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**City Council  
Electronic Meeting**

**Council Chambers, City Hall  
6911 No. 3 Road**

**Monday, September 8, 2025  
7:00 p.m.**

Pg. #      ITEM

**MINUTES**

1. *Motion to:*

CNCL-9      (1) *adopt the **minutes** of the Regular Council meeting held on July 28, 2025; and*

CNCL-26      (2) *receive for information the Metro Vancouver **'Board in Brief'** dated July 25, 2025.*



**AGENDA ADDITIONS & DELETIONS**

**COMMITTEE OF THE WHOLE**

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



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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. 15.**

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
- Application to Amend Liquor Primary Liquor Licence 009134 – Host International of Canada Ltd., Doing Business as: Hangar 49 Tap & Tavern – 3211 Grant McConachie Way
- Draft Social Development Strategy (2025–2035)
- Official Community Plan Targeted Update – Phase Two Public Engagement Summary and Next Steps (Phase Three)
- Response to Build Canada Homes Market Sounding
- Land use application for first reading (to be further considered at the Public Hearing on October 20, 2025):
  - 14111 Entertainment Boulevard – Rezone from “Entertainment and Athletic (CEA)” Zone to “Commercial and Light Industrial (ZC56) – Riverport (Fraser Land)” Zone
- Application by Koffman Kalef LLP for an Agricultural Land Reserve Subdivision At 14671 Williams Road

5. *Motion to adopt Items No. 6 through No. 12 by general consent.*



## 6. COMMITTEE MINUTES

CNCL-44 (1) the **General Purposes Committee** meeting held on September 2, 2025;

CNCL-50 (2) the **Finance Committee** meeting held on September 2, 2025; and

(3) the *Planning Committee* meeting held on September 3, 2025;  
(distributed separately)

*be received for information.*

7. **APPLICATION TO AMEND LIQUOR PRIMARY LIQUOR LICENCE  
009134 – HOST INTERNATIONAL OF CANADA LTD., DOING  
BUSINESS AS: HANGAR 49 TAP & TAVERN – 3211 GRANT  
MCCONACHIE WAY**  
(File Ref. No. 12-8275-30-001) (REDMS No. 8114835)

See Page **CNCL-54** for full report

- (1) That the application from Host International of Canada Ltd., doing business as, Hangar 49 Tap & Tavern, seeking an amendment to Liquor Primary Liquor Licence #009134 for a structural change with the following capacity and hours of liquor service terms be supported:***

  - (a) New structural change area with total person capacity of 210 total person capacity; and***
  - (b) Hours of liquor service from Monday to Sunday, 5:00 AM to Midnight, which will not change; 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 Liquor Primary Liquor Licence as described in Recommendation 1 of this report.***

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Consent  
Agenda  
Item

8. **DRAFT SOCIAL DEVELOPMENT STRATEGY (2025–2035)**  
(File Ref. No. 08-4055-01) (REDMS No. 8060842)

CNCL-64

See Page CNCL-64 for full report

### GENERAL PURPOSES COMMITTEE RECOMMENDATION

- (1) *That the draft Social Development Strategy (2025–2035), as outlined in the staff report titled “Draft Social Development Strategy (2025–2035)”, dated August 11, 2025, from the Director, Community Social Development, be endorsed for consultation with residents and interested parties; and*
- (2) *That staff report back with the final Social Development Strategy, including a summary of the feedback received.*



Consent  
Agenda  
Item

9. **OFFICIAL COMMUNITY PLAN TARGETED UPDATE – PHASE TWO PUBLIC ENGAGEMENT SUMMARY AND NEXT STEPS (PHASE THREE)**  
(File Ref. No. 08-4045-30-08) (REDMS No. 8106436)

CNCL-161

See Page CNCL-161 for full report

### GENERAL PURPOSES COMMITTEE RECOMMENDATION

*That staff proceed with the preparation of proposed updates and amendments to the Official Community Plan, as outlined in the Next Steps (Phase Three) section of the report entitled “Official Community Plan Targeted Update – Phase Two Public Engagement Summary and Next Steps (Phase Three)” dated August 11, 2025, from the Director, Policy Planning.*



## Council Agenda – Monday, September 8, 2025

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Consent  
Agenda  
Item

10. **RESPONSE TO BUILD CANADA HOMES MARKET SOUNDING**  
(File Ref. No. 08-4057-05-2025) (REDMS No.)

CNCL-215

See Page CNCL-215 for full report

### GENERAL PURPOSES COMMITTEE RECOMMENDATION

*That Council endorse the submission in Attachment 1 to Housing, Infrastructure and Communities Canada on the federal Build Canada Homes initiative, dated August 29, 2025, and that the submission be shared with Richmond Members of Parliament and Members of the Legislative Assembly.*



Consent  
Agenda  
Item

11. **APPLICATION BY ORION CONSTRUCTION FOR REZONING OF A PORTION OF 14111 ENTERTAINMENT BOULEVARD FROM “ENTERTAINMENT AND ATHLETIC (CEA)” ZONE TO “COMMERCIAL AND LIGHT INDUSTRIAL (ZC56) – RIVERPORT (FRASER LAND)” ZONE**  
(File Ref. No. RZ 24-012103) (REDMS No. 8085128)

CNCL-231

See Page CNCL-231 for full report

### PLANNING COMMITTEE RECOMMENDATION

*That Richmond Zoning Bylaw 8500, Amendment Bylaw 10693 to create the “Commercial and Light Industrial (ZC56) – Riverport (Fraser Land)” zone, and to rezone a portion of 14111 Entertainment Boulevard from “Entertainment and Athletics (CEA)” zone to “Commercial and Light Industrial (ZC56) – Riverport (Fraser Land)” zone, be introduced and given first reading.*



Consent  
Agenda  
Item

12. **APPLICATION BY KOFFMAN KALEF LLP FOR AN AGRICULTURAL LAND RESERVE SUBDIVISION AT 14671 WILLIAMS ROAD**  
(File Ref. No. AG 23-025777) (REDMS No. 8050602)

CNCL-282

See Page CNCL-282 for full report

### PLANNING COMMITTEE RECOMMENDATION

*That the Agricultural Land Reserve (ALR) subdivision application at 14671 Williams Road be forwarded to the Agricultural Land Commission (ALC).*



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CONSIDERATION OF MATTERS REMOVED FROM THE  
CONSENT AGENDA

\*\*\*\*\*

NON-CONSENT AGENDA ITEMS

GENERAL PURPOSES COMMITTEE

Mayor Malcolm D. Brodie, Chair

13. **STEVESTON COMMUNITY CENTRE AND LIBRARY CAPITAL  
PROJECT**

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

CNCL-295

See Page CNCL-295 for background materials

GENERAL PURPOSES COMMITTEE RECOMMENDATION

Opposed: Mayor Brodie, Cllrs. Au, Hobbs and Loo

*That the Steveston Community Centre and Library Capital Project be  
referred to the Major Projects Oversight Committee.*



FINANCE COMMITTEE

Mayor Malcolm D. Brodie, Chair

14. **PROPOSED DEVELOPMENT COST CHARGES PROGRAM AND AMENITY COST CHARGES PROGRAM**

(File Ref. No. 03-0900-01) (REDMS No. 7973150)

CNCL-296

See Page CNCL-296 for full report

FINANCE COMMITTEE RECOMMENDATION

Opposed: Cllr. Day

- (1) *That the Development Cost Charges Program as presented in option 2 of the staff report dated August 11, 2025, titled “Proposed Development Cost Charges Program and Amenity Cost Charges Program”, from the Director, Finance, be endorsed as the basis for public consultation in establishing the amendment Development Cost Charges Imposition Bylaw; and*
- (2) *That the Amenity Cost Charges Program as presented in the staff report dated August 11, 2025, titled “Proposed Development Cost Charges Program and Amenity Cost Charges Program”, from the Director, Finance, be endorsed as the basis for public consultation in establishing the new Amenity Cost Charges Imposition Bylaw.*



PUBLIC ANNOUNCEMENTS AND EVENTS

NEW BUSINESS

BYLAW FOR ADOPTION

CNCL-342

Consolidated Fees **Bylaw No. 10694**

Opposed at 1<sup>st</sup>/2<sup>nd</sup>/3<sup>rd</sup> Readings – None.



DEVELOPMENT PERMIT PANEL

15. RECOMMENDATION

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

CNCL-345

CNCL-374

- (1) *That the minutes of the Development Permit Panel meeting held on July 30, 2025, and the Chair's report for the Development Permit Panel meeting held on September 25, 2024, be received for information; and*
- (2) *That the recommendations of the Panel to authorize changes to the Development Permit (DP 17-768248) issued for the property at 6551 No. 3 Road, be endorsed and the changes be deemed in General Compliance with the Permit.*

☐

PUBLIC DELEGATIONS ON NON-AGENDA ITEMS

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

☐

- (1) Jerome Dickey to speak to a Governance Task Force.

17. *Motion to rise and report.*

☐

ADJOURNMENT

☐



Regular Council

Monday, July 28, 2025

Place: Council Chambers  
Richmond City Hall

Present: Mayor Malcolm D. Brodie  
Councillor Chak Au  
Councillor Laura Gillanders  
Councillor Kash Heed  
Councillor Andy Hobbs  
Councillor Alexa Loo  
Councillor Bill McNulty  
Councillor Michael Wolfe  
  
Corporate Officer – Claudia Jesson

Absent: Councillor Carol Day

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

RES NO. ITEM

MINUTES

R25/14-1 1. It was moved and seconded  
*That:*

- (1) *the minutes of the Regular Council meeting held on July 14, 2025, be adopted as circulated; and*
- (2) *the minutes of the Regular Council meeting for Public Hearings held on July 21, 2025, be adopted as circulated.*

**CARRIED**



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**PRESENTATION**

Staff presented the 2025 ParticipACTION Community Challenge Award and highlighted that Richmond has been named Canada's Most Active Community and awarded the \$100,000 grand prize to support local physical activity and sport initiatives as part of the ParticipACTION Community Challenge.

**COMMITTEE OF THE WHOLE**

- R25/14-2    2.    It was moved and seconded  
*That Council resolve into Committee of the Whole to hear delegations on agenda items (7:04 p.m.).*

**CARRIED**

3.    Delegations from the floor on Agenda items  
Item No. 19 – DRAFT RICHMOND ARTS STRATEGY 2025-2030  
Barbara Tomasic, Executive Artistic Director, Gateway Theatre, spoke in support of the Draft Richmond Arts Strategy and highlighted that Gateway Theatre is proud to be a part of this plan.



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Item No. 19 – DRAFT RICHMOND ARTS STRATEGY 2025-2030

Jane Fernyhough, Chair of the Richmond Arts Coalition (RAC), expressed strong support for the draft Richmond Arts Strategy, emphasizing RAC's enthusiasm to collaborate with City staff on the development and implementation of the corresponding action plan.

Ms. Fernyhough also spoke on Item No. 14 - South Dike Upgrades Preliminary Design – 6080 Dyke Road To Gilbert Road, and was in opposition to the proposed South Dike upgrades, raising several concerns including (i) the proximity of construction activities to existing homes, (ii) the nature and scale of the proposed diking upgrades, (iii) the anticipated construction timeline and associated noise, and (iv) potential damage to home foundations in the area. She urged City staff to work closely with affected residents to mitigate the impacts of construction and to pursue a resolution that is equitable and acceptable to all parties involved.

