vehicle access		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.		
Typical mid-block trails		Public links encouraged to reduce travel distance to transit and amenities.		
Typical built form features [5]	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 [6]	**Habitable floorplates:** Up to 650 m², 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		
Special Use: Marina	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.		

[1] *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.*

[2] *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.*

[3] *Increasing Complete Village Space (CVS) above 4% requires a 1:1 decrease in other uses.*

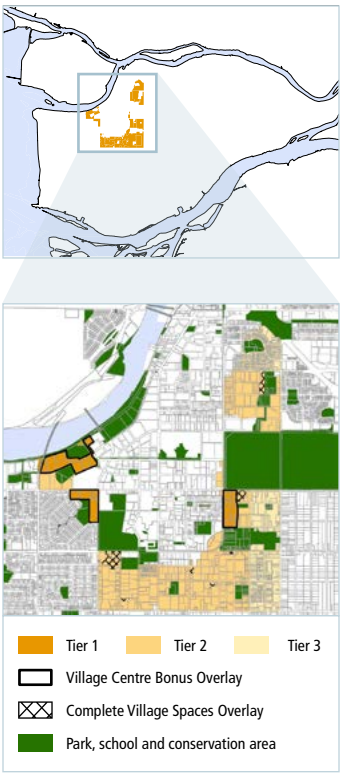
[4] *"Mixed tenure" means a mix of strata, market rental and below-market rental dwellings in compliance with City policy. "Mixed rental" means rental dwellings only (i.e., no strata units) including below-market dwellings in compliance with City policy.*

[5] *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).*

[6] *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.

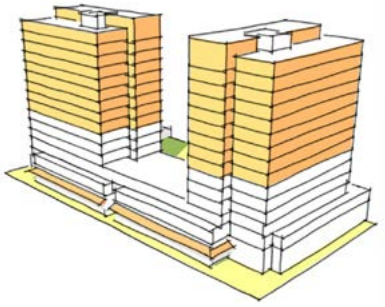
FUTURE STUDY:
Oaks Sub-Area Plan

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.

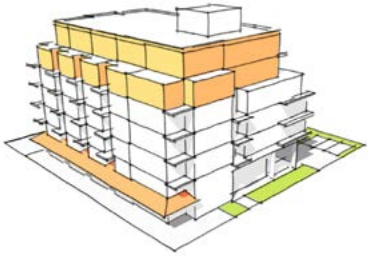
- **Connectivity:** Expand, enhance and connect local streets, lanes, pedestrian, bike and ecological networks with an emphasis on a high-quality public realm that supports improved transit service and ridership (e.g., mobility hubs), active mobility, and healthier, greener, more resilient and appealing 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 ½-storey Small-Scale Multi-Unit Housing (SSMUH) (not shown)*

City Centre Perimeter				
SUB-TYPES		**TIER 1**	**TIER 2**	**TIER 3**
General locations		Oval Village, McLennan North, hospital precinct	Oval Village, McLennan North and South, Moffatt, St. Albans, Alexandra	McLennan North and South, Oaks
Typical uses	Predominant	• Mixed use	• Townhouse • Apartment	• Small-Scale Multi-Unit Housing (SSMUH) [1] • 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.)		
Typical heights [2]	Storeys [3]	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)
Typical floor area ratios (FAR) [1]	Total	Up to 3.0 FAR	Up to 1.2 FAR	Up to 0.6 FAR
	Commercial [4]	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
Typical housing options [1][5]	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
Typical vehicle access		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.		
Typical mid-block trails		Public links encouraged to reduce travel distance to transit and amenities.		
Typical built form features [1] [6]	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 [7] habitable floorplates	Up to 650 m², but may be larger subject to use and approved design	Not applicable	Not applicable
	Tower [7] 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		
Special Use: Oaks	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		

[1] *For SSMUH, notwithstanding the table above, development shall comply with Richmond's Zoning Bylaw.*

[2] *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).*

[3] *The actual number of storeys may be less than indicated depending on proposed floor-to-floor heights.*

[4] *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.*

[5] *"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.*

[6] *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).*

[7] *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.

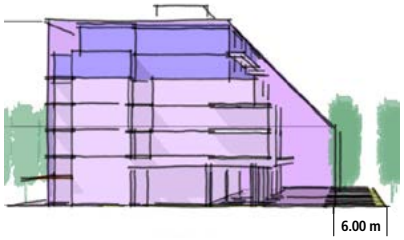
FUTURE STUDY:
Local Village Planning

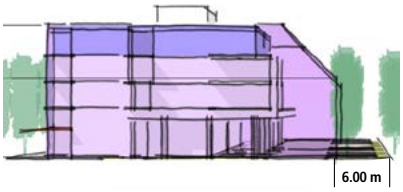
Undertake public engagement and planning to address community needs and objectives regarding high street location and design, mixed-use, apartment and townhouse development, connectivity (e.g., trails, streets, mobility hubs and measures), jobs and business, public open space, amenities, and built form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

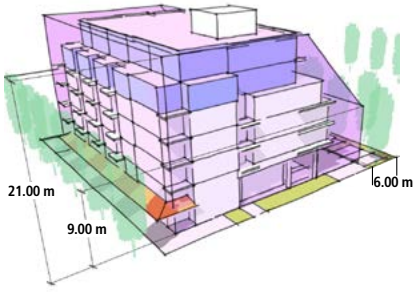
- **Built form:** Encourage strong, three- to six-storey streetwall-type buildings to make it distinct from adjacent arterial road development and impart a more urban character.
- **Built form (High Streets):** Encourage pedestrian-oriented commercial and street-activating uses at grade along designated 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.

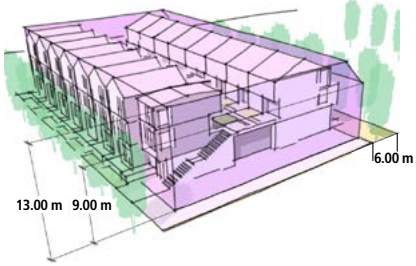






Tier 1: *4- to 6-storey apartment over commercial (mixed tenure)*

Tier 2: *4-storey apartment (rental only)*



Tier 2: *3-storey townhouse with shared parking structure (mixed tenure)*

Local Villages			
SUB-TYPES		**TIER 1**	**TIER 2**
General locations		Properties fronting designated Local Village high streets	Within a 5-minute walk (400 m) of a Local Village high street
Typical uses	Predominant	• Mixed use (apartment)	• Townhouse
	Other	• Mixed use (townhouse) • Commercial • Community uses	• Apartment (rental only) • 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.)	
Typical heights [1]	Storeys [2]	Up to 4	Up to 3
	Measure	Up to 15 m	Up to 13 m
Typical floor area ratios (FAR)	Total	Up to 1.2 FAR + commercial	Up to 1.2 FAR
	Commercial [3]	Additional FAR permitted	Use permitted
	Residential	Up to 1.2 FAR	Up to 1.2 FAR
Typical housing options [4] [5]	Mixed tenure	Typical height & FAR	Typical height & FAR
	Market rental	Up to 5 storeys (18 m) & variable FAR	Up to 4 storeys (15 m) & 1.2 FAR
	Mixed rental	Up to 6 storeys (21 m) & variable FAR	Up to 4 storeys (15 m) & variable FAR
Typical vehicle access		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.).	
Typical mid-block trails		Public links are encouraged to reduce travel distance to/from interior neighbourhoods.	
Typical built form features [5][6]	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	
Special Use: Steveston	Steveston Village	Where a conflict exists, Steveston Village Heritage Conservation Area requirements shall take precedence over Local Village policies.	

[1] *Rooftop features may exceed typical heights, subject to approved design.*

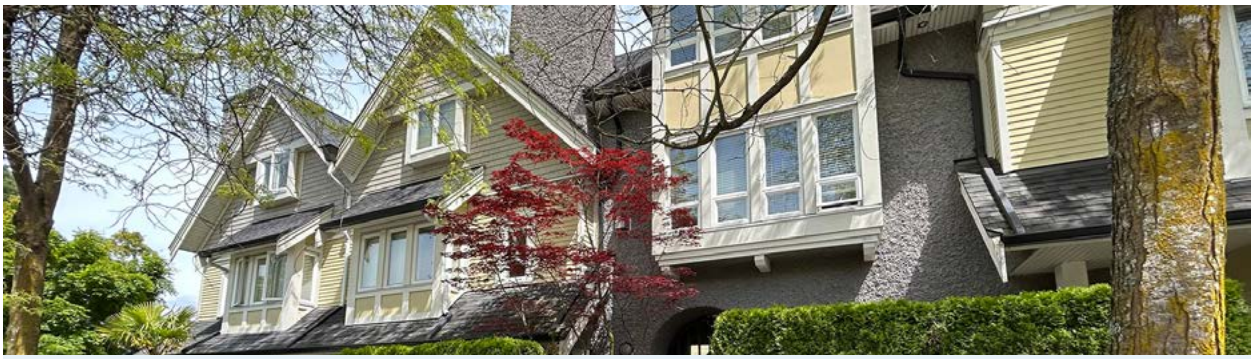
[2] *The actual number of storeys may be less than indicated depending on proposed floor-to-floor heights.*

[3] *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).*

[4] *"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.*

[5] *Local Village envelope applies to all applicable development.*

[6] *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).

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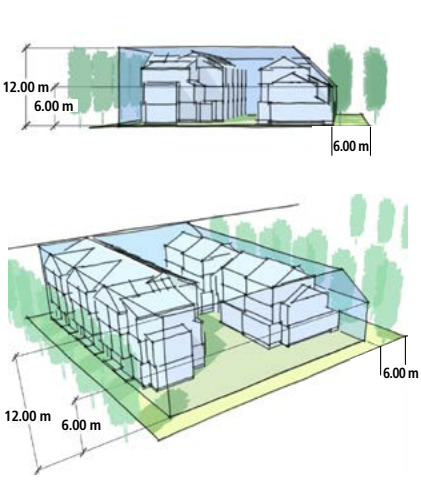
FUTURE STUDY: Arterial Road Enhancement

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.

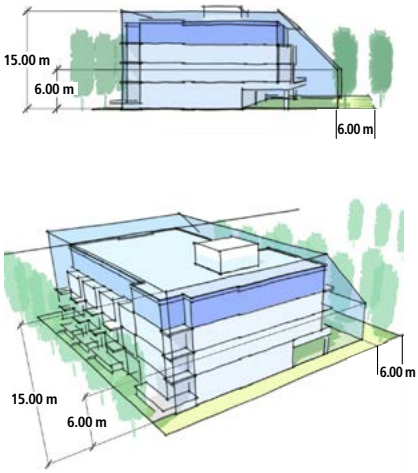
- **Built form:** Allow for a mix of compatible building types including townhouses, row houses and low-rise rental apartment buildings.
- **Built form (Traffic management):** Minimize vehicle access to/ from arterial roads with minimum site consolidations, secured shared driveways and public lanes.
- **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

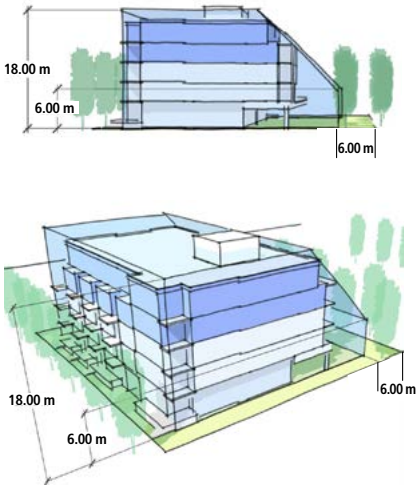
- Arterial Connector development is subject to a building envelope that slopes at 1:1 above 6 m, measured at the 6 m rear setback, to mitigate shading and overlook of lower density neighbours.
- Small-Scale Multi-Unit Housing (SSMUH) shall comply with the applicable Richmond Zoning Bylaw envelope.



Tier 1: *3-storey townhouse with uncovered driveway (mixed tenure)*



Tier 1: *4-storey apartment (rental only)*



Tier 2: *4- to 5-storey apartment over commercial (rental only)*

Arterial Connectors			
SUB-TYPES		**TIER 1**	**TIER 2**
General locations		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
Typical uses	Predominant	• Townhouse and rowhouse [1]	• Mixed-use (apartment) (rental only)
	Other	• Apartment (rental only) • Community uses	• Commercial • 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.)	
Typical heights [2]	Storeys	Up to 3	Up to 4
	Measure	Up to 12 m	Up to 15 m
Typical floor area ratios (FAR)	Total	Up to 0.8 FAR	Variable
	Commercial [3]	Use permitted	Variable
	Residential	Up to 0.8 FAR	Variable
Typical housing options [2] [4]	Mixed tenure	Typical height & FAR	Not applicable (Rental housing only)
	Market rental	Up to 4 storeys (15 m) & 1.2 FAR	Up to 4 storeys (15 m) & variable FAR
	Mixed rental	Up to 4 storeys (15 m) & variable FAR	Up to 5 storeys (18 m) & variable FAR
Typical vehicle access		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).	
Typical mid-block trails		Public links are encouraged to reduce travel distance to/from interior neighbourhoods.	
Typical built form features [5][6]	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	
Special Use: Small-Scale Multi-Unit Housing	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.	

[1] *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.*

[2] *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.*

[3] *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).*

[4] *"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.*

[5] *Arterial Connector envelope applies to all applicable development (e.g., not SSMUH).*

[6] *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

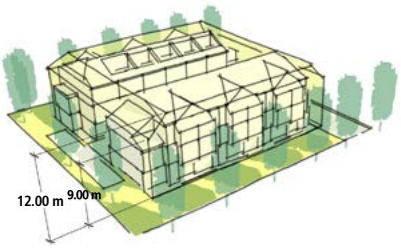
Undertake public engagement and planning to prepare a strategy supporting incremental blue-green-grey network improvements contributing to enhanced ecological health, more resilient communities, and making walking and rolling the most convenient choices for most short trips.

- **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.

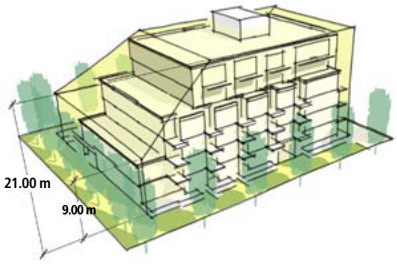
Typical Building Types & Envelope

- 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**
General locations		Interior neighbourhoods (i.e., without arterial road frontages)	Existing multi-family pockets in interior neighbourhoods
Typical uses	Predominant	• Small-Scale Multi-Unit Housing (SSMUH) [1]	• 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	
Typical heights [2]	Storeys [3]	2 ½	Up to 3
	Measure	10 m	Up to 12 m
Typical floor area ratios (FAR)	Total	Up to 0.6 FAR	Up to 0.8 FAR
	Commercial [4]	Not permitted for SSMUH	Use permitted
	Residential	Up to 0.6 FAR	Up to 0.8 FAR
Typical housing options [5]	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
Typical vehicle access		Completion/improvement of the public lane network is required. Driveway crossings of sidewalks, treed boulevards and on-street parking should be minimized.	
Typical mid-block trails		Public links are encouraged to reduce travel distance to transit/amenities.	
Typical built form features [6][7]	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	
Special Use: Small-Scale Multi-Unit Housing (SSMUH)	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.	

[1] *For SSMUH, notwithstanding the table above, development shall comply with Richmond's Zoning Bylaw.*

[2] *For Tier 2 only, rooftop features may exceed typical heights, subject to approved design.*

[3] *The actual number of storeys may be less than indicated depending on proposed floor-to-floor heights.*

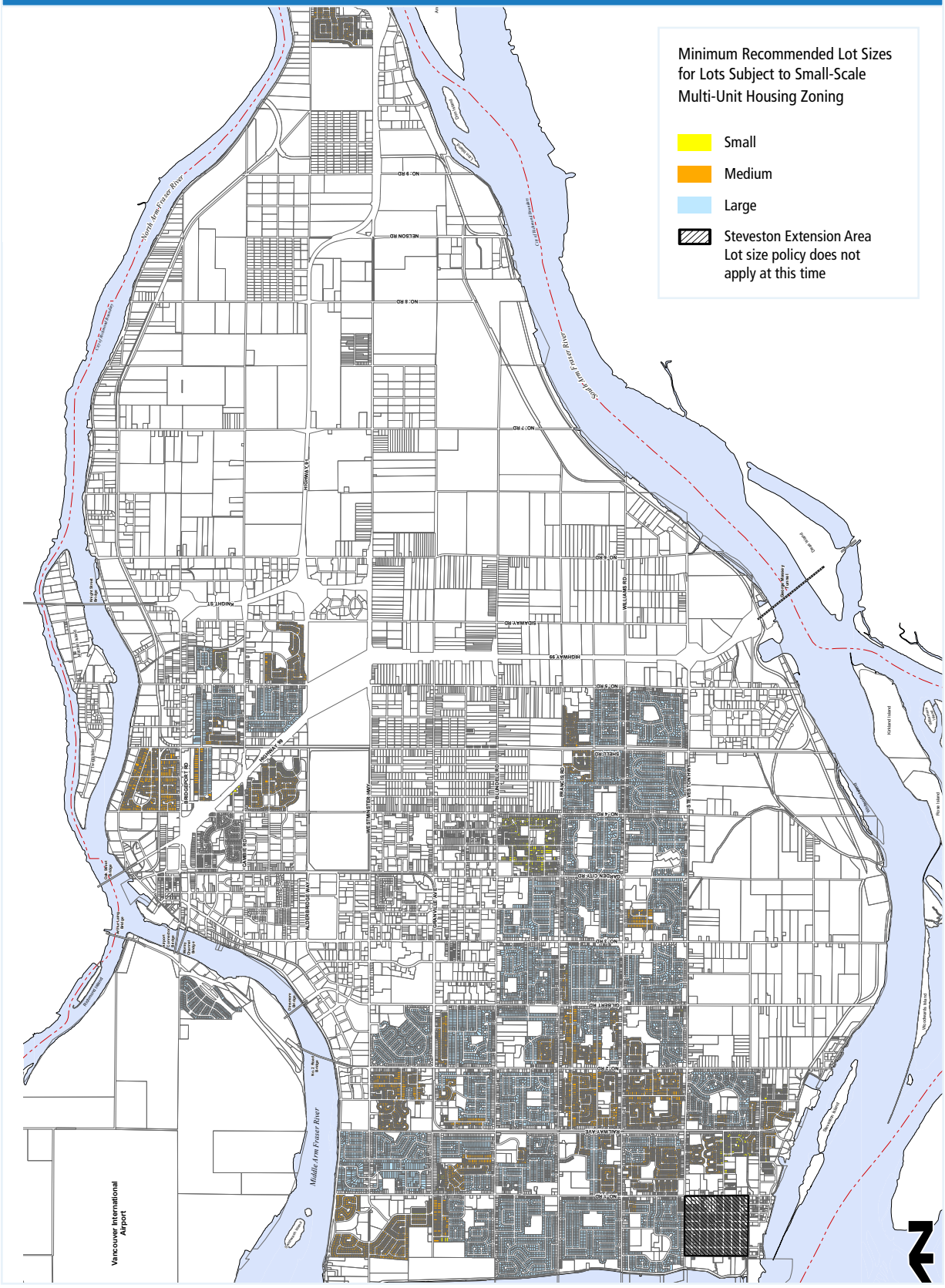
[4] *Commercial density may comprise various non-residential uses, including Complete Village Space uses.*

[5] *"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.*

[6] *Neighbourhood Residential and Small-Scale Multi-Unit Housing (SSMUH) envelopes apply to applicable development.*

[7] *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

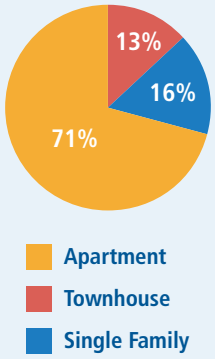
In Richmond, building better housing refers to more than increasing capacity to comply with provincial housing legislation. The OCP growth management framework balances objectives to increase housing supply with objectives to maximize affordability and enhance livability for Richmond residents. To achieve this, the growth management framework includes polices 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

2050

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

2050

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.*

- **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.

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

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 m² ($3.09 per buildable ft²);
    ii. for apartment development inside City Centre (i.e., City Centre Downtown and City Centre Perimeter): $65.77 per buildable m² ($6.11 per buildable ft²); and

iii. for apartment development outside City Centre (i.e., Local Villages, Arterial Connectors, Neighbourhood Residential): $37.57 per buildable m² ($3.49 per buildable ft²).

- 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 Corporations 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 *(including lone -parent families, families with children, multi-generational families)*	▪ Family friendly two to three bedroom units ▪ Low-End Market Rental housing ▪ Secured rental housing
Low and moderate income earners	▪ Low-End Market Rental housing ▪ Secured rental housing
Low and moderate income seniors	▪ Accessible, adaptable, and visitable housing ▪ Low-End Market Rental housing
Persons with disabilities	▪ Low-End Market Rental housing
Vulnerable populations	▪ Various types of non-market housing for singles, couples and families

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).

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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 m² (322 ft²) 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	▪ Government or non-profit initiative. ▪ Requires long-term, dedicated administration and assets that can be leveraged.	▪ Government or developer initiative.
Contribution to affordability	▪ Carries forward affordability accommodations for future owners.	▪ Beneficial to the initial purchaser. Affordability is not passed on to future owners.
Financial supports	▪ Includes provisions to maintain stable housing costs throughout the term of ownership and may offer financial assistance.	▪ Alternative financing model. ▪ Subject to standard and project specific risks (e.g., declining property value).

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

2050

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).

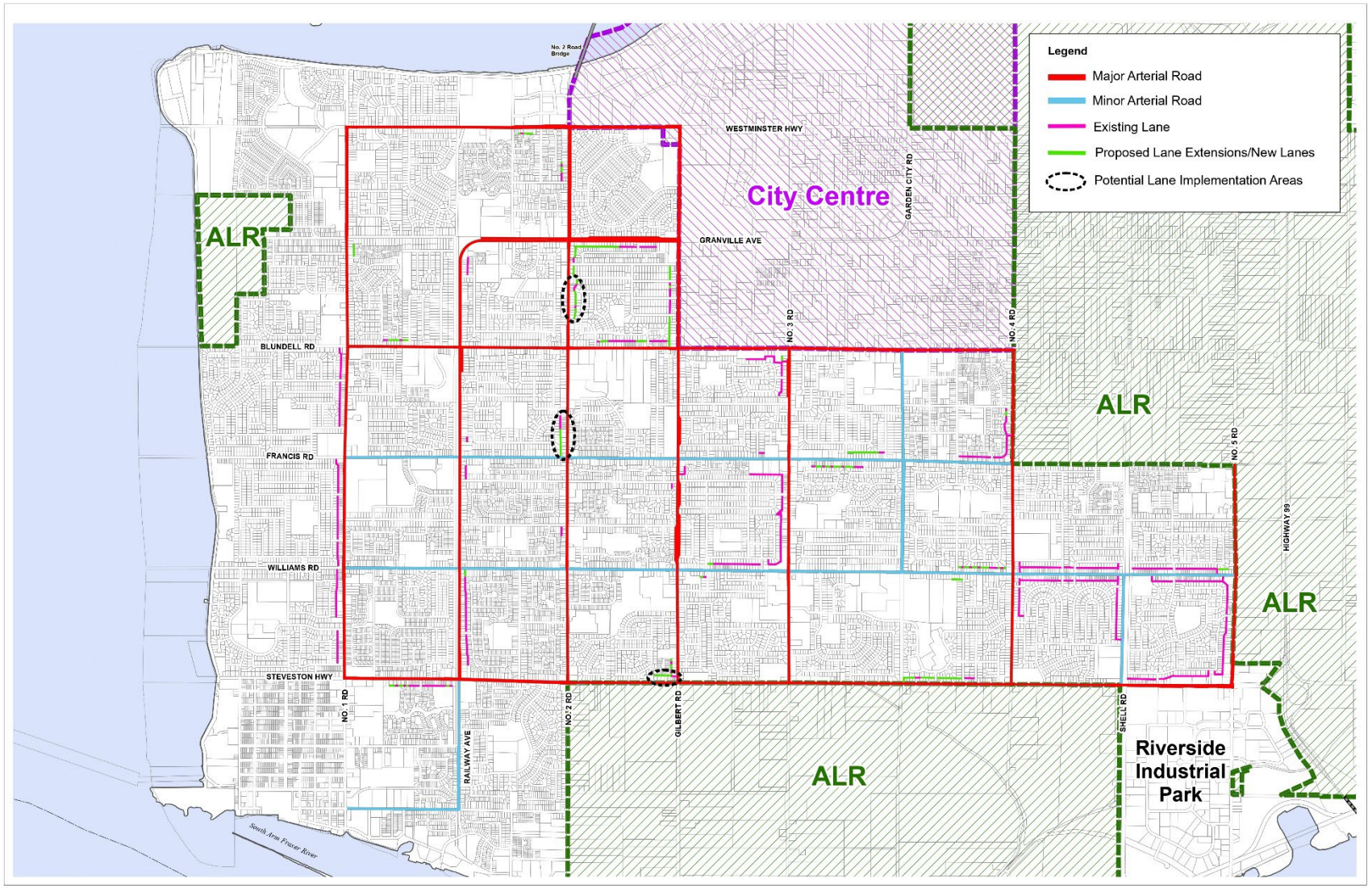
OBJECTIVE 4:

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
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 **focusing 98% of residential growth inside the Urban Containment Boundary**	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. Below are Richmond's population and dwelling unit projections based on the medium growth scenario: Population 2030: 257,978 2040: 288,526 2050: 311,236 Dwelling Units 2030: 101,457 2040: 116,555 2050: 128,422 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	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). 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

	the OCP as needed to align with housing needs assessments as required by provincial housing legislation. (Section 3.2 Objective 1 Policy a) Below are the employment projections for Richmond by Metro Vancouver. Employment 2030: 171,476 2040: 188,302 2050: 200,555 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.	development capacity by roughly 30,000 units within 800 m of Richmond's Canada Line Capstan, Lansdowne and Brighouse stations, as compared to the current City Centre Area Plan (CCAP). 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.
1.2.23 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	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.	

Targets for Urban Centres and Frequent Transit Development Areas) Regional Targets for Residential Growth by Location: • **All Urban Centre Types: 40%** • **Frequent Transit Development Areas: 28%** Regional Targets for Employment Growth by Location: • **All Urban Centre Types: 50%** • **Frequent Transit Development Areas: 27%**	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. 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)	
1.2.23 b) ii) include policies and actions for Urban Centres and Frequent Transit Development Areas that: **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 *1.2.12 Implement the strategies and actions of the Regional Growth Strategy that contribute to regional targets as shown on Table 2 to:* ***a) focus 98% of the region's dwelling unit growth to areas within the Urban Containment Boundary;*** ***b) focus 40% of the region's dwelling unit growth and 50% of the region's employment growth to Urban Centres; and*** *c)* ***focus 28% of the region's dwelling unit growth and 27% of the region's employment growth to Frequent Transit Development Areas.***	City Centre villages, including Capstan, Lansdowne, Brighouse, 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 Brighouse Canada Line Stations. 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.	Future study and public engagement will further refine planning for transit-oriented village across the city, including Canada Line and future frequent transit villages.

Strategy 1.1: Contain urban development within the Urban Containment Boundary			
	Section	**Policy**	**Applicable OCP Policies**
Policy 1.1.9	**Adopt Regional Context Statements that:**		
	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	*Please see response in Targets section*
	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	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). 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).
	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	The industrial land use designation excludes retail and residential uses. Section 9.2 (previously in Section 3.6.3) includes noise management policies and designates aircraft noise sensitive land use and

			mitigation requirements to enhance livability. 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.
Strategy 1.2: Focus growth in Urban Centres and Frequent Transit Development Areas			
Policy 1.2.23	**Section**	**Policy**	**Applicable OCP Policies**
	Adopt Regional Context Statements that:		
	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)	*Please provide response in Targets section*
	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	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. 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. 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.

	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	*Please provide response in Targets section*
	iii)	encourage office development to locate in Urban Centres through policies, economic development programs, or other financial incentives	Section 6.2 Objective 2 *City Centre* a) establish City Centre as the primary area of future office development in the City, to accommodate future regional/local office and institutional demands b) consider policy and tax incentives for stand-alone and/or mixed-use office space in the Bridgeport and Aberdeen commercial reserves 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 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)
	iv)	support modal shift by establishing or maintaining reduced residential and commercial parking requirements in Urban Centres and FTDAs and consider the use of parking maximums	Proposed Section 3.2 Objective 1 includes policies to lower costs associated with housing construction and operation.

			For example: • 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 • 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. • 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). Section 8.5 (Mobility and Access) Objective 2 a) permit the provision of optional rather than mandatory parking spaces for residential developments where practical b) pursue mechanisms to allow developers' funding contributions towards alternative transportation modes (transit, cycling, walking) in lieu of providing vehicle parking c) permit reduced parking requirements for new developments located near major transit corridors and for mixed-use developments sharing parking, for example,

			for multiple family residential developments 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.
	v)	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)	The goal of the proposed Section 3 (Neighbourhoods and Housing) is to make Richmond a place whether housing development delivers innovative, purpose-driven solutions that contribute to housing affordability and diversity and equitable, resilient neighbourhoods. 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. 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). Section 3.2 (Build Better Housing) Objective 1 includes a policy to 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 (Policy a). 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). 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.
	vi)	consider support for the provision of child care spaces in Urban Centres and Frequent Transit Development Areas	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. 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

			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. 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.
	vii)	consider the implementation of green infrastructure	Section 9 (Island Natural Environment) Objective 2: promote green infrastructure and Green Infrastructure Network (GIN) and their underlying ecosystem services on all lands. 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. 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.

			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	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). Section 11.3 Objective 2: facilitate the provision of space for community agencies, including: 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)

			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) c) support non-profit agencies and community partners to develop and maintain an inventory of space requirements for community agencies in Richmond The policies will be further enhanced through the targeted OCP update for community equity in the future.
	x)	consider, where Urban Centres and Frequent Transit Development Areas overlap with Employment lands, higher density forms and intensification of commercial and light industrial	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). Section 6.1 includes policies to densify neighbourhood commercial centres through multi-use development integrating a range of employment uses (Objective 1 Policy b). 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) Section 6.2 also includes a policy to consider increasing

			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	Section 1.6 introduces five mixed-use neighbourhood types, including City Centre Downtown. Additional direction is provided through Section 6.2 Objective 5 *City Centre* Policy b) encourage major public and institutional uses (e.g., universities, Crown corporations) in the Bridgeport and Aberdeen Village commercial reserves. City Centre Area Plan Policy 2.2.3.d Encourage the City Centre's continued role as an important city-serving and regional retail centre via: • the designation of ample, well-located lands for urban retail and reduced automobile-oriented commercial uses • a network of Pedestrian-Oriented Retail Precincts providing a focus for the City Centre's retail activities • minimum recommended commercial retail unit sizes

			aimed at enhancing retail flexibility and viability. Policy 2.4.1 a 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.
	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;	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.
	iv)	encourage neighbourhood-serving commercial uses	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: - (3.1, Objective 1 Policy d) designating pedestrian-oriented village high streets as for development

			as animated high amenity pedestrian-friendly areas - (3.1, Objective 2, Policies a, b, c) promoting villages designated locations - (3.1, Objective 2, Policy d) designating existing commercial sites along arterial roads for mixed-use development with 1:1 commercial replacement - (3.1, Objective 2, Policy e) encouraging large development in traditional detached housing areas to include corner stores and other neighbourhood needs
	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	A FTDA is not proposed. 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).
	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	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). Section 8 (Mobility and Access) includes policies to work with TransLink to improve transit service (Section 8.2 Objective 1)
Strategy 1.3: Develop resilient, healthy, connected, and complete communities with a range of services and amenities			
Policy 1.3.7	**Section**	**Policy**	**Applicable OCP Policies**
	Adopt Regional Context Statements that:		
	a)	support compact, mixed-use, transit, walking, cycling and rolling-oriented communities	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. 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. Section 3.1 Objective 1 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. 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. 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
	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	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. 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.
	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

			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). These policies will be further enhanced through a targeted update for community equity. The policy development is currently underway.
	d)	respond to health and climate change-related risks by providing equitable access to:	See below. Note: these policies will be further enhanced through a targeted update for community equity. The OCP policy development is currently underway.
	i)	recreation facilities	Section 4.2 (Recreation and Community Wellness) Objective 2 a) continue to reach out to "hard to reach" populations, people with disabilities and older adults and youth b) deliver a broad range of programs and opportunities that appeal across all cultures, age groups and under-served groups c) address recreation accessibility and affordability issues in collaboration with community agencies through guidance and financial support where appropriate. 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).
	ii)	green spaces and public spaces (e.g. parks, trails, urban forests, public squares, etc.)	Section 10 (Open Space and Public Realm) includes

			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	Section 8 (Mobility and Access) 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) 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).
	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	Section 7.2 Promote Urban Agriculture and Advance Food Security Objective 1: To support and increase the range of urban agriculture (e.g., community gardening) and strengthen the food system beyond production. Objective 2: Strengthen the local food system to contribute to the economic, ecological and social well-being of the city. Objective 3: Support Locally Grown Food

			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

	Section	Policy	Applicable OCP Policies
Policy	**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

	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	Section 7.1 Protect Farmland and Enhance Its Viability includes a number of policies under the following objectives. Objective 1: Continue to protect the City's agricultural land base in the ALR. Objective 2: Ensure agricultural production remains the primate use of agricultural land.
	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	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) 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) 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).

			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. The Community Energy and Emission Plans 2050 includes eight strategic directions to achieve Richmond's GHG emission reduction targets.

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
Policy	**Adopt Regional Context Statements that:**		
	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

		Urban Centres, Frequent Transit Development Areas, Industrial lands, and Employment lands	(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). 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, medica/dental, education, recreation). Section 6.1 Objective 1 supports the development of community-wide employment lands to achieve a resilient economy though 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.
	b)	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	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

		office development, variable development cost charges, and/or other incentives	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). 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).
	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	Section 6.2 Objective 3: Amenities and Attractions 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 Objective 5: Population Services *City Centre* a) encourage retail and office uses on the perimeter of large institutional uses (e.g., hospital, WorkSafe BC) that flank major perimeter roads b) encourage major public and institutional uses (e.g., universities, Crown corporations) in the Bridgeport and Aberdeen commercial reserves.

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.

	b)	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	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) 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. 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.
	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	Section 6 (Resilient Economy) includes policies to protect industrial lands and encourage intensification of industrial lands. (Section 6.1 Objective 1 Policy l) & Section 6.2 Objective 1 Policy a) 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.
	ii)	support appropriate and related accessory uses, such as limited-scale ancillary commercial spaces, and caretaker units	Section 6.2 (Objective-Specific Employment Lands Policies) Objective 1: Asia-Pacific Gateway 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 m2 [5,382 ft2]) for mixed employment business parks in the Industrial Business (IB) and Industrial Retail (IR) zones, or in site-specific zones which permit a

			mix of industrial and employment uses, provided the retail is ancillary to manufacturing uses only. 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.
	iii)	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	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. Proposed Growth Management Framework in Section 1.0 promotes compact residential growth and directs it away areas where the intended focus is employment uses.
	iv)	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	Section 6.1 (Multi-Objective Employment Lands Policies) Objective 1: Asia-Pacific Gateway l) consider increasing density for multi-storey industrial buildings provided that the following criteria are met: • a maximum floor area ratio of 1.5 provided this is for industrial uses (e.g. heavy and general industrial) • 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) • 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 • the site should not be located within 100 m (328 ft.) of a residentially zoned lot • corner lots are discouraged as any visible exterior ramping for trucks and vehicles should be from the interior side yard or rear yard • transportation (e.g., truck access and egress) and servicing issues (e.g., water, sewer, drainage) have been addressed through the rezoning application process 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.
	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	Section 6.1. Objective 1 m) consider reducing parking requirements for employment developments along major transportation corridors, in combination with other non-vehicular transportation improvements and near transit hubs Section 6.2 Objective 1 l) consider reducing surface parking requirements in areas of low employment-to-building area ratios (e.g., traditional industrial zones) Section 6.2 Objective 4 g) in areas of improved transit service outside City Centre, consider reducing parking requirements and promote densification 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.
	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	Section 6.2 Objective 1 c) improve road infrastructure to achieve efficient truck movement g) pre-service lands where long-term industrial development is expected 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

			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	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. Section 2.2 of the City Centre Area Plan (Jobs &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 lates, urban streetscapes) (policies 2.2.1 & 2.2.2 and 2.2.3)
	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 m2 (1 ac.) or larger. (Section 2.2.3 a)
	v)	do not permit residential uses, except for: • an accessory caretaker unit; or • 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.	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**
	Adopt Regional Context Statements that:		
	a)	specify the Agricultural lands within their juris- diction, 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.

			c) Raise public awareness, in coordination with the FSAAC, of local farming, farmer's markets, and local food products, produce and programs. d) Support food tourism initiatives, in coordination with Tourism Richmond, the FSAAC, and other local stakeholders to highlight local food production. e) Strengthen relationships with external organizations that provide agriculture-related educational opportunities and promote local farming
	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	Section 7.1 Objective 1: Continue to protect the City's agricultural land base in the ALR (policies a to f) Objective 2: Ensure agricultural production remains the primary use of agricultural land (policies a to f)
	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)	support climate change adaptation including: • monitoring storm water, flooding, and sea level rise impacts on Agricultural land, • implementing flood construction requirements for residential uses, and • maintaining and improving drainage and irrigation infrastructure that support Agricultural production, where appropriate and in collabo- ration with other governments and agencies	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 *Agricultural Land Commission Act*	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) 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).
	vi)	align policies and regulations, where applicable, with the Minister's Bylaw Standards and Agricultural Land Commission legislation and regulations	Section 7.1 Protect Farmland and Enhance Its Viability Objective 9: continue to work collaboratively with upper levels of government to enhance agricultural viability. 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 b) Coordinate with ALC and Ministry of Agriculture to ensure development proposals are consistent with Provincial policies and regulations c) coordinate with Metro Vancouver to support the Regional Growth Strategy which includes agricultural designations and policies for protection of agricultural land.

	Section	Policy	Supplementary Information
Policy 2.3.13		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	Section 7.1 Objective 3: Enhance long-term agricultural viability and opportunities for innovation Policies include: 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 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 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 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.

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
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: • increase the area of lands protected for nature **from 40% to 50% of the region's land base by the year 2050**; and • increase the total regional tree canopy cover within the Urban Containment Boundary **from 32% to 40% by the year 2050.**	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. 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). 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.	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. 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.

	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.	
3.3.7 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;	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. 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. 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. Complete and compact communities are critical to	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. The OCP policies will be further enhanced through the targeted update focusing on climate change and environmental protection.

	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). Section 8 (Mobility and Access) includes a number of objectives policies to support sustainable mobility options.	

Strategy 3.1: Protect and enhance Conservation and Recreation lands

	Section	Policy	Applicable OCP Policies
Policy 3.1.9	**Adopt Regional Context Statements that:**		
	a)	identify Conservation and Recreation lands and their boundaries on a map generally consistent with Map 2	The OCP designates Conservation areas consistent with the RGS. 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).
	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	Section 12.3 (Water Supply and Distribution) Objective 1: Provide sufficient quantities of high-quality drinking water at adequate pressure to meet present and future needs of the community. 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)
	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 innovate 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.

			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. 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.
	viii)	uses within those lands that are appropriately located, scaled, and consistent with the intent of the designation, including: ○ major parks and outdoor recreation areas; ○ education, research and training facilities, and associated uses that serve conservation and/or recreation users; ○ commercial uses, tourism activities, and public, cultural, or community amenities; ○ limited agricultural use, primarily soil-based; and ○ land management activities needed to minimize vulnerability / risk to climate change impacts	Section 10 (Open Space and Public Realm) includes: 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) 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 sand enjoyment (Policies a to f) 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.
	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			
Policy 3.2.7	**Section**	**Policy Text**	**Applicable OCP Policies**
	Adopt Regional Context Statements that:		
	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	*Please provide response in Targets section*
	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:

			• 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; • as city resources enable, strategically acquiring portions of the EN that become available and are considered important properties to be owned by the City; • continuing to establish partnerships, incentives, policies, programs and measures, as Section 14.7 provides ESA DP guidelines.
	ii)	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	Section 9 (Island Natural Environment) Objective 3: Proactively implement practices to protect and improve water, air and soil quality. Policies include: 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. 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. 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. k) continue to partner with senior governments and businesses to promote initiative aimed at best practices for stormwater management and spill response management. Objective 5: Fostering Environmental Stewardship 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.
	iii)	discourage or minimize the fragmentation of ecosystems through low impact development practices that enable ecosystem connectivity	Section 9 Objective 2: Promote green infrastructure and Green Infrastructure Network (GIN) and their underlying ecosystem services (e.g., clean air, water, soils), on all lands. 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 ESA DP Guidelines in Section 14 includes polices to restore or enhances ESAs through a DP review process.
	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.	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)

			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	Section 9 Objective 1: 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. 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. Proposed Section 3.1 Policy c (Built Better Neighbourhoods) promotes a blue-green-grey multi-use network approach to enhancing connectivity and ecological health.
	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	Section 9 Objective 2: Promote green infrastructure and Green Infrastructure Network (GIN) and their underlying ecosystem services (e.g., clean air, water, soils), on all lands. 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

			Objective 3: Proactively implement practices to protect and improve water, air and soil quality. 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 Section 14.7 (ESA DP Guidelines) includes guidelines to manage invasive species.
	iv)	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	Section 10 includes the Current Parks and Public Open Space System Map that includes Canada line, cycle routes, parks, trails and greenways. 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: 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) 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) Section 9 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 a) expand the EN with a complementary Green Infrastructure Network (GIN) as the key management tool; 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 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
	v)	support watershed and ecosystem planning, the development and implementation of Integrated Stormwater Management Plans, and water conservation objectives.	Section 9 (Island Natural Environment) Objective 3: Proactively implement practices to protect and improve water, air and soil quality. 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,

			sedimentation and erosion, and thus improve water quality. Section 12 (Sustainable Infrastructure and Resources) Objective 3: Pursue demand management strategies and continue water conservation initiatives a) continue to raise public awareness regarding the benefits of water conservation b) continue to move toward water metering through development, capital replacement and volunteer metering programs c) promote the use of rain water retention systems for irrigation purposes d) continue toilet rebate programs to reduce indoor water use e) continue to implement lawn sprinkling regulations to reduce seasonal water use

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
Policy 3.3.7	**Adopt Regional Context Statements that:**		
	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	*Please provide response in Targets section*
	b)	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: • 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	Section 2.2 Climate Change Mitigation Objective 1: Reduce GHG Emissions Policies include d) Maintain and update Richmond's Community Energy and Emissions Plan (CEEP) that identifies and advances

		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 • community design, infrastructure, and programs that encourage transit, cycling, rolling and walking	strategic actions to achieve community-wide GHG emission reduction targets. Section 2.3 Carbon Sequestration Objective 1: Advance action beyond impact reduction and aim to improve conditions through action that sequesters carbon 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) 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. 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). The proposed Growth Management Framework encourages a compact and complete community where active transportation (transit, cycling, rolling and walking) is prioritized.
	c)	focus infrastructure and amenity investments in Urban Centres and Frequent Transit Development Areas, and at appropriate locations along Major Transit Growth Corridors	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)

Strategy 3.4 Advance land use, infrastructure, and human settlement patterns that improve resilience to climate change impacts and natural hazards			
Policy 3.4.5	**Section**	**Policy**	**Applicable OCP Policies**
	Adopt Regional Context Statements that:		
	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 withs the Flood Plain Designation and Protection Bylaw.
Policy 3.4.6	**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.
Policy 3.4.7	**Section**	**Policy**	
		Integrate emergency management, utility planning, and climate change adaptation principles when preparing land use plans, transportation plans, and growth management policies.	Section 2.4 Climate Change Adaptation includes: Objective 1: Increase City and community resiliency to climate change impacts 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. This will be further enhanced through the targeted OCP update focusing on climate change and environment in the future.
Policy 3.4.8	**Section**	**Policy**	
		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.	Section 2.1 Managing Climate Change Response 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 f) review and update policies in a timely manner to integrate evolving climate change knowledge and best practices Objective 2: build community and City capacity to reduce the magnitude of climate change and effectively respond to unavoidable effects. 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.

			Section 9 Objective 3: proactively implement practices to protect and improve water, air and soil quality n) over time, establish Adaptive Management Principles to better manage foreshore areas in light of the potential impacts of climate change (e.g., sea level rise) This will be further enhanced through the targeted update focusing on environment and climate change in the future.

Metro 2050 Goal 4: Provide Diverse and Affordable Housing Choices

Proposed Section 3 of the OCP encourages a greater variety of housing types in defined locations by increasing certainty, minimizing risk, expediting approvals and offering assistance to developments that provide significant public benefit. The proposed Growth Management Framework encourages private development to construct secured rental housing and retain, renovate and rehabilitate existing rental development. The OCP also supports the City of Richmond's Affordable Housing Strategy, which details the Low-End Market Rental Program and other initiatives to secure below-market and non-market housing, and is regularly monitored and updated to reflect current trends and needs.

Goal 4 Targets

Policy with Target	Applicable OCP Policies	Supplementary Information
4.2.7 a) indicate how, within the 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)	Section 3.2 Build Better Housing Objective 2: Build More developer-driven housing options that more people can afford b) Prioritize Rental: Encourage developer-driven construction of all forms of secured rental housing • 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: ▪ Supplementary building height and variable density. ▪ Expedited rezoning and development permit	The Affordable Housing Strategy (2017-2027) outlines the City's priorities and actions to increase affordable housing, including Low-End Market Rental (LEMR) housing, and to support those most in need of housing. It includes policies to advance affordable housing development on City-owned lands, implement partnerships and financial incentives to build the capacity of non-profit organizations to own and operate below-market and non-market housing, and measures to offset the costs borne by the for-profit homebuilders who are invested in residential development. The availability of federal funding, through Housing Accelerator Fund, is furthering the ability of the City to add resources

	application review ahead of in-stream applications. ▪ 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). ▪ 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. d) Build Low-End Market Rental (LEMR): continue to secure LEMR 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 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). • 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	and leverage emerging technology to streamline the review and advancement of residential development applications. 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. • 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: • 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 • Properties located within the City Centre are expected to provide at least 15% of net (habitable) residential floor area as LEMR units.

	accordance with Richmond's Affordable Housing Strategy. • 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 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, one or more 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 housing.	

Strategy 4.1 Expand the supply and diversity of housing to meet a variety of needs

	Section	Policy	Applicable OCP Policies
Policy 4.1.8	**Adopt Regional Context Statements that:**		
	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	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. Policies for accessible housing will be further enhanced through the targeted update focusing on community equity.
	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

			▪ 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. Proposed Section 3.2 Objective 2 policy e) is to 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 non-market housing.
	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., multi-plexes, 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.

			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. 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)
	vi)	increased social connectedness in multi-unit housing	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. These policies will be further articulated and complemented through the targeted update for equity-related policies in the future.
	vii)	integrated housing within neighbourhood contexts and high quality urban design	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).
	viii)	existing and future housing stock that is low carbon and resilient to climate change impacts and natural hazards	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,

			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.
Policy 4.1.9	**Section**	**Policy**	**Supplementary Information**
	Prepare and implement housing strategies or action plans that:		
	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,

			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.
	c)	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	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. 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).
	d)	identify implementation measures within their jurisdiction and financial capabilities, including actions set out in Action 4.1.8	Proposed Section 3 (Neighbourhoods and Housing) includes policies that align with outcomes listed under Policy 4.1.8.

			Examples include: Section 3.1 Objective 1 a) increase supply and variety b) maintain livability (e.g. generally, 40% of dwelling units should have two or more bedrooms) 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) 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) 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) 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).

Strategy 4.2 Protect tenants and expand, retain, and renew rental housing supply			
	Section	**Policy**	**Applicable OCP Policies**
Policy 4.2.7	**Adopt Regional Context Statements that:**		
	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)	*Please provide response in Targets section*
	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: ○ 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. ○ 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.
	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

			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 ○ 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. The Affordable Housing Strategy sets out specific strategic directions that the City will take to address housing affordability that respond

			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

			barriers to low carbon energy retrofits (e.g., heat pump incentive program).
Policy 4.2.8	**Section**	**Policy**	**Supplementary Information**
	Prepare and implement housing strategies or action plans that:		
	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

			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. 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. 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.

Strategy 4.3 Meet the housing needs of lower income households and populations experiencing or at risk of homelessness			
	Section	**Policy**	**Applicable OCP Policies**
Policy 4.3.7	**Adopt Regional Context Statements that:**		
	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	Proposed Section 3.2 Objective 3: Build more below-market and non-market housing with effective partnership The proposed policies include: a) Embed Flexibility: Optimize government and non-profit agency housing initiatives to prioritize below-market and non-market housing. b) Prepare for development: Advance a project ready environment to support construction of below-market and non-market housing. c) Expand opportunities: Continue to create new avenues to support building more below-market and non-market housing. d) Steward priority projects: Allocate resources to support below-market and non-market housing projects. e) Foster Community Support: Build a supportive community environment for below-market and non-market housing.
	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	Proposed Section 3.2 Objective 3: Build more below-market and non-market housing with effective partnership The proposed policies include: a) Embed Flexibility: Optimize government and non-profit agency housing initiatives to prioritize below-market and non-market housing. b) Prepare for development: Advance a project ready environment to support construction of below-market and non-market housing.

			c) Expand opportunities: Continue to create new avenues to support building more below-market and non-market housing. d) Steward priority projects: Allocate resources to support below-market and non-market housing projects e) Foster Community Support: Build a supportive community environment for below-market and non-market housing. The City has adopted the Richmond Homelessness Strategy in 2019 to guide the city's efforts in addressing homelessness over a ten-year period.
Policy 4.3.8	**Section**	**Policy**	**Supplementary Information**
	Prepare and implement housing strategies or action plans that		
	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	Section 3.2 Objective 3 policy a) Build more below-market and non-market housing with effective partnership ○ Align City processes with other government and agency programs that prioritize renewal and construction of housing that prioritizes vulnerable populations. ○ Establish partnerships with government housing organizations (e.g., Canada Mortgage and Housing Corporation, BC Housing, Indigenous housing societies, Metro Vancouver Housing Corporation).
	b)	identify strategies to increase community acceptance and communicate the benefits of affordable and supportive housing development	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

			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
Policy 5.1.14	**Adopt Regional Context Statements that:**		
	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

			transit including within a 10-minute walk (800 m) of the Capstan , Lansdowne and Brighouse 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. Section 8 (Mobility and Access) includes objectives and policies to transition to a more sustainable transportation system. Section 8.1 (Road Network) 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) Objective 2: Encourage sustainable travel by enhancing the safety, comfort and accessibility of the transportation system for vulnerable road users (policies a to d) Section 8.2 (Transit) Objective 1: Make transit the preferred travel choice of Richmond's transportation system (policies a and b) Objective 2: Enhance the appeal of transit service with supporting amenities (policies a to f) Section 8.3 (Walking) Objective 1: Foster a culture where people choose to walk for transportation and for health (policies a and b)

			Objective 2: expand and enhance the network for walking and rolling (scooters, skates and other personal low-powered travel modes) (policies a to i) Objective 3: Expand and improve walking and rolling connection s to Neighbourhood Centres. Section 8.4 Cycling Objective 1: Encourage more bike trips by providing a safe and cohesive cycling network (policies a to i) Objective 4: Create a culture where cycling is seen as a normal, convenient and desirable travel option (Policies a to d) Section 8.5 Transportation Capacity and Demand Management Objective 1: Manage travel demand at its source to reduce private vehicle trips (policies a to e) Objective 2: Use existing parking capacity more efficiently and as a tool to reduce private vehicle use (policies a to f)
	b)	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	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. Objective 1: Manage travel demand at its source to reduce private vehicle trips (policies a to e) Objective 2: Use existing parking capacity more efficiently and as a tool to reduce private vehicle use (policies a to f)

			Objective 3: Optimize he performance of the transportation system (policies a to c) 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.
	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	Section 8.2 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.

			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)

Strategy 5.2 Coordinate land use and transportation to support the safe and efficient movement of vehicles for passengers, goods, and services

	Section	Policy	Applicable OCP Policies
Policy 5.2.6	**Adopt Regional Context Statements that:**		
	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: a) implement road improvements identified in the City Centre Transportation Plan to reduce congestion and improve circulation in the city core; 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; 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; 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;
	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	
	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	
	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	
	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	

			e) implement timely road improvements for goods movement, particularly in commercial and industrial areas, to support and promote economic activities; f) implement new and proven technological measures (such as traffic signal preemption) to continually improve access and minimize response times for emergency services; 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.
	f)	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	Section 6.2 Objective Specific Employment Lands Policies Objective 1: Asia-Pacific Gateway c) improve road infrastructure to achieve efficient truck movement Section 8.1 Road Network Objective 3: Optimize the existing road network to improve circulation and goods movement and reduce the need for added road capacity 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 e) implement timely road improvements for goods movement, particularly in commercial and industrial areas, to support and promote economic activities

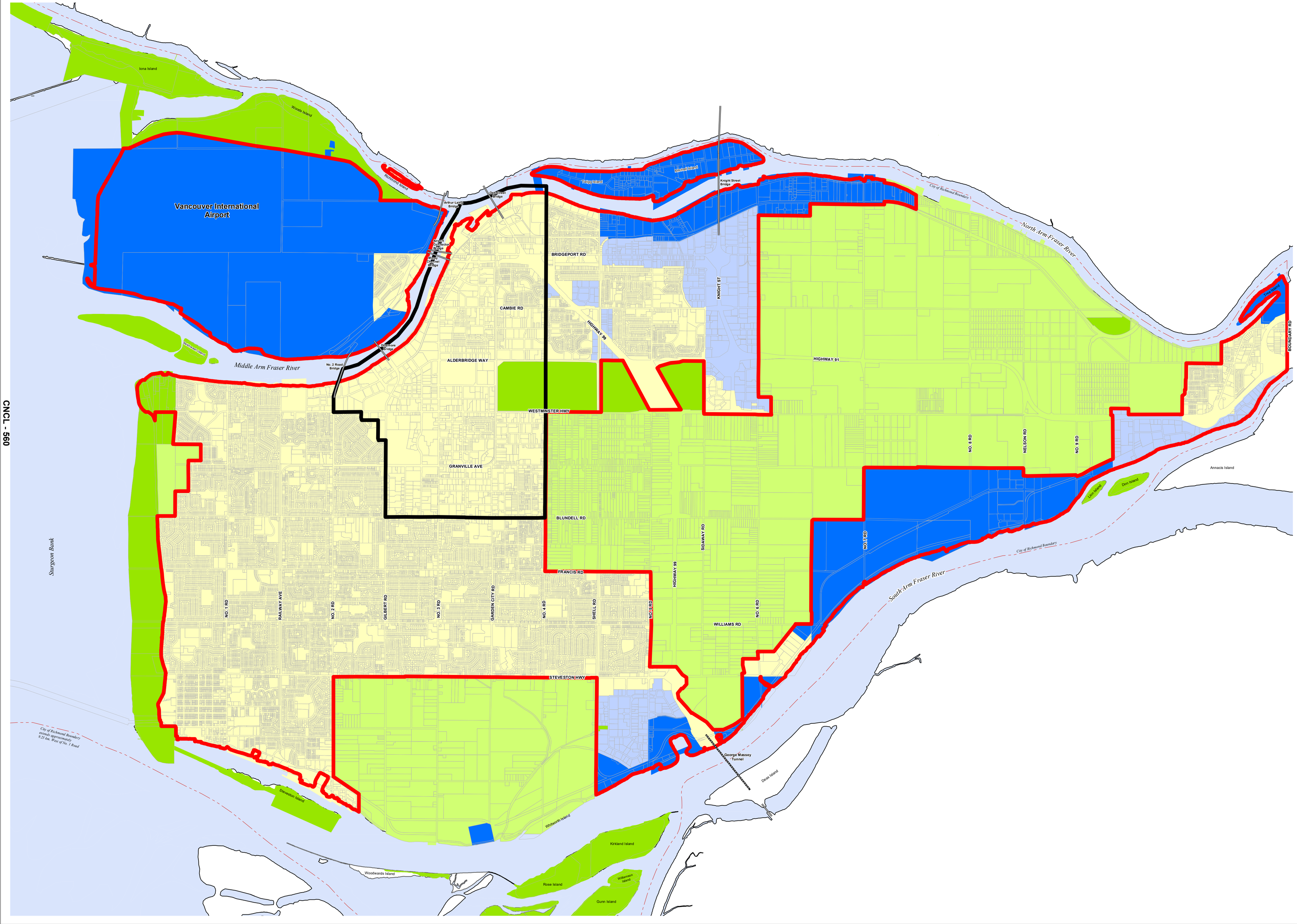
			g) limit the expansion of travel lane capacity for single-occupant private vehicles at all regional and provincial bridges/highways and give priority to transit, trucks and high-occupancy vehicles Section 8.5: Transportation Capacity and Demand Management Objective 4: Support the adoption of plug-in electric vehicles and other vehicle technologies that can emit zero greenhouse gas and air contaminant emissions 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 b) Support the renovations of existing buildings to facilitate the integration of electric vehicle charging infrastructure 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.

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
Policy 6.2.7	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: 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; 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: • 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 • 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, provided that: • the re-designation does not impede rail, waterway, road, or highway access for industrial uses; and • the aggregate area of all proximate sites so re-designated does not exceed three (3) hectares; 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.	*The RCS hereby permits this.*
Policy 6.2.8	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.	*The RCS hereby permits this.*

Regional Context Statement Map



CNCL - 560

Legend

- Urban Centre
- Urban Containment Boundary

Land Use

- Agricultural
- Conservation and Recreation
- Employment
- General Urban
- Industrial

November 14, 2025

Prepared by Onkar Buttar

Note:
The information shown on this map is compiled from various sources and the City makes no warranties, expressed or implied, as to the accuracy or completeness of the information.
Users are reminded that lot sizes and legal description must be confirmed at the Land Title office in New Westminster.
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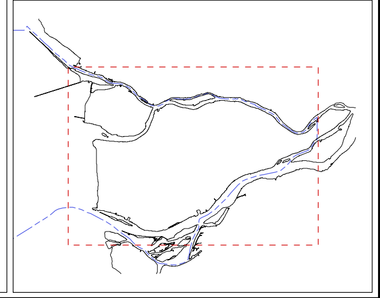


Land Use Map Definitions

Neighbourhood Types

City Centre Downtown
Those areas inside City Centre within a 10-minute walk (800 m) of the Capstan, Lansdowne and Brighouse 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.