Item No. 14 – SOUTH DIKE UPGRADES PRELIMINARY DESIGN – 6080  
DYKE ROAD TO GILBERT ROAD

Jennifer Hamilton, a Richmond resident, spoke in opposition to the proposed South Dike Upgrades, expressing concerns regarding: (i) the overall design of the project, (ii) potential impacts on the surrounding community, (iii) the projected construction timeline, and (iv) the risk of damage to existing infrastructure. Ms. Hamilton urged staff to consider alternative diking options that could help reduce negative impacts on nearby residents.

Item No. 14 – SOUTH DIKE UPGRADES PRELIMINARY DESIGN – 6080  
DYKE ROAD TO GILBERT ROAD

Craig Stewart, Richmond resident, spoke in opposition to the South Dike Upgrades, noting that (i) questions and concerns raised by residents during the consultation period remain unanswered, (ii) alternative options that do not obstruct residents' sightlines should be considered, and (iii) a simpler design option should be explored.



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Item No. 14 – SOUTH DIKE UPGRADES PRELIMINARY DESIGN – 6080  
DYKE ROAD TO GILBERT ROAD

Les Leier, Richmond resident, spoke in opposition to the proposed South Dike Upgrades and raised several questions, including: (i) what measures will be taken to shore up construction to ensure rising tides do not compromise the work, (ii) what plans are in place to mitigate noise and vibrations affecting nearby residents, and (iii) what steps will be taken to prevent or address any damage to homes in the area.

Item No. 14 – SOUTH DIKE UPGRADES PRELIMINARY DESIGN – 6080  
DYKE ROAD TO GILBERT ROAD

Robert James, Richmond resident, posed several questions regarding the South Dike project, including: (i) the age of the current dike located below Dyke Road, (ii) the construction standards to which the existing dike was originally built, (iii) whether samples have been taken to assess the integrity of the current dike, (iv) the contingency plan if the dike needs to be rebuilt during an abnormal freshet, king tide, or storm surge, (v) the timeline for upgrading the pump stations at No. 3 Road and Gilbert Road, (vi) the estimated number of truckloads of material to be removed and replaced during construction, (vii) the quantities of steel, sheet piling, retaining walls, bin walls, and riprap required, and (viii) the reason for the redesign of Steveston Island, specifically the relocation of the east gate for water access from the south-facing elevation.

- R25/14-3     4.     It was moved and seconded  
                  *That Committee rise and report (7:23 p.m.).*

**CARRIED**

**CONSENT AGENDA**

- R25/14-4     5.     It was moved and seconded  
                  *That Items No. 6 through No. 13 and No. 15 through No. 19 be adopted by general consent.*

**CARRIED**

4.



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6. **COMMITTEE MINUTES**

*That the minutes of:*

- (1) *the Community Safety Committee meeting held on July 15, 2025;*
- (2) *the General Purposes Committee meeting held on July 21, 2025;*
- (3) *the Planning Committee meeting held on July 22, 2025;*
- (4) *the Public Works and Transportation Committee meeting held on July 23, 2025; and*
- (5) *the Parks, Recreation and Cultural Services Committee meeting held on July 23, 2025;*

*be received for information.*

**ADOPTED ON CONSENT**

7. **MINORU PARK VISION PLAN UPDATE: RENEWED SCOPE OF WORK, PROCESS AND NEXT STEPS**

(File Ref. No. 06-2345-20-MINO1) (REDMS No. 7839503, 8096937, 8073333, 8072037, 8072040)

*That a renewed Minoru Park Vision Plan process and scope of work, as outlined in the staff report “Minoru Park Vision Plan Update: Renewed Scope of Work, Process and Next Steps”, dated June 30, 2025, from the Director, Parks Services, be approved.*

**ADOPTED ON CONSENT**

8. **MORAY BRIDGE REPLACEMENT PLANNING STUDY UPDATE**

(File Ref. No. 10-6500-04) (REDMS No. 8091039)

*That the comments as described in the staff report titled “Moray Bridge Replacement Planning Study Update”, dated July 10, 2025, from the Director, Transportation, be endorsed and forwarded to the Ministry of Transportation and Transit.*

**ADOPTED ON CONSENT**



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**9. REFERRAL RESPONSE: ESTABLISHMENT OF THE LOW-END MARKET RENTAL PARKING, TENANT ASSET AND INCOME EXCEEDANCE POLICY**

(File Ref. No. 08-4057-05) (REDMS No. 8058328, 8051283, 8106506)

- (1) *That the Low-End Market Rental Parking, Tenant Asset and Income Exceedance Council Policy, as outlined in the report titled “Referral Response: Establishment of the Low-End Market Rental Parking, Tenant Asset and Income Exceedance Policy”, dated June 25, 2025, from the Director, Housing, be approved; and*
- (2) *That the terms used to enable the owner of Low-End Market Rental units to charge tenants for parking and to set an asset test limit for tenants be used in housing agreements for any conditionally approved rezoning applications, being those for which a zoning amendment bylaw has been given third reading and an associated housing agreement has yet to be executed as of July 28, 2025, notwithstanding the terms of any executed rezoning considerations letter.*

**ADOPTED ON CONSENT**

**10. HOUSING PRIORITIES GRANT PROGRAM ALLOCATION**

(File Ref. No. 12-8060-20-010695; 12-8060-20-010696; 12-8060-20-010697) (REDMS No. 8063991, 8063800, 8063868, 8063904)

- (1) *That the proposed grant allocations for the Housing Priorities Grant Program, as outlined in the report titled “Housing Priorities Grant Program Allocation”, dated June 25, 2025, from the Director, Housing, be approved, and that the following amounts be awarded:*
  - (a) *Sun Valley Rental Ltd.– \$1,764,000*
  - (b) *1166225 B.C. Ltd. – \$1,003,000*
  - (c) *Aashyn No. 3 Road Development Ltd.– \$108,000*
  - (d) *Richmond Kiwanis Senior Citizens Housing Society – \$2,320,000*
  - (e) *BC Indigenous Housing Society – \$4,160,000*



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- (2) *That the Chief Administrative Officer and Deputy Chief Administrative Officer be authorized to negotiate and execute two Non-Profit Organization Stream 1A Grant Funding contribution agreements as set out in the grant allocation for the Housing Priorities Grant Program, and to negotiate and execute any amendments thereto and ancillary agreements;*
- (3) *That Development Cost Charges Waiver for Affordable Housing (6071 Azure Road) Bylaw No. 10695 be introduced and given first, second, and third readings;*
- (4) *That Development Cost Charges Waiver for Affordable Housing (8880 Cook Road) Bylaw No. 10696 be introduced and given first, second, and third readings; and*
- (5) *That Development Cost Charges Waiver for Affordable Housing (9000 No 3 Road) Bylaw No. 10697 be introduced and given first, second, and third readings.*

**ADOPTED ON CONSENT**

**11. AWARD OF CONTRACT 588F — PROVISION OF AUTOMATED BUILDING CODE AND ZONING REVIEW SOFTWARE**

(File Ref. No. . 03-1000-20-8388) (REDMS No. 8078696)

- (1) *That Contract 588F - Provision of Automated Building Code and Zoning Review Software be awarded to SMARTreview, Inc. for a one-year term, for an estimated maximum total value of \$630,000, excluding taxes, as described in the report titled “Award of Contract588F - Provision of Automated Building Code and Zoning Review Software”, dated July3, 2025 from the Director, Building Approvals; and*
- (2) *That the Chief Administrative Officer and General Manager, Planning and Development, be authorized to execute the contract and all related documentation with SMARTreview, Inc.*

**ADOPTED ON CONSENT**



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**12. ICBC-CITY OF RICHMOND ROAD IMPROVEMENT PROGRAM UPDATE**

(File Ref. No. 03-1000-03-006; 01-0150-20-ICBC1-01) (REDMS No. 8052558)

- (1) *That the proposed road safety improvement projects, as described in Attachment 1 of the staff report titled “ICBC-City of Richmond Road Improvement Program Update,” dated June 24, 2025, from the Director, Transportation, be endorsed for submission to the ICBC 2025 Road Improvement Program for consideration of cost-share funding; and*
- (2) *That should the above applications be successful, the Chief Administrative Officer and General Manager, Engineering and Public Works, be authorized to execute the cost-share agreements on behalf of the City, and that the Consolidated 5 Year Financial Plan (2025-2029) be amended accordingly.*

**ADOPTED ON CONSENT**

**13. WESTMINSTER HIGHWAY TRAFFIC CALMING - 2025 UPDATE**

(File Ref. No. 10-6450-09-01) (REDMS No. 8089486)

*That staff implement traffic calming measures as outlined in Option 2 of the staff report titled “Westminster Highway Traffic Calming – 2025 Update”, dated July 7, 2025, from the Director, Transportation.*

**ADOPTED ON CONSENT**

**14. SOUTH DIKE UPGRADES PRELIMINARY DESIGN – 6080 DYKE ROAD TO GILBERT ROAD**

(File Ref. No. 10-6045-09-01) (REDMS No. 8057547)

See Page 11 for action on this item.



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**15. DOG WASTE COLLECTION PILOT SUMMARY AND PROPOSED EXPANSION**

(File Ref. No. 10-6405-01) (REDMS No. 8048799)

*That an ongoing additional level estimated at \$71,000 be considered in the 2026 Utility budget process to expand the Dog Waste Collection Program as described in Option 2 in the staff report titled “Dog Waste Collection Pilot Summary and Proposed Expansion” dated June 24, 2025 from the Director, Public Works Operations.*

**ADOPTED ON CONSENT**

**16. AWARD OF CONTRACT 8438P – PROVISION OF HYDROVAC SERVICES**

(File Ref. No. 03-1000-20-8438P) (REDMS No. 8064777)

- (1) That Contract 8438P – Provision of Hydrovac Services be awarded to McRae's Environmental Service Ltd., for a three-year term for an estimated contract value of \$9,286,266 exclusive of taxes, as described in the report titled “Award of Contract 8438P – Provision of Hydrovac Services”, dated June 23, 2025 from the Director, Public Works Operations;*
- (2) That the Chief Administrative Officer and the General Manager, Engineering and Public Works be authorized to execute the contract and related documentation with McRae's Environmental Service Ltd.; and*
- (3) That the Chief Administrative Officer and the General Manager, Engineering and Public Works be authorized to extend the initial three-year term, up to the maximum total term of five years, for the maximum total amount of contract of \$15,711,201, excluding taxes.*

**ADOPTED ON CONSENT**

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**17. AWARD OF CONTRACT 8428 NOITC - SUPPLY AND DELIVERY OF WATER METERS AND WATER METER HEADS**

(File Ref. No. 03-1000-20-8428NOITC) (REDMS No. 8068324)

- (1) *That Contract 8428 NOITC – Supply and Delivery of Water Meters and Water Meter Heads be awarded to FlowSystems Distribution Inc. (“Flow Systems”), for a one-year term for an estimated value of \$400,000, exclusive of taxes, as described in the report titled “Award of Contract 8428 NOITC – Supply and Delivery of Water Meters and Water Meter Heads” dated June 19, 2025 from the Director, Public Works Operations;*
- (2) *That the Chief Administrative Officer and the General Manager, Engineering and Public Works be authorized to execute the contract and all related documentation with FlowSystems Distribution Inc.; and*
- (3) *That the Chief Administrative officer and General Manager, Engineering and Public Works be authorized to extend the initial one-year term, up to a maximum total term of five years, for the maximum total amount of \$2,000,000, excluding taxes.*

**ADOPTED ON CONSENT**

**18. RAILWAY GREENWAY SOLAR LIGHTING OPTIONS**

(File Ref. No. 06-2400-20-RAIL1) (REDMS No. 8067412, 8080285)

*That Option 2, “Two Phase Implementation”, as outlined in the staff report titled “Railway Greenway Solar Lighting Options”, dated June 30, 2025, from the Director, Parks Services, be approved.*