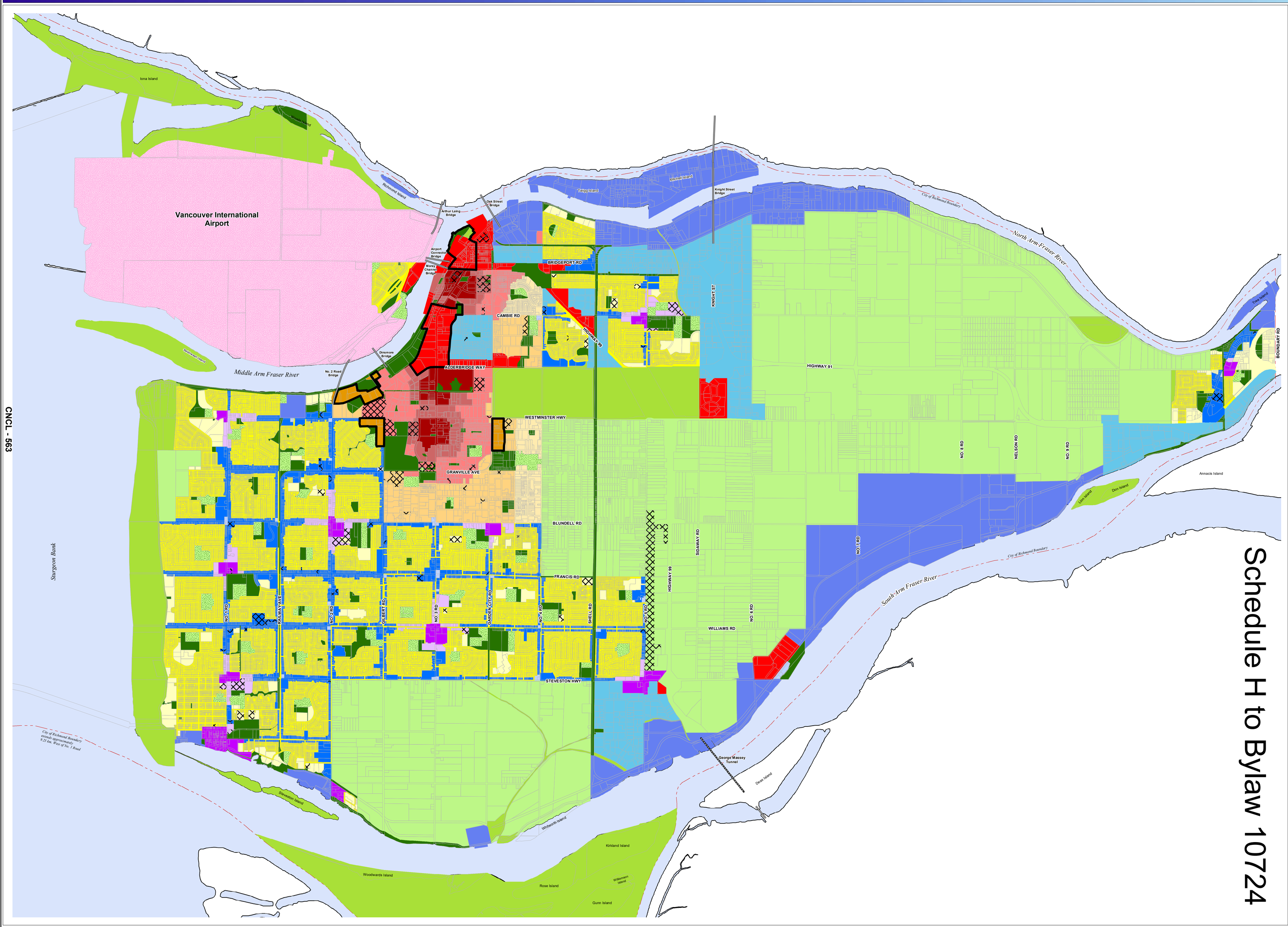
Mixed Employment
Those areas of the city where the principal uses are industrial and stand-alone office development, with a limited range of support services. In certain areas, a limited range of commercial uses are permitted such as the retail sale of building and garden supplies, household furnishings,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

Proposed OCP Land Use Map

Richmond



Legend

Land Use

- City Centre Downtown - Tier 1
- City Centre Downtown - Tier 2
- City Centre Downtown - Tier 3
- City Centre Perimeter - Tier 1
- City Centre Perimeter - Tier 2
- City Centre Perimeter - Tier 3
- Local Villages - Tier 1
- Local Villages - Tier 2
- Arterial Connectors - Tier 1
- Arterial Connectors - Tier 2
- Neighbourhood Residential - Tier 1
- Neighbourhood Residential - Tier 2
- Agriculture
- Airport
- Commercial
- Conservation Area
- Industrial
- Mixed Employment
- Park
- School
- Complete Village Space Overlay
- Village Centre Bonus Overlay

Schedule H to Bylaw 10724

November 15, 2025

Prepared by Onkar Buttar

Note:
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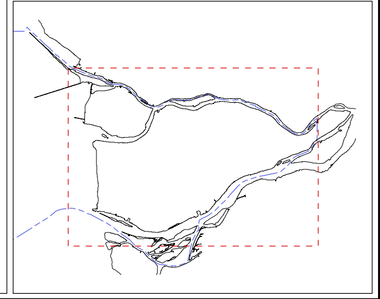


City of Richmond

Bylaw 10725

Richmond Official Community Plan Bylaw 9000 Amendment Bylaw 10725 (Environmentally Sensitive Areas Update)

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

1. Richmond Official Community Plan Bylaw 9000, as amended, is further amended by:

   1.1 Replacing the first sentence in Section 14.1.1 (Background) with "From 2022 to 2025, the City undertook a targeted update of the OCP with a focus on housing affordability and updating environmentally sensitive area maps and guidelines. This most recent update contributes to the policy framework of the OCP targeted update that was adopted in 2026.";

   1.2 Replacing the sixth bullet point in Section 14.1.2 (Objectives) with the following:

   "• a healthy natural environment and associated ecological assets for current and future generations, that is achieved through the reservation, regeneration, restoration and enhancement measures by:
   - recognizing and protecting the natural heritage and interconnected ecologies of the islands that encompass the City of Richmond;
   - protecting, restoring, enhancing and stewarding Environmentally Sensitive Areas (ESAs) as functioning, meshed systems that are part of Richmond's ecological network (EN);
   - aiming to restore and regenerate degraded natural features and environments;
   - ensuring that development and infrastructure being proposed adjacent to ESAs contributes to the environmental significance and ecological integrity of said environmental features;
   - promoting and providing resilience in response to climate change, through the natural environment and its healthy nature, ecosystems, ecosystem services and functions, and biodiversity;
   - managing and mitigating for the introduction and spread of invasive species;
   - promoting and actively maintaining the health and growth of the municipal forest, forested areas and the overall tree canopy cover through redevelopment of private and public lands; and
   - providing and maintaining safe public access (visual and/or physical) to natural environments in a manner that does not compromise ecological functions, integrity and health;";

1.3 In Section 14.1.3 (Legal Authority) replacing the paragraph under the second subheading, Protection of the Natural Environment, with the following:

"Human activity and urban settlements disturb and impact the natural environment and that our well-being depends on the health and resilience of the City's ecosystems and natural assets, and the services they provide. Preserving, restoring, enhancing and stewarding the integrity of ecosystems and other natural features through the Environmental Sensitive Area (ESA) DP ensures the maturation of communities' completeness and safeguards for the residents of Richmond to continue to benefit from these services, far into the future.";

1.4 In Section 14.1.3 (Legal Authority) replacing the third paragraph under the third subheading, Protection of Development from Hazardous Conditions, with the following:

"Finally, since the intertidal and adjacent riparian areas, that extend 30 metres waterward and landward respectively from the ordinary highwater mark, are the front line of protection against flooding, they deserve special consideration. The Fraser River and the Strait of Georgia marine areas are designated as an ESA DP Area and the DP Guidelines serve multiple purposes related to hazardous conditions such as sea level rise and associated increased risk to flooding, erosion, saltwater intrusion of groundwater, degradation or loss of peat and peatlands, extreme heat events and drought (climate responsive nature-based solutions) as well as environmental protection. Marinas are also subject to special DP Guidelines because of their combined foreshore and backshore locations.";

1.5 Replacing Section 14.1.4 (Application and Intent) with the following:

"**14.1.4 Application and Intent**

The intent of the DP Areas, Objectives and Guidelines is to support the goals, objectives and policies of the OCP and to build upon the past achievements and strengths of the City of Richmond. The Objectives and Guidelines identify basic development and natural environment restoration standards to be applied across the entire community, as well as measures appropriate to specific land uses.

A DP Area addresses special development circumstances, and if a property is within a DP Area, certain types of development activity cannot proceed without a DP being issued. The DP Objectives and Guidelines include:

- General Guidelines: Basic development standards applicable across the City;
- Specific Guidelines: Development standards applicable to specific land uses.

In certain cases, these DP Objectives and Guidelines are surpassed by more detailed DP Objectives and Guidelines outlined in Area Plans or Sub-Area Plans adopted by the City of Richmond. In the event of a conflict between the DP Areas, Objectives and Guidelines contained in the OCP (Schedule 1) and those contained in the Area

Plans or Sub-Area Plans (Schedule 2), the latter shall apply. The only exceptions to this rule, in which case the OCP DP Areas, Objectives and Guidelines apply, are:

- ESAs;
- marinas;
- sites abutting the edge of the Agricultural Land Reserve (ALR).

In the event of a conflict between the DP Objectives and Guidelines and regulations outlined in the City's Zoning Bylaw, the latter shall take precedent.

The DP Objectives and Guidelines do not require literal interpretation, in whole or in part. They will, however, be taken into account in the consideration of DP applications. The DP Panel may, at its discretion, recommend denial of, or require modifications to a DP application for failure to meet the standards contained within these Objectives and Guidelines, in whole or in part. Developers and architects are encouraged to read the reasoning behind the criteria and meet the spirit of the criteria as well as the letter of the law.";

1.6 Replacing Section 14.1.6.2 (Environmentally Sensitive Areas (ESAs) Only) with the following:

"**14.1.6.2 Environmentally Sensitive Areas (ESAs)**

Exemptions from applying for an ESA DP and the associated DP process are as follows:

- renovation of building interiors;
- land use related activities which do not impact, or extend into, a designated ESA, or, when land use activities are proposed to take place within an existing building's footprint;
- removal of noxious weeds and invasive species as defined by the "Invasive Species Council of British Columbia's Field Guide to Noxious Weeds and Other Selected Invasive Plants of British Columbia", as updated from time to time, from privately-owned single family and SSMUH lands by an owner as long as the proposed works are shown to not result in material disturbance or damage to soil cover and any sensitive habitat features within the designated ESA. (Note: the City may require that a Qualified Environmental Professional (QEP) review such proposed works);
- installation of fencing, small shed or other structures not requiring building permits and landscaping of lawns on privately-owned lands that are designated ESA, as long as such works do not require extensive disturbance of existing vegetation or soil cover. (Note: the City may require that a QEP review such proposed works);
- maintenance of existing infrastructure (including but not limited to roads, utilities, dikes, and drainage) in areas that are designated as ESA, or adjacent

to ESA, if adequate protection is provided for the ecological features (Note: the City may require that a QEP review such proposed works);

- upgrades to City roads and transportation corridors undertaken by the City as per transportation expansion strategies and public works projects as long as adequate environmental protection and enhancement mechanism and standards are employed. This exemption also applies to ongoing as well as emergency repair to damaged or failed roads and transportation infrastructure;
- upgrade, maintenance, construction and expansion of the City's diking infrastructure as per the City's Dike Master Plan, including those approved by other levels of government, are considered and undertaken in conjunction with such works. This exemption also applies to ongoing as well as emergency repairs to damaged or failed diking infrastructure. (Note: the City may require that a QEP review such proposed works if conducted by any party other than the City);
- repair or maintenance of marine and foreshore facilities within the designated ESA for marine shoreline as shown on Attachment 2 to the OCP (Marine ESA), that have obtained the required senior government approvals from the Provincial and/or the Federal government, as applicable;
- construction and maintenance activities carried out by, or on behalf of, the City to enhance and protect natural habitat and public trails;
- streamside enhancement and ecological restoration works including that have obtained the required senior government approvals from the Provincial and/or the Federal government, as applicable;
- works on First Nation owned lands;
- the removal of a hazard tree, as defined by and adjudicated in accordance with the City's *Tree Protection Bylaw No. 8057*, as amended or replaced from time to time;
- all works carried out by the City in City parks which are below the high water mark and extend seaward up to 30 m (98.4 ft.). Note: There is a continuous 30 m (98.4 ft.) ESA buffer below the highwater mark. This exemption is intended to exclude those areas of City park that fall into this buffer (e.g., Garry Point Park);
- placement, maintenance, or enhancement of services (meaning amenities such as play spaces, benches, tables, pathways, green areas and other parks features contributing to the park's function as a recreational space for residents) in City parks which are partially or wholly designated ESA; and
- agricultural activities on properties in the ALR, subject to the following criteria:
    - for properties with existing farm operations, submission of records of farming business such as income generated through farming, tax records, farm status from BC Assessment, or government Farm Number;

- for properties not farmed recently (as determined by the City) or not farmed previously, submission of a farm plan prepared by a Registered Professional Agrologist which would include the following details:
  a) proposed crops to be planted and rationale for the selection;
  b) area of the property to be farmed. Note: Through a legitimate farming proposal, existing vegetation on farmlands in the ALR, and within designated ESA, may be removed to accommodate a proposed land preparation for farming in conjunction with the Provincial *Farm Practices Protection (Right to Farm) Act* and subject to all applicable provincial regulatory requirements;
  c) conditions of the property in terms of farming suitability (i.e. soil conditions) and degree of works and land preparation that would be required to start farming the property;
  d) details of farm access and whether new driveway(s) would be required; and
  e) confirmation that non-farm uses such as residential areas (if permitted under the then current Agricultural zone, and ALC regulations) are not to occur within designated ESA. Non-farm use development on ESA designated lands will be subject to an ESA Development Permit application and approval by Council.

For clarity, property owners who are proven farmers are entitled to farm lands that are subject to ALC regulation and zoned Agricultural under the City's Zoning Bylaw, as per the Provincial *Farm Practices Protection (Right to Farm) Act*. Agriculture lands with ESA designated features may require provincial or federal approvals before farm activities can be undertaken. Any buildings and structures that are for farming related activities are also exempt from ESA DP process and requirements, and include farm buildings such as barns, sheds, greenhouses, accessory residential structures designated for use by seasonal farm works only. A principal residence on a farm home plate and all associated principal residence structures within the farm home plate on lands that are designated ESA are subject to an ESA DP process and requirements as are all and any uses on such lands that are designated/classified as non-farm in nature.

- Other Federal and Provincial Agriculturally Related Policies:
  - Agricultural activities in Riparian Management Areas are subject to the *Fisheries Act*;
  - Non-agricultural buildings and infrastructure on ALR lands may be subject to the conditions of the Provincial *Riparian Area Regulations* and *Water Sustainability Act*.;"

1.7 Replacing all of the text, tables and maps set out in Section 14.7 (Environmentally Sensitive Area (ESA) Guidelines with Schedule 1 attached hereto and forming part of this Bylaw, but retaining all photographs forming part of Section 14.7; and

1.8 Deleting Attachment 2 to Schedule 1 (City of Richmond 2041 OCP Environmentally Sensitive Area (ESA) Map) and replacing with Schedule 2 (City of Richmond 2050 OCP Environmentally Sensitive Area (ESA) Map) attached to and forming part of this Bylaw.

2. This Bylaw may be cited as **"Richmond Official Community Plan Bylaw 9000, Amendment Bylaw 10725".**

FIRST READING	
PUBLIC HEARING	
SECOND READING	
THIRD READING	
OTHER CONDITIONS SATISFIED	
ADOPTED	

CITY OF RICHMOND
APPROVED by
JH
APPROVED by Manager or Solicitor

MAYOR

CORPORATE OFFICER

14.7 GUIDELINES TO DEVELOP ON LANDS DESIGNATED PARTIALLY OR FULLY AS ENVIRONMENTALLY SENSITIVE AREAS (ESAs)

ESA DP Guidelines apply to developments and other activities such as subdivisions that occur in designated OCP ESAs. ESAs form a component of the City's Ecological Network (EN) along with Riparian Management Areas (RMA) and parklands. ESA designation on various properties and lands is intended to protect and enhance the environmental resources and ecosystem services which may be present or which may have the potential of being restored to a previous ecological state while also providing opportunities for development. There are four categories of ESAs designated within the City (see Section 14.7.2), and two types of ESA DPs (see Section 17.7.1).

14.7.1 ESA DP Guideline Process and Requirements

The table below explain the basic requirements and process to follow when:

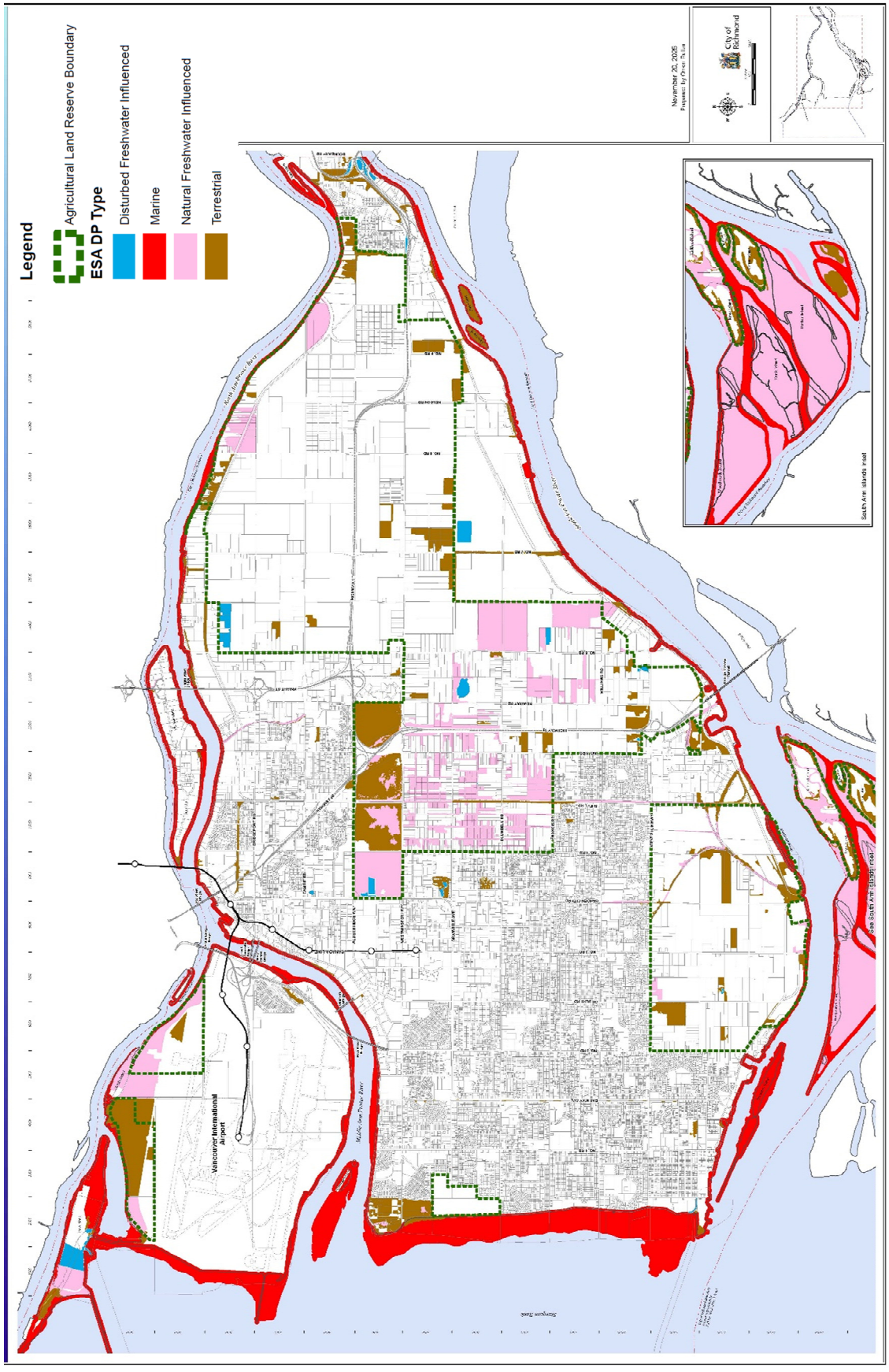
- a property is exempt from an ESA DP; or
- an ESA DP is required.

Overview ESA DP Guidelines Process and Requirements
1. All property owners, who appear to be affected by an OCP ESA designation within or near their property, are to first consult City staff and to determine if and how their property is affected by an ESA designation, the approval requirements, and the DP process.
2. City staff will verify: • if there is an ESA designation on their lands. This will be based on staff review of the City's map of ESAs shown in Attachment 2 to this OCP (City ESA Map), as well as reviewing any preliminary plans of development or other activity, including subdivision, provided to staff by the property owner of the lands under consideration. • if the proposed activity is exempt as per Section 14.1.6.2 Development Permit Area Exemptions.
3. If the lands are within an ESA and the proposed activity is not found to be exempt under Section 14.1.6.2, staff will determine if the proposal is a Type A or Type B ESA DP, as further described below. 4. The level of disturbance in an ESA is to be determined by staff using the scope and/or size of the activity's encroachment into an ESA, municipal held information, information provided by the applicant (e.g., QEP review), and other data determined to be relevant in the sole discretion of the City. Based on the level of disturbance, additional information and analysis may be requested of the owner/applicant to advance the DP review.

The following table explains the ESA DP process for Type A and Type B DPs (ESA DP Types):

Type A ESA DP	Minimal ESA Disturbance ESA DP Requirements	**Required when:** The proposed activity (for example the construction of a single family house) will encroach into an ESA by less than or equal to 0.1 ha (1,000 square meters; 11,760 sq. ft): • City staff will work with the owner to identify the location, condition and type of ecological features on the site. The proponent for the proposed construction may be required, with the assistance of a QEP, to identify existing trees, vegetation, and known wildlife habitat within and adjacent to the portion of the ESA affected by the development proposal. • An environmental assessment of the site may be required to map and confirm existing ecological features and to provide an ecological restoration strategy on-site which would take into account the development potential of the site while also ensuring a higher quality ecological landscape post-development through a combination of landscape planting and/or invasive species removal and management for the site. • For proposed non-farm use development on ALR lands [Farm Home plate containing a single family dwelling] any and all ecological planting and restoration would be concentrated within the farm home plate and Riparian Management Area, if present on the site.
Type B ESA DP	Moderate to Significant ESA Disturbance ESA DP Requirements	**Required when:** The proposed development, including but not limited to, the construction of or alteration to multi-family, industrial, commercial, and institutional uses on a site where the building(s) will materially encroach into the ESA, or for another activity where the works will materially encroach into the ESA. Material encroachment will be determined based on the OCP ESA Map and the City's Interactive Mapping, means any encroachment of more than 0.1 ha (1,000 square meters; 11,760 sq. ft): • Owner would be required to provide an Environmental Impact Assessment prepared by a QEP which includes the following details: - a preliminary bio-inventory (site survey); - a detailed inventory and conservation evaluation including an assessment and recommendations regarding mitigation and compensation for lost ESA area*; and - an environmental monitoring program for a period of 3-5 years post-development/post-activity. * Evaluation of the ESA and mitigation for encroachment into the ESA designated lands on the site may include the following approaches and associated compensation approaches: a) mapping of all high-quality vegetation and habitats within the ESA designated lands and confirmation of any senior regulatory approval for any habitats and/or Species At Risk as defined under any applicable Provincial and/or Federal legislation; and b) demonstrating whether there would be an area on-site which can be reasonably set aside to be landscaped with appropriate planting to enhance the existing ESA; and/or c) demonstrating whether there are areas of the ESA which have been previously disturbed and have the potential to be ecologically restored to a previous naturalized state; and/or d) demonstrating whether there is an opportunity to restore previously disturbed ESA designated lands or provide planting elsewhere on the site to connect the previously disturbed ESA or the new planting area to ecological network (EN) adjacent to the site through an "ecological corridor" restoration approach, if there is an EN nearby. EN can be in the form of ESA on adjacent lands, parklands on adjacent land, or RMA on adjacent lands.

OCP ESA Category Map



14.7.2 ESA Categories and DP Submission Requirements

The ESAs designated as DP areas pursuant to Section 14.1.5 of this OCP are designated under Section 488(1)(a)of the *Local Government Act* to protect the natural environment, its ecosystems and biological diversity. The City's ESAs are grouped into four ESA categories (ESA Categories) based on existing or expected ecological characteristics, geographic locations, previous history of human disturbance and potential for enhancement and connection to a wider EN. Development and other activity proposals within each ESA Category is subject to environmental impact assessment and analysis appropriate for the applicable ESA Category.

14.7.2.1 General Guidelines that apply to All ESA Categories

The following guidelines apply to all ESA Categories:

a) Safeguard ESAs, given their current and potentially noteworthy ecological and biodiversity values, regardless of its current environmental health and susceptibility to disturbance, as determined by a QEP by keeping ESAs free of development and other works, as much as practical given the uses and densities permitted on-site by the City's Zoning Bylaw and other site activities. Development and other activities taking place outside but adjacent to an ESA should provide an appropriate separation distance or buffer between said development or other activity and the exterior boundary of the ESA.

b) Give consideration, as appropriate and practical, to varying of dimensional/spatial features of other bylaw requirements including requirements under the City's Zoning Bylaw (e.g. allowing variances to setbacks, lot coverage, building height), as deemed appropriate and commensurate, to facilitate safeguarding the geographic boundaries of an ESA, particularly where the variance can accommodate the uses and densities permitted on-site by the Zoning Bylaw while also preserving, restoring and enhancing the ESA in question.

14.7.2.2 Natural Freshwater-Influenced ESA

The Natural Freshwater-Influenced ESA Category includes all areas with vegetation and exposed soil that are influenced by freshwater (Natural Freshwater-Influenced ESAs). This designation includes all naturally occurring wetlands, swamps, bogs, and seasonally flooded fields, regardless if they are forested, open, or shrubbed. Watercourses and their RMAs are considered ESAs but are managed by existing Provincial regulations and the City's Environmental Services Department. Designating these freshwater features as ESAs will ensure their protection during adjacent land development and other activities and allows the City to require restoration that enhances the ability of freshwater-influenced ecosystems to continue providing ecosystem services. Priority will be given to opportunities to restore previously disturbed Natural Freshwater-Influenced ESAs and investigate all potential to connect restored ESA to nearby ecological components via the establishment of an 'ecological corridor' (connecting the space as a condition of development on-site to off-site ESA/RMA/Parklands designated lands).

What is considered a wetland?
A wetland is "land that is inundated or saturated by surface water or groundwater at a frequency and duration sufficient to support, and that under normal conditions does support, vegetation typically adapted to life in inundated or saturated soil conditions, including swamps, marshes, bogs, fens, estuaries and similar areas that are not part of the active floodplain of a stream."

What is an ecological corridor?
An ecological corridor is a strip of land that may be designated as ESA and can include a variety of ecological health and services including vegetated lands complemented by small and large trees and forested space and providing opportunities for movement of various forms of wildlife that may be present in the ecosystem (Ecological Corridor). An Ecological Corridor may already be present or can be established as a condition of development on a piece of land designated as ESA. Ecological Corridors are not limited to Natural Freshwater-Influenced lands.

Justification: The Natural Freshwater-Influenced ESAs are important for:

1. regulating water flow (hydrology) by storing water during rainfall and promoting groundwater infiltration;
2. influencing water quality through filtration, capture, and transformation of a variety of chemical constituents in plants and soil;
3. providing habitat for a diverse and often unique community of plant and animal species including amphibians, waterfowl, dragonflies, sedges, and peat-mosses; and
4. storing carbon in saturated organic soils, particularly peat soils, that are common and sought after for carbon sequestration and storage, in Richmond.

Related Regulations: Depending on the biological and hydrological conditions and context of the Natural Freshwater-Influenced ESAs, there is the potential that these environmental features may trigger Provincial or Federal legislation that requires permits or approvals from senior levels of government. DP applicants must identify any applicable legislation or regulations and secure all required permits or approvals. The City's *Tree Protection Bylaw No. 8057* regulates tree removal or damage on private and public lands and applies in Natural Freshwater-Influenced ESAs. Its goal is to sustain a healthy, viable urban forest. Additional relevant regulations which influence forest protection in urban areas include the *Wildlife Act* (BC) if there are any listed wildlife (e.g., herons, eagles), the *Migratory Bird Convention Act* (Canada) which protects the nests of most birds during the nesting season, and potentially the *Species at Risk Act* (Canada), which includes protection for a suite of listed species that may these types of environmental features.

Guidelines:

a) Preserve, restore, enhance and maintain the areal extent, ecological functions and an environmentally healthy condition of a freshwater wetland. Develop an environmental assessment prepared by a QEP that provides a comprehensive overview and analysis of the freshwater wetland that determines a fulsome and appropriate understanding of existing conditions and identifies potential restoration, enhancement and mitigation measures, as well as on-going stewarding and maintenance activities and requirements.
b) Incorporate restoration and enhancement measures to establish improved connectivity and contiguousness, particularly for nearby or adjacent ecosystem areas or environmental features which have the potential to contribute to the ecological health of the freshwater wetland.
c) Uphold and maintain ecological processes necessary to the long-term health of freshwater

wetlands including drainage patterns, hydrology, seasonal water table fluctuations, and water quality. Develop an Environmental Protection Plan (EPP), prepared by a QEP, that guides on-going environmental management and stewardship.

d) Refrain from altering the areal extents of a freshwater wetland, regardless of historical/past disturbances. However, when consideration is being offered to further modify the freshwater wetland from its current condition, given the accommodation of the uses and densities permitted on-site by the Zoning Bylaw, an appropriate environmental assessment and recommended mitigation measures must be prepared by a QEP for the City's review and determination of direction. Other senior levels of government approvals and permits may also be needed. The City may also require preparation of an EPP prepared by a QEP to guide on-going environmental management of said freshwater wetland.
e) Abstain from constructing and incorporating recreational trails or other amenities/facilities in freshwater wetlands.
f) Avoid the most sensitive and ecologically valuable portions of the freshwater wetland using careful site design for permitted development and other activities (for example infrastructure works). Focus restoration efforts of freshwater wetlands that result in healthy habitats that have historical fill, structures and/or contaminated sediment removed and contribute to creation of peat soils. Other senior levels of government approvals and permits may also be needed.

14.7.2.3 Disturbed Freshwater-Influenced ESA

This ESA Category covers areas with vegetation and soil that are influenced by freshwater but are actively being disturbed by farming operations and other human influences (Disturbed Freshwater-Influenced ESA). Although these areas are actively managed, they are expected to contain sensitive habitats. These areas include agricultural lands as well as areas that are periodically mowed and fallow agricultural fields. The management of these areas will be similar to those designated as Natural Freshwater-Influenced ESAs, focusing on restoring them to a resilient and healthy ecological state in so far as restoration and enhancement do not conflict with, but work in tandem with, activities that identified by the Province and the City as high priority (i.e Right to Farm).

Justification: Disturbed Freshwater-Influenced ESAs are important for:

1. regulating water flow (hydrology) by storing water during rainfall and promoting groundwater infiltration;
2. influencing water quality through filtration, capture, and transformation of a variety of chemical constituents in plants and soil;
3. providing habitat for a diverse and often unique community of plant and animal species including amphibians, waterfowl, dragonflies, sedges, and peat-mosses; and
4. storing carbon in saturated organic soils, particularly peat soils, that are common and sought after for carbon sequestration and storage, in Richmond.

Related Regulations: Depending on the biological and hydrological conditions and context of the Disturbed Freshwater-Influenced ESAs, environmental features may trigger provincial or federal legislation that requires permits or approvals from senior levels of government. DP applicants must identify any applicable legislation or regulations and secure all required permits or approvals. The City's *Tree Protection Bylaw No. 8057* regulates tree removal or damage on private and public lands and applies in Disturbed Freshwater-Influenced ESAs. Its goal is to

sustain a healthy, viable urban forest. Additionally, relevant regulations which influence forest protection in urban areas include the *Wildlife Act* (BC) if there are any listed wildlife (e.g., herons, eagles), the *Migratory Bird Convention Act* (Canada) which protects the nests of most birds during the nesting season, and potentially the *Species at Risk Act* (Canada), which includes protection for a suite of listed species that may these types of environmental features.

Guidelines:

a) Preserve, restore, enhance and maintain the areal extent, ecological functions and an environmentally healthy condition of a freshwater wetland. Develop an environmental assessment prepared by a QEP that provides a comprehensive overview and analysis of the freshwater wetland that determines a fulsome and appropriate understanding of existing conditions and identifies potential restoration, enhancement and mitigation measures, as well as on-going stewarding and maintenance activities and requirements.

b) Incorporate restoration and enhancement measures to establish improved connectivity and contiguousness, particularly for nearby or adjacent ecosystem areas or environmental features which have the potential to contribute to the ecological health of the freshwater wetland.

c) Uphold and maintain ecological processes necessary to the long-term health of freshwater wetlands including drainage patterns, hydrology, seasonal water table fluctuations, and water quality. Develop an EPP, prepared by a QEP, that guides on-going environmental management and stewardship.

d) Refrain from altering the areal extents of a freshwater wetland, regardless of historical/past disturbances. However, when consideration is being offered to further modify the freshwater wetland from its current condition, given the accommodation of land use designation policies of this OCP and/or the City's Zoning Bylaw provisions, an appropriate environmental assessment and recommended mitigation measures must be prepared by a QEP for the City's review and determination of direction. Other senior levels of government approvals and permits may also be needed. The City may also require preparation of an EPP prepared by a QEP to guide on-going environmental management of said freshwater wetland.

e) Abstain from constructing and incorporating recreational trails or other amenities/facilities in freshwater wetlands.

f) Avoid the most sensitive and ecologically valuable portions of the freshwater wetland using careful site design for permitted development and infrastructure works. Focus restoration efforts of freshwater wetlands that result in healthy habitats that have historical fill, structures and/or contaminated sediment removed and contribute to creation of peat soils. Other senior levels of government approvals and permits may also be needed.

14.7.2.4 Marine Shoreline ESA

This ESA Category includes all coastal and backshore areas, 30 m landward and seaward of the high-water mark (high tide line) along the Fraser River and Strait of Georgia (Marine Shoreline ESA). This designation includes all mudflats, estuarine habitats, salt marshes, and shallow subtidal zones. It also includes all shoreline areas that have been modified by the dyke, whether developed or undeveloped. While much of the Marine Shoreline ESA has been altered for flood control or developed for industry purposes, opportunities remain along foreshore parks, dikes, and wildlife refuges to enhance and naturalize the shoreline. Development and other activities on sites designated as Marine Shoreline ESA are likely subject to review and input with regard to

diking upgrades and requirements in the City's Dike Master Plan. A proposal to develop near or within Marine Shoreline ESA would involve some degree of consideration to appropriate riparian planting and modifications in so far as diking upgrades are concerned and would likely require regulatory approval form various agencies at Provincial and Federal levels of government prior to any approval by the City.