**ADOPTED ON CONSENT**

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**19. DRAFT RICHMOND ARTS STRATEGY 2025-2030**

(File Ref. No. 11-7000-11-01) (REDMS No. 8061570)

- (1) That the Draft Richmond Arts Strategy 2025-2030, included as Attachment 1 of the staff report titled “Draft Richmond Arts Strategy 2025-2030”, dated June 30, 2025, from the Director, Arts, Culture and Heritage Services, be endorsed for the purpose of seeking interest holders’ and public feedback on the strategy; and*
- (2) That the Final Richmond Arts Strategy 2025-2030, including the results of the interest holders’ and public feedback, be brought back to Council for consideration following the interest holders’ and public consultation.*

**ADOPTED ON CONSENT**

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**CONSIDERATION OF MATTERS REMOVED FROM THE  
CONSENT AGENDA**

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**14. SOUTH DIKE UPGRADES PRELIMINARY DESIGN – 6080 DYKE ROAD TO GILBERT ROAD**

(File Ref. No. 10-6045-09-01) (REDMS No. 8057547)

R25/14-5

It was moved and seconded

*That the preliminary design presented in the staff report titled “South Dike Upgrades Preliminary Design – 6080 Dyke Road to Gilbert Road”, dated June 18, 2025, from the Director, Engineering be approved for detailed design, to be brought forward for construction funding.*

The question on the motion was not called as in response to queries from Council, staff advised the following:

- while alternative diking methods exist, the preferred option is an earth core dike, as it aligns with the Dike Master Plan and minimizes potential complications;
- widening the dike enhances its overall resiliency;

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- two public engagement sessions, along with a Let's Talk Richmond initiative, were held to inform and gather feedback from the public;
- there is no firm timeline for the Steveston Island dike upgrade due to the need for collaboration with multiple regulatory authorities;
- the proposed alignment has been identified as the least intrusive option;
- the Britannia Shipyard site is unique in that it is located outside the dike;
- although current projections indicate a gradual sea level rise, maintaining the current pace of upgrades is recommended to stay ahead of potential climate change impacts; and
- construction noise and related impacts will depend on the contractor selected and the equipment used.

As a result of the discussion the following **referral motion** was introduced:

R25/14-6

It was moved and seconded

*That the preliminary design presented in the staff report titled "South Dike Upgrades Preliminary Design – 6080 Dyke Road to Gilbert Road", dated June 18, 2025, from the Director, Engineering be referred back to staff for further consultation with residents and review of other available options and report back.*

**CARRIED**

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NON-CONSENT AGENDA ITEMS

GENERAL PURPOSES COMMITTEE

Mayor Malcolm D. Brodie, Chair

20. **AMENDMENTS TO CONSOLIDATED FEES BYLAW NO. 8636 –  
SCHEDULE PARKING (OFF-STREET) REGULATION BYLAW NO.  
7403**

(File Ref. No. 12-8060-20-010694) (REDMS No. 8085646, 8086264)

R25/14-7

It was moved and seconded

*That Consolidated Fees Bylaw No. 8636, Amendment Bylaw No. 10694, be introduced and given first, second and third reading.*

Discussion took place regarding the removal of the 3500 McDonald Road lot. In response to questions from Council, staff advised that (i) the City is currently covering the property's tax shortfall, which is being drawn from overall municipal revenue; and (ii) the proposed additional cost would be used to offset the imposed tax.

As a result of the discussion the following **referral motion** was introduced:

R25/14-8

It was moved and seconded

*That 3500 McDonald Road be removed from the Consolidated Fees Bylaw No. 8636, Amendment Bylaw No. 10694, and be referred back to staff for further review.*

**CARRIED**

Opposed: Cllrs. Loo  
McNulty

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



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**21. ESTABLISHING A HOUSING AUTHORITY – REFERRAL RESPONSE #2**

(File Ref. No. 08-4057-05) (REDMS No. 8074070)

R25/14-9

It was moved and seconded

*That options and opportunities to establish a housing authority or other housing structure be brought forward for Council consideration on a case-by-case basis considering the details presented in the report titled “Establishing a Housing Authority - Referral Response #2”, from the Director, Housing, dated June 25, 2025.*

The question on the motion was not called, as discussion ensued regarding (i) the potential need for a housing authority, (ii) the broader implications for the City, (iii) the importance of prioritizing Richmond residents in housing initiatives, and (iv) the level of investment required to develop the housing structure itself.

The question on the motion was then called and it was **CARRIED** with Cllr. Loo opposed.

**22. WORKS YARD REPLACEMENT PROJECT – PROGRAM, FORM, PHASING AND BUDGET**

(File Ref. No. 06-2052-25-WYAR1) (REDMS No. 8015242)

R25/14-10

It was moved and seconded

- (1) *That the program totalling approximately 400,000 sq. ft. and building form be approved, as outlined in the report titled “Works Yard Replacement Project – Program, Form, Phasing and Budget”, dated July 7, 2025, from the Director, Facilities and Project Development;*
- (2) *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; and*



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- (3) *That staff begin the planning process for the balance of the unallocated land, as outlined in the report titled “Works Yard Replacement Project – Program, Form, Phasing and Budget”, dated July 7, 2025, from the Director, Facilities and Project Development.*

**CARRIED**

Opposed: Cllr. Loo

**BYLAWS FOR ADOPTION**

R25/14-11

It was moved and seconded

*That the following bylaws be adopted:*

*Development Applications Fee Bylaw No. 8951, Amendment Bylaw No. 10674*

*Consolidated Fees Bylaw No. 8636, Amendment Bylaw No. 10675*

*Subdivision and Development Bylaw No. 8751, Amendment Bylaw No. 10685*

*Development Application Fees Bylaw No. 8951, Amendment Bylaw No. 10687*

*Consolidated Fees Bylaw No. 8636, Amendment Bylaw No. 10688*

**CARRIED**

**DEVELOPMENT PERMIT PANEL**

R25/14-12 23. It was moved and seconded

- (1) *That the minutes and the Chair’s reports for the Development Permit Panel meetings held on September 27, 2023, January 17, 2024, and July 16, 2025, be received for information.*

- (2) *That the recommendations of the Panel to authorize the issuance of:*  
(a) *a Development Permit (DP 23-018670) for the property located at 10408 Dennis Crescent;*



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- (b) a Development Permit (DP 21-943418) for the property at 13888 Wireless Way;*
- (c) a Development Variance Permit (DV-25-015419) for the property located at 17720 River Road*  
*be endorsed, and the Permits so issued.*
- (3) That the recommendation of the Panel to authorize the cancellation of a Development Permit (DP 23-023854) for the property at 6071 Azure Road be endorsed and the Permit be released from title.*

**CARRIED**

**PUBLIC DELEGATIONS ON NON-AGENDA ITEMS**

- R25/14-13    24. It was moved and seconded  
*That Council resolve into Committee of the Whole to hear delegations on non-agenda items (8:27 p.m.).*

**CARRIED**

- (1) Linda Hicks and Veronica Armstrong, The Richmond Singers, expressed their appreciation to Council for their support and funding grants from the City.
- (2) Jaime Gusto, General Manager, Steveston Harbour Authority and Robert Kiesman, Board Chairman, with the aid of a PowerPoint presentation (Copy on File, City Clerk's Office) provided an update on Steveston Harbour Authority operations.
- (3) Angela Marie MacDougall, Executive Director, Battered Women's Support Service spoke on the urgent need for coordinated municipal action on gender-based violence and shared work underway through the province-wide initiative DesignedWithSurvivors. She urged Council to consider implementing a task force to provide awareness and education to Richmond residents of the resources available.



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As a result of the discussion the following **referral motion** was introduced:

R25/14-14

It was moved and seconded

*That staff examine what actions local governments can take to address and prevent gender-based violence and report back.*

**CARRIED**

R25/14-15

25. It was moved and seconded

*That Committee rise and report (8:54 p.m.).*

**CARRIED**

**ADJOURNMENT**

R25/14-16

It was moved and seconded

*That the meeting adjourn (8:55 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, July 28, 2025.

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Mayor (Malcolm D. Brodie)

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Corporate Officer (Claudia Jesson)

**For Metro Vancouver meetings on Thursday, July 24, 2025 and Friday, July 25, 2025**

*Please note these are not the official minutes. Board in Brief is an informal summary. Material relating to any of the following items is available on request from Metro Vancouver. For more information, please contact:*

[media@metrovanancouver.org](mailto:media@metrovanancouver.org).

**July 24, 2025 Greater Vancouver Sewerage and Drainage District**

**E1 Alternative Approach to Deliver the Iona Island Wastewater Treatment Plant Upgrade Projects**

**REFERRED**

Metro Vancouver is required to upgrade the Iona Island Wastewater Treatment Plant to meet federal and provincial regulatory requirements, which require a minimum of secondary level treatment.

In March 2022, the GVS&DD Board approved the Project Definition Report (PDR) for the Iona Island Wastewater Treatment Plant Upgrade Projects (Iona Projects) with an estimated cost of \$9.9 billion and a target of meeting secondary compliance by 2035. Within the PDR, the approach was to build an entirely new treatment plant and complementary environmental projects in a condensed timeline. That anticipated completion date would now be approximately 2040 due to market and population changes, negotiating federal funds, and review of alternate options to deliver the Iona Projects. In July 2024, the contract for preliminary design work was awarded to Fraser Delta Group. A key scope of work for the designer was to explore the phasing options of the Iona Projects components while prioritizing secondary treatment and assessing delivery strategies, cost sustainability, and associated risks.

The resulting recommended approach reflects updated project design information and assessment of market capacity. With the approach recommended in this report, the majority of secondary treatment would be delivered by 2039 with a cost estimate of \$6 billion. This would be done by rehabilitating the existing plant and reprioritizing other components not essential for secondary treatment. This approach changes the sequence of the components outlined in the PDR to deliver secondary treatment earlier. Other components would be delivered as future projects. This allows all components to be delivered over time, with the flexibility to adapt to changing environmental conditions, funding availability, population projections, regulatory requirements, and addresses concerns regarding annual costs for ratepayers in the short-term. However, delivery of all components outlined in the PDR will cost more over a longer time frame.

The proposed approach will allow Metro Vancouver to meet all regulatory requirements from the federal government and the majority of requirements set out in the provincial regulations by 2039. The provincial regulations have an additional requirement above what is required by the federal regulations related to the quantity of treated effluent. Metro Vancouver will be able to achieve a portion of this requirement with the recommended approach and the opportunity to request that the Province align provincial wastewater effluent regulations with federal wastewater effluent regulations.

A key risk of this approach is that the Province may not accept aligning with federal regulations and delays will be incurred with associated risks of regulatory non-compliance. Another risk in changing the sequence

of delivery and deferring primary plant upgrades post-secondary treatment is increased operability risk of the primary plant in a seismic event.

The alternative approach was discussed at the July 4, 2025 REAC meeting and again at a joint REAC/RAAC meeting held on July 18, 2025. There was fulsome discussion at both events. The joint advisory committees then put forward a motion to endorse the alternative approach for the Iona Island Wastewater Treatment Plant Projects. The motion passed unanimously.

The GVS&DD Board referred this report to the October 3, 2025 GVS&DD Board meeting to allow additional time for questions and consideration.

## **July 25, 2025 Metro Vancouver Regional District**

### **E1.1 Burnaby Lake Regional Park – Engagement and Management Plan**

**RECEIVED**

Metro Vancouver Regional Parks is initiating the engagement process for the development of a park management plan for Burnaby Lake Regional Park. In October 2024, Mayor and Council at the City of Burnaby (City) approved a new 25-year lease to Metro Vancouver for approximately 88 ha of lands that are part of the regional park and owned by the City. Metro Vancouver has committed to developing a new management plan for the entire park within five years of the lease being signed.