Justification: The Marine Foreshore (intertidal zone) portion and Marine Backshore (riparian zone) portion of the Marine Shoreline ESA associated with the Fraser River and Strait of Georgia (Salish Sea) is important for:

1. aquatic habitat – the intertidal zone along the perimeter of Richmond's Islands – is recognized for its importance for fish such as juvenile salmon from throughout the Fraser River watershed, but also for spawning eulachon and starry flounder which are an important part of the foodweb;
2. terrestrial habitat – the riparian zone along the perimeter of Richmond's Islands – is recognized for its crucial role of maintaining healthy ecosystems and supporting various forms of terrestrial-based, flora and fauna adjacent to the intertidal zone and between it and inland areas;
3. protection of Richmond's dikes, other infrastructure and upland areas from wave and current water erosion by dissipating energy;
4. eelgrass, other seagrasses and sea flora contribute to filtering contaminants and sediment before it reaches the marine backshore (riparian zone) and contributes to carbon sequestration; and
5. aesthetic and cultural values that make both intertidal and riparian zones important parts of Richmond's parks, waterfront trails and spatial identity (place attachment).

Related Regulations: All Marine Shoreline ESAs are considered fish habitat under the Federal *Fisheries Act*. Fisheries and Oceans Canada (DFO) regulates activities affecting fish habitat. Many intertidal/foreshore and riparian/backshore zones also have important values for migratory wildlife such as shorebirds and waterfowl; migratory birds and their nests are protected under the *Migratory Birds Convention Act* and intertidal zones designated as part of Provincial Wildlife Management Areas (including Sturgeon Bank WMA) are also managed for conservation values. Other relevant legislation and regulations that affect the intertidal zone include the *Dike Maintenance Act* (BC), the *Wildlife Act* (BC) (for listed wildlife as well as Wildlife Management Areas), the *Species at Risk Act* (Canada), and the *Navigable Waters Protection Act* (Canada). The City's *Tree Protection Bylaw No. 8057* regulates tree removal or damage on private and public lands and applies in riparian or backshore zones for Marine Shoreline ESAs. Its goal is to sustain a healthy, viable urban forest. Additional relevant regulations which influence forest protection in urban areas include the *Wildlife Act* (BC) if there are any listed wildlife (e.g., herons, eagles), the *Migratory Bird Convention Act* (Canada) which protects the nests of most birds during the nesting season, and potentially the *Species at Risk Act* (Canada), which includes protection for a suite of listed species that may these types of environmental features.

Guidelines:

a) Develop an Environmental Assessment Report prepared by a QEP for development and infrastructure projects that occur within the vicinity of the Marine Shoreline ESA.
b) Prepare a development plan/proposal layout and design, in consideration of rising sea levels,

that:

i. minimizes erosion, retains habitat, and maintains water quality, marine shore stability and natural, native and climate-responsive vegetation (excludes invasive species) along the marine shore;
ii. avoids areas with poor slope stability and locates marine shore accesses/structures sensitively;
iii. maintains, restores and enhances existing marine shore habitat (e.g. eelgrass beds) in and to their natural state to protect marine shore natural assets;
iv. establishes marine water views selectively by pruning branches of shore area trees instead of topping or removing healthy trees; and
v. maintains or establishes public access.

c) Safeguard native plant species or plant communities that are identified as sensitive, rare, threatened or endangered, or have been identified by a QEP as worthy of protection. If disturbance cannot be entirely avoided, development and mitigation / compensation measures must be undertaken under the supervision of the QEP and may require additional advice from applicable senior governmental agencies.
d) Maintain ecological processes important to the long-term health of the foreshore and backshore zones including drainage and hydrology, natural sediment or detritus movement (accretion and erosion).
e) Consider contiguous or nearby ESAs and RMAs which have the potential to influence the Marine Shoreline ESA.
f) Avoid, as part of development and infrastructure, disrupting the movement of detritus and sediment materials. Where water access is necessary for transportation or recreation facilities, the filling of the Marine Shoreline ESA shall also be avoided. The preferred method of development and infrastructure is over the riparian and intertidal zones (plus the subtidal zone if applicable) is on pilings or floating structures.
g) No alterations should be made to the Marine Shoreline ESA without an appropriate environmental assessment and implementation of mitigation measures. Other senior levels of government approvals and permits may also be needed. The City may require preparation of an EPP prepared by a QEP, with a specialization in coastal processes and ecology, to guide environmental management on sensitive, complex, or large sites.
h) Prohibit the construction of recreational trails or other facilities in the Marine Shoreline ESA without written approvals and confirmations from senior regulatory bodies.
i) Apply careful site design for permitted works to avoid the most sensitive portions of the foreshore (intertidal) and backshore (riparian) zones.
j) Preserve water quality and natural systems by leaving marine and riverbanks intact and by not altering natural slopes, and existing and restored vegetation within the foreshore (intertidal) and backshore (riparian) zones.
k) Preserve, restore and enhance foreshore (intertidal) and backshore (riparian) values, for all constructed works, where permitted, by:
   i. providing safe, durable access such that people are afforded an unobstructed view of the waterfront wherever possible;
   ii. retaining mature vegetation, including existing large trees, shrubs, and aquatic vegetation;
   iii. replanting disturbed areas with native/climate-responsive vegetation, including trees.
l) Restore, where practical, degraded foreshore (intertidal) and backshore (riparian) zones, as part of development and other activities (including infrastructure works), by removing

historical fill, structures, or contaminated sediment, and restoring native/climate-responsive habitats such as mudflats, marsh, eelgrass and other marine grasses, and riparian forests.

14.7.2.4 Terrestrial ESA

This ESA Category includes all upland areas with native vegetation that is not influenced by water, including tree stands, old-field and shrub habitat (Terrestrial ESA). Tree stands in Richmond include generally young stands that are dominated by deciduous trees. Terrestrial ESAs may include bogs and wetlands that have slowly become more terrestrial due to changes in hydrology. Tree stands in Terrestrial ESAs provide valuable habitat for a range of wildlife species. Old-field habitat and shrub habitat are temporary or permanently abandoned agricultural fields and cleared lands that support a mix of low-lying grass, herbaceous species, and shrub species. These areas were historically used for agriculture which have been left fallow and have since regenerated. Proposal to develop on agricultural fields in this ESA Category will be supported for legitimate farming activities under the *Farm Practices Protection (Right to Farm) Act* (BC).

Justification: The forests, as well as old fields and shrublands are a critical part of Richmond's ecological network. Its environmental values and importance include:

1. habitat for wildlife and plants;
2. carbon storage in above- and below-ground plant material, as well as wet soils (above-ground biomass is minor);
3. hydrologic cycle importance through rainfall interception and evapotranspiration, as well as areas with seasonal flooding;
4. improvements to air quality by capture or modification of particulates and gasses such as ozone;
5. aesthetic values in urban parks and greenways.
6. biodiversity including small mammals and the owls and hawks that hunt in them, and invertebrate pollinators (bees and flies); and
7. the cultural history of Richmond for areas that were important farms.

Related Regulations: The City's *Tree Protection Bylaw No. 8057* regulates tree removal or damage on private and public lands and applies in Terrestrial Ecosystems Areas. Its goal is to sustain a healthy, viable urban forest. Forests, old fields and shrublands are not explicitly protected or managed through provincial or federal legislation. Relevant regulations which influence forest protection in urban areas include the *Wildlife Act* (BC) if there are any listed wildlife (e.g., herons, eagles), the *Migratory Bird Convention Act* (Canada)which protects the nests of most birds during the nesting season, and potentially the *Species at Risk Act* (Canada).

Guidelines:

a) Preserve forests, as well as large patches of old field and shrubland, except in accordance with the conditions of the DP and other necessary permits or approvals (e.g., BC *Wildlife Act*).
b) Incorporate thoughtful site planning and design to avoid the most sensitive portions of forests as well as old field and shrubland units in relation to permitted development and other activities including infrastructure works (e.g., largest or healthiest trees, key wildlife habitat features, and robust natural understory, most diverse range of grasses, seasonally flooded

areas, areas with perching sites for raptors, best contributors to biodiversity and ecological functions and services).

c) Identify on-going maintenance and stewardship measures, that will remain in perpetuity with the existence of the approved development and infrastructure works, for areas retained as Terrestrial ESAs, including roles and responsibilities, should be incorporated in a conservation covenant that is registered on a property's title, pursuant to Section 219 of the *Land Title Act* (BC) (Conservation Covenant), with the City being a signatory to said covenant. Maintain ecological processes important to the long-term health of the forests, tree stands and patches, old fields and shrublands, including hydrologic processes and soil, including peatlands, quality.

d) Restore and enhance the ecological functions of old fields and shrublands by providing perching and roosting sites, planting hedgerows, and a variety of grasses and/or shrubs. Prepare a restoration and enhancement plan.

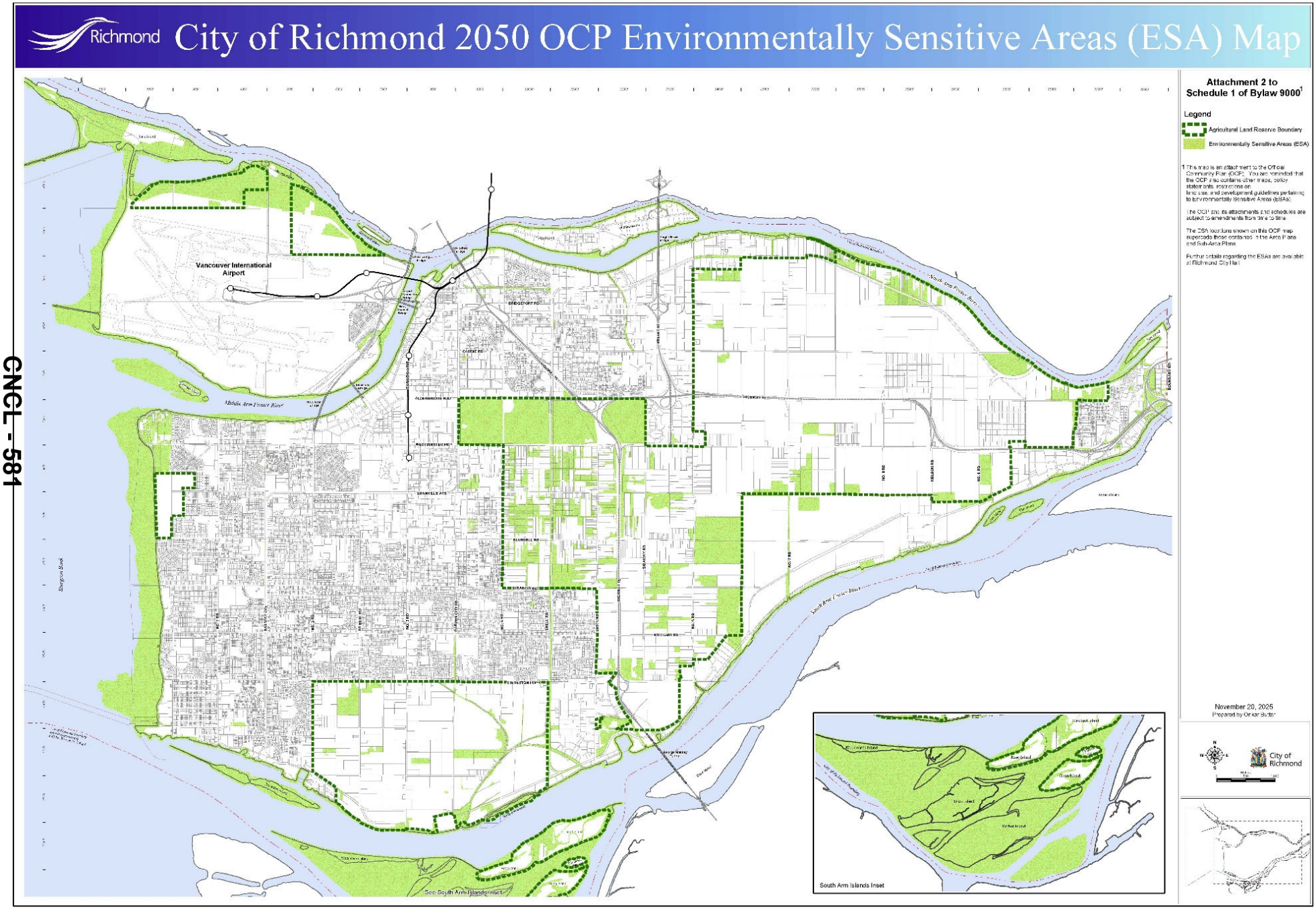
e) Restore and enhance the ecological functions and biodiversity of forests, tree stands and patches by:
   i. preserving existing snags and downed logs, as well as adding new snags and downed logs, where they are not a risk to safety;
   ii. planting trees and understory shrubs at the margins or parameters of the forests, tree stands and patches, to increase habitat in the ecotone;
   iii. incorporating new understory vegetation that is consistent to and complementary with the existing plant communities, provides high food source and habitat values; and
   iv. applying pruning, thinning, supplemental planting, or other methods to reduce the risk of wind throw on newly exposed forest edges, as determined by a registered professional forester.

f) Adhere to the relevant tree replacement compensation ratio as outlined in the City's *Tree Protection Bylaw No. 8057*, as amended from time to time, including replacement tree requirements for every tree that is permitted to be removed in a Terrestrial ESA. In circumstances where high value ecological habitat ESA is reconfigured and/or relocated, the area replacement compensation ratio is 1.5 m^2 (16.15 ft2) for every 1.0 m^2 (10.76 ft^2) of Terrestrial ESA reconfigured and/or relocated. Replacement trees should be native species or climate response and resilient species and are to be planted in other areas of the Terrestrial ESA on-site unless permission is granted to plant trees on other parts of the site, City property, or other compensation areas.

g) Avoid excavation, filling or soil compaction in a zone around trees as outlined in the *Tree Protection Bylaw No. 8057*, as amended from time to time. Use tree protection fencing and signs during construction as recommended in said bylaw. Works that may affect the roots of retained trees should be designed to avoid direct damage or be raised above the soil level (e.g., decks or pilings).

h) Improve the conditions of the forests and other natural areas, including old fields and shrublands, by removing noxious weeds and invasive plant species as defined by the Invasive Species Council of British Columbia's Field Guide to Noxious Weeds and Other Selected Invasive Plants of British Columbia, as updated from time to time. Incorporate invasive plant species management as part of the Conservation Covenant for site that receives an approval for an ESA DP.

Attachment 2 to Schedule 1 of Bylaw 9000
City of Richmond 2050 OCP Environmentally Sensitive Area (ESA) Map



City of Richmond

Report to Council

To:	Richmond City Council	**Date:**	December 3, 2025
From:	Jerry Chong, CPA, CA General Manager, Finance and Corporate Services	**File:**	03-0970-01/2025-Vol 01
Re:	**Consolidated 5 Year Financial Plan (2026-2030) Bylaw No. 10727**		

Staff Recommendations

1. That the Consolidated 5 Year Financial Plan (2026-2030) Bylaw No. 10727 be introduced and given first, second, and third readings; and

2. That staff undertake a process of public consultation in accordance with Section 166 of the *Community Charter*.

Jerry Chong, CPA, CA
General Manager, Finance and Corporate Services
(604-276-4064)

Att: 4

REPORT CONCURRENCE		
ROUTED TO:	**CONCURRENCE**	**CONCURRENCE OF GENERAL MANAGER**
Law	☑	
REVIEWED BY SMT	**INITIALS:** RS2	**APPROVED BY CAO**

8232223

Staff Report

Origin

Section 165 of the *Community Charter* requires the City to adopt a 5 Year Financial Plan (5YFP) Bylaw. Section 173 of the *Community Charter* states that a municipality must not make an expenditure other than one authorized in its annual financial plan. The 5YFP Bylaw provides the City with the authority to proceed with spending to the limits as outlined in the bylaw. The City is required under section 166 of the *Community Charter* to undertake a process of public consultation prior to adoption of the 5YFP.

The 5YFP Bylaw No. 10727 consolidates the budgets for Utility, Operating, Capital budgets and One-Time Expenditures. The key components of 5YFP Bylaw No. 10727 are as follows:

Table 1: Summary of Approval of the 2026 Budgets

Budget Report	Approval Date	Council Resolution
2026 Utility Budgets and Rates	November 10, 2025	Approved as presented
2026 Operating and Capital Budgets for Richmond Public Library	December 1, 2025	Approved as presented[1]
2026 Proposed Capital Budget	December 1, 2025	Approved as presented[1]
2026 Proposed Operating Budget	December 1, 2025	Approved as presented[1]
2026 One-Time Expenditures	December 1, 2025	Approved as presented[1]

[1] As Approved by Finance and Audit Committee

The 2026 Utility rates were approved by Council on November 10, 2025 and the following bylaws were adopted on November 24, 2025:

- Flood Protection Bylaw No. 10426, Amendment Bylaw No. 10711
- Sanitary Sewer Bylaw No. 10427, Amendment Bylaw No. 10712
- Solid Waste & Recycling Regulation Bylaw No. 6803, Amendment Bylaw No. 10713
- Waterworks and Water Rates Bylaw No. 5637, Amendment Bylaw No. 10714

The Consolidated 5YFP includes the 2026 budget for the City's wholly owned subsidiary Richmond Olympic Oval Corporation as approved by their board.

The Consolidated 5YFP does not include the budget for Lulu Island Energy Company (LIEC) since LIEC has been classified as a Government Business Enterprise and is required to apply International Financial Reporting Standards while the City is required to report under Public Sector Accounting Standards.

The Consolidated 5YFP Bylaw includes estimates for 2027-2030 based on information currently available and will be revised with the financial plan for each respective year. Inclusion in the financial plan for 2027 and beyond does not represent final approval.

Analysis

This report combines the Council approved 2026 budgets and additional items into a consolidated financial plan to provide expenditure authorization, allowing the City to formally proceed with delivering programs and services to the community. In addition, the 5YFP includes operating and capital carryforward amounts that have been approved in prior years, however, projects and programs are expected to be completed in 2026 and future years.

Attachments 1-3 contain the 5 Year Capital Plan as presented to the Finance and Audit Committee on December 1, 2025 with the addition of the truck previously approved by Council as presented in the 2026 Proposed Operating Budget.

Adjustments with No Impact on Rates

Additional Amount Funded by Rate Stabilization Account

At the Closed Council meeting on November 10, 2025 Council approved $230,000 for Community Social Development to be funded by the Rate Stabilization Account. $172,500 is included for 2026 and $57,500 is included for 2027.

Prior Year Capital Carryforwards

The 5YFP includes amounts from previously approved and funded projects that are still in progress as capital projects may take several years to complete after Council approval. There is no tax impact as a result of including these amounts in the financial plan.

Prior Year Operating Carryforwards

The 5YFP includes amounts from previously approved and funded projects that are still in progress, including one-time expenditures and operating programs funded by previous budgets, which may take several years to complete after Council approval. There is no tax impact as a result of including these amounts in the financial plan.

Developer Contributed Assets

The 5YFP also includes an estimate for the value of negotiated developer contributed assets that the City will take ownership of as a result of rezoning approvals. This includes dedicated land under new road, infrastructure and building facilities contributed by developers. There is no cost to the City for building the initial infrastructure; however, it becomes part of the City's inventory of assets to maintain and eventually replace. There are also Operating Budget Impacts (OBI) associated with developer contributed assets and the OBI's will be included in the budget process for consideration when the assets are in service.

Operating Budget Impacts (OBI)

The 5YFP includes OBI estimates for approved capital projects where applicable.

Attachment 4 presents the breakdown of the 2026 Municipal Tax Dollar with approved Additional Levels and OBI.

Public Consultation

Section 166 of the *Community Charter* requires a process of public consultation prior to adoption of the 5YFP. In order to comply with this requirement, the following communication initiatives will include:

- preparing an information bulletin on the City website with a link to the budget and 5YFP reports;
- engaging a public forum on Let's Talk Richmond scheduled to launch on January 5, 2026;
- utilizing social media to raise awareness of the public consultation period and engagement opportunities; and
- issuing a public notice on the City's website regarding the ongoing public consultation.

Table 2 summarizes the results from the last public consultation for the Consolidated 5YFP (2025 – 2029).

Table 2: Results from Public Consultation for the Consolidated 5YFP (2025 – 2029)

Public Consultation Statistics	Consolidated 5YFP (2025 - 2029)
Number of Engagements	587
Number of Comments Received	61

In order to ensure that the 5YFP consultation is effective and efficient, staff will continue to conduct the process through Let's Talk Richmond and social media.

The public consultation period will run until January 18, 2026 and staff will report the results to Council in advance of the meeting scheduled to give final reading to the 5YFP bylaw.

Financial Impact

The Consolidated 5YFP (2026-2030) has been prepared in accordance with Section 165 of the *Community Charter* and includes the proposed expenditures and funding sources which have been approved by Council. Table 3 summarizes the proposed 2026 tax increase of 3.04%, and estimates for 2027 through 2030. The estimated tax increase for the 5YFP includes a 1.00% increase for investment in community infrastructure each year in accordance with Council's Long Term Financial Management Strategy.

Table 3 – Proposed 5YFP 2026-2030 Summary

Proposed 5 Year Financial Plan	2026 Budget	2027 Plan	2028 Plan	2029 Plan	2030 Plan
Same Level of Service Before Reductions	2.12%	2.15%	2.00%	1.90%	1.90%
Less: Reduction From Temporary Vacancies	(0.93%)	-	-	-	-
Same Level of Service Increase	**1.19%**	**2.15%**	**2.00%**	**1.90%**	**1.90%**
Investment in Community Infrastructure	1.00%	1.00%	1.00%	1.00%	1.00%
External Senior Government Related Increases	0.21%	0.43%	0.44%	0.38%	0.28%
Emerging Organizational Additional Levels	0.32%	0.51%	0.51%	0.40%	0.40%
Operating Budget Impact from Capital Budget	0.03%	0.18%	0.18%	0.18%	0.18%
Council Previously Approved Expenditures	0.84%	0.67%	0.53%	0.29%	0.06%
Less: Rate Stabilization	(0.55%)	(0.39%)	(0.25%)	(0.12%)	0.00%
Proposed Operating Budget Increase	**3.04%**	**4.55%**	**4.41%**	**4.03%**	**3.82%**

Conclusion

Staff recommend that the Consolidated 5 Year Financial Plan Bylaw (2026-2030) No. 10727 be given first through third readings and undertake the public consultation process.

Mike Ching, CPA, CMA
Director, Finance
(604-276-4137)

MS:yc

Att. 1: 5 Year Capital Plan by Program (2026-2030)
2: 5 Year Capital Plan Summary (2026-2030)
3: 5 Year Capital Plan Funding Sources (2026-2030)
4: 2026 Municipal Tax Dollar (With OBI and Additional Levels)

CITY OF RICHMOND 5 YEAR CAPITAL PLAN BY PROGRAM (2026-2030) (in $000s)	2026	2027	2028	2029	2030
Infrastructure Program					
Roads					
Active Transportation Improvement Program	250	600	600	750	750
Annual Asphalt Re-Paving Program - MRN	1,807	1,843	1,880	1,918	1,956
Annual Asphalt Re-Paving Program - Non-MRN	4,447	4,669	4,903	5,148	5,405
Arterial Roadway Improvement Program	2,000	800	2,500	3,000	800
Capstan Station Integration Capital Works	-	2,000	-	-	-
Citywide Connector Walkway Improvement Program	250	250	250	-	-
Minor Bridge Rehabilitation Program	-	300	300	300	300
Road Sensors Program	100	-	-	-	-
Shell Road Multi-Use Pathway, Highway 99-River Road – Phase 1	-	4,200	-	-	-
Shell Road Multi-Use Pathway, Highway 99-River Road – Phase 2	-	-	4,200	-	-
Sidewalk and Walkway Improvement Program	750	750	750	750	750
Special Crosswalk Program	300	350	350	350	350
Street Light Condition Assessment - Phase 2	400	-	-	-	-
Street Light LED Upgrade Program	-	400	-	490	400
Supplementary Asphalt Re-Paving Program - Non-MRN	-	-	-	1,500	2,000
Supplementary MRN Road Rehabilitation Program	3,037	3,037	-	-	-
Top 20 Collision Prone Intersections	1,900	4,500	3,500	2,000	2,000
Traffic Calming Program	200	200	200	200	200
Traffic Signal Power Backup System (UPS) Program	400	400	400	-	-
Traffic Signal Upgrade Program	500	600	600	600	600
Traffic Video and Communication Program	400	400	400	400	400
Transit-Related Amenity and Roadway Improvement Program	250	250	250	250	250
Transportation Planning and Design	750	600	600	600	600
Total Roads	**$17,741**	**$26,149**	**$21,683**	**$18,256**	**$16,761**
Flood Protection					
Box Culvert Repair	1,584	-	-	529	264
Burkeville Utility Improvements	521	-	-	-	-
Canal Stabilization and Drainage and Irrigation Upgrades	1,864	5,961	-	2,151	264
Development Coordinated Works - Flood Protection	250	250	250	250	250
Dike Upgrade Designs	4,688	5,192	5,257	5,292	5,283
Disaster Mitigation and Adaptation Fund	13,144	6,551	6,632	-	-

CITY OF RICHMOND 5 YEAR CAPITAL PLAN BY PROGRAM (2026-2030) (in $000s)	2026	2027	2028	2029	2030
Infrastructure Upgrades					
Drainage Chamber Rehabilitation and Upgrades	150	-	-	-	-
Drainage Network Ecological Enhancement	-	150	-	150	-
Drainage Pump Station Rehabilitation and Generator Upgrade Program	500	250	250	250	250
Flood Protection and Dike Improvements	6,662	5,715	6,518	8,662	2,430
Invasive Species Management	200	200	200	200	200
Laneway Drainage Upgrades	3,263	1,774	513	515	514
Neighbourhood Utility Improvements – Drainage	-	2,943	1,051	3,016	2,324
No. 6 Road North Pump Station Upgrade	-	-	-	5,821	-
North Dike Upgrade	-	-	-	-	16,201
Riparian and Instream Habitat Monitoring	100	-	-	-	-
SCADA System Improvements	200	350	350	350	350
South Dike Upgrade	-	9,346	7,885	-	-
Watercourse Rehabilitation and Replacement	450	150	150	150	150
Total Flood Protection	**$33,576**	**$38,832**	**$29,055**	**$27,335**	**$28,481**
Water					
Development Coordinated Works - Water	250	250	250	250	250
Fire Hydrant Upgrades	400	400	400	400	400
Pressure Reducing Valve Upgrades	-	-	2,250	-	-
Water Metering Program	1,500	1,700	1,700	1,700	1,700
Watermain Replacement and Upgrades Program	5,515	4,528	4,762	5,307	6,269
Watermain Tie-in and Restoration	300	300	300	300	300
Total Water	**$7,965**	**$7,178**	**$9,662**	**$7,957**	**$8,919**
Sanitary Sewer					
Development Coordinated Works - Sanitary	250	250	250	250	250
Sanitary Pump Station and Forcemain Upgrades and Rehabilitation	800	800	800	800	800
Sanitary Sewer Gravity System Assessment and Rehabilitation	600	700	700	700	700
Sanitary Sewer Tie-In and Restoration	150	150	150	150	150
Steveston Sanitary Sewer Rehabilitation	7,838	7,000	7,000	7,000	7,000
Total Sanitary Sewer	**$9,638**	**$8,900**	**$8,900**	**$8,900**	**$8,900**
Infrastructure Advanced Design and Minor Public Works					
Public Works Infrastructure Advanced Design	2,500	1,825	2,307	1,778	2,203
Public Works Minor Capital - Dikes	150	400	400	400	400
Public Works Minor Capital - Drainage	350	400	400	400	400
Public Works Minor Capital - Roads	350	350	350	350	350

CITY OF RICHMOND 5 YEAR CAPITAL PLAN BY PROGRAM (2026-2030) (in $000s)	2026	2027	2028	2029	2030
Public Works Minor Capital - Sanitary	150	400	400	400	400
Public Works Minor Capital - Sanitation and Recycling	350	300	300	300	300
Public Works Minor Capital - Water	250	450	450	450	450
Total Infrastructure Advanced Design and Minor Public Works	**$4,100**	**$4,125**	**$4,607**	**$4,078**	**$4,503**
Total Infrastructure Program	**$73,020**	**$85,184**	**$73,907**	**$66,526**	**$67,564**
Building Program					
Building					
Annual Facility Services Infrastructure Replacements	3,000	3,000	3,000	3,000	3,000
Annual Project Development Building Improvements	5,954	5,500	5,500	5,500	5,500
Capital Buildings Project Development Advanced Design	500	1,500	1,500	1,500	1,500
Childcare Facility Infrastructure Renewals	-	-	1,000	-	-
City Hall Fan Coil Renewals – Lower Floors	-	-	-	-	4,000
City Hall Life Safety Renewals	-	-	1,000	-	-
Covered Lacrosse Box	-	6,800	-	-	-
Debeck House System and Envelope Renewals	-	-	1,500	-	-
East Richmond Community Hall Envelope and HVAC Renewals	700	-	-	-	-
Hamilton Community Centre Infrastructure Renewals	-	-	-	200	-
Library Cultural Centre – Interior Renewals	-	-	-	1,200	-
Library Cultural Centre Lapidary Room Renewals	-	-	600	-	-
Richmond Cultural Centre Skylight Dome Repair and Air Handling Unit Replacements	3,700	-	-	-	-
Richmond Ice Centre – Rink Safety Improvements	-	-	-	-	2,400
Richmond Ice Centre – Sprinkler System Replacement	4,000	-	-	-	-
Richmond Ice Centre Roof Replacement – North Roof	-	-	-	6,000	-
Richmond Ice Centre Roof Replacement - South Roof	-	-	-	-	6,000
South Arm Community Centre Roof Replacement	-	-	-	-	3,500
Steveston Martial Arts and Tennis Facility Renewals	-	-	-	3,000	-
West Richmond CC & Pitch Putt	-	-	-	-	1,400
Works Yard Replacement – Phase 1	74,000	-	-	-	-
Works Yard Replacement – Phase 2	-	-	-	78,000	78,000
Total Building	**$91,854**	**$16,800**	**$14,100**	**$98,400**	**$105,300**

CITY OF RICHMOND 5 YEAR CAPITAL PLAN BY PROGRAM (2026-2030) (in $000s)	2026	2027	2028	2029	2030
Heritage					
Japanese Duplex Restoration and Fit Out	-	-	8,000	-	-
London Farm Envelope Restorations	2,700	-	-	-	-
Steveston Post Office and Museum Infrastructure Renewals	-	-	500	-	-
Total Heritage	**$2,700**	**$ -**	**$8,500**	**$ -**	**$ -**
Total Building Program	**$94,554**	**$16,800**	**$22,600**	**$98,400**	**$105,300**
Parks Program					
Parks					
Capstan Park Neighbourhood Activation	262	-	-	-	-
Experience the Fraser Trail Enhancements – Phase 1	100	-	-	-	-
Garden City Lands – Phase 4	-	-	1,000	-	-
Garden City Community Park Pedestrian Bridge Replacement	600	-	-	-	-
Lulu Island Park – Detailed Design Phase	-	-	2,000	750	-
Minoru Lakes District Tree Art Plan	100	-	-	-	-
Minoru Park Active Living District Safety and Accessibility Improvements	-	100	-	-	-
Minoru Park Field 2 Synthetic Turf Replacement	-	750	-	-	-
Minoru Park Latrace Field Synthetic Turf Replacement	-	-	1,580	-	-
Parks Advanced Planning and Design	600	600	600	600	600
Parks Ageing Infrastructure Rehabilitation Program	700	700	750	650	650
Parks General Development	500	500	500	500	500
Parks Identity and Wayfinding Signage Program	150	-	150	-	150
Parks Shelter and Shade Program	-	250	-	500	-
Pickleball Court Installation	200	-	-	-	-
Playground Replacement Program	600	600	600	600	600
Railway Greenway Solar Lighting – Phase 1	360	-	-	-	-
Railway Greenway Solar Lighting – Phase 2	-	407	-	-	-
Richmond Nature Park Bog Restoration	-	500	-	-	-
Richmond Nature Park Enhancements	750	-	-	-	-
Timber and Natural Play Replacement Program	650	-	-	-	-
Total Parks Program	**$5,572**	**$4,407**	**$7,180**	**$3,600**	**$2,500**
Land Program					
Land					
Strategic Real Estate Acquisition	50,000	34,000	25,000	25,000	25,000
Total Land Program	**$50,000**	**$34,000**	**$25,000**	**$25,000**	**$25,000**

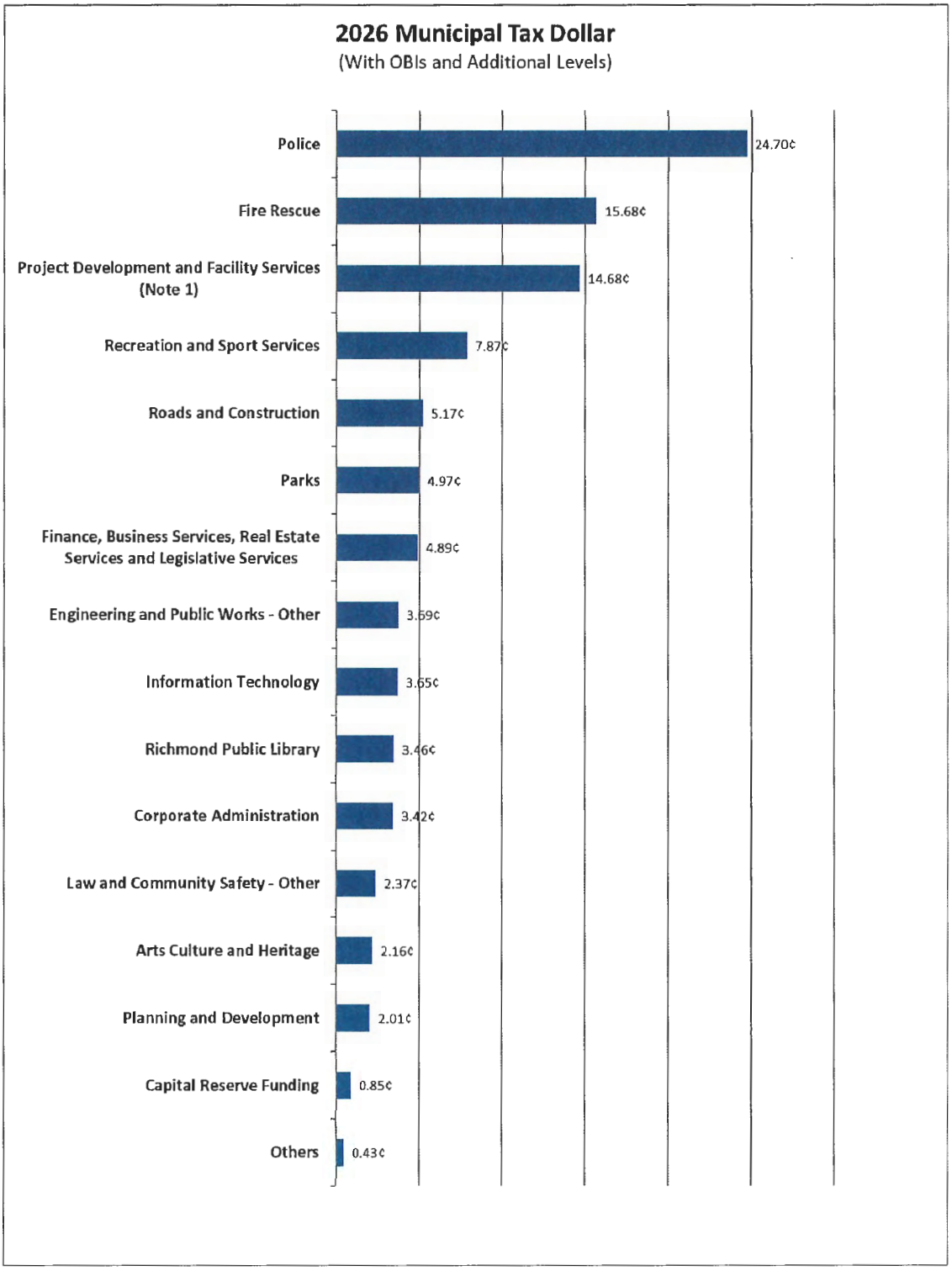
CITY OF RICHMOND 5 YEAR CAPITAL PLAN BY PROGRAM (2026-2030) (in $000s)	2026	2027	2028	2029	2030
Equipment Program					
Vehicle					
Flood Protection Vehicle Purchase	180	-	-	-	-
Sanitary Sewer Vehicle Purchase	170	-	-	-	-
Utility Department Vehicle Purchase	580	-	-	-	-
Vehicle and Equipment Replacement (PW and Corporate Fleet)	4,711	4,373	3,629	3,820	4,077
Total Vehicle	**$5,641**	**$4,373**	**$3,629**	**$3,820**	**$4,077**
Fire Vehicle and Equipment					
Fire Equipment Replacement	451	-	2,500	368	-
Fire Vehicle Replacement	2,627	2,680	163	-	3,571
Total Fire Vehicle and Equipment	**$3,078**	**$2,680**	**$2,663**	**$368**	**$3,571**
Equipment					
Capstan Community Centre – Furniture, Fixtures and Equipment (FF&E)	-	-	800	-	-
Energy and GHG Management Project	-	600	600	600	600
Energy Management – Continuous Optimization Project	500	-	-	-	-
Minoru Centre for Active Living Fitness Equipment Replacement	150	-	-	-	-
Parking Mobile Payment Solution	203	-	-	-	-
Total Equipment	**$853**	**$600**	**$1,400**	**$600**	**$600**
Total Equipment Program	**$9,572**	**$7,653**	**$7,692**	**$4,788**	**$8,248**
Information Technology Program					
Information Technology					
Annual Hardware Refresh	1,013	303	700	144	491
Annual Virtual Hosts Refresh	150	150	150	150	150
Application Traffic Load Balancer Refresh	163	-	-	-	-
Data Analytics Services 2026	119	-	-	-	-
MyBusiness 2.0 Enhancements	143	-	-	-	-
Network Security Infrastructure Refresh	104	-	-	-	-
PeopleSoft Application Assessment	203	-	-	-	-
Telecommunications Infrastructure Refresh	271	-	-	-	-
Workforce Management Integration and Implementation	840	-	-	-	-
Total Information Technology Program	**$3,006**	**$453**	**$850**	**$294**	**$641**
Contingent External Contributions					
Contingent External Contributions					
Contingent External Contributions	10,000	10,000	10,000	10,000	10,000
Total Contingent External Contributions	**$10,000**	**$10,000**	**$10,000**	**$10,000**	**$10,000**

CITY OF RICHMOND 5 YEAR CAPITAL PLAN BY PROGRAM (2026-2030) (in $000s)					
	2026	2027	2028	2029	2030
Total 2026 Capital Program as presented in the 2026 Proposed Capital Budget	**$245,724**	**$158,497**	**$147,229**	**$208,608**	**$219,253**
Increase to Vehicle Program					
Blackberry Management Vehicle	160	-	-	-	-
Total Increase to Vehicle Program	**$160**	**$-**	**$-**	**$-**	**$-**
Total 2026 Capital Program	**$245,884**	**$158,497**	**$147,229**	**$208,608**	**$219,253**

CITY OF RICHMOND 5 YEAR CAPITAL PLAN SUMMARY (2026 - 2030) (in $000s)					
	2026	2027	2028	2029	2030
Infrastructure Program					
Roads	17,741	26,149	21,683	18,256	16,761
Flood Protection	33,576	38,832	29,055	27,335	28,481
Water	7,965	7,178	9,662	7,957	8,919
Sanitary Sewer	9,638	8,900	8,900	8,900	8,900
Infrastructure Advanced Design and Minor Public Works	4,100	4,125	4,607	4,078	4,503
Total Infrastructure Program	**$73,020**	**$85,184**	**$73,907**	**$66,526**	**$67,564**
Building Program					
Building	91,854	16,800	14,100	98,400	105,300
Heritage	2,700	-	8,500	-	-
Total Building Program	**$94,554**	**$16,800**	**$22,600**	**$98,400**	**$105,300**
Parks Program	**$5,572**	**$4,407**	**$7,180**	**$3,600**	**$2,500**
Land Program	**$50,000**	**$34,000**	**$25,000**	**$25,000**	**$25,000**
Equipment Program					
Vehicle	5,801	4,373	3,629	3,820	4,077
Fire Vehicle and Equipment	3,078	2,680	2,663	368	3,571
Equipment	853	600	1,400	600	600
Total Equipment Program	**$9,732**	**$7,653**	**$7,692**	**$4,788**	**$8,248**
Information Technology Program	**$3,006**	**$453**	**$850**	**$294**	**$641**
Contingent External Contributions	**$10,000**	**$10,000**	**$10,000**	**$10,000**	**$10,000**
Total 2026 Capital Program	**$245,884**	**$158,497**	**$147,229**	**$208,608**	**$219,253**

CITY OF RICHMOND 5 YEAR CAPITAL PLAN FUNDING SOURCES (2026-2030) (In $000's)					
DCC Reserves	**2026**	**2027**	**2028**	**2029**	**2030**
Drainage DCC	3,437	4,725	6,373	4,112	3,584
Parks Development DCC	1,270	1,505	1,364	1,035	1,176
Roads DCC	5,589	12,791	13,449	8,323	6,254
Sanitary DCC	202	112	73	176	62
Water DCC	1,798	1,318	835	1,335	728
Total DCC	**$12,296**	**$20,451**	**$22,094**	**$14,981**	**$11,804**
Statutory Reserves					
Capital Building and Infrastructure	57,300	4,726	17,260	48,700	55,600
Capital Reserves	56,194	36,586	29,857	48,882	48,920
Capstan Station	-	2,000	-	-	-
Drainage Improvement	3,624	-	-	-	-
Equipment Replacement	7,339	6,667	5,967	3,812	7,163
Flood Protection	24,832	28,826	24,189	24,201	26,301
Sanitary Sewer	10,405	9,960	5,854	-	-
Sanitary Sewer BL10401	10,250	-	4,222	20,474	20,588
Water Supply	14,650	450	450	15,668	20,819
Watermain Replacement	4,917	6,410	7,991	5,368	1,786
Total Statutory Reserves	**$189,511**	**$95,625**	**$95,790**	**$167,105**	**$181,177**
Other Sources					
Canada Community Building Fund	1,175	850	600	850	600
Enterprise Fund	175	-	-	-	-
Grant and Developer Contribution	21,401	24,100	10,100	10,100	10,100
MRN Rehabilitation	4,844	4,880	1,880	1,918	1,956
Other Sources	14,122	10,620	13,854	11,318	11,545
Rate Stabilization Account	160	-	-	-	-
Sewer Levy Stabilization	150	135	-	-	150
Solid Waste and Recycling	350	300	300	300	300
Steveston Community Amenities Fund	-	-	1,000	375	-
Water Levy Stabilization	1,700	1,536	1,611	1,661	1,621
Total Other Sources	**$44,077**	**$42,421**	**$29,345**	**$26,522**	**$26,272**
Total Capital Program	**$245,884**	**$158,497**	**$147,229**	**$208,608**	**$219,253**

2026 MUNICIPAL TAX DOLLAR



Note 1: Includes Investment in Community Facilities Infrastructure Replacement needs.

City of Richmond

Bylaw 10727

Consolidated 5 Year Financial Plan (2026-2030) Bylaw No. 10727

The Council of the City of Richmond enacts as follows:

1. Schedule "A", Schedule "B" and Schedule "C" which are attached and form part of this bylaw, are adopted as the Consolidated 5 Year Financial Plan (2026-2030).

2. Consolidated 5 Year Financial Plan (2025-2029) Bylaw No. 10622 and all associated amendments are repealed.

3. This Bylaw is cited as **"Consolidated 5 Year Financial Plan (2026-2030) Bylaw No. 10727".**

FIRST READING	
SECOND READING	
THIRD READING	
ADOPTED	

CITY OF RICHMOND
APPROVED for content by originating dept.
MC
APPROVED for legality by Solicitor
LB

MAYOR

CORPORATE OFFICER

8232225

SCHEDULE A:

CITY OF RICHMOND
CONSOLIDATED 5 YEAR FINANCIAL PLAN (2026-2030)
REVENUE AND EXPENSES
(In $000's)

	2026 Budget	2027 Plan	2028 Plan	2029 Plan	2030 Plan
Revenue:					
Taxation and Levies	349,207	367,850	386,918	405,321	423,470
Utility Fees	184,734	196,200	204,273	211,638	220,926
Sales of Services	65,349	66,636	67,977	69,241	70,466
Investment Income	48,715	43,715	41,214	38,714	36,714
Other Revenue	26,083	24,642	24,693	25,479	25,099
Provincial and Federal Grants	18,012	25,634	5,862	5,583	5,662
Payments In Lieu of Taxes	16,302	16,758	17,261	17,761	18,276
Licenses and Permits	14,967	15,225	15,517	15,800	16,089
Gaming Revenue	10,500	10,500	10,500	10,500	10,500
Developer Contributed Assets	48,414	50,271	70,972	48,414	48,414
Development Cost Charges	12,296	20,451	22,094	14,981	11,804
Other Capital Funding Sources	27,420	29,830	12,580	12,868	12,656
	$821,999	**$867,712**	**$879,861**	**$876,300**	**$900,076**
Expenses:					
Law and Community Safety	179,534	185,308	192,708	200,429	207,515
Parks, Recreation and Culture	94,012	88,980	91,109	93,122	95,253
Engineering and Public Works	81,579	81,891	83,313	84,704	86,504
Utility Budget					
Sanitary Sewer Utility	69,142	75,287	78,219	80,201	83,197
Water Utility	59,545	61,148	62,535	63,896	65,836
Sanitation and Recycling	28,271	28,090	28,705	29,309	29,928
Flood Protection	22,667	23,141	23,579	24,009	24,449
Fiscal	39,076	36,355	38,738	40,196	41,745
Finance and Corporate Services	37,955	36,400	36,829	37,747	38,693
Planning and Development Services	30,075	36,060	17,858	18,294	18,743
Corporate Administration	12,795	12,967	13,324	13,679	14,046
Debt Interest	3,931	3,931	3,931	3,931	3,931
Richmond Olympic Oval Corporation	21,329	21,912	22,450	22,951	23,463
Richmond Public Library	13,965	14,138	14,426	14,710	15,000
	$693,876	**$705,608**	**$707,724**	**$727,178**	**$748,303**
Annual Surplus	**$128,123**	**$162,104**	**$172,137**	**$149,122**	**$151,773**

SCHEDULE A (CONT'D):

CITY OF RICHMOND
CONSOLIDATED 5 YEAR FINANCIAL PLAN (2026-2030)
TRANSFERS
(In $000's)

	2026 Budget	2027 Plan	2028 Plan	2029 Plan	2030 Plan
Transfers:					
Debt Principal	3,838	3,970	4,106	4,247	4,393
Transfer To Reserves	138,669	139,869	144,772	150,063	156,695
Transfer from Reserves to fund Operating Reserve Programs:					
Bylaw 8206	(400)	(400)	(400)	(400)	(400)
Bylaw 8877	(210)	(210)	(10)	(10)	(10)
Bylaw 7812 S.1.1.1 (a)	(525)	(525)	(525)	(525)	(525)
Bylaw 7812 S.1.1.1 (d)	(50)	(50)	(50)	(50)	(50)
Bylaw 7812 S.1.1.1 (j)	(175)	(175)	(175)	(175)	(175)
Operating Reserves - Prior Years	(1,680)	-	-	-	-
Transfer To (From) Surplus	(2,910)	14,439	14,287	15,323	14,728
Capital Expenditures - Current Year	245,884	158,497	147,229	208,608	219,253
Capital Expenditures - Prior Years	231,646	301,444	335,584	324,135	349,306
Capital Expenditures - Developer Contributed Assets	48,414	50,271	70,972	48,414	48,414
Capital Expenditures - Richmond Public Library	910	710	710	710	710
Capital Expenditures – Richmond Olympic Oval Corporation	2,113	4,992	2,438	2,242	1,750
Capital Funding	(537,401)	(510,728)	(546,801)	(603,460)	(642,316)
Transfers/Amortization offset:	**$128,123**	**$162,104**	**$172,137**	**$149,122**	**$151,773**
Balanced Budget	**$-**	**$-**	**$-**	**$-**	**$-**
Tax Increase	**3.04%**	**4.55%**	**4.41%**	**4.03%**	**3.82%**

SCHEDULE B:

CITY OF RICHMOND
5 YEAR FINANCIAL PLAN
CAPITAL FUNDING SOURCES (2026-2030)
(In $000's)

DCC Reserves	2026	2027	2028	2029	2030
Drainage DCC	3,437	4,725	6,373	4,112	3,584
Parks Development DCC	1,270	1,505	1,364	1,035	1,176
Roads DCC	5,589	12,791	13,449	8,323	6,254
Sanitary DCC	202	112	73	176	62
Water DCC	1,798	1,318	835	1,335	728
Total DCC	**$12,296**	**$20,451**	**$22,094**	**$14,981**	**$11,804**
Statutory Reserves					
Capital Building and Infrastructure	57,300	4,726	17,260	48,700	55,600
Capital Reserves	56,194	36,586	29,857	48,882	48,920
Capstan Station	-	2,000	-	-	-
Drainage Improvement	3,624	-	-	-	-
Equipment Replacement	7,339	6,667	5,967	3,812	7,163
Flood Protection	24,832	28,826	24,189	24,201	26,301
Sanitary Sewer	10,405	9,960	5,854	-	-
Sanitary Sewer BL10401	10,250	-	4,222	20,474	20,588
Water Supply	14,650	450	450	15,668	20,819
Watermain Replacement	4,917	6,410	7,991	5,368	1,786
Total Statutory Reserves	**$189,511**	**$95,625**	**$95,790**	**$167,105**	**$181,177**
Other Sources					
Canada Community Building Fund	1,175	850	600	850	600
Enterprise Fund	175	-	-	-	-
Grant and Developer Contribution	21,401	24,100	10,100	10,100	10,100
MRN Rehabilitation	4,844	4,880	1,880	1,918	1,956
Other Sources	14,122	10,620	13,854	11,318	11,545
Rate Stabilization	160	-	-	-	-
Sewer Levy Stabilization	150	135	-	-	150
Solid Waste and Recycling	350	300	300	300	300
Steveston Community Amenities Fund	-	-	1,000	375	-
Water Levy Stabilization	1,700	1,536	1,611	1,661	1,621
Total Other Sources	**$44,077**	**$42,421**	**$29,345**	**$26,522**	**$26,272**
Total Capital Program	**$245,884**	**$158,497**	**$147,229**	**$208,608**	**$219,253**

SCHEDULE C:

CITY OF RICHMOND
CONSOLIDATED 5 YEAR FINANCIAL PLAN (2026-2030)
STATEMENT OF POLICIES AND OBJECTIVES

Revenue Proportions By Funding Source

Property taxes are the largest portion of revenue for any municipality. Taxes provide a stable and consistent source of revenue for many services that are difficult or undesirable to fund on a user-pay basis. These include services such as community safety, general government, libraries and park maintenance.

Objective:

- Maintain revenue proportion from property taxes at current level or lower

Policies:

- Tax increases will be at CPI + 1% for transfers to reserves
- Annually, review and increase user fee levels by consumer price index (CPI).
- Any increase in alternative revenues and economic development beyond all financial strategy targets can be utilized for increased levels of service or to reduce the tax rate.

Table 1 shows the proportion of total revenue proposed to be raised from each funding source in 2026.

Table 1:

Funding Source	% of Total Revenue
Taxation and Levies	47.6%
Utility Fees	25.2%
Sales of Services	8.9%
Investment Income	6.6%
Provincial and Federal Grants	2.5%
Payments In Lieu of Taxes	2.2%
Licenses and Permits	2.0%
Gaming Revenue	1.4%
Other	3.6%
Total Operating and Utility Funding Sources	100.0%

SCHEDULE C (CONT'D):

CITY OF RICHMOND
CONSOLIDATED 5 YEAR FINANCIAL PLAN (2026-2030)
STATEMENT OF POLICIES AND OBJECTIVES

Distribution of Property Taxes

Table 2 provides the 2025 distribution of property tax revenue among the property classes. 2026 Revised Roll figures will be received in late March 2026.

Objective:

- Maintain the City's business to residential tax ratio in the middle in comparison to other municipalities. This will ensure that the City will remain competitive with other municipalities in attracting and retaining businesses.

Policies:

- Regularly review and compare the City's tax ratio between residential property owners and business property owners relative to other municipalities in Metro Vancouver.

Table 2: (Based on the 2025 Revised Roll figures)

Property Class	% of Tax Burden
Residential (1)	57.39%
Business (6)	32.42%
Light Industry (5)	8.28%
Others (2, 3, 4, 8 & 9)	1.91%
Total	100.0%

Permissive Tax Exemptions

Objective:

- Council passes the annual permissive exemption bylaw to exempt certain properties from property tax in accordance with guidelines set out by Council Policy and the *Community Charter*. There is no legal obligation to grant exemptions.
- Permissive exemptions are evaluated with consideration to minimizing the tax burden to be shifted to the general taxpayer.

Policy:

- Exemptions are reviewed on an annual basis and are granted to those organizations meeting the requirements as set out under Council Policy 3561 and Sections 220 and 224 of the *Community Charter*.

City of Richmond

Bylaw 10446

Richmond Zoning Bylaw 8500
Amendment Bylaw 10446 (RZ 18-818548)
7511 St. Albans Road

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

1. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning Bylaw 8500, is amended by repealing the existing zoning designation of the following area and by designating it **"HIGH DENSITY TOWNHOUSE (RTH1)".**

   P.I.D. 003-556-794
   Lot 4 Section 16 Block 4 North Range 6 West New Westminster District Plan 11330

2. This Bylaw may be cited as **"Richmond Zoning Bylaw 8500, Amendment Bylaw 10446".**

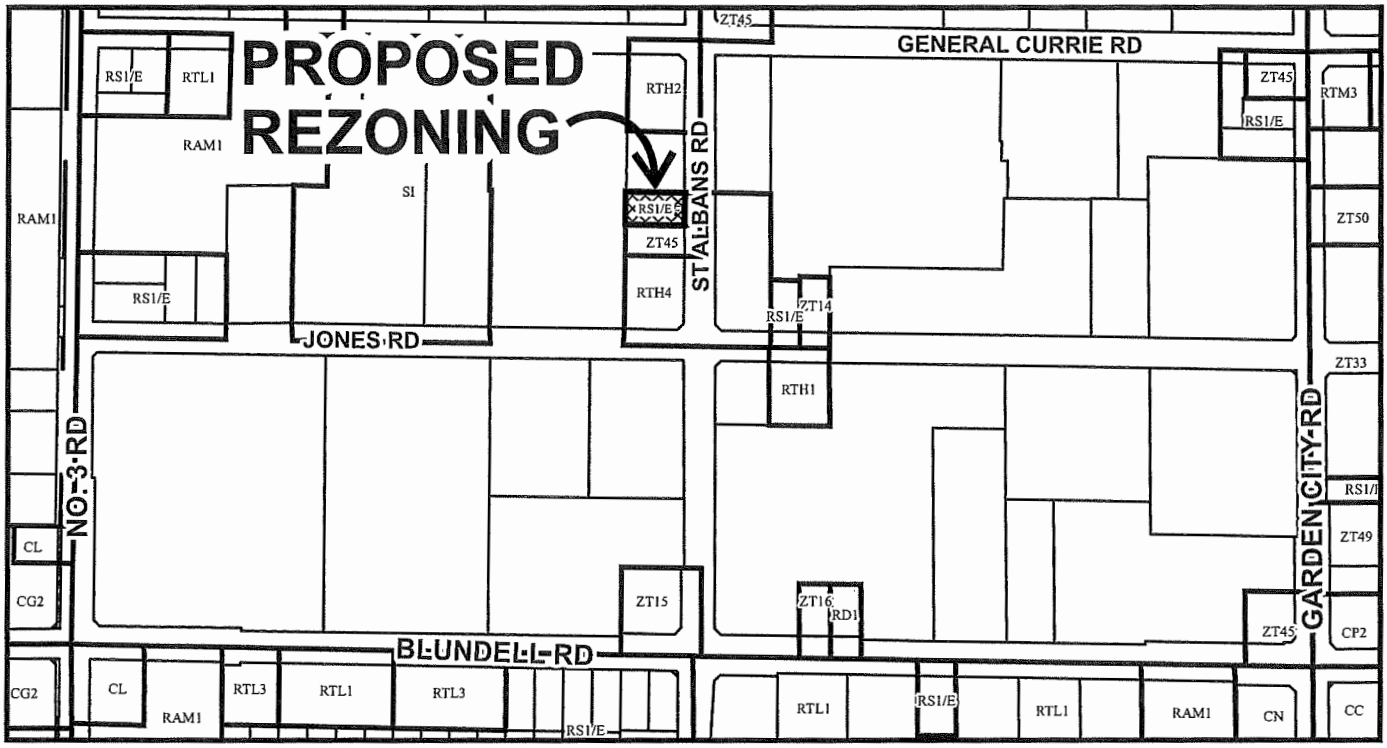
FIRST READING	MAR 27 2023
A PUBLIC HEARING WAS HELD ON	APR 17 2023
SECOND READING	APR 17 2023
THIRD READING	APR 17 2023
OTHER CONDITIONS SATISFIED	NOV 28 2025
ADOPTED	

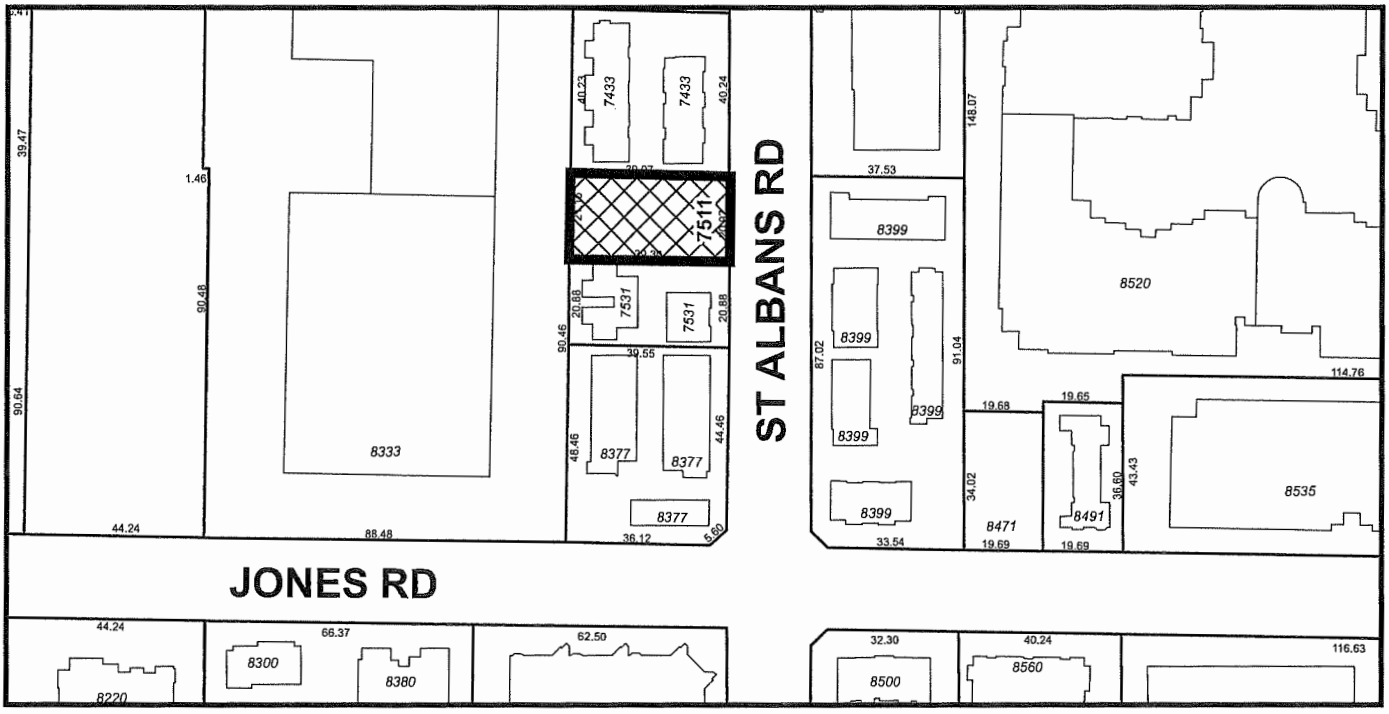
CITY OF RICHMOND
APPROVED by EL
APPROVED by Director or Solicitor

MAYOR

CORPORATE OFFICER

City of Richmond





RZ 18-818548

Original Date: 04/13/18

Revision Date:

Note: Dimensions are in METRES

City of Richmond

Bylaw 10533

Richmond Zoning Bylaw 8500 Amendment Bylaw 10533 (RZ 22-011635) 12900 Steveston Highway & 11311 Rice Mill Road

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

1. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning Bylaw 8500, is amended by repealing the existing zoning designation of the following area and by designating it **"AGRICULTURE (AG3)".**

   That area shown cross-hatched on Schedule A attached to and forming part of Bylaw No. 10533.

2. Richmond Zoning Bylaw 8500 is further amended by:

   a. Inserting the following into Section 14.1.11.10 (Other Regulations) in the Agriculture (AG3) zone and renumbering accordingly:

   "The following are **site**-specific **zone** regulations for the purposes of accommodating **seasonal farm labour accommodation**, applicable only to the **lots** located at:

   12900 Steveston Highway
   PID 003-568-539
   LOT 2 SECTION 6 BLOCK 3 NORTH RANGE 5 WEST NEW WESTMINSTER DISTRICT PLAN 20856

   11311 Rice Mill Road
   PID 003-568-491
   PARCEL "A" (RD22377E) LOT 1 EXCEPT: THAT PORTION OUTLINED RED ON PLAN WITH BYLAW FILED 58487, SECTION 6 BLOCK 3 NORTH RANGE 5 WEST NEW WESTMINSTER DISTRICT PLAN 20856, EXCEPT PART IN PLAN EPP35457

   a) the **seasonal farm labour accommodation** can be located on a **lot** without an existing **single detached housing**; and

   b) a maximum of five **seasonal farm labour accommodations** are permitted per **farm operation**.