The park management plan will be developed in collaboration with the City and will guide decision making for resource management, park development, operations, and programming over the next 20 years. The process to develop this plan will start with engagement with First Nations, and expand to the public, and other interest holders.

The Board received this report for information.

### **E2.1 Regional Parking Study – Final Report**

**RECEIVED**

At its January 9, 2025 meeting, the Regional Planning Committee received the Regional Parking Study preliminary region-wide research findings. Discussion highlighted the importance of local context in parking data analysis and the limitations and challenges faced by municipalities after provincial legislation removed minimum parking requirements as a tool for regulating parking supply in many locations.

This report presents the Regional Parking Study – Final Report conducted by Bunt Engineering, and highlights key findings for off-street apartment parking utilization, development economics, and housing

affordability. Municipal scale data is provided to support local analysis and policy development. Key findings of the Regional Parking Study include:

- Local context matters: parking utilization varies significantly across the region; Average parking occupancy across the region ranges from 57% to 75%.
- Distance to transit is a predictor of parking supply and occupancy. Near SkyTrain there is an average of 1.09 parking stalls per unit with an average occupancy rate of 64%; in areas without frequent transit there is an average of 1.47 stalls per unit with an average occupancy rate of 68%.
- Parking supply and occupancy are influenced by housing tenure. In strata buildings, an average of 1.3 stalls per unit are provided with an average occupancy of 65%; in market rental buildings, an average of 0.77 stalls per unit are provided with an average occupancy of 67%.
- Visitor parking is under-utilized across all geographic contexts and tenures.
- Parking supply remains market driven; developers provide parking based on demand. Buildings that have very low or no parking are feasible only in high-amenity, transit-oriented areas.
- For non-market housing, providing less parking can result in savings that may be realized in the form of lower rents and/or more capital available for new affordable housing projects.

The Board received this report for information and directed staff to forward a copy to member jurisdictions with an offer to present to Council.

## E2.2 Historic Regional Demographic Patterns

RECEIVED

Metro Vancouver's long-range population, housing and employment projections continue to evolve due to shifting immigration patterns and demographic trends. This report highlights the historic data and regional demographic trends that influence model assumptions. Regional Planning staff now update projections annually to ensure that they reflect the most up to date conditions. The 2025 Projections Update will incorporate new federal immigration targets (2025-2027) and updated Statistics Canada estimates, and will be presented to the MVRD Board in Fall 2025. The following findings, based on recent data and trends, will serve as the foundation for the upcoming update:

- **Population Growth:** Immigration remains the primary driver of growth, with most newcomers settling in Vancouver and Surrey. However, outmigration to other parts of the province has increased significantly, reducing net regional growth by 34% (2016-2021). Migration within Metro Vancouver continues to shift eastward and beyond the region.
- **Housing Trends:** Apartment inventory has grown by 41% since 2011, now comprising 43% of total regional housing.
- **Employment Shifts:** Metro Vancouver's employment grew 34% from 2001 to 2021, reaching 1.35 million jobs, though growth has slowed since 2006.

The Board received this report for information and directed staff to forward a copy to member jurisdictions with an offer to present to Council.

**E3.1 Update on Approach to Reduce Health-Harming Air Contaminants from Small Gas-Powered Equipment REFERRED**

Small gas-powered equipment used in landscaping and light industrial applications generates about half the amount of health-harming air contaminants as all light-duty vehicles regionally. Several member jurisdictions have asked Metro Vancouver to explore reducing emissions from this source, and the Board directed staff to explore options.

Engagement with member jurisdictions, businesses, equipment users, and residents occurred in 2024 and 2025. Public sentiment was generally neutral or favored a shift to emission-free options, especially at the end-of-life of existing equipment. In general, there was strong support for education, incentives, and charging solutions with or without a regulation to address concerns about affordability, equipment performance, battery charging, and unfamiliar technology.

Equipment users identified regulation and demand from clients as motivation for transitioning to emission-free equipment as long as timelines to change equipment are reasonable. Some types of equipment are more ready for the transition than others.

Based on engagement feedback, staff will develop an emission regulation proposal coupled with important supportive measures, seek input on the proposal from equipment users starting in Fall 2025, and then bring a resulting proposed regulation and supportive measures to the Board for consideration.

The Board referred this report to staff.

**E3.2 BC Utilities Commission Proceeding on Renewable Natural Gas Definition and Accounting APPROVED**

Consistent with the MVRD Board's prior direction, staff are seeking the Board's approval to participate as an intervener in a BCUC-initiated proceeding to review accounting of renewable natural gas (RNG), in coordination with member jurisdictions. The proceeding will examine how RNG is defined and how associated greenhouse gas (GHG) emissions reductions are verified for RNG sourced from outside of BC. This issue is directly relevant to local governments in Metro Vancouver, both as policy makers and as RNG producers, and to the integrity of GHG reductions under *CleanBC* and local government policies. Staff would advocate for transparent, verifiable accounting aligned with regional and provincial policies and accepted GHG protocols.

The Board directed staff to participate as an intervener in the BC Utilities Commission proceeding, analyze and provide input to the proceedings to align with Board-approved policies and targets, and to report back to the Air Quality and Climate Committee and MVRD Board on the outcomes of the proceeding.

**E3.3 Air Pollutant Emissions Inventory and Trends in the Lower Fraser Valley**

**RECEIVED**

Metro Vancouver prepares emissions inventories for both Metro Vancouver and the broader Lower Fraser Valley to provide insights into emissions trends for greenhouse gases and air pollutants that directly affect human health. Reducing air pollutant emissions helps improve residents' health now and into the future - a Health Canada study reported that today's cleaner air saves the lives of approximately 580 Metro Vancouver residents each year, compared to air quality in 2001. The emissions inventory shows that from 2000 to 2020:

- emissions of most air pollutants are trending down;
- ozone precursor emissions (nitrogen oxides and volatile organic compounds) and sulphur oxides were significantly reduced;
- regional actions are helping to reduce fine particulate matter emissions; and
- continued efforts are needed to reduce greenhouse gas emissions

Air quality improvements are due to actions by all levels of government, including regulatory and non-regulatory actions implemented by Metro Vancouver. Continued action is needed to further reduce air pollutants, many of which have no "safe" levels.

At its July 4, 2025 meeting, the Air Quality and Climate Committee considered the report titled "Air Pollutant Emissions Inventory and Trends in the Lower Fraser Valley", dated June 5, 2025. Arising from discussion, Committee members requested additional information be added to the report regarding sources of data and methodology.

The Board received this report for information.

**E3.4 Trends in Emissions from Transportation (Personal Mobility)**

**RECEIVED**

In response to requests from Air Quality and Climate Committee members for more accessible and concise information about air quality and climate change, the attachment to this report summarizes current trends in the transportation (personal mobility) sector in the Metro Vancouver region to support discussions regarding regional policies and initiatives. Personal mobility remains the largest source of greenhouse gas (GHG) emissions and a significant source of other air pollutants that directly harm health. Between 2000 and 2019, regional GHG emissions from cars, SUVs, and small trucks and vans rose steadily, although per capita emissions decreased. Emissions decreased with COVID and then rebounded, though projections indicate a decrease in the years ahead. Specific trends include a shift towards more walking and cycling, more remote working, less travel in vehicles, and steadily increasing electric vehicle (EV) sales. Additionally, economic activity and jobs from the clean transportation industry are growing in BC and the Metro Vancouver region.

The Board received this report for information and directed staff to forward a copy to member jurisdictions with an offer to present to Council.

**E3.5 Trends in Emissions from Buildings**

**RECEIVED**

In response to requests from Air Quality and Climate Committee members for more accessible and concise information about air quality and climate change, the attachment to this report summarizes current trends in the buildings sector in the Metro Vancouver region to support discussions regarding regional policies and initiatives.

Buildings remain the second-largest source of regional greenhouse gas (GHG) emissions and a significant source of other air pollutants that directly harm human health. Upgrading existing buildings can improve energy efficiency and provide thermal safety for residents in response to more frequent extreme heat events. Between 2010 and 2022, GHG emissions increased from residential buildings by 11.5%, and by 20.7% from commercial and industrial buildings, primarily due to more than 42,000 new gas connections in this period. More local governments are adopting stronger standards for energy efficiency and GHG reduction in new construction but standards for upgrading existing buildings are lacking.

The Board received this report for information and directed staff to forward a copy to member jurisdictions with an offer to present to Council.

**E3.6 2025 Update on Regional District Sustainability Innovation Fund Projects – Air Quality and Climate Action**

**RECEIVED**

This report provides an update on 17 Air Quality and Climate Action projects that were approved for funding between 2019 and 2024 under the Regional District Sustainability Innovation Fund and are currently in-progress or have been completed or discontinued since the last update to the designated Standing Committee.

Projects funded by the Sustainability Innovation Fund support regional sustainability, protect the environment, advance resilience, and continuously improve service delivery by allowing Metro Vancouver to explore and implement innovative approaches, and respond to emerging issues and evolving best practices. Of the 17 projects described in this report, five have been recently completed, one has been discontinued, and 11 are in progress, with six nearing completion. Recently completed projects include: an interactive, online toolkit to support climate literacy; a best practices guide with alternatives to open burning for managing agricultural waste; a database of building characteristics to support GHG emissions reductions; and an evaluation of new “hyperlocal” technologies for air quality monitoring.

The Board received this report for information.

**E3.7 Energy Capacity and Connections Management for the Metro Vancouver Region APPROVED**

At its July 4, 2025 meeting, the Air Quality and Climate Committee received the Invited Presentation titled “Invited Presentation re BC’s Electricity Grid Is Ready For 2030 And A Rapidly Electrifying Economy”. The Committee subsequently passed a resolution, asking the MVRD Board to request that the Board Chair invite the Minister of Energy and Climate Change Solutions to an upcoming Board meeting to provide an update on provincial energy planning; and invite the Chief Executive Officers from BC Hydro and Fortis BC to an upcoming Board meeting to provide information on how their organizations are managing energy capacity and connections in the Metro Vancouver region.

The Board requested the Board Chair to invite the Minister of Energy and Climate Change to an upcoming Board meeting, and to invite the Chief Executive Officers from BC Hydro and Fortis BC to an upcoming Board meeting.

**E4.1 Update on Sharing Resources and Services among Small Communities APPROVED**

At the February 20, 2025 Electoral Area and Small Communities Committee meeting, members discussed and passed a recommendation, which was supported by the MVRD Board, regarding gauging interest in the development of a business case to formalize sharing resources and services between Metro Vancouver and small communities (Village of Anmore, Village of Belcarra, Village of Lions Bay, Bowen Island Municipality, Tsawwassen First Nation, and Electoral Area A).

Since then, staff have reached out to representatives from the small communities to gauge their interest and to understand each community’s area(s) of interest. Emergency management was the only area where all responding communities expressed interest in further evaluation, and therefore staff recommend the Board direct staff to focus on this topic. Staff will continue to engage with small communities on other topics raised and will provide information on collaboration where possible.

The Board directed staff to further explore how small communities can collaborate to share resources for emergency management services.