3. This Bylaw may be cited as **"Richmond Zoning Bylaw 8500, Amendment Bylaw 10533".**

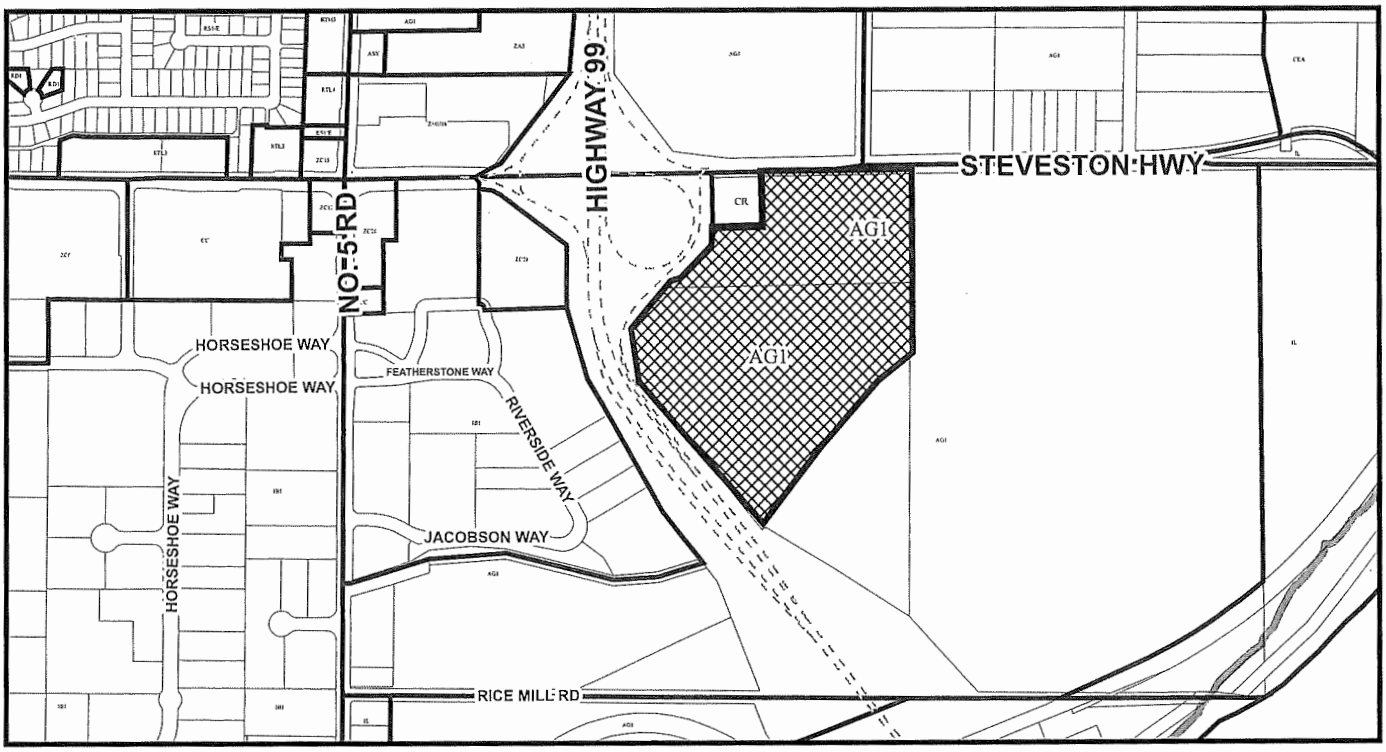
FIRST READING	FEB 2 6 2024
A PUBLIC HEARING WAS HELD ON	MAR 1 8 2024
SECOND READING	MAR 1 8 2024
THIRD READING	MAR 1 8 2024
OTHER CONDITIONS SATISFIED	DEC 0 2 2025
MINISTRY OF TRANSPORTATION AND INFRASTRUCTURE APPROVAL	MAR 2 7 2024
ADOPTED	

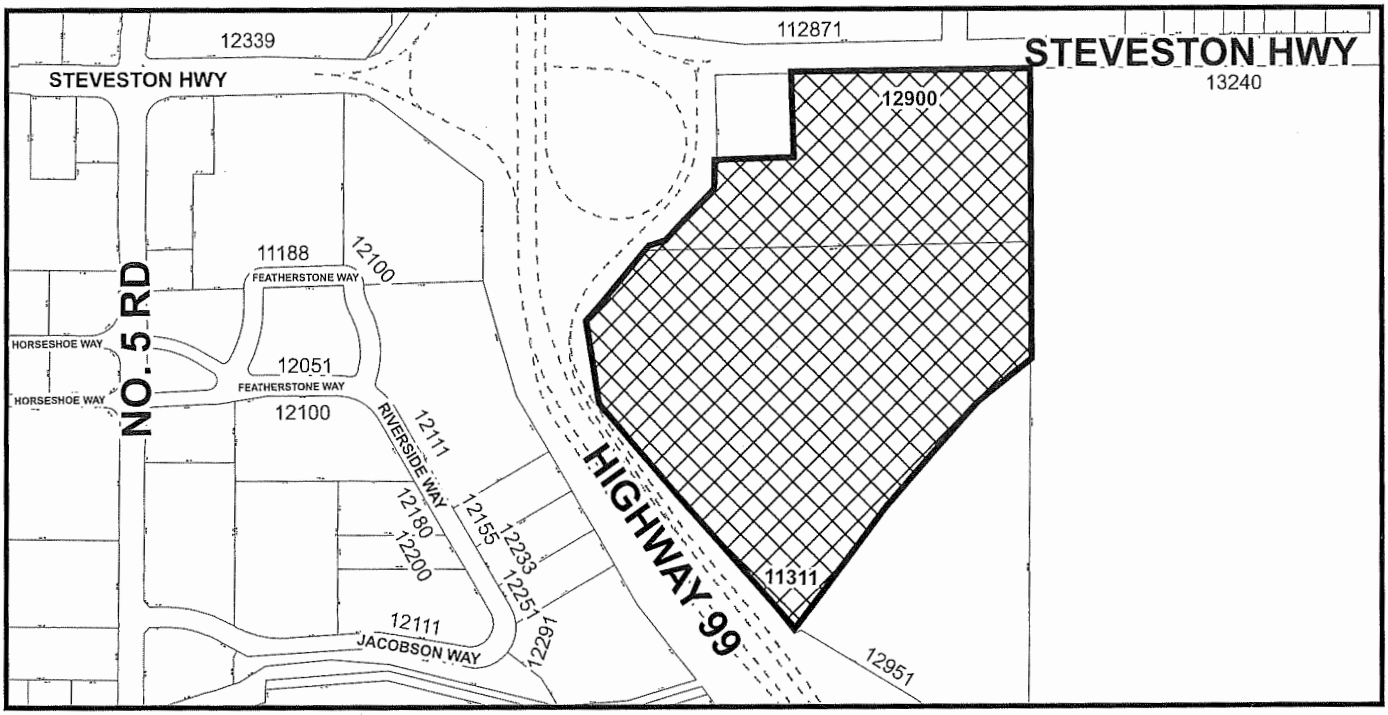
CITY OF RICHMOND
APPROVED by
APPROVED by Director or Solicitor

MAYOR

CORPORATE OFFICER

City of Richmond





RZ 22-011635
SCHEDULE "A"

Original Date: 04/22/22

Revision Date: 01/17/24

Note: Dimensions are in METRES

City of Richmond

Bylaw 10534

Richmond Zoning Bylaw 8500
Amendment Bylaw 10534 (RZ 22-009024)
18431 Westminster Highway

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

1. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning Bylaw 8500, is amended by repealing the existing zoning designation of the following area and by designating it **"AGRICULTURE (AG3)".**

   P.I.D. 003-684-636
   PARCEL "H" (EXPLANATORY PLAN 8122) OF PARCEL "C" SECTION 6 BLOCK 4 NORTH RANGE 4 WEST NEW WESTMINSTER DISTRICT

2. This Bylaw may be cited as **"Richmond Zoning Bylaw 8500, Amendment Bylaw 10534".**

FIRST READING	FEB 26 2024
A PUBLIC HEARING WAS HELD ON	MAR 18 2024
SECOND READING	MAR 18 2024
THIRD READING	MAR 18 2024
OTHER CONDITIONS SATISFIED	DEC 02 2025
MINISTRY OF TRANSPORTATION AND INFRASTRUCTURE APPROVAL	MAR 25 2024
ADOPTED	

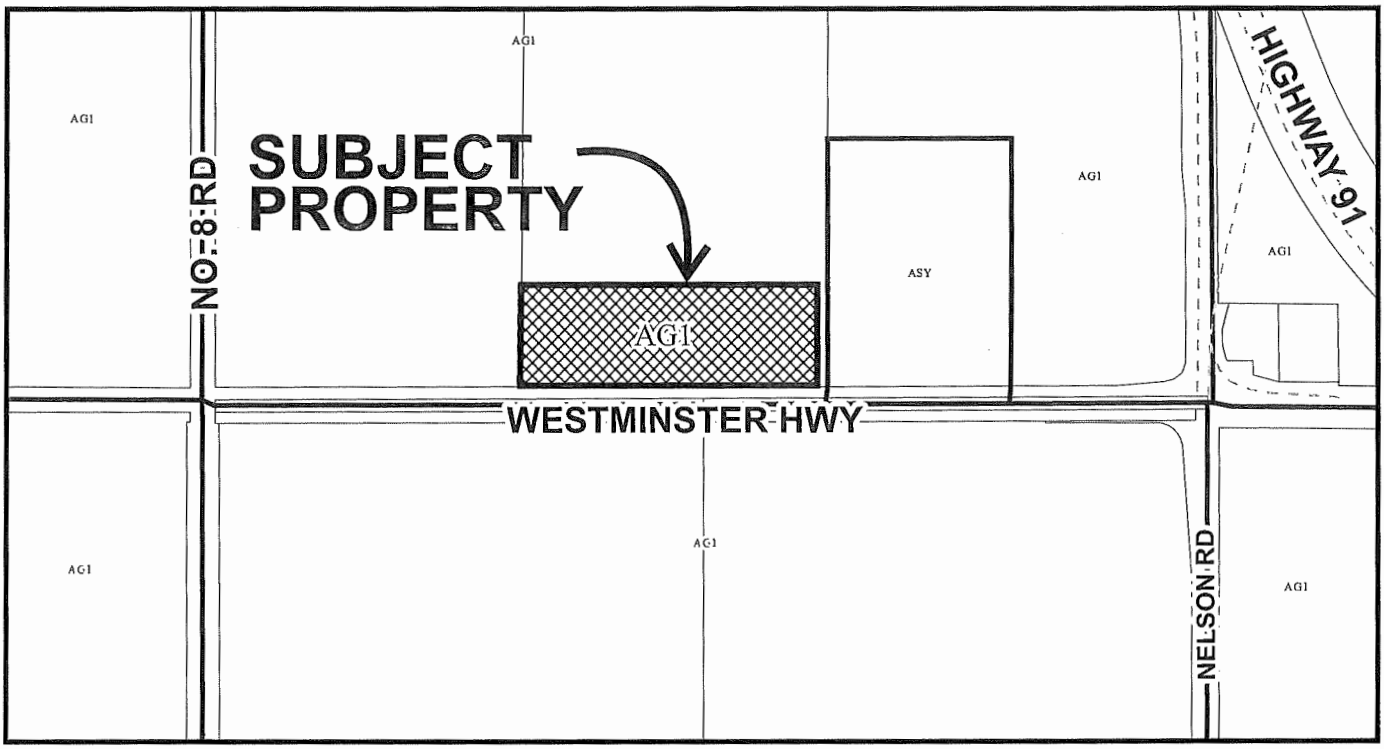
CITY OF RICHMOND
APPROVED by
APPROVED by Director or Solicitor

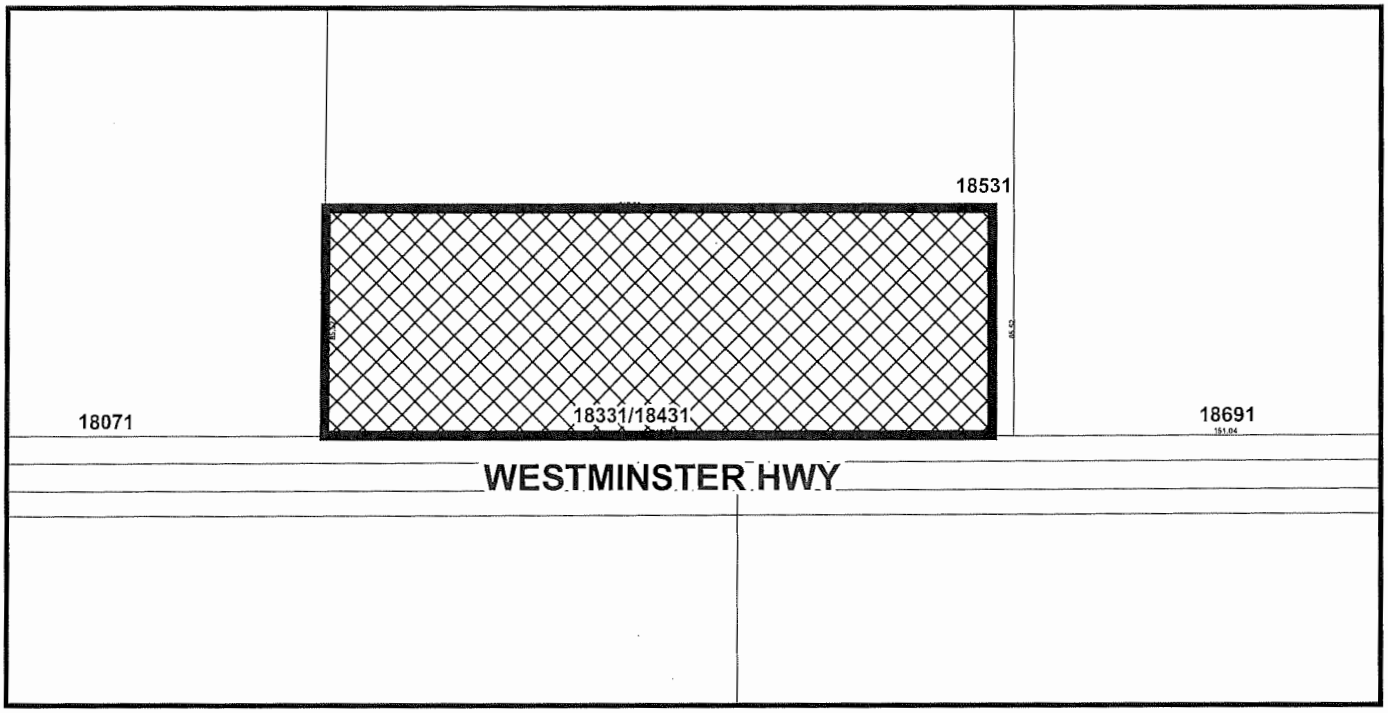
MAYOR

CORPORATE OFFICER

7556202

City of Richmond





AG 22-009023
RZ 22-009024

Original Date: 03/07/22

Revision Date:

Note: Dimensions are in METRES

City of Richmond

Bylaw 10716

Richmond Zoning Bylaw 8500 Amendment Bylaw 10716 (Small-Scale Multi-Unit Housing)

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

1. Richmond Zoning Bylaw 8500, as amended, is further amended in Section 3.4 Use and Term Definitions by replacing the definition of "Dwelling unit, principal" with the following:

   "**Dwelling unit, principal** means either a **dwelling unit** for which a building permit was issued prior to any other **dwelling unit** on a **site** or a **dwelling unit** which occupies the entirety of a **building** or a larger **gross floor area** than another **dwelling unit** in the same **building.** A **secondary suite** is not a **principal dwelling unit**."

2. Richmond Zoning Bylaw 8500, as amended, is further amended in Section 8.19 Small-Scale Multi-Unit Housing (RSM/S, RSM/M, RSM/L, RSM/XL) by

   2.1. Replacing Section 8.19.7.2 with the following:

   "2. The minimum **interior side yard** for **development** involving one **dwelling unit**, or two **dwelling units** where one **dwelling unit** is a **secondary suite**, or **development** involving **small-scale multi-unit housing**, is:

   i) 2.0 m for **lots** with a **lot width** of 20.0 m or greater;
   ii) 1.8 m for **lots** with a **lot width** of 18.0 m or greater, but less than 20.0 m; or
   iii) 1.2 m for **lots** with a **lot width** of less than 18.0 m."

   2.2 Replacing Section 8.19.7.3 with the following:

   "3. The minimum **exterior side yard** for **development** involving one **dwelling unit**, or two **dwelling units** where one **dwelling unit** is a **secondary suite**, or **development** involving **small-scale multi-unit housing**, is 3.0 m."

2. This Bylaw may be cited as **"Richmond Zoning Bylaw 8500, Amendment Bylaw 10716".**

FIRST READING	NOV 2 4 2025
SECOND READING	NOV 2 4 2025
THIRD READING	NOV 2 4 2025
ADOPTED	

CITY OF RICHMOND
APPROVED by
AN
APPROVED by Director or Solicitor

MAYOR

CORPORATE OFFICER

City of Richmond

Minutes

Development Permit Panel
Thursday, November 13, 2025

Time:	3:30 p.m.
Place:	Council Chambers Richmond City Hall
Present:	Wayne Craig, General Manager, Planning and Development, Chair Marie Fenwick, Director, Arts, Culture and Heritage Services Roeland Zwaag, General Manager, Engineering and Public Works

The meeting was called to order at 3:30 p.m.

MINUTES

It was moved and seconded
That the minutes of the meeting of the Development Permit Panel held on October 29, 2025, be adopted.

CARRIED

1. DEVELOPMENT PERMIT 22-022003
(File Ref. No.: DP 22-022003) (REDMS No. 8214654)

APPLICANT: Hardev S. Chane

PROPERTY LOCATION: 14511 Westminster Highway

INTENT OF PERMIT:

That a Development Permit be issued to permit the construction of a single detached house on a site zoned "Agriculture (AG1)" and designated as an Environmentally Sensitive Area (ESA).

Applicant's Comments

Susan Van Der Ende, Environmental Professional from Madrone Environmental Services Inc, introduced the project and with the aid of a visual presentation (attached to and forming part of these minutes as Schedule 1), provided background information on the application, highlighting the following:

- the applicant has Agricultural Land Commission (ALC) approval to import fill material to raise the land and improve the drainage conditions to allow for farming activities in the rear of the property,
- the existing 4.5 m wide water crossing will be widened to 7.0 m in the same location to improve water flow, this will result in a small loss of Riparian Management Area (RMA). On-site trees within the RMA will be retained and not impacted, with primarily blackberry being removed, and
- the applicant proposes to provide approximately 89 m^2 of landscaping area within the proposed farm home plate, including 2 Magnolia trees, 18 Persian Spire trees and 60 May Green shrubs as part of the Environmentally Sensitive Area (ESA) compensation.

Staff Comments

Joshua Reis, Director, Development, noted that (i) compensation is being provided on-site within the farm home plate in the form of landscaping, consisting of 20 new trees and approximately 60 shrubs, (ii) the applicant is proposing removing invasive species within the RMA, reseeding with native plants and coordinating this work with their proposed watercourse crossing application, and (iii) location of the farm home plate has been reviewed and supported by the City's Food Security and Agricultural Advisory Committee taking into account the proposed location of the driveway crossing and the grading difference between the existing driveway and the proposed home plate.

Panel Discussion

In reply to queries from the Panel, staff noted that (i) staff is coordinating with the Engineering department to ensure the ESA permit is granted prior to the water course crossing permit application being approved so that all works are properly coordinated with one another, and (ii) following the issuance of the ESA development permit the applicant would be required to obtain building permit issuance prior to construction of the single-family home.

Correspondence

None.

Gallery Comments

None.

Panel Discussion

The Panel expressed support for the application, noting the applicant's efforts to retain the trees within the RMA.

Panel Decision

It was moved and seconded
That a Development Permit be issued to permit the construction of a single detached house on a site zoned "Agriculture (AG1)" and designated as an Environmentally Sensitive Area (ESA).

CARRIED

2. DEVELOPMENT PERMIT 24-036536

(File Ref. No.: DP 24-036536) (REDMS No. 8189117)

APPLICANT: Anokh Lally

PROPERTY LOCATION: 2300 McLeod Avenue

INTENT OF PERMIT:

That a Development Permit be issued at 2300 McLeod Avenue, which would facilitate the construction of a single detached dwelling on a lot which is zoned Small-Scale Multi-Unit Housing "(RSM/L)" and designated as an Environmentally Sensitive Area.

Applicant's Comments

Pritham Lally, applicant introduced the project and with the aid of a visual presentation, (attached to and forming part of these minutes as Schedule 2), provided background information on the application, highlighting the following:

- the subject property is located in a designated Environmentally Sensitive Area (ESA) as defined in the City's Official Community Plan (OCP). The lot is currently vacant and is overgrown with blackberry. The proposed plan is to remove the invasive species and restore the land to a healthy condition,
- the ESA mapping has identified 310 m² of ESA area across the eastern and central portions of the lot, these areas offer minimal ecological value due to invasive species dominance and absence of native trees or shrubs,
- the applicant proposes to relocate and rehabilitate 310 m² of ESA to the eastern portion of the property with native trees and shrubs, connecting it directly to the existing Bridgeport greenway. This design increases ecological connectivity as it improves habitat potential for birds and pollinators,
- all trees will be planted 3 m apart from each other which will ensure they do not compete for resources while also allowing for a natural canopy to develop. Shrubs will be planted 1 m from each other, additionally mulching will be used and minimal irrigation for sustainable establishment, and

- this new ESA area will be surrounded by fencing to prevent encroachment onto the rehabilitation area. A three year monitoring and maintenance program will be implemented, which will be overseen by a qualified Environmental professional. The total cost of the ESA restoration will be approximately $26,000, funded by the applicant.

Staff Comments

Joshua Reis, Director, Development, noted that (i) prior to the building permit being issued, the applicant will be required to enter into a City work order for water, sanitary and storm connections, (ii) as part of the building permit application, the applicant will be required to install any perimeter drainage around the property to ensure that storm water runoff is appropriately managed, (iii) tree retention on-site has been accommodated including retention of trees along the front yard of the property which provides for a visual buffer, and (iv) 310 m^2 of ESA compensation is being provided at the rear of the property, subject to appropriate landscaping securities being provided and a three year monitoring period.

Correspondence

None.

Gallery Comments

None.

Panel Discussion

Staff commended the applicant on the tree retention and the considerable efforts that have gone into improving this area from its current state. In response to a query from the Panel, the applicant noted that they plan to have ESA fencing on all sides of the area. The Panel asked Staff to update the plans making it clear that the fencing protection is only during the construction stage and that future fencing will be dealt with post landscape installation.

Panel Decision

It was moved and seconded
That a Development Permit be issued at 2300 McLeod Avenue, which would facilitate the construction of a single detached dwelling on a lot which is zoned Small-Scale Multi-Unit Housing "(RSM/L)" and designated as an Environmentally Sensitive Area.

CARRIED

3. DEVELOPMENT PERMIT 24-050212

(File Ref. No.: DP 24-050212) (REDMS No. 8150257)

APPLICANT: Brad Dore

PROPERTY LOCATION: 10320 Railway Avenue

INTENT OF PERMIT:

That a Development Permit be issued which would permit the construction of Small-Scale Multi-Unit Housing on an Arterial Road, including a single-family dwelling with a secondary suite, and a two-storey rear yard infill unit at 10320 Railway Avenue on a site zoned "Small-Scale Multi Unit Housing (RSM/M)".

Applicant's Comments

Brad Dore, applicant introduced the project and with the aid of a visual presentation (attached to and forming part of these minutes as Schedule 3), provided background information on the application, highlighting the following:

- the single-family dwelling with a secondary suite fronts onto Railway Avenue, and the proposed coach house fronts onto an existing lane at the rear of the property. There is access to the secondary suite at the north side of the property and the access from Railway Avenue to the coach house is from the south side of the property,
- the outdoor living space for the main house and the coach house is shared between the two dwellings, to keep the shared space between the properties as open as possible the massing of the single-family dwelling home has been stepped back, and
- lighting is provided throughout the building, in particular for the coach house to light up the lane.

Denitsa Dimitrova (Landscape Architect), noted that (i) the landscape plan for this project has been designed to provide privacy from the neighboring site at the north and south property line with 6 ft and 4 ft wood fencing, (ii) the streetscape have been improved with low aluminum fencing plus a landscape strip and two trees at the front, (iii) the patio areas proposed for both the house and coach house are separated with evergreen hedging and grass and shrubs, and (iv) screening has been proposed for the recycling and garbage areas.

Staff Comments

Joshua Reis, Director, Development, noted that (i) vehicle access to the subject property is provided via the lane, (ii) the applicant has proposed to provide a 32 m^2 one-bedroom secondary suite in the principal dwelling unit that is secured by way of an agreement that will be registered on title ensuring that no final building permit granting occupancy is provided until that suite has been provided, (iii) landscaping includes the proposed planting of new trees, hedging and shrubs on-site, (iv) the size and placement of upper storey windows has been designed to consider and minimize overlook onto adjacent properties, and (v) servicing works including sanitary, water and storm are required prior to building permit issuance.

Panel Discussion

In response to queries from the Panel, the applicant advised that (i) evergreen hedging will be provided between the two properties, along with a larger shrub beside the recycling area that will retain access to daylight, (ii) bollard lighting will be installed at the lane and property corners, and soffit lighting on the coach house facing onto the lane, (iii) a combination of sensor/timer and user lighting will be provided to ensure the area is safe, secure and inviting, (iv) the proposed garbage and recycling is against the north fence line behind the parking pad as well as one on the pathway away from the south property line between the house and coach house, (v) access for pickup can be either from Railway Avenue or via the lane, and (vi) the intention is that the secondary suite and coach house will not be stratified at this point.

Panel directed staff to look at ensuring the lighting systems for each unit are separate, and if the intention is to stratify the coach house, that should occur after initial construction, otherwise a strata title conversion application may be required.

Correspondence

None.

Gallery Comments

None.

Panel Discussion

The Panel commended the applicant on the attention to detail and diversity of housing this application will provide to the city.

Panel Decision

It was moved and seconded
That a Development Permit be issued which would permit the construction of Small-Scale Multi-Unit Housing on an Arterial Road, including a single-family dwelling with a secondary suite, and a two-storey rear yard infill unit at 10320 Railway Avenue on a site zoned "Small-Scale Multi Unit Housing (RSM/M)".

CARRIED

4. New Business

It was moved and seconded
That the Development Permit Panel meeting tentatively scheduled on Wednesday, November 26, 2025, be cancelled.

CARRIED

5. Date of Next Meeting: December 10, 2025.

ADJOURNMENT

It was moved and seconded
That the meeting adjourn (4:13 p.m.).

CARRIED

Certified a true and correct copy of the Minutes of the meeting of the Development Permit Panel of the Council of the City of Richmond held on Thursday, November 13, 2025.

Wayne Craig
Chair

Raman Grewal
Legislative Services Coordinator

Schedule 1 to the Minutes of the Development Permit Panel meeting held on Wednesday, November 13, 2025

99B8EC5A.pdf

ESA DP DEVELOPMENT APPLICATION DATA SHEET

DP 22-022003

City of Richmond

Development Application Data Sheet

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

Attachment 1

Address: 14511 WESTMINSTER HWY, RICHMOND, BC

Applicant: HARDEV CHANE Owner: HARDEV CHANE

Planning Area(s): 13 EAST RICHMOND

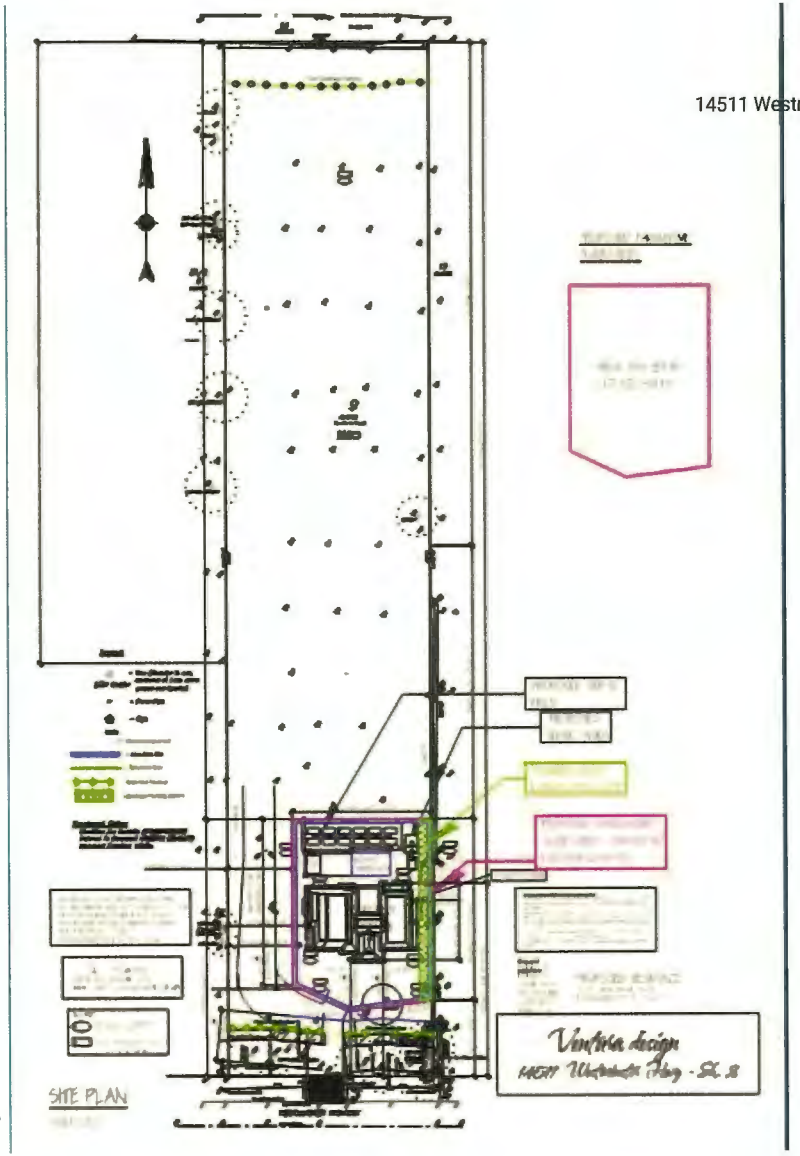
Floor Area: Gross: 400 m2 Net: 400 m2

	Existing	Proposed
Site Area	8,247 M² (0.82 HA)	8,247 M² (0.82 HA)
Land Uses	FARMING	FARMING
OCP Designation	AGR	AGR
Zoning:	AG1	AG1
Number of Units		1

	Bylaw Requirement	Proposed	Variance
Floor Area Ratio			None permitted
Lot Coverage	0 %	9.5 %	
Setback – Front Yard	6 m	15.38 m	
Setback – Side Yard	1.2 m	3.05 m	
Setback – Side Yard	6 m	15.99 m	
Setback – Rear Yard	6 m	174.70 m	
Height (m)	9 m	8.951 m	
Lot Size			
Off-street Parking Spaces – Resident/Commercial	2	2	
Off-street Parking Spaces – Accessible	N/A	N/A	
Off-street Parking Spaces – Total	N/A	N/A	
Tandem Parking Spaces	Not permitted		
Indoor Amenity Space	Min 70 m2	N/A	
Outdoor Amenity Space	N/A	N/A	

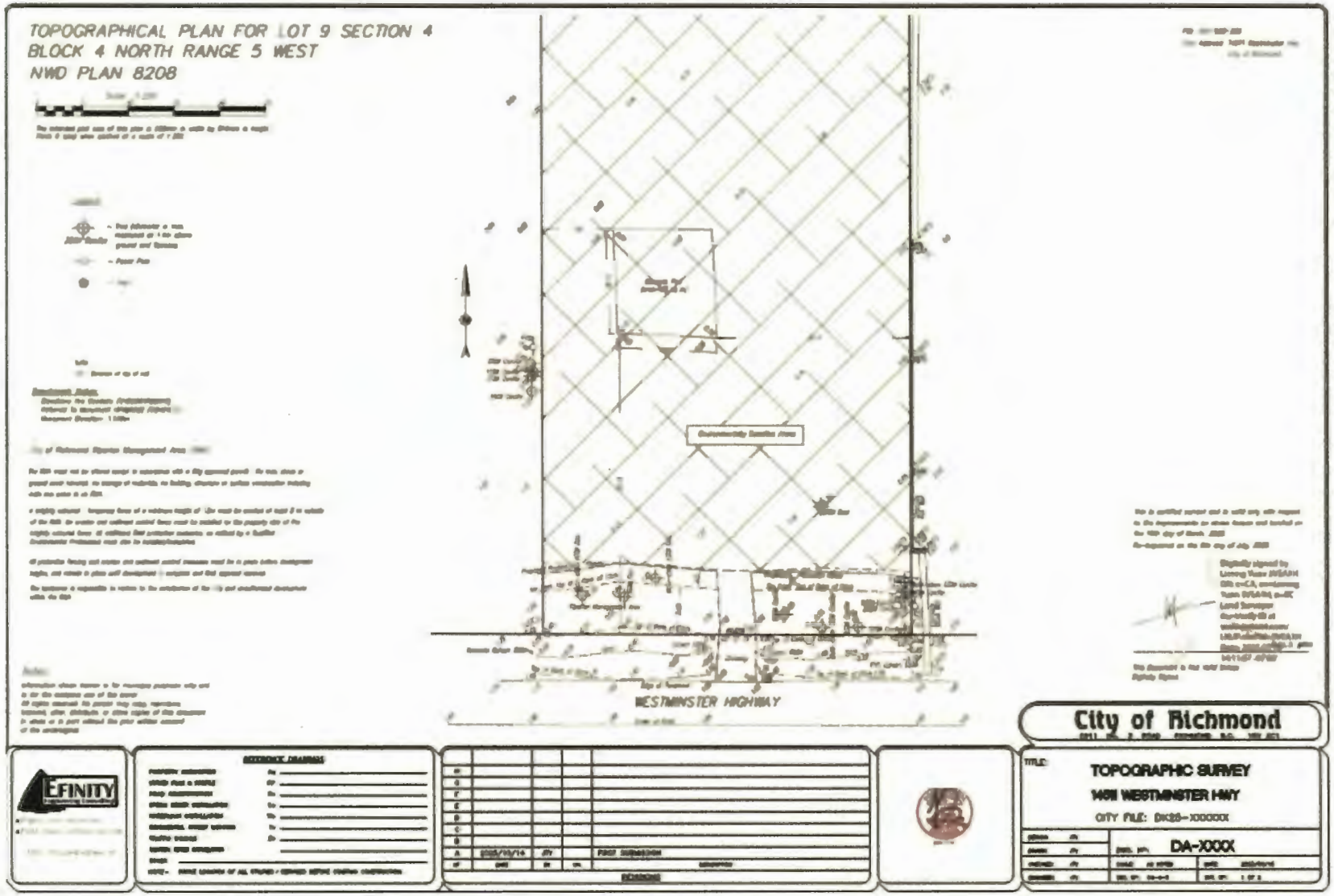
ESA DP 2025 SITE MAP PLAN

DP 25-[illegible]



14511 Westminster Hwy (ESA DP 2025)-SITE (2).pdf

WATER CROSSING
14511 Westminster Hwy



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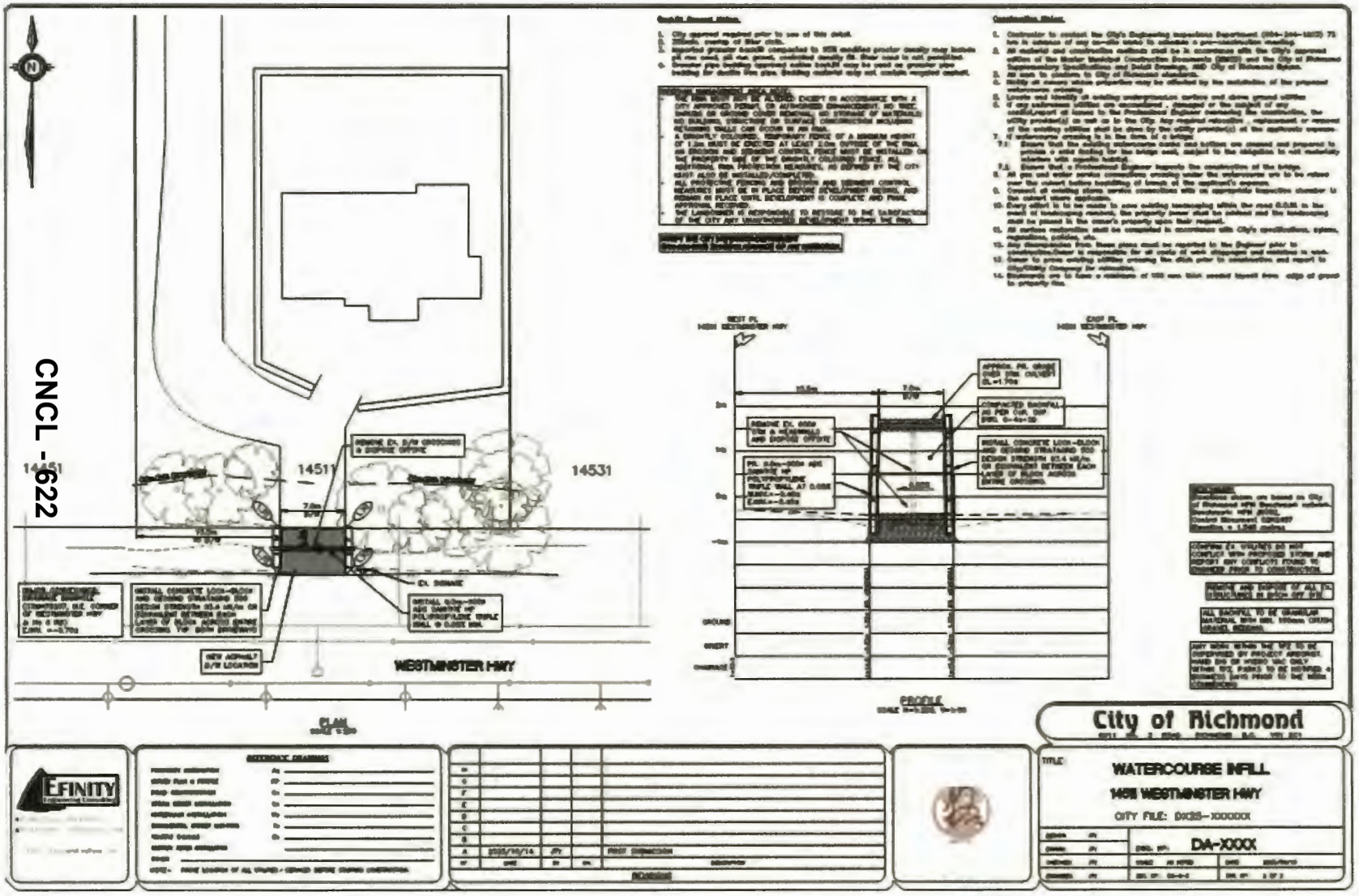

CNCL - 622

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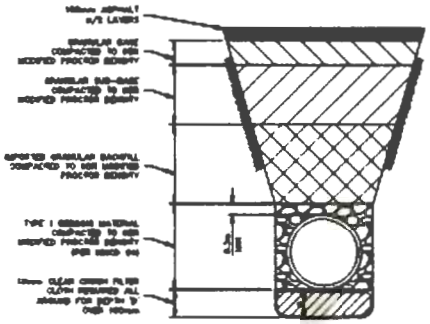
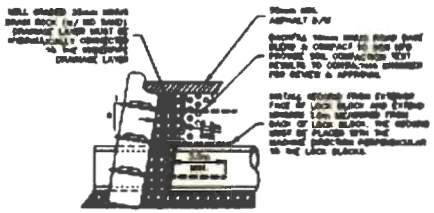
CNCL - 623



TYP PIPE SECTION DETAIL
SCALE NTS



LOCK-BLOCK HEADWALL SECTION
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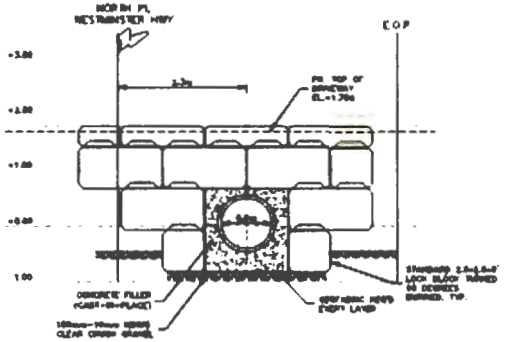


LOCK-BLOCK HEADWALL
SCALE NTS

City of Richmond

EFINITY

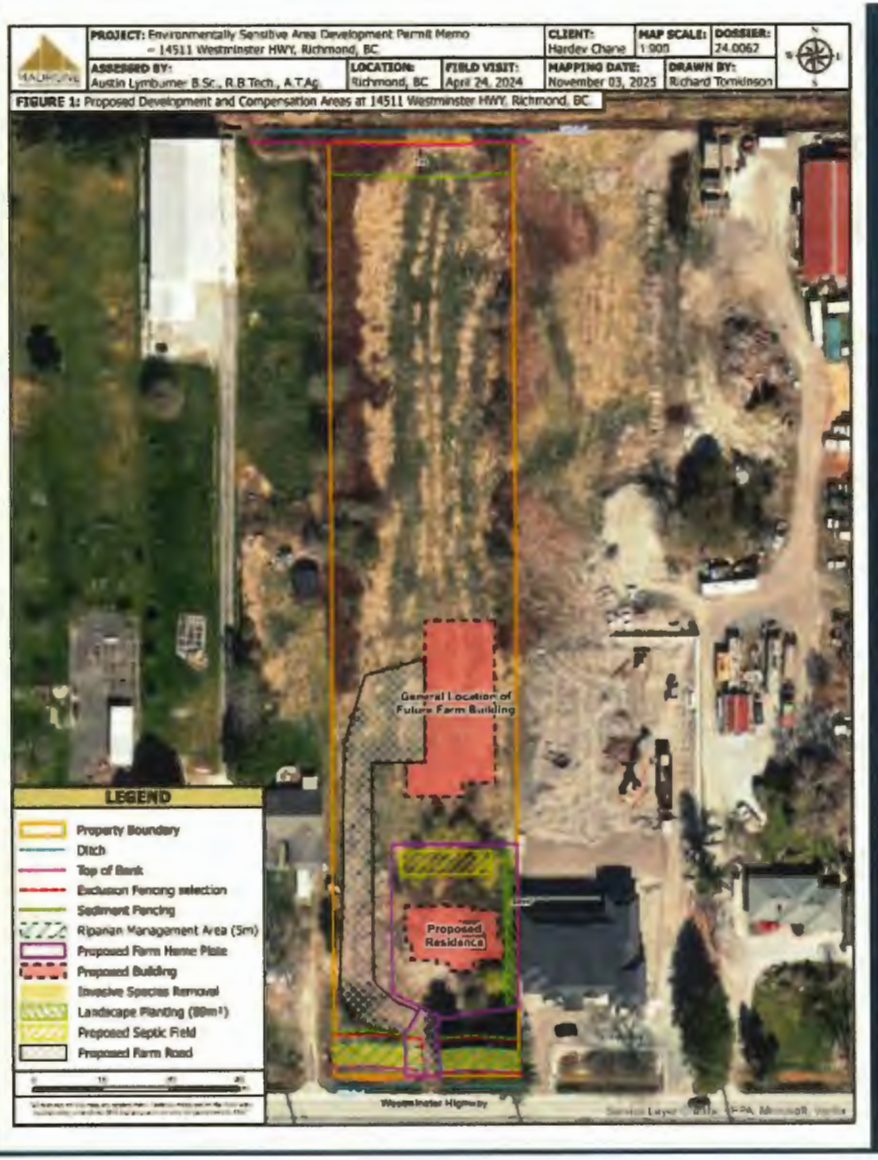
A	2025/10/14	JH		FOR SUBMISSION

TITLE
WATERCOURSE INFILL
14011 WESTMINSTER HWY
CITY FILE: DX25-XXXXXX

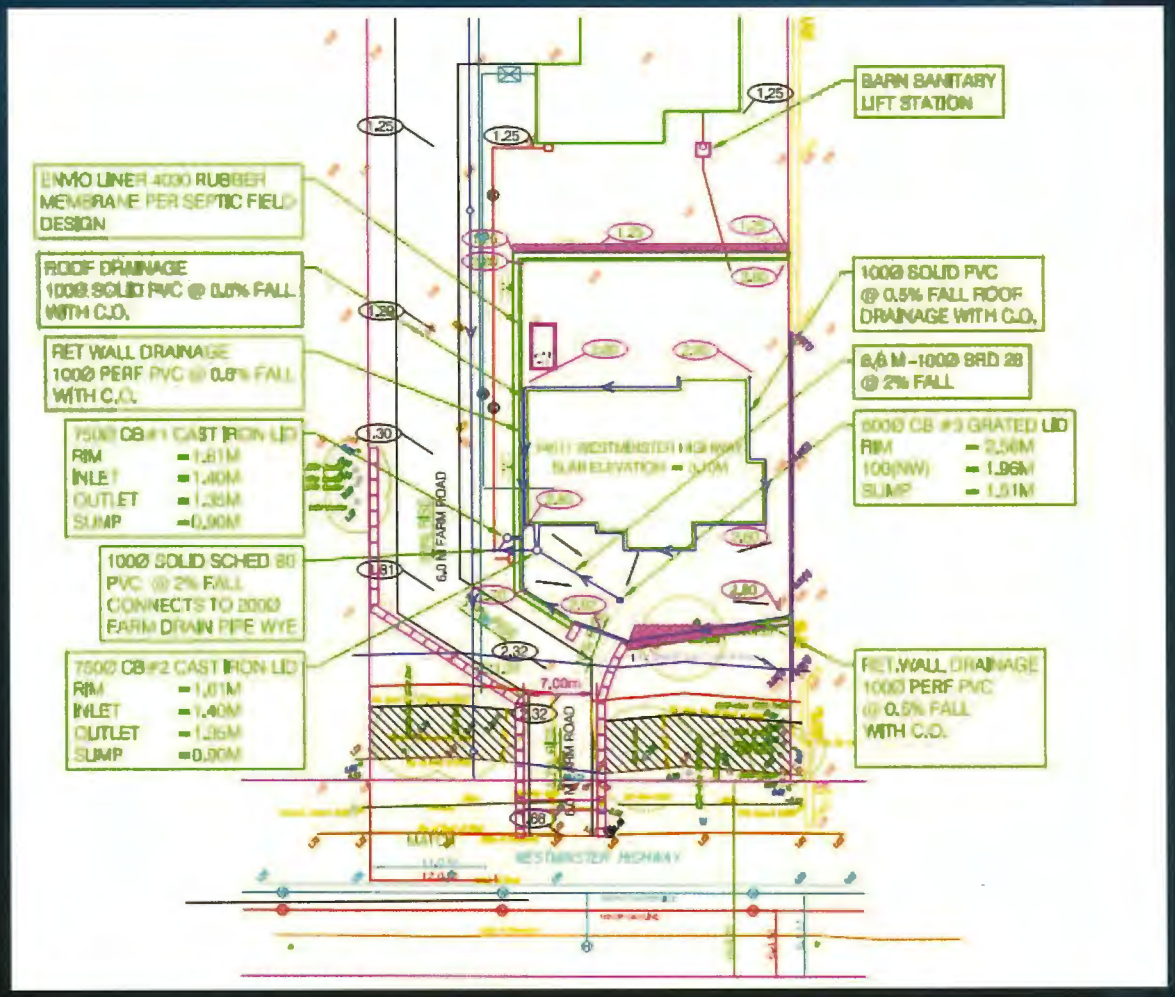
DA-XXXX

Figure 1: Proposed Development and Compensatio Areas at 14511 Westminster Hwy

November 3rd, 2025 – Permit Drawing (final) – DP 22-022003



IN DEPTH SITE PLAN FOR DRAINAGE

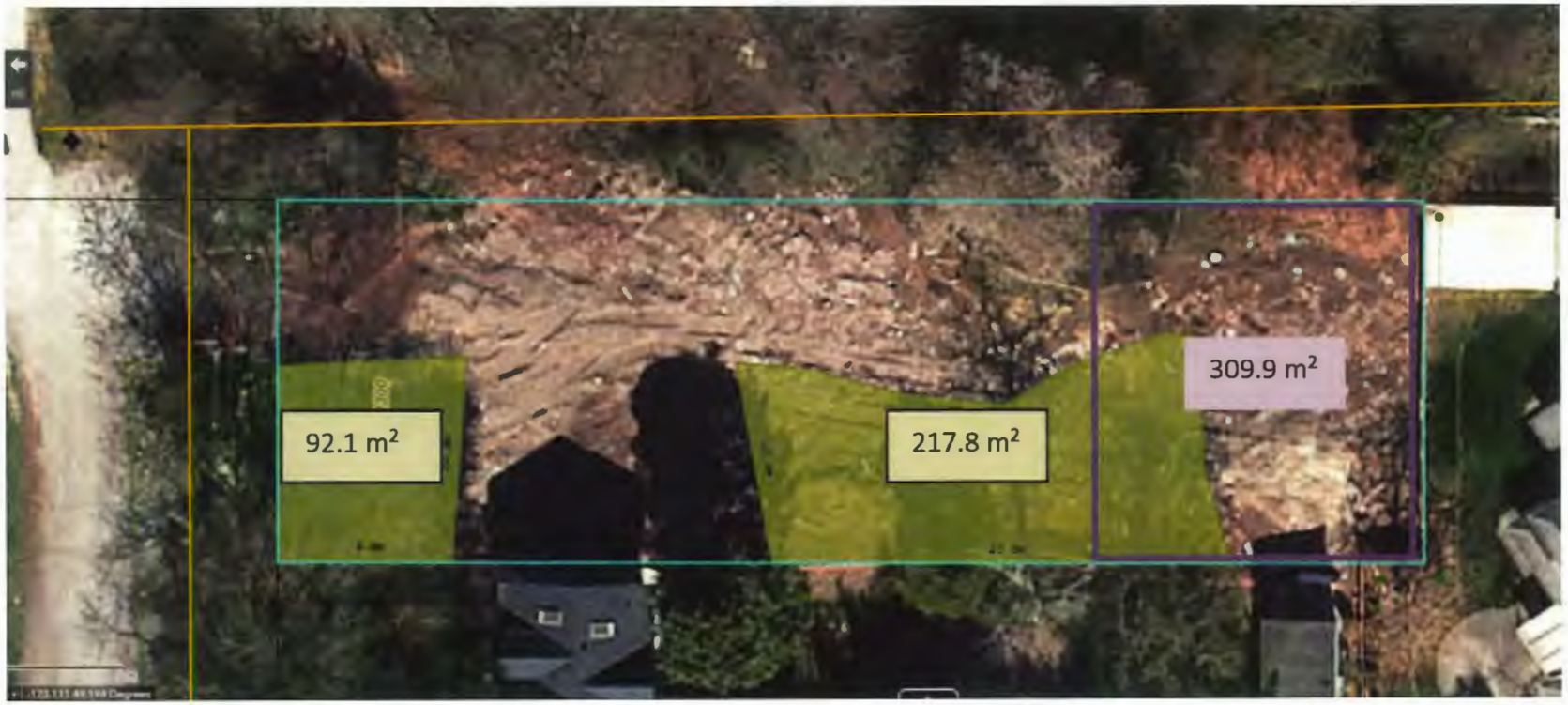


CNCL - 625

Current ESA Showing Previous Two Homes

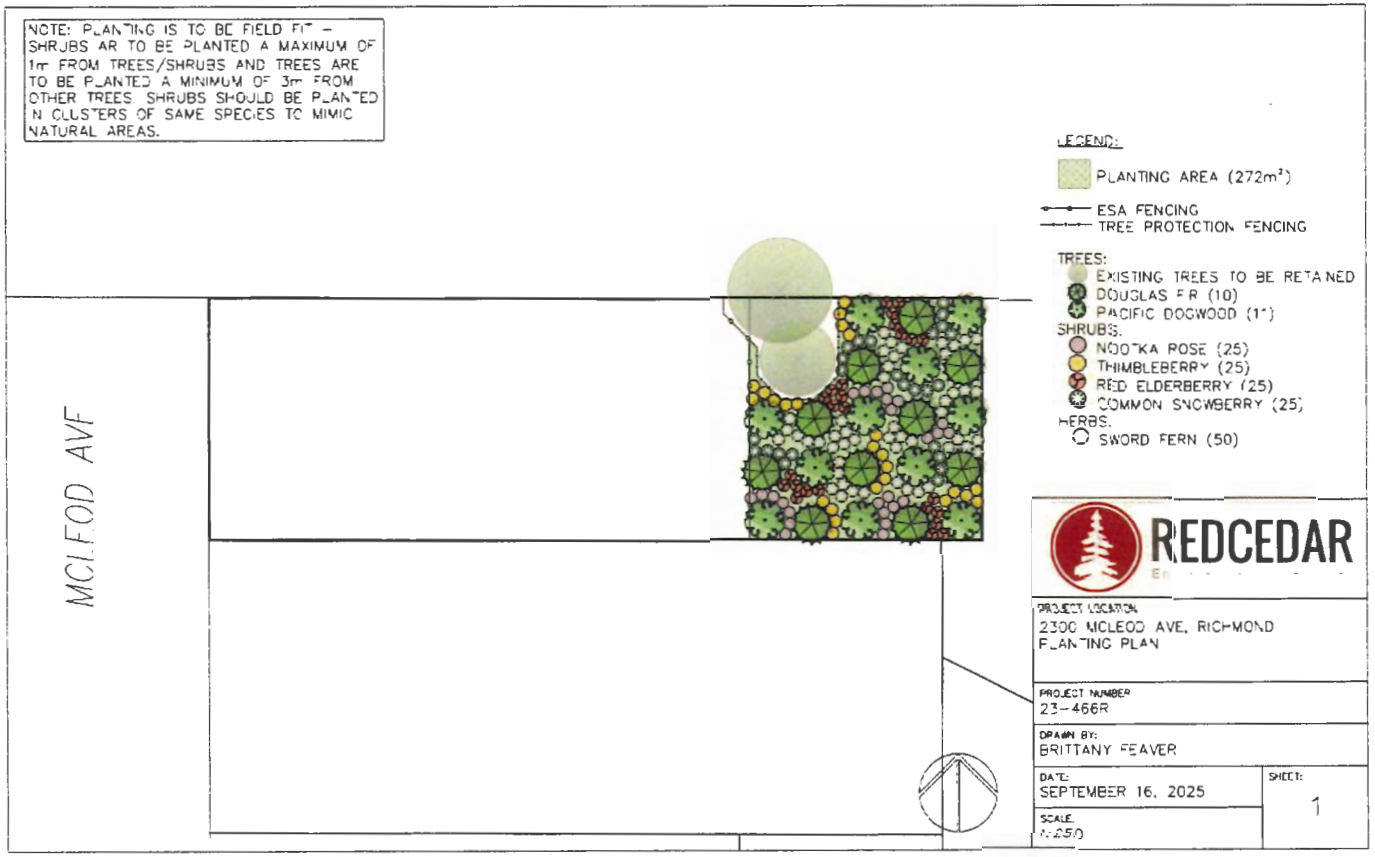
Richmond Interactive Map (RIM)

Proposed New ESA Area Strategy

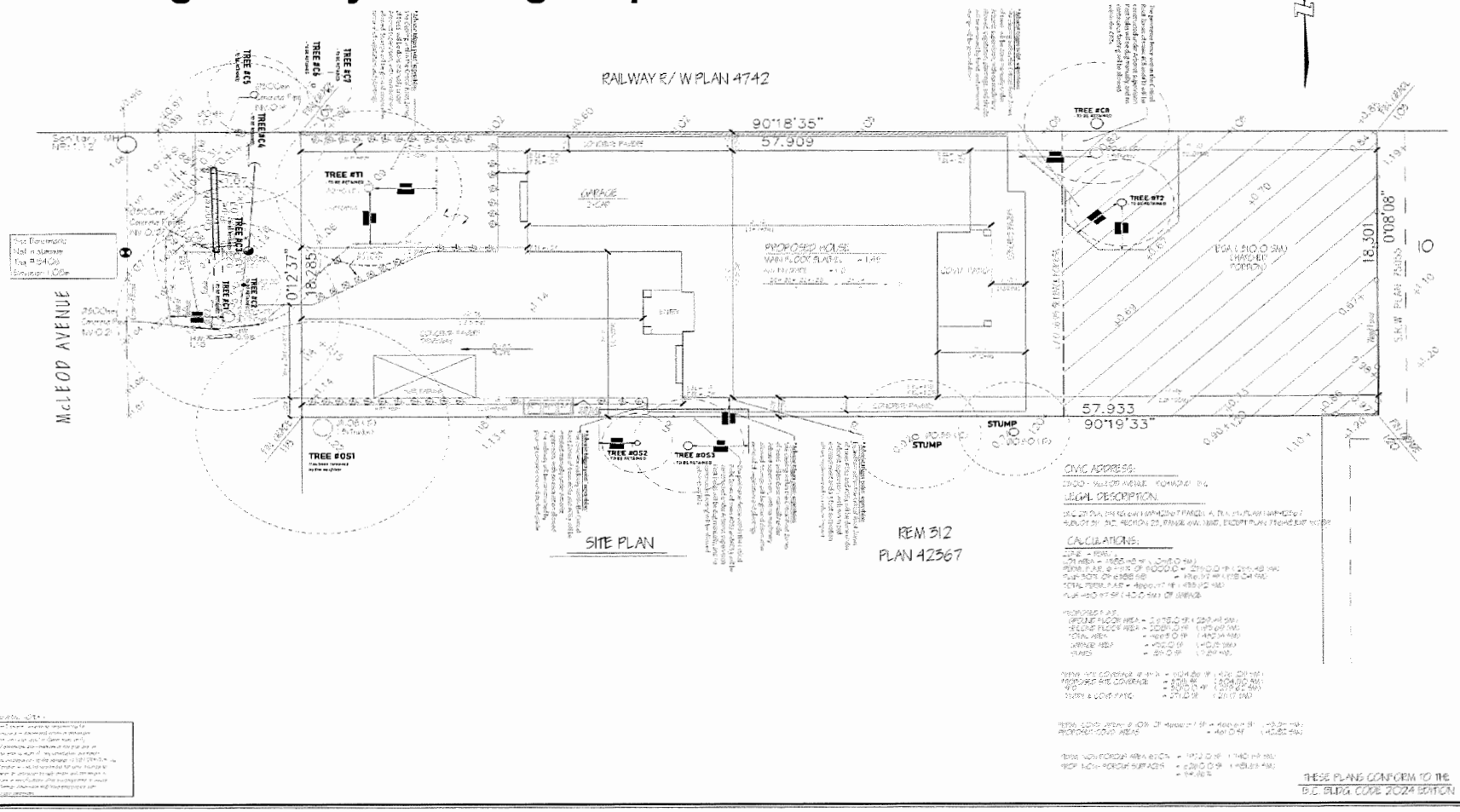


Calculation done by Mangat Environmental Solutions Ltd.

Vegetation Plan



New Single Family Dwelling Proposed



CIVIC ADDRESS:

LEGAL DESCRIPTION:

CALCULATIONS:

THESE PLANS CONFORM TO THE B.C. BLDG. CODE 2024 EDITION

CNCL - 629

PROPOSED RESIDENCE AT
2000 MCLEOD AVENUE
KOMOKO B.C.

LINEX DESIGNS INC.
#201, 12877 - 80 AVENUE, SURREY, BC V3W 3A6
PHONE: 604 414 6960, E MAIL: design.linex@gmail.com

TITLE: SITE PLAN

DATE:
DRAWING:
SCALE:

DRAWING NO.
A1

CNCL - 630

Proposed SSMUH
10320 Railway Avenue

Project Summary

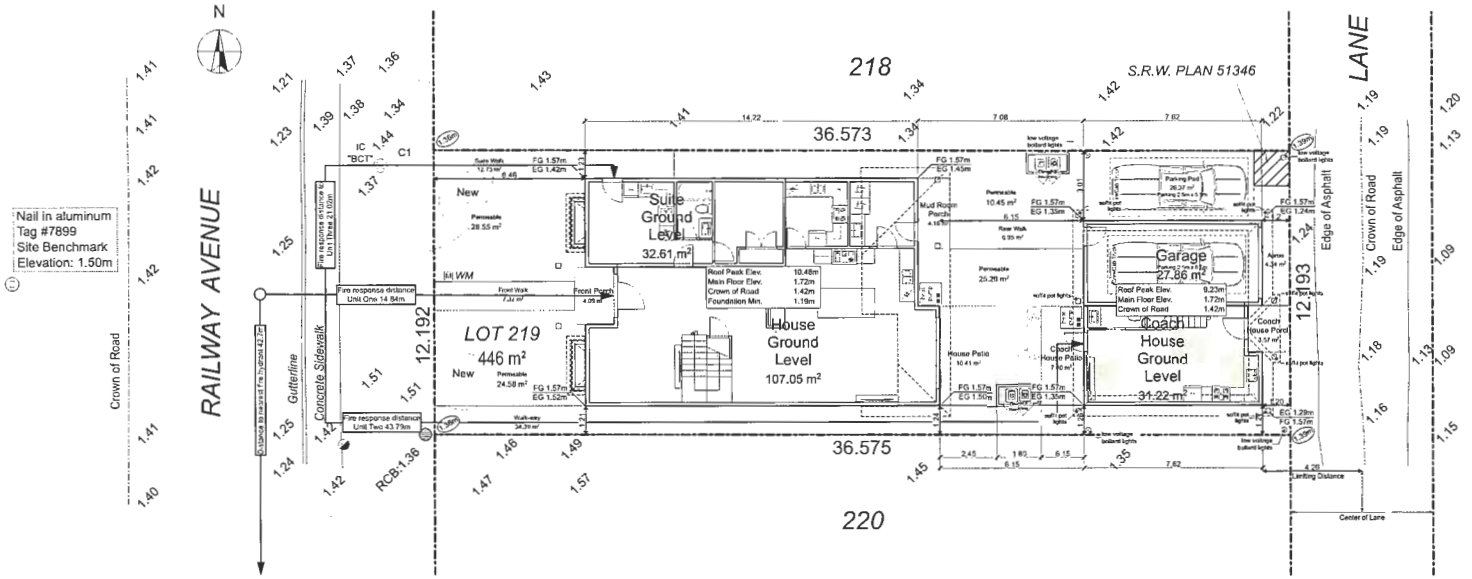
Proposal	Small Scale Multi-Unit
Address	10320 Railway Avenue
Zoning	RSM SSMUH

Lot Size

Lot Width	12.190 m	40.0 ft.
Lot Depth	36.580 m.	120.0 ft.
Site Area	445.9 m²	4,800 s.f.