**E5.1 TransLink's Metro Vancouver Regional Fund 2024 Annual Report**

**RECEIVED**

TransLink has submitted its 2024 Annual Report containing budget and schedule information on active projects funded through the federal Canada Community-Building Fund (CCBF) via the Metro Vancouver Regional Fund (MVRF) as of December 31, 2024. This is the first Annual Report under the revised MVRF program, which was renewed by the MVRD Board on July 26, 2024. The MVRF is the region's mechanism to direct municipal infrastructure funds, sourced from the CCBF, toward regional transportation investments. In 2024, Metro Vancouver member jurisdictions renewed their agreement to pool 95 percent of their allocated CCBF funds for TransLink's use. The MVRF program is jointly administered by Metro Vancouver and the Union of British Columbia Municipalities. Metro Vancouver provides oversight and project approvals, while UBCM holds the CCBF funds in trust and releases them to TransLink upon receiving Metro Vancouver's notification of project approvals.

Of the 20 active TransLink projects funded by the MVRF, ten were substantially completed by the end of 2024, one was completed on/ahead of schedule, and nine experienced delays due to supply chain issues, re-assessing ridership capacity following the pandemic, or complexities in project design or requirements. The majority of projects are forecasted to be completed under budget. Any unspent MVRF funds at project completion are returned to the MVRF so that they may be used to support future projects.

TransLink did not apply for MVRF funding in 2024, as delays in two Transit Centre projects (Marpole and Port Coquitlam) delayed the procurement of the associated battery-electric buses. At the end of 2024, there remained \$420 million in MVRF funds available for the funding of future projects. As a result of regular CCBF distributions and interest earned, the fund balance grew to \$509.8 in the second quarter of 2025 before being drawn to \$30.8 million following the MVRD Board's approval of a \$479 million application package on June 27, 2025.

The Board received this report for information.

**E5.2 Consideration of Updating Development Cost Charge Waivers to Include Inclusionary Housing Units - Financial Analysis and Mitigating Measures**

**APPROVED**

In February 2025, the Finance Committee and MVRD Board considered a proposal to expand the Metro Vancouver DCC waiver framework to include waiving DCCs for affordable housing units that are delivered by the private sector and turned over to a non-profit operator (i.e. inclusionary units). Subject to the approval of the expansion of the DCC waiver program, the total incremental financial impact is estimated at \$5.4 million to \$7.0 million per year, and will be considered as part of the 5- year financial plan annual planning process in the fall.

There are a number of mitigating measures that can be explored regarding the treatment of Development Cost Charge (DCC) waivers for affordable housing as part of the next scheduled update to the regional DCC bylaws in 2027, to ensure there is no long-term impact on funding for infrastructure. In response to questions raised through the Committee review process, this report provides additional information and financial analysis, including:

- Current approach to funding DCC waivers;

- Value of student housing DCC reductions and proposed waivers;
- Value of regional DCC waivers granted by municipality;
- Implications for provincial and federal funding, including the Canada Housing Infrastructure Fund (CHIF); and
- Proposed DCC waiver annual review process.

Should the Finance Committee and GVS&DD / GVWD / MVRD Boards direct staff to extend DCC waivers to include inclusionary housing units, and make additional amendments to the DCC waiver framework as presented in the report dated February 5, 2025, titled “Consideration of Updating Development Cost Charge Waivers to Include Inclusionary Housing Units”, amended Bylaws will be brought forward to the respective Boards for adoption.

The Board directed staff to bring forward amending Development Cost Charge Waiver Bylaws.

#### E6.1 2025 Governance Committee Meeting Schedule and Work Plan

APPROVED

The Terms of Reference for the Governance Committee set out the committee responsibilities in assisting the Board in ensuring the effective governance of the organization by overseeing the development, implementation, and continuous improvement of governance policies and practices, and ensuring the governance framework is compliant and aligned with Metro Vancouver’s strategic objectives. The Committee also provides guidance and oversight on the implementation of its annual work plan. Pursuant to the Terms of Reference, the meeting schedule proposes four Committee meetings for the remainder of 2025 inclusive of today’s inaugural meeting. Work plan priorities for 2025 and intended for 2026 are:

- **Governance Framework:** prioritize and make recommendations to the Board on issues identified in the recently completed independent Board Governance Review, develop and make recommendations to the Board on Metro Vancouver’s governance framework including Board policy completeness and clear roles and responsibilities, and consider means to improve the flow of information to support decision making;
- **Board Effectiveness:** develop a Board calendar, develop a Board self-evaluation tool, review Code of Conduct with the Board, review fiduciary responsibility with the Board, and support the Board with an updated onboarding and education program;
- **Standing Committees:** review Standing Committee Terms of Reference for clarity of roles and responsibilities, and make recommendations to the Chair on the number and composition of standing committees; and
- **Remuneration:** Consider recommendations from the independent Board Governance report referred to the Committee.

At its July 16, 2025 meeting, the Governance Committee considered the report titled “2025 Governance Committee Meeting Schedule and Work Plan”, dated July 4, 2025. The Committee subsequently passed a resolution to request that the MVRD Board receive for information the Governance Committee Terms of Reference, the 2025 Annual Meeting Schedule, and endorse the 2025 Work Plan.

The Board received this report for information and endorsed the Governance Committee’s 2025 Work Plan.

**G1.1 MVRD Consumption of Liquor in Regional Parks Administrative Update  
Amendment Bylaw No. 1427, 2025**

**APPROVED**

This report brings forth administrative changes to *Metro Vancouver Regional District Consumption of Liquor in Regional Parks Bylaw No. 1385, 2024* to update obsolete references to the repealed and replaced *Metro Vancouver Regional District Regional Parks Regulation Bylaw No. 1177, 2012*. The amendments include corrections to bylaw numbering, references to the Park Director definition, and will ensure the bylaw is correctly cross-referenced for the public's use.

The Board gave three readings to and adopted *MVRD Consumption of Liquor in Regional Parks Administrative Update Amendment Bylaw No. 1427, 2025*.

**G2.1 MFA Fall 2025 Borrowing for the Township of Langley – MVRD Security Issuing  
Bylaw No. 1423, 2025**

**APPROVED**

As set out in the *Community Charter*, the Metro Vancouver Regional District (MVRD) must adopt a security issuing bylaw to enable the Township of Langley (the "Township") to proceed with their long-term borrowing request of \$19,758,600 from the Municipal Finance Authority (the "MFA"). This borrowing will finance the *Smith Neighbourhood Storm Works* capital project which will support development in the area of 72 Avenue to 76 Avenue and 208 Street to 210 Street.

The Township's total estimated annual debt servicing costs for existing and new proposed debt combined is approximately \$56.4 million, the debt servicing costs will be about 17.75% of current revenues and is within the legislative debt servicing limit. The Township has met the regulatory requirements and has legislative authority to undertake the planned borrowing. The proposed *Metro Vancouver Regional District Security Issuing Bylaw No. 1423, 2025* will authorize Township's borrowing request.

The Board gave consent to the request for financing from the Township of Langley and gave three readings to and adopted *MVRD Security Issuing Bylaw No. 1423, 2025*.

**G2.2 MFA Fall 2025 Borrowing for the Greater Vancouver Water District (MVRD  
Security Issuing Bylaw No. 1421, 2025)**

**APPROVED**

For the upcoming Fall Municipal Finance Authority (the "MFA") debt offering, MVRD is planning to borrow \$120 million on behalf of GVWD. To execute the borrowing on behalf of GVWD, MVRD is required to adopt a security issuing bylaw, as a drawdown against *GVWD Borrowing Bylaw, 261, 2023*. The borrowing will finance the various projects within the five-year capital plan.

The total estimated debt servicing costs for the new proposed debt is approximately \$10.3 million. When combined with existing debt, MVRD's total debt servicing costs will be approximately \$285.4 million, the debt service ratio will be about half of the debt service level of 40%.

The GVWD has met the regulatory requirements and has legislative authority to undertake the planned borrowing. The proposed *Metro Vancouver Regional District Security Issuing Bylaw No. 1421, 2025* will authorize GVWD's borrowing request.

The Board gave consent to the request for financing from the Greater Vancouver Water District and gave three readings to and adopted *MVRD Security Issuing Bylaw No. 1421, 2025*.

**G3.1 Proposed Metro 2050 Amendments: Next Steps in Response to City of Surrey, Township of Langley and City of Delta Mayors** **APPROVED**

The mayors of the City of Surrey, Langley Township, and City of Delta have submitted a joint letter to the Chair of the MVRD Board requesting changes to *Metro 2050's* Urban Containment Boundary (UCB) amendment process. The letter proposes three key changes: allowing targeted expansion of the UCB without regional involvement, reclassifying UCB amendments from Type 2 to Type 3 to enable simple majority approval, and introducing a minor realignment mechanism for site-specific adjustments. The South of the Fraser sub-region is an important and growing part of Metro Vancouver, experiencing significant growth pressures, and is an essential partner in the successful implementation of *Metro 2050*. The Board Chair has directed Metro Vancouver staff to prepare this report to the Board providing options regarding the requests in the letter. This report outlines the purpose and function of the UCB, summarizes the amendment process under *Metro 2050*, and provides context on past amendment activity. In response to the mayors' letter, the report presents three potential courses of action for Board consideration:

1. acknowledge the letter and direct staff to work collaboratively with the respective jurisdictions to explore interests and alternatives within the existing policy framework;
2. refer the request back to the municipalities to initiate a formal Metro 2050 amendment application; or
3. direct staff to engage with member jurisdictions as a precursor to the Board initiating a Type 1 amendment to Metro 2050 to revise the amendment classification framework.

Given the political nature of the request and its implications for the governance of *Metro 2050*, staff are not making a recommendation, and respectfully request that the MVRD Board carefully consider the alternatives outlined in this report.

The Board directed staff to undertake engagement with member jurisdictions as a precursor to bringing forward Type 1 *Metro 2050* amendments reflecting the City of Surrey, Township of Langley, and City of Delta mayors' requests as three separate amendments.

**I 1 Committee Information Items and Delegation Summaries**

The Board received delegation summaries from standing committees.

**Regional Parks Committee – July 2, 2025**

*Delegations:*

No delegations presented

*Information Items:*

E1 DRAFT Five Year capital Plan (2026 – 2030) Regional Parks

**Regional Planning Committee – July 3, 2025**

*Delegations:*

No delegations presented

*Information Items:*

E3 Best Practice Review & Proposed Updates for Development Cost Charges Categories

E4 Scope of Work – Regional Industrial Lands Inventory

**Finance Committee – July 10, 2025**

*Delegation Summaries:*

C1 Russil Wvong

Subject: Replacing Revenue from Development Charges

Executive Summary provided

**Governance Committee – July 16, 2025**

*Delegations:*

No delegations presented

*Information Items:*

E1 Governance Committee Priorities

E3 Conveying Recommendations to the Province Stemming from the Independent Board Governance Review

**July 25, 2025 Metro Vancouver Housing Corporation**

**I 1 Committee Information Items and Delegation Summaries**

The Board received delegation summaries from standing committees.

**Housing Committee – July 2, 2025**

*Delegations:*

No delegations presented

*Information Items:*

E1 DRAFT Five Year Capital Plan (2026-2030) Metro Vancouver Housing Corporation

## July 25, 2025 Greater Vancouver Water District

### **E1.1 Consideration of Updating Development Cost Charge Waivers to Include Inclusionary Housing Units - Financial Analysis and Mitigating Measures**

**APPROVED**

In February 2025, the Finance Committee and MVRD Board considered a proposal to expand the Metro Vancouver DCC waiver framework to include waiving DCCs for affordable housing units that are delivered by the private sector and turned over to a non-profit operator (i.e. inclusionary units). Subject to the approval of the expansion of the DCC waiver program, the total incremental financial impact is estimated at \$5.4 million to \$7.0 million per year, and will be considered as part of the 5- year financial plan annual planning process in the fall.

There are a number of mitigating measures that can be explored regarding the treatment of Development Cost Charge (DCC) waivers for affordable housing as part of the next scheduled update to the regional DCC bylaws in 2027, to ensure there is no long-term impact on funding for infrastructure. In response to questions raised through the Committee review process, this report provides additional information and financial analysis, including:

- Current approach to funding DCC waivers;
- Value of student housing DCC reductions and proposed waivers;
- Value of regional DCC waivers granted by municipality;
- Implications for provincial and federal funding, including the Canada Housing Infrastructure Fund (CHIF); and
- Proposed DCC waiver annual review process.

Should the Finance Committee and GVS&DD / GVWD / MVRD Boards direct staff to extend DCC waivers to include inclusionary housing units, and make additional amendments to the DCC waiver framework as presented in the report dated February 5, 2025, titled “Consideration of Updating Development Cost Charge Waivers to Include Inclusionary Housing Units” , amended Bylaws will be brought forward to the respective Boards for adoption.

The Board directed staff to bring forward amending Development Cost Charge Waiver Bylaws.

### **G1.1 Greater Vancouver Water District Development Cost Charge Reserve Fund Expenditure Bylaw No. 266, 2025**

**APPROVED**

As part of the regular financial planning cycle, each year an updated Development Cost Charge Expenditure Bylaw is provided to the Finance Committee to be approved by the GVWD Board, as the utilization of Development Cost Charges (DCCs) are required to be approved by the GVWD Board by bylaw. The attached proposed DCC Reserve Fund Expenditure Bylaw No. 266, 2025 provides authority for 2024 annual funding applied for growth capital debt servicing amounts and growth capital project expenditures. In total, \$1.2 million of DCCs were applied for growth capital debt servicing in 2024, which is in line with the budgeted amount of \$1.8 million.

Water DCCs were initially adopted in 2023, with instream protection ending in the Spring of 2024. Total DCCs collected in 2024 were in the amount of \$57.5 million, up from \$0.9 million in 2023. Total DCCs held in the deferred revenue reserve balances as at December 31, 2024 were \$56.4 million. The DCC rates are reviewed regularly as part of the budget process to ensure that Metro Vancouver stays current and maximizes this revenue stream to reduce rate impacts of the Water District growth capital program.

The Board gave three readings to and adopted *GVWD Development Cost Charge Reserve Fund Expenditure No. 266, 2025*.

## I 1 Committee Information Items and Delegation Summaries

The Board received delegation summaries from standing committees.

### Water Committee – July 9, 2025

#### *Delegations:*

No delegations presented

#### *Information Items:*

E1 DRAFT Five Year Capital Plan (2026 – 2030) Greater Vancouver Water District

## July 25, 2025 Greater Vancouver Sewerage and Drainage District

### E1.1 Solid Waste Management Plan Goals and Hierarchy

**APPROVED**

Metro Vancouver is developing an updated solid waste management plan, building on the strengths of the current plan and identifying opportunities for accelerating waste reduction and recycling, reducing greenhouse gas emissions, and promoting a circular economy. Considering research and engagement feedback from prior phases of the plan update process, draft goals and a draft waste hierarchy for the updated plan were developed for consideration. The updated goals and hierarchy build on the goals and hierarchy of the existing solid waste management plan, and reflect a focus on waste prevention and transitioning to a circular economy. Unlike in the current solid waste management plan, both waste-to-energy and landfill are considered disposal in the updated hierarchy. Recovery from the waste stream includes both material recovery and creating alternatives to fossil fuels.

The updated goals and hierarchy outline the long-term aims of the plan and provide an organizing structure for actions and strategies. Both member jurisdiction staff and external advisory committees have been engaged in the development of the draft goals and hierarchy.

The Board approved the goals and hierarchy for an updated regional solid waste management plan.

**E1.2 Solid Waste Management Plan Update – Idea Generation Engagement Summary RECEIVED**

Metro Vancouver is a North American leader in waste reduction and recycling, having achieved a 65% recycling rate – roughly twice the Canadian average. Metro Vancouver is updating its solid waste management plan, building on the strengths of the current plan and identifying opportunities to further advance waste reduction and recycling, reduce greenhouse gas emissions, and promote a circular economy. The plan update is supported by a robust and inclusive engagement process.

In 2024, Metro Vancouver completed the idea generation phase of engagement, contributing to the development of potential strategies and actions, as well as draft goals and a draft waste hierarchy. An engagement summary report (Reference 1) describes key potential strategies and actions identified through engagement such as improving consistency and compliance in multi-family buildings; expanding infrastructure for repair and reuse; increasing accessible and multilingual communications; and using financial and regulatory mechanisms to encourage waste reduction and recycling.

The ideas gathered through engagement are being compiled and considered using a set of criteria, resulting in a draft set of strategies and actions for further refinement through the next phase of engagement: options analysis.

The Board received this report for information.

**E1.3 Award of RFP 24-509 for North Shore, United Boulevard, and North Surrey APPROVED**

**Recycling and Waste Centres Operating and Maintenance Services Agreement**

Halton Recycling Ltd. dba. Emterra Environmental (Emterra) proposal ranked highest overall, provided the lowest cost, had the highest technical score, and demonstrated the best overall value for Metro Vancouver.

The operations and maintenance services contract for the North Shore, United Boulevard and North Surrey recycling and waste centres expires on December 31, 2025. RFP 24-509 was issued on December 16, 2024, to five prequalified respondents of RFQ 24-075 and the procurement was executed in accordance with the terms and conditions of Metro Vancouver's Procurement Policy. The RFP 24-509 evaluation team have considered the three proposals received, and on that basis recommend that the GVS&DD award RFP 24-509 to Emterra.

The total contract cost of \$281,007,000 over the 7-year contract period includes allowances for Metro Vancouver's share of pass-thru charges from third party recycling facilities, maintenance work, annual inflation adjustments, and waste flow fluctuations over the 7-year contract term, and can be accommodated within the Financial Plan.

The Board approved the award of a contract for Operating and Maintenance Services for the North Shore, United Boulevard, and North Surrey Recycling and Waste Centres in the amount of up to \$281,007,000 (excluding taxes) to Halton Recycling Ltd. dba. Emterra Environmental, subject to final review by the Commissioner.

**E1.4 Award of RFP No. 24-510 for Maple Ridge and Langley Recycling and Waste**

**APPROVED**

**Centres Operating and Maintenance Services Agreement**

GFL Environmental Inc.'s (GFL) proposal had a high technical score and demonstrated good value for Metro Vancouver.

The operations and maintenance services for the Maple Ridge and Langley recycling and waste centres are currently contracted to GFL, with the existing contract expiring on December 31, 2025. The GVS&DD initiated a procurement in 2024 for a new contract commencing on January 1, 2026.

RFP 24-510 was issued on March 28, 2025, to five prequalified respondents of RFQ 24-075 for Operation and Maintenance of Recycling and Waste Centres and the procurement was executed in accordance with the terms and conditions of Metro Vancouver's Procurement Policy. The RFP 24-510 evaluation team have considered the GFL proposal, and on that basis recommend that the GVS&DD award RFP 24-510 to GFL.

The total contract cost of \$38,778,000 includes allowances for Metro Vancouver's share of pass-thru charges from third party recycling facilities, maintenance work, annual inflation adjustments, and waste flow fluctuations over the 7-year contract term, and can be accommodated within the Financial Plan.

The Board approved the award of a contract for Operating and Maintenance Services for the Maple Ridge and Langley Recycling and Waste Centres in the amount of up to \$38,778,000 (excluding taxes) to GFL Environmental Inc., subject to final review by the Commissioner.

**E2.2 Award of RFP 24-145 Construction Services for the Westridge Sewer Upgrade**

**APPROVED**

NorLand Limited's (NorLand) proposal ranked highest overall, providing the highest technical score, and demonstrated best value overall for Metro Vancouver. NorLand has a successful track record of completing projects for Liquid Waste Services Engineering, Design and Construction.

The work to be provided under RFP 24-145 includes the replacement of deteriorated forcemain pipes, installation of new electrical equipment and other upgrades to the Westridge Pump Station No. 2. The replacement work covers the area of the recent urgent sewer repair due to a forcemain leak at Hastings Street and Cliff Avenue.

RFP 24-145 was issued on February 3, 2025 to the prequalified proponents of RFQ No. 23-017 and the procurement was executed in accordance with the terms and conditions of Metro Vancouver's Procurement Policy. RFP 24-145 evaluation team have considered the three proposals received, and on that basis recommend that the GVS&DD Board award Westridge Sewer Upgrade to NorLand.

The Board approved the award of a contract for Construction Services for the Westridge Sewer Upgrade in the amount of up to \$17,488,656 (excluding taxes) to NorLand Limited, subject to final review by the Commissioner.

**E3.1 Consideration of Updating Development Cost Charge Waivers to Include Inclusionary Housing Units - Financial Analysis and Mitigating Measures**

**APPROVED**

In February 2025, the Finance Committee and MVRD Board considered a proposal to expand the Metro Vancouver DCC waiver framework to include waiving DCCs for affordable housing units that are delivered by the private sector and turned over to a non-profit operator (i.e. inclusionary units). Subject to the approval of the expansion of the DCC waiver program, the total incremental financial impact is estimated at \$5.4 million to \$7.0 million per year, and will be considered as part of the 5- year financial plan annual planning process in the fall.

There are a number of mitigating measures that can be explored regarding the treatment of Development Cost Charge (DCC) waivers for affordable housing as part of the next scheduled update to the regional DCC bylaws in 2027, to ensure there is no long-term impact on funding for infrastructure. In response to questions raised through the Committee review process, this report provides additional information and financial analysis, including:

- Current approach to funding DCC waivers;
- Value of student housing DCC reductions and proposed waivers;
- Value of regional DCC waivers granted by municipality;
- Implications for provincial and federal funding, including the Canada Housing Infrastructure Fund (CHIF); and
- Proposed DCC waiver annual review process.

Should the Finance Committee and GVS&DD / GVWD / MVRD Boards direct staff to extend DCC waivers to include inclusionary housing units, and make additional amendments to the DCC waiver framework as presented in the report dated February 5, 2025, titled “Consideration of Updating Development Cost Charge Waivers to Include Inclusionary Housing Units” , amended Bylaws will be brought forward to the respective Boards for adoption.

The Board directed staff to bring forward amending Development Cost Charge Waiver Bylaws.

**G1.1 Greater Vancouver Sewerage and Drainage District Development Cost Charge Reserve Fund Expenditure Bylaw No. 392, 2025** **APPROVED**

As part of the regular financial planning cycle, each year an updated Development Cost Charge Reserve Fund Expenditure Bylaw is provided to the Finance Committee to be approved by the GVS&DD Board, as required by the GVS&DD Board by bylaw. The attached proposed *Greater Vancouver Sewerage and Drainage District Development Cost Charge Reserve Fund Expenditure Bylaw No. 392, 2025* provides authority for 2024 annual funding applied for growth capital debt servicing amounts and growth capital project expenditures. In total, \$111.3 million of DCCs were used to fund the growth program in 2024, which is in line with the budgeted amount of \$116 million of DCC usage.

Total DCCs collected in 2024 were in the amount of \$119.3 million, up from \$82.0 million in 2023. Total DCCs held in the deferred revenue reserve balances as at December 31, 2024 were \$293.3 million. The DCC rates are reviewed regularly as part of the budget process to ensure that Metro Vancouver stays current and maximizes revenue streams to reduce rate impacts of the Liquid Waste growth capital program.

The Board gave three readings to and adopted *GVS&DD Development Cost Charge Reserve Fund Expenditure No. 392, 2025*.

**I 1 Committee Information Items and Delegation Summaries**

The Board received delegation summaries from standing committees.