	ALLOWABLE		PROPOSED	
FAR 0.6 on 464.5 m2	267.55 m²	2880 s.f.		
FAR 0.30 in access of 464.5 m2	0.00 m²	0 s.f.		
Allowable FAR	267.55 m²	2880 s.f.		
Flex Space Allowable	80.00 m²	861 s.f.		
Stairs & open to below	10.00 m²	108 s.f.		
4.3A 1(c)(i) Green Building System 2.35m² per dwelling	2.35 m²	25 s.f.		
Total FAR	359.90 m²	3874 s.f.	359.85 m²	3874 s.f.
10% of floor area for covered areas	35.99 m²	387 s.f.	15.67 m²	169 s.f.
Permitted Lot Coverage 45% for buildings	200.56 m²	2160 s.f.	198.74 m²	2139 s.f.
Permitted non-porous surfaces 70%	312.14 m²	3300 s.f.	311.56 m²	3353 s.f.
Landscaping with live plant material 20%	89.18 m²	960 s.f.	94.11 m²	1013 s.f.
Live landscaping min. 55% of required front yard	40.23 m²	433 s.f.	58.44 m²	629 s.f.
Heights (Average Finished Grade: 1.39+1.39+1.39+1.39+1.39+1.37)/6=1.39m				
Main House Maximum height pitched roof	10.0 m	32.8 ft.	9.12 m.	29.92 ft.
Coach House Maximum height pitched roof	7.5 m	24.6 ft.	7.49 m	24.57 ft.
Yards & Setbacks				
Front Yard	6.03 m.	19.69 ft.	6.46 m.	21.19 ft.
Building separation	6.00 m	19.69 ft.	6.15 m.	20.18 ft.
Side Yard	1.20 m.	3.94 ft.	1.24 m	4.07 ft.
Maximum Continuous Wall 55%	20.12 m.	66.01 ft.		

Coach House Ground Level	336.04
Coach House Upper Level	529.00
Garage	299.87
House Ground Level	1,152.28
House Upper Level	1,205.32
Suite Ground Level	351.04
	3,873.55 ft²
House Ground Level	1,152.28
House Upper Level	1,205.32
Suite Ground Level	351.04
	2,708.64 ft²
Coach House Ground Level	336.04
Coach House Upper Level	529.00
	865.04 ft²



Site Plan
1/8" = 1'-0"

Sheet Index	
Layout ID	Layout Name
A01	Cover Sheet Site Fire Response
A02	Area Overlays
A03	3 Dimensional Views
A04	Shadow Analysis
A05	Main Level Plans
A06	Upper Level Plans
A07	Roof Plan
A08	Elevations East & West
A09	Elevations North & South
A10	BB Sections
A11	Doors & Windows

Brad Doré
Residential Design
604.782.8240
brad.dore@icloud.com
www.braddore.com
Doré Design & Development Inc.

Legal Address

LOT 219, BLOCK 4N, PLAN NWP 51345, SECTION 36, RANGE 7W, NEW WESTMINSTER LAND DISTRICT.
PID 004 884 370

Proposed SSMUH
10320 Railway Avenue
Richmond, BC

The design and specifications of all drawings conform to BCBC 2024
All drawings are to SCALE in the absence of a dimension the drawings maybe scaled

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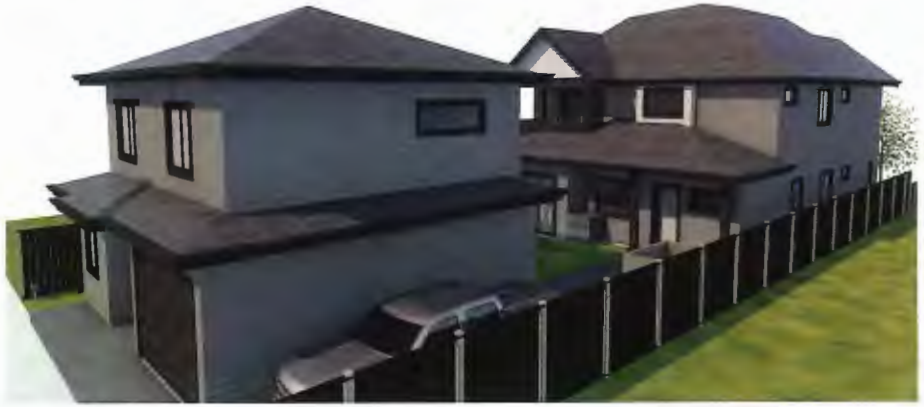
Cover Sheet Site Fire Response & Waste management

Issued for DP DEF	Friday, October 24, 2025

A01



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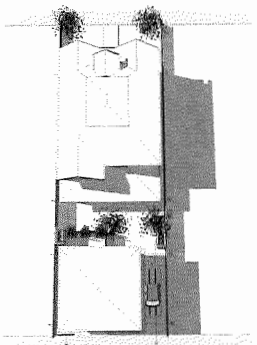
3 Dimentional Views

Issued for DP DEF	Monday, November 10, 2025

A03



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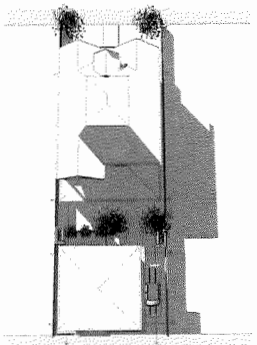

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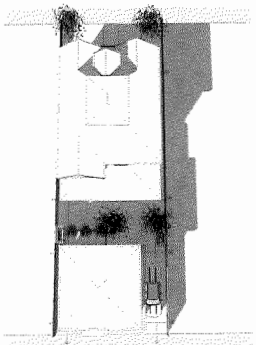

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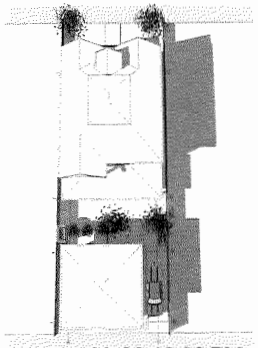

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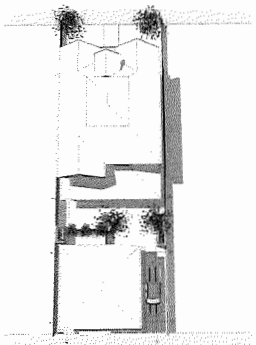

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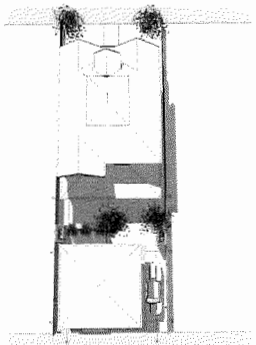

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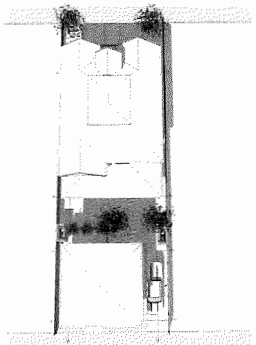

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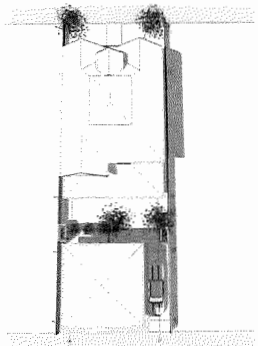

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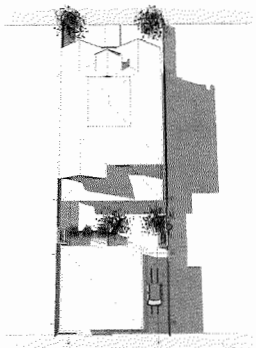

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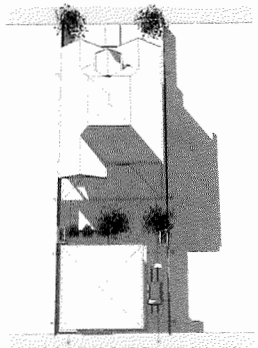

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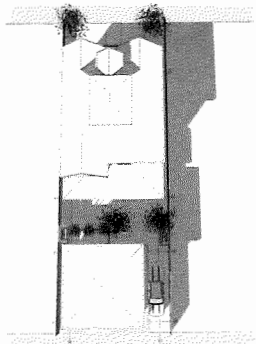

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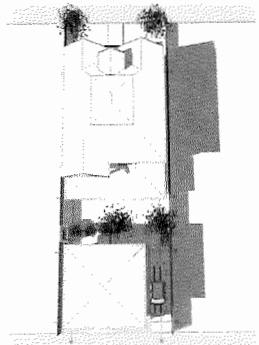

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CNCL - 632

Brad Doré
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www.braddore.com
Dore Design & Development Inc.

Proposed SSMUH
10320 Railway Avenue
Richmond, BC

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Shadow Analysis

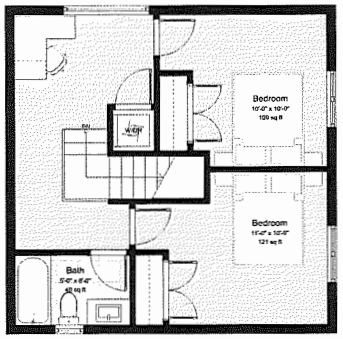
Issued for DP DEF	Friday, October 24, 2025

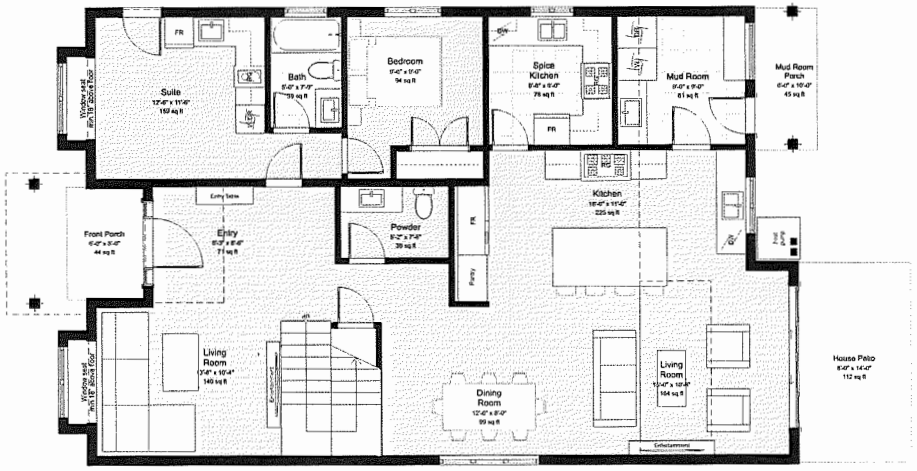
A04

CNCL - 633

Upper Level

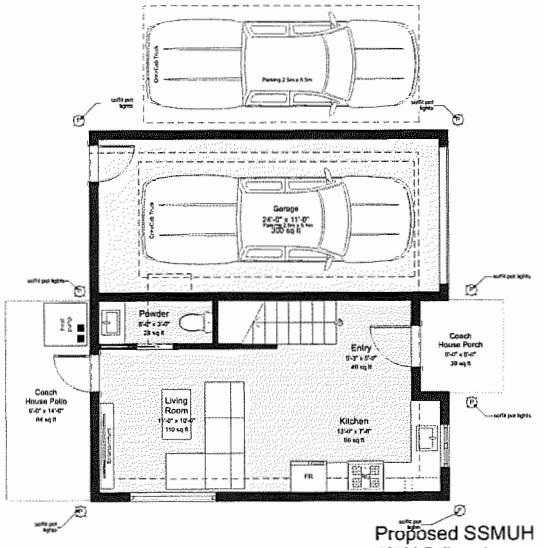
1/4" = 1'-0"





Main Level

1/4" = 1'-0"



Coach House Ground Level	336.04
Coach House Upper Level	529.00
Garage	299.87
House Ground Level	1,152.28
House Upper Level	1,205.32
Suite Ground Level	351.04
	3,873.55 ft²

N

Proposed SSMUH

10320 Railway Avenue
Richmond, BC

The design and specifications of all drawings conform to BCBC 2024
All drawings are to SCALE in the absence of a dimension the drawings maybe scaled

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Schematic Plans

	Sunday, November 9, 2025

A1

Brad Doré
Residential Design
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brad.dore@icloud.com
www.braddore.com
Doré Design & Development Inc.

10320 Railway Avenue.pln, Sunday, November 9, 2025 12:01 PM

CNCL - 634

West

1/4" = 1'-0"

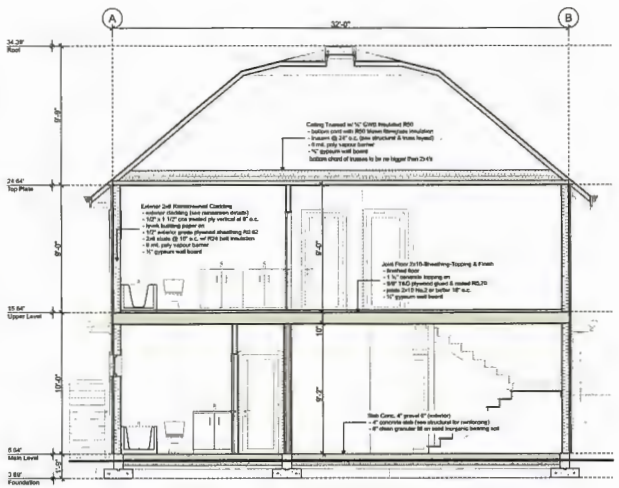
East

1/4" = 1'-0"

Openings East Wall

ID	Opening Size	Opening Area
D04	10'-0"x7'-0"	70.00
D10	2'-6"x7'-0"	18.07
W06	4'-0"x4'-0"	16.00
W05	4'-0"x2'-0"	8.00
W16	2'-6"x5'-0"	12.50
W18	2'-6"x5'-0"	12.50
W18	4'-6"x3'-0"	13.50
		151.17 ft²

Limiting Distance 5.0m
Wall area 508 s.f
Allowable openings 34% or 208.7 s.f.



AA Section

1/4" = 1'-0"

East ADU

1/4" = 1'-0"

Openings East ADU

ID	Opening Size	Opening Area
W02	3'-0"x4'-0"	12.00
W12	4'-0"x4'-0"	16.00
W13	4'-0"x4'-0"	16.00
		44.00 ft²

Limiting Distance 4.0m
Wall area 438 s.f
Allowable openings 25% or 122 s.f.

West ADU

1/4" = 1'-0"

Cementitious Lapped Siding

Platinum Gray 1
HC-179 Main Body

Cementitious Shingles

Chantilly Lace 2
OC-65 Box-outs

Kendall Charcoal 3
HC-166

Mount Saint Anne 4
CC-710 Front Door

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Elevations East & West

Issued for DP DEF	Friday, October 24, 2025

A08

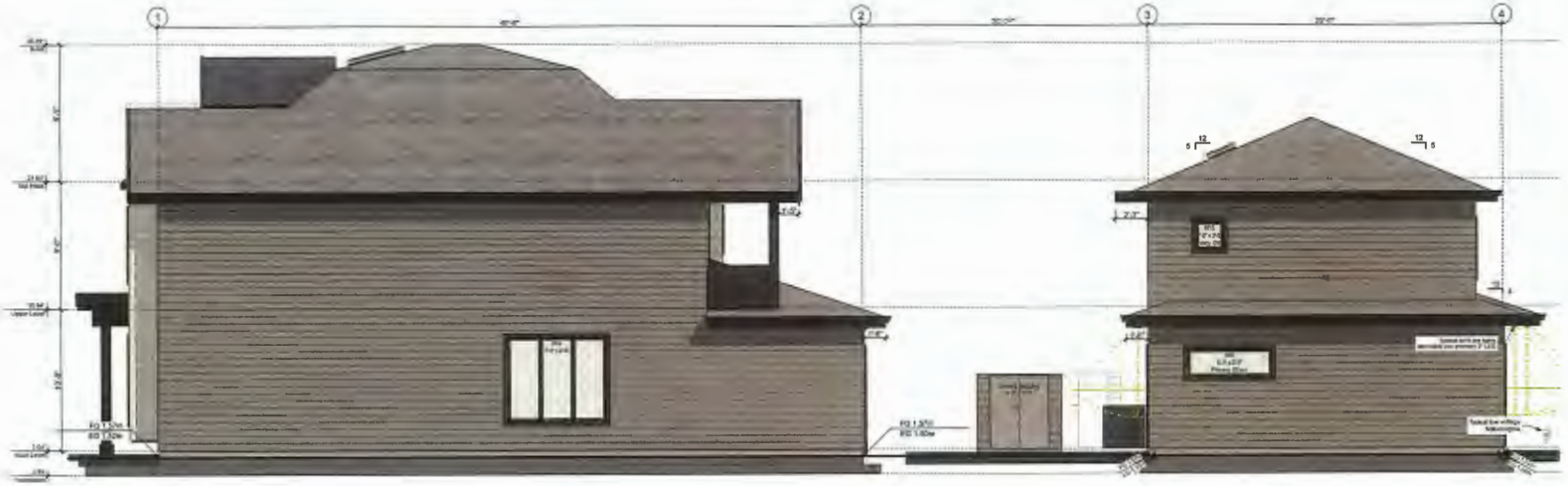
North

1/4" = 1'-0"

Openings North Wall

ID	Opening Size	Opening Area
W03	4'-0"x4'-0"	16.00
W07	3'-0"x3'-6"	10.50
W10	3'-0"x1'-6"	4.50
W14	4'-0"x4'-0"	16.00
W17	3'-0"x1'-6"	4.50
W17	3'-0"x1'-6"	4.50
		58.00 ft²

Limiting Distance 1.2m
Wall area 807 s.f
Allowable openings 7% or 56.5 s.f.



South

1/4" = 1'-0"

Openings South Wall

ID	Opening Size	Opening Area
W04	7'-0"x6'-0"	42.00
		42.00 ft²

Limiting Distance 1.2m
Wall area 834 s.f
Allowable openings 7% or 58.4 s.f.

Platinum Gray HC-179 Main Body	1
Chantilly Lace OC-65 Box-outs	2
Kendall Charcoal HC-166	3
Mount Saint Anne CC-710 Front Door	4

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Proposed SSMUH
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Richmond, BC

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Elevations North & South

Issued for DP DEF	Friday, October 24, 2025

A09

CNCL - 635

10320 Railway Avenue.pln Friday, October 24, 2025 10:18 AM

CNCL - 636

FENCE LEGEND

SYMBOL	STYLE
	6'HT. WOOD FENCING
	4'HT. WOOD FENCING
	4' HT. METAL FENCING

HARDSCAPE LEGEND

2'X2' TEXADA SLAB
BY BELGARD;
NATURAL COLOR;
INSTALLED WITH PAVING EDGER

CLASSIC STANDARDS PAVERS
BY BELGARD;
SHADOW COLOR;
INSTALLED WITH PAVING EDGER/
CONCRETE BAND

SOD LAWN

18"x18" STEPING STONE

ALL PAVERS TO BE INSTALLED
AS PER MANUFACTURER'S SPECIFICATIONS.

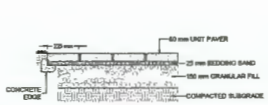
TREE SCHEDULE

PMG PROJECT NUMBER: 25-134

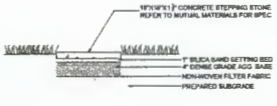
KEY	QTY	BOTANICAL NAME	COMMON NAME	PLANTED SIZE / REMARKS
TREE				
	2	STYRAX JAPONICUS	JAPANESE SNOWBELL	6CM CAL; 1.8M STD; B&B
SHRUB				
	24	BUXUS SEMPERVIRENS 'SUFFRUTICOSA'	DWARF ENGLISH BOXWOOD	#2 POT;25CM, CLIMATE RESILIENT; 60CM OC.
	1	CAMELLIA JAPONICA 'DEBUTANTE'	CAMELLIA; LIGHT PINK	#3 POT; 60CM
	9	PIERIS JAPONICA 'VALLEY FIRE'	VALLEY FIRE PIERIS	#3 POT; 80CM
	12	ROSA MEIDELAND 'RONICA'	MEIDILAND ROSE, PINK	#2 POT; 40CM
	23	TAXUS X MEDIA 'HICKSII'	HICKS YEW	1.0M HT, B&B
GRASS				
	28	CAREX 'ICE DANCE'	FROSTED SEDGE	#1 POT
	2	MISCANTHUS SINENSIS 'LITTLE KITTEN'	COMPACT MAIDEN GRASS	#1 POT
	25	PENNISETUM ALOPECUROIDES 'HAMELIN'	DWARF FOUNTAIN GRASS	#1 POT
PERENNIAL				
	10	RUDBECKIA FULGIDA 'GOLDILOCKS'	RUDBECKIA; YELLOW-ORANGE	9CM POT

NOTES: * PLANT SIZES IN THIS LIST ARE SPECIFIED ACCORDING TO THE BC LANDSCAPE STANDARD AND CANADIAN LANDSCAPE STANDARD, LATEST EDITION. CONTAINER SIZES SPECIFIED AS PER CNLA STANDARD. BOTH PLANT SIZE AND CONTAINER SIZE ARE THE MINIMUM ACCEPTABLE SIZES. * REFER TO SPECIFICATIONS FOR DEFINED CONTAINER MEASUREMENTS AND OTHER PLANT MATERIAL REQUIREMENTS. * SEARCH AND REVIEW: MAKE PLANT MATERIAL AVAILABLE FOR OPTIONAL REVIEW BY LANDSCAPE ARCHITECT AT SOURCE OF SUPPLY, AREA OF SEARCH TO INCLUDE LOWER MAINLAND AND FRASER VALLEY. * SUBSTITUTIONS: OBTAIN WRITTEN APPROVAL FROM THE LANDSCAPE ARCHITECT PRIOR TO MAKING ANY SUBSTITUTIONS. TO THE SPECIFIED MATERIAL, UNAPPROVED SUBSTITUTIONS WILL BE REJECTED. ALLOW A MINIMUM OF FIVE DAYS PRIOR TO DELIVERY FOR REQUEST TO SUBSTITUTE. SUBSTITUTIONS ARE SUBJECT TO BC LANDSCAPE STANDARD AND CANADIAN LANDSCAPE STANDARD.- DEFINITION OF CONDITIONS OF AVAILABILITY. * ALL LANDSCAPE MATERIAL AND WORKMANSHIP MUST MEET OR EXCEED BC LANDSCAPE STANDARD AND CANADIAN LANDSCAPE STANDARD, LATEST EDITION. * ALL PLANT MATERIAL MUST BE PROVIDED FROM CERTIFIED DISEASE FREE NURSERY. * BIO-SOLIDS NOT PERMITTED IN GROWING MEDIUM UNLESS AUTHORIZED BY LANDSCAPE ARCHITECT.

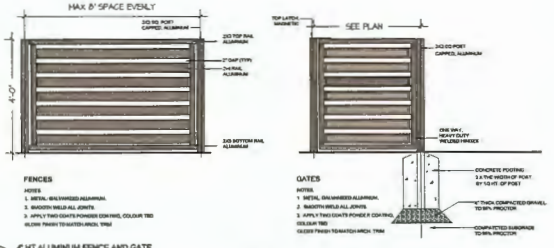
NOTE:
- PROVIDE DESIGNED BUILD HIGH EFFICIENCY AUTOMATIC IRRIGATION SYSTEM TO I.I.A.B.C. STANDARDS TO ALL SOFT LANDSCAPE AREAS.
SHOP DRAWINGS O BE REVIEWED AND APPROVED BY LANDSCAPE ARCHITECT PRIOR TO INSTALLATION.



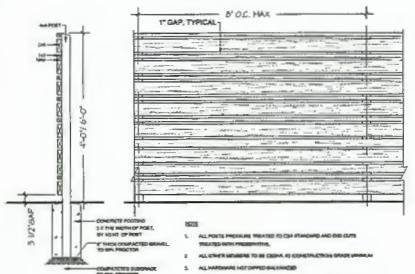
3 PAVERS EDGE



4 STEPPING STONE



1 4' HT ALUMINUM FENCE AND GATE



2 4'/ 6' HT WOOD FENCE

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pmg LANDSCAPE ARCHITECTS
Suite C100 - 4185 Still Creek Drive
Burnaby, British Columbia, V5C 6G9
p: 604 294-0011 ; f: 604 294-0022

SEAL:

NO.	DATE	REVISION DESCRIPTION	DR.
5	25.OCT.17	CITY COMMENTS	DD
4	25.OCT.07	HEAT PUMP ADDED	DD
3	25.JUL.31	UPDATED ARBORIST REPORT	DD
2	25.JUL.15	REVISION AS PER CLIENT COMMENTS	DD
1	25.JUN.26	REVISION AS PER ARCHITECT COMMENTS	DD

CLIENT: MALHI CONSTRUCTION
WITH: DORE DESIGN

PROJECT:
SMALL SCALE MULTI-UNIT DEVELOPMENT & COACH HOUSE

10320 RAILWAY AVENUE, RICHMOND, BC

DRAWING TITLE:
LANDSCAPE PLAN

DATE: June 19, 2025
SCALE: 1/8"=1'-0"
DRAWN: DD
DESIGN: DD
CHK'D: YR

DRAWING NUMBER: **L1** OF 2

PMG PROJECT NUMBER: 25-136

25136-05.zip

City of Richmond

Report to Council

To:	Richmond City Council	**Date:**	November 26, 2025
From:	Wayne Craig Chair, Development Permit Panel	**File:**	DP 23-028741
Re:	**Development Permit Panel Meeting Held on June 11, 2025**		

Staff Recommendation

That the recommendation of the Panel to authorize the issuance of Development Permit (DP) (DP 23-028741) for the property at 7511 St. Albans Road, be endorsed and the Permit so issued.

Wayne Craig
Chair, Development Permit Panel

Panel Report

The Development Permit Panel considered the following item at its meeting held on June 11, 2025.

DP 23-028741 – MATTHEW CHENG ARCHITECT INC. – 7511 ST. ALBANS ROAD
(June 11, 2025)

The Panel considered a DP application to permit the construction of five townhouse units at 7511 St. Albans Road on a site zoned "High Density Townhouse (RTH1)".

The applicant, Matthew Cheng, of Matthew Cheng Architect Inc. and the applicant's landscape architect, Donald Duncan, of Donald V.S. Duncan Development Consultant Landscape Architect, provided a brief visual presentation highlighting:

- The proposed development consists of five three-storey townhouse units in two building clusters separated by a north-south internal drive aisle.
- One convertible unit is proposed and designed with the potential to be renovated to accommodate a future resident in a wheelchair and all units are provided with aging-in-place features.
- The proposed form and character of the townhouse buildings are compatible with adjacent developments.
- The proposed vehicle access to the site is through an existing access easement over the drive aisle of the neighbouring townhouse development to the north at 7433 St. Albans Road.
- A statutory right-of-way over the internal drive aisle and hammerhead turnaround area on the subject site has been secured at rezoning to enable residents and visitors of 7433 St. Albans Road to use the turnaround area.
- A pedestrian walkway is proposed along the south property line to connect the internal drive aisle to St. Alban's Road. The walkway also provides access to the mailbox kiosk, garbage, recycling and organic waste storage rooms, which are located along this walkway.
- The proposed outdoor private space exceeds the minimum requirement.
- The project is expected to achieve BC Energy Step Code Level 3 with Emission Level 4.
- A number of trees on the property adjacent to the south property line of the subject site will be retained and protected.
- There is no opportunity to plant trees in the private back yards of rear units as they are located over a sanitary right-of-way.
- The proposed common outdoor amenity area includes, among others, a climbing web, chalkboard and bench for caregivers.
- Lighting is proposed for the mailbox, garbage, recycling and organic waste storage rooms and playground.
- Hedge planting is proposed along the front and rear units to provide privacy for the front and rear yards.
- A significant number of hedging trees are proposed along the north property line.

Staff noted that (i) there is a Servicing Agreement (SA) associated with the proposed development which includes frontage works along St. Alban's Road, relocation of an existing fire hydrant out of the proposed sidewalk and new service connections which were secured as part of the Rezoning application, (ii) driveway access for the proposed development is proposed through an existing easement registered over the drive aisle of the neighbouring townhouse development to the north at 7433 St. Alban's Road, (iii) staff have received a legal opinion from the applicant's lawyer that confirms the City can rely on this access easement and this legal opinion has also been reviewed by the City's Law Department, (iv) the applicant is working with the strata of 7433 St. Alban's Road on cost-sharing arrangement and shared use of the drive aisle, (v) staff continue to encourage the applicant to continue to work with the strata of 7433 St. Alban's Road towards an understanding, (vi) there are five trees on the adjacent property to the south that are proposed to be retained and protected, and (vii) an on-site irrigation system is proposed for the maintenance of planted areas on the site.

In reply to queries from the Panel, staff noted that the SA associated with the project for frontage improvements includes beautification works along the property frontage and planting of street trees along the boulevard, which will be confirmed through the SA process.

In reply to queries from the Panel, the applicant noted that (i) proposed on-site lighting includes installation of lighting on the perimeter of the buildings adjacent to strategic locations in the site and are shielded to avoid light spillover onto neighbouring properties, (ii) there are no potential overlook concerns from the rooftop patios of the two rear units in the subject site to the neighbouring four-storey apartment building to the west, (iii) the proposed heat pump units are small and could be installed on the rooftops or balconies of buildings without screening, (iv) the proposed walkway along the south property line would be able maintain its accessibility for pedestrians when the garbage and recycling storage room is in use, and (v) there is proposed lighting in the mailbox area and security cameras could be installed in this area should they be required by the future strata.

Eddie Li (7433 St. Albans Road) submitted correspondence communicating concerns about traffic and the shared use of the drive aisle. Staff indicated that they have responded directly to the inquirer.

The Panel expressed support for the project, noting the applicant's comprehensive presentation of the project and the applicant's efforts to address landscaping constraints. Also, the Panel encouraged the applicant to continue to work with the strata of the neighbouring development to the north towards an agreement on cost-sharing for the maintenance of the shared drive aisle.

Since the meeting, the applicant has continued to engage with the neighbouring strata.

The Panel recommends that the permit be issued.