**Zero Waste Committee – July 3, 2025**

*Delegations:*

No delegations presented

*Information Items:*

- E3 DRAFT Five Year Capital Plan (2026-2030) Solid Waste Services
- E6 Waste-to-Energy Facility Environmental Monitoring and Reporting 2024 Update
- E7 2024 Waste Composition Data
- E8 2024 Disposal Ban Program Update

**Liquid Waste Committee – July 10, 2025**

*Delegation Summaries:*

No delegations presented

*Information Items:*

- E2 DRAFT Five Year Capital Plan (2026 – 2030) Liquid Waste Services
- E3 2024 GVS&DD Environmental Management and Quality Control Annual Report
- E4 Liquid Waste Revenue Streams



## General Purposes Committee

Date: Tuesday, September 2, 2025

Place: Anderson Room  
Richmond City Hall

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

Call to Order: The Chair called the meeting to order at 3:00 p.m.

Mayor Brodie recessed the meeting at 3:01 p.m. for the Closed General Purposes Committee meeting.

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The meeting reconvened at 4:37 p.m. with all members of Council present.

### AGENDA DELETION

The Chair advised that Item No. 2, "Council Display in City Hall", was removed from the agenda.

## General Purposes Committee

Tuesday, September 2, 2025

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### MINUTES

It was moved and seconded

*That the minutes of the meeting of the General Purposes Committee held on July 21, 2025 and the Special General Purposes Committee held on May 23, 2025 be adopted as circulated.*

**CARRIED**

*Cllr. Au left the meeting (4:37 p.m.) and returned (4:40 p.m.).*

### LAW AND COMMUNITY SAFETY DIVISION

1. **APPLICATION TO AMEND LIQUOR PRIMARY LIQUOR LICENCE 009134 – HOST INTERNATIONAL OF CANADA LTD., DOING BUSINESS AS: HANGAR 49 TAP & TAVERN – 3211 GRANT MCCONACHIE WAY**

(File Ref. No. 12-8275-30-001) (REDMS No. 8114835)

In response to a query from Committee, staff advised that while bylaw officers cannot access the secure side of the airport, the Richmond RCMP does have the authority to enforce City bylaws in that area.

It was moved and seconded

(1) *That the application from Host International of Canada Ltd., doing business as, Hangar 49 Tap & Tavern, seeking an amendment to Liquor Primary Liquor Licence #009134 for a structural change with the following capacity and hours of liquor service terms be supported:*

(a) *New structural change area with total person capacity of 210 total person capacity; and*

(b) *Hours of liquor service from Monday to Sunday, 5:00 AM to Midnight, which will not change; 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 Liquor Primary Liquor Licence as described in Recommendation 1 of this report.*

**CARRIED**

**General Purposes Committee**  
**Tuesday, September 2, 2025**

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**PARKS, RECREATION & CULTURE DIVISION**

**2. COUNCIL DISPLAY IN CITY HALL**

(File Ref. No. 11-7000-01) (REDMS No. 8106719)

This item was removed from the agenda.

**PLANNING AND DEVELOPMENT DIVISION**

**3. DRAFT SOCIAL DEVELOPMENT STRATEGY (2025–2035)**

(File Ref. No. 08-4055-01) (REDMS No. 8060842)

In response to queries from Committee, staff advised that with Council approval, the draft Social Development Strategy (2025-2035) will be endorsed for consultation with residents and interested parties.

Discussion ensued regarding (i) planning for all ages and stages, which encompasses the community's diverse age groups, (ii) creating accessible and inclusive environments for all community members to use and enjoy, (iii) engaging with the broader community in addition to working with equity-deserving groups, City Council Advisory Committees and community tables to obtain different perspectives, and (iv) community consultation, including surveys hosted on the City's public engagement platform, Let's Talk Richmond, public pop-up events, focus groups, and meetings with Advisory Committee members.

In response to a query from Committee, staff advised that six focus groups and two pop-up events were held with equity-deserving groups in Richmond to reach those who might have otherwise been underrepresented during the consultation process, including seniors, youth, newcomers, unhoused individuals, low-income households and other groups.

It was moved and seconded

- (1) *That the draft Social Development Strategy (2025–2035), as outlined in the staff report titled “Draft Social Development Strategy (2025–2035)”, dated August 11, 2025 from the Director, Community Social Development, be endorsed for consultation with residents and interested parties; and*
- (2) *That staff report back with the final Social Development Strategy, including a summary of the feedback received.*

**CARRIED**

## General Purposes Committee

Tuesday, September 2, 2025

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4. **OFFICIAL COMMUNITY PLAN TARGETED UPDATE – PHASE TWO PUBLIC ENGAGEMENT SUMMARY AND NEXT STEPS (PHASE THREE)**

(File Ref. No. 08-4045-30-08) (REDMS No. 8106436)

In response to queries from Committee, staff advised that (i) the final phase (Phase Three) of the Official Community Plan (OCP) targeted update will focus on the preparation of updated objectives and policies based on the draft principles, (ii) a report regarding updating the relevant sections of the current OCP is forthcoming, (iii) Part A amendments to the OCP would include various items that are not related to the provincial deadline, and the City intends to accomplish them by the end of 2025, (iv) more details will be developed in the policy approach, and (v) the City is on track to meet the mandatory updates as prescribed by the Province by the December 31, 2025 deadline.

Discussion ensued regarding (i) reviewing the OCP, specifically regarding land use designations, and having a more fulsome discussion as a Council, (ii) the pace of development and the impact on neighbourhoods, (iii) the concept of Local Village centers, (iv) key legislation with respect to transportation and concerns regarding transportation, (v) the City's ongoing relationship with TransLink, (vi) the OCP update being more graphically oriented and public engagement including a more visual component, and (vii) the community engagement activities that included in-person engagement sessions, online information sessions, and Let's Talk Richmond online surveys.

It was moved and seconded

*That staff proceed with the preparation of proposed updates and amendments to the Official Community Plan, as outlined in the Next Steps (Phase Three) section of the report entitled "Official Community Plan Targeted Update – Phase Two Public Engagement Summary and Next Steps (Phase Three)" dated August 11, 2025, from the Director, Policy Planning.*

**CARRIED**

## COUNCILLOR KASH HEED

5. **STEVESTON COMMUNITY CENTRE AND LIBRARY CAPITAL PROJECT**

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

Discussed ensued regarding the desire to include the ongoing build of the Steveston Community Centre and Library as part of the Major Projects Oversight Committee as another precautionary measure to ensure it is built within the estimated budget.

## General Purposes Committee

### Tuesday, September 2, 2025

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In response to queries from Committee, staff advised that fixed-price contracts have been awarded for the building and washroom, and that the only outstanding contract to be awarded is for the demolition.

Discussion ensued regarding (i) the Major Projects Oversight Committee's involvement in the Works Yard replacement project, (ii) timing of the Committee's review of the Steveston Community Centre and Library Capital Project, (iii) the Steveston Community Centre and Library Capital Project being on time and on budget and the reports that have been submitted thus far, (iv) the criteria for projects to be reviewed by the Major Projects Oversight Committee, and (v) the City's procurement process, which includes obtaining three quotations from the market, a Quantity Surveyor estimate, a Construction Manager estimate, and a third party that peer reviews the estimates.

Councillor Heed introduced a motion to have Council meet with the Major Projects Oversight Committee with just the CAO to discuss the Steveston Community Centre and Library Capital Project.

As a result of the call of a Notice of Motion to Defer, Mayor Brodie advised that "Council and CAO meeting with Major Projects Oversight Committee" motion would be placed on the September 15, 2025 General Purposes Committee agenda.

It was moved and seconded

*That the Steveston Community Centre and Library Capital Project be referred to the Major Projects Oversight Committee.*

**CARRIED**

Opposed: Mayor Brodie  
Cllrs. Au  
Hobbs  
Loo

## DEPUTY CAO'S OFFICE

### 6. **RESPONSE TO BUILD CANADA HOMES MARKET SOUNDING**

(File Ref. No. 08-4057-05-2025) (REDMS No.)

In response to queries from Committee, staff advised that follow-up comments with a map can be provided.

Discussion ensued regarding meeting the housing targets and Richmond's support and implementation of the proposed objective for Build Canada Homes of significantly expanding affordable rental housing supply.

## General Purposes Committee

Tuesday, September 2, 2025

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It was moved and seconded

*That Council endorse the submission in Attachment 1 to Housing, Infrastructure and Communities Canada on the federal Build Canada Homes initiative, dated August 29, 2025, and that the submission be shared with Richmond Members of Parliament and Members of the Legislative Assembly.*

**CARRIED**

### ADJOURNMENT

It was moved and seconded

*That the meeting adjourn (5:24 p.m.).*

**CARRIED**

Certified a true and correct copy of the Minutes of the meeting of the General Purposes Committee of the Council of the City of Richmond held on Tuesday, September 2, 2025.

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Mayor Malcolm D. Brodie  
Chair

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Shannon Unrau  
Legislative Services Associate



## Finance Committee

Date: Tuesday, September 2, 2025

Place: Anderson Room  
Richmond City Hall

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

Call to Order: The Chair called the meeting to order at 5:25 p.m.

### MINUTES

It was moved and seconded

*That the minutes of the meeting of the Finance Committee held on June 2, 2025, be adopted as circulated.*

**CARRIED**

### FINANCE AND CORPORATE SERVICES DIVISION

1. **PROPOSED DEVELOPMENT COST CHARGES PROGRAM AND AMENITY COST CHARGES PROGRAM**  
(File Ref. No. 03-0900-01) (REDMS No. 7973150)

Mayor Brodie advised that the motion was reworded to clarify that the staff recommendation is to endorse the Development Cost Charges (DCC) Program as presented in option 2 of the staff report and the Amenity Cost Charges (ACC) Program as presented in the staff report.

It was moved and seconded

1.

**Finance Committee**  
**Tuesday, September 2, 2025**

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- (1) *That the Development Cost Charges Program as presented in option 2 of the staff report dated August 11, 2025, titled “Proposed Development Cost Charges Program and Amenity Cost Charges Program” from the Director, Finance, be endorsed as the basis for public consultation in establishing the amendment Development Cost Charges Imposition Bylaw; and*
- (2) *That the Amenity Cost Charges Program as presented in the staff report dated August 11, 2025, titled “Proposed Development Cost Charges Program and Amenity Cost Charges Program” from the Director, Finance, be endorsed as the basis for public consultation in establishing the new Amenity Cost Charges Imposition Bylaw.*

The question on the motion was not called as discussion ensued regarding (i) the estimate of the potential DCC rate impact to each development type based on the recommended DCC program and (ii) the DCC and ACC comparison charts by development type.

Staff were directed to provide a memorandum that includes a combined table comparing the 2025 estimated DCC and ACC rates.

Discussion ensued regarding (i) the data included in the letter from the Urban Development Institute compared to other municipalities’ DCC and ACC rates, with staff noting that the comparisons are not static and will change as time passes, (ii) the City’s ability to charge DCC for small-scale, multi-unit housing (SSMUH) developments, (iii) new legislation effective January 1, 2026 that will allow municipalities to defer the installment payment until occupancy, (iv) Option 2 involving delaying projects of lower priority, (v) defining types of the use in the bylaw to exclude specific amenities from ACC, and (vi) reserve funds to account for the operation and maintenance of City infrastructure.

In response to queries from Committee, staff advised that (i) single family dwellings with a secondary suite are not subject to DCC, (ii) the risk of under-collecting DCC could result in funding gaps that could lead to future spikes in DCC rates in order to catch up with cost increases, and (iii) the Municipal-paid portion of \$1.02 billion (31% of total capital costs) is comprised of future infrastructure that will be put in place that benefits the existing population.

The question on the motion was then called and it was **CARRIED** with Cllr. Day opposed.

**2. ACTIVE CAPITAL PROJECTS FINANCIAL UPDATE - 2<sup>ND</sup> QUARTER JUNE 30, 2025**

(File Ref. No. 03-0975-01) (REDMS No. 8121138)

It was moved and seconded

**Finance Committee**  
**Tuesday, September 2, 2025**

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*That the staff report titled, “Active Capital Projects Financial Update – 2nd Quarter June 30, 2025”, dated August 11, 2025, from the Director, Finance, be received for information.*

**CARRIED**

3. **FINANCIAL INFORMATION - 2<sup>ND</sup> QUARTER JUNE 30, 2025**  
(File Ref. No. 03-0905-01) (REDMS No. 8096003)

It was moved and seconded

*That the staff report titled, “Financial Information – 2nd Quarter June 30, 2025”, dated August 11, 2025, from the Director, Finance, be received for information.*

**CARRIED**

**LULU ISLAND ENERGY COMPANY**

4. **LULU ISLAND ENERGY COMPANY – 2025 2<sup>ND</sup> QUARTER FINANCIAL INFORMATION**  
(File Ref. No. 03-0950-01) (REDMS No. 8128848)

It was moved and seconded

*That the Lulu Island Energy Company report titled “Lulu Island Energy Company – 2025 2<sup>nd</sup> Quarter Financial Information”, dated July 21, 2025, from the Chief Executive Officer and Chief Financial Officer, be received for information.*

**CARRIED**

**RICHMOND OLYMPIC OVAL CORPORATION**

5. **RICHMOND OLYMPIC OVAL CORPORATION 2<sup>ND</sup> QUARTER 2025 FINANCIAL INFORMATION**  
(File Ref. No. 03-1200-09) (REDMS No. 8143202)

Staff advised that at the beginning of 2025, Richmond Olympic Oval staff committed to a more sustainable and efficient model of service delivery, noting that the financial information from the 2<sup>nd</sup> Quarter 2025 affirms that the new model is working as they are seeing tangible progress with enhanced community engagement, growing visitation, and strong financial performance. Staff also noted that, in the spirit of greater transparency and communication, the report provided to Council is the same report provided to the Oval’s Board of Directors.

**Finance Committee**  
**Tuesday, September 2, 2025**

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Discussion ensued regarding (i) 2025 funding from the 2010 Games Operating Trust (GOT) and (ii) post-employment benefits which are benefit obligations accrued based on projected benefits prorated as employees render services necessary to earn future benefits.

It was moved and seconded

*That the Richmond Olympic Oval Corporation 2nd Quarter 2025 Financial Information report from the Director, Finance, Innovation & Technology, Richmond Olympic Oval Corporation be received for information.*

**CARRIED**

**ADJOURNMENT**

It was moved and seconded

*That the meeting adjourn (5:44 p.m.).*

**CARRIED**

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

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Mayor Malcolm D. Brodie  
Chair

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Shannon Unrau  
Legislative Services Associate



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**To:** General Purposes Committee **Date:** August 15, 2025  
**From:** Mark Corrado **File:** 12-8275-30-001/2025-  
Director, Community Bylaws and Licencing Vol 01  
**Re:** **Application To Amend Liquor Primary Liquor Licence 009134 – Host  
International of Canada Ltd., doing business as: Hangar 49 Tap & Tavern –  
3211 Grant McConachie Way**



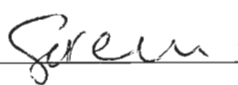
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**Staff Recommendations**

1. That the application from Host International of Canada Ltd., doing business as, Hangar 49 Tap & Tavern, seeking an amendment to Liquor Primary Liquor Licence #009134 for a structural change with the following capacity and hours of liquor service terms be supported:
  - a) New structural change area with total person capacity of 210 total person capacity; and
  - b) Hours of liquor service from Monday to Sunday, 5:00 AM to Midnight, which will not change; 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 Liquor Primary Liquor Licence as described in Recommendation 1 of this report.

Mark Corrado  
Director, Community Bylaws and Licencing  
(604-204-8673)

Att. 3

REPORT CONCURRENCE	
CONCURRENCE OF GENERAL MANAGER	
 Acting General Manager	
SENIOR STAFF REPORT REVIEW	INITIALS: 
APPROVED BY CAO	
	

## **Staff Report**

### **Origin**

The Provincial Liquor and Cannabis Regulation Branch (LCRB) issues licences in accordance with the *Liquor Control and Licensing Act* (the Act) and the Regulations made pursuant to the Act.

This report deals with an amendment application to an existing Liquor Primary Liquor Licence 009134, to the LCRB and the City of Richmond by Host International of Canada Ltd., doing business as Hangar 49 Tap & Tavern, (hereinafter referred to as “Hangar 49 Tap & Tavern”) for a structural change with a capacity change from 70 occupants to 210 occupants. The hours of liquor service will not change.

The City is given the opportunity to provide written comments by way of a resolution to the LCLB with respect to the proposed amendment to the Liquor Primary Liquor Licence application. Regulatory criteria a local government must consider are:

- the location of the establishment;
- the proximity of the establishment to other social or recreational facilities and public buildings;
- the person capacity and hours of liquor service of the establishment;
- the impact of noise on the community in the immediate vicinity of the establishment;
- and
- the impact on the community if the application is approved.

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**

#### Location of the Establishment

Hangar 49 Tap & Tavern is situated at Vancouver International Airport (YVR) post-security. The location map is appended as Attachment 2. Situated at room 3612.04, near Gate B13 in Domestic Terminal Building, Level 3. Only travelers who have gone through security can attend this location.

The applicant has received approval from YVR for structural change and increase of occupancy to 210 persons. This approval is solely the responsibility of YVR and independent of the City of Richmond. Compliance with building and zoning bylaws are not considered or assured.

#### Proximity of the Establishment to Other Social, Recreational and Public Building

There are no schools, parks or other public buildings near Hangar 49 Tap & Tavern. Richmond residents are not effected by this business as it is situated in Domestic Terminal at Vancouver

International Airport and only travelers that have gone through security can access this establishment.

Person capacity and Hours of Liquor Service of the Establishment

The applicant is proposing to amend person capacity to 210 persons from the current approved 70 person capacity of Hangar 49 Tap & Tavern's Liquor Primary Liquor Licence. The applicant's operating hours of liquor service will remain unchanged at, Monday to Sunday, 5:00 AM to Midnight. which is consistent with the City's Policy 9400.

The Impact of noise on the Community in the Immediate Vicinity of the Establishment

The establishment is located on Level 3 of the Domestic Terminal Building of the Vancouver International Airport, in an area already impacted by aircraft noise. This business has been in operation since September of 2006 and no noted issues have been raised. It is staff's belief that no noticeable increase in noise would be present if the person capacity increase is supported. Being that the business is situated post security at YVR, Richmond residents will not be permitted to attend this establishment unless they are travelling.

The Impact on the Community if the Application is Approved

The community consultation process for reviewing applications for liquor related licences is prescribed by the Development Application Fees Bylaw 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 was posted on June 20, 2025, and three advertisements were published in the Vancouver Province newspaper on June 20, 2025, June 22, 2025 and June 24, 2025.

In addition to the advertised signage and public notice requirements, staff sent a letter to John Hadley, Manager, Commercial Services, of Vancouver International Authority, for distribution to businesses located at Vancouver International Airport. The letter provided information on the proposed liquor licence application and contained instructions on commenting on the application. The period for commenting for all public notifications ended July 20, 2025.

From the community consultative process described, the City has not received any responses opposed to this application.

#### Other Agency Comments

As part of the review process, staff generally request comments from other agencies and departments such as Vancouver Coastal Health, Richmond RCMP, Richmond Fire-Rescue and Building Approvals. These agencies and departments generally provide comments on the compliance history of the applicant's operations and premises.

Richmond Fire Rescue and Building Approvals have no jurisdiction at YVR and no comment was provided. Vancouver Coastal Health Indicated that this location is still under construction and final inspection has not been conducted yet. Health Inspector states that Host International of Canada Ltd. has several other operations at YVR and they are generally well run and has no concerns with this business. Richmond RCMP deferred this to YVR RCMP, and no concerns were brought forward.

#### **Financial Impact**

None.

#### **Conclusion**

The results of the community consultation process of Hangar 49 Tap & Tavern proposed amendment application to its Liquor Primary Liquor Licence 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 received from the public. There were no concerns raised by City departments or other agencies. Staff, therefore, recommend approval of the application from Hangar 49 Tap & Tavern to operate a Liquor Primary Licence with increase in person capacity to 210 persons with no change to the hours of liquor service currently in place.



Victor M. Duarte  
Program Manager, Business Licences  
(604-276-4389)

- Att. 1: Particulars of Application and City Comments  
2: Location Map  
3: Letter of Intent

---

**Re: Application For Structural Change with capacity increase – Hangar 49 Tap & Tavern  
– 3211 Grant McConachie Way. Room B3612.04, Richmond, BC**

---

1. That the application from Hangar 49 Tap & Tavern, to operate at, 3211 Grant McConachie Way. Room 3612.04, proposing an amendment to Liquor Licence # 009134 for a structural change with capacity increase as follows be supported:
  - a) A total person capacity of 210 occupants;
  - b) Proposed Hours of Liquor service will remain the same, from Monday to Sunday, from 5:00 AM to Midnight;
2. That a letter be sent to Liquor and Cannabis Regulation Branch advising that:
  - a) Council supports the applicants proposed amendment application for structural change with capacity increase, and the hours of liquor service as listed above;
  - b) The total person capacity set at 210 persons is acknowledged;
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;
  - c) There is no history of non-compliance with this establishment;
  - 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) A letter was forwarded to Vancouver International Authority, Manager, Community Services, John Hadley, for distribution to businesses at Vancouver International Airport. 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.

- e) Council's comments on the general impact of the views of residents, businesses and property owners are as follows:
  - i) The community consultation process was completed within 90 days of the application process; and
  - ii) The community consultation process did not generate any comments and views of residents, businesses and property owners.
- f) Council recommends the approval of the application for the reasons that this application has not been objected to by the majority of the residents, businesses and property owners in the area and community.

**PROJECT LOCATION:**  
VANCOUVER INTERNATIONAL AIRPORT - 3211 GRANT MCCONACHIE WAY, RICHMOND BC V7B 0A4  
DOMESTIC TERMINAL BUILDING LEVEL 3

**1 LOCATION MAP**  
SCALE: 1:1000

**2 OCCUPANCY PLAN**  
SCALE: 1:100

**3 KEY PLAN**  
SCALE: 1:100

**HMS HOST - HANGER 49 TAP + TAVERN**  
VANCOUVER INTERNATIONAL AIRPORT  
B3612.04, DTB LEVEL 3

**4 ALCOHOL**

**PROJECT LOCATION:**  
VANCOUVER INTERNATIONAL AIRPORT - 3211 GRANT MCCONACHIE WAY, RICHMOND BC V7B 0A4  
DOMESTIC TERMINAL BUILDING LEVEL 3

**1 LOCATION MAP**  
SCALE: 1:1000

**2 OCCUPANCY PLAN**  
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**3 KEY PLAN**  
SCALE: 1:100

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**1 LOCATION MAP**  
SCALE: 1:1000

**2 OCCUPANCY PLAN**  
SCALE: 1:100

**3 KEY PLAN**  
SCALE: 1:100

**HMS HOST - HANGER 49 TAP + TAVERN**  
VANCOUVER INTERNATIONAL AIRPORT  
B3612.04, DTB LEVEL 3

**4 ALCOHOL**

ISSUED FOR OCCUPANCY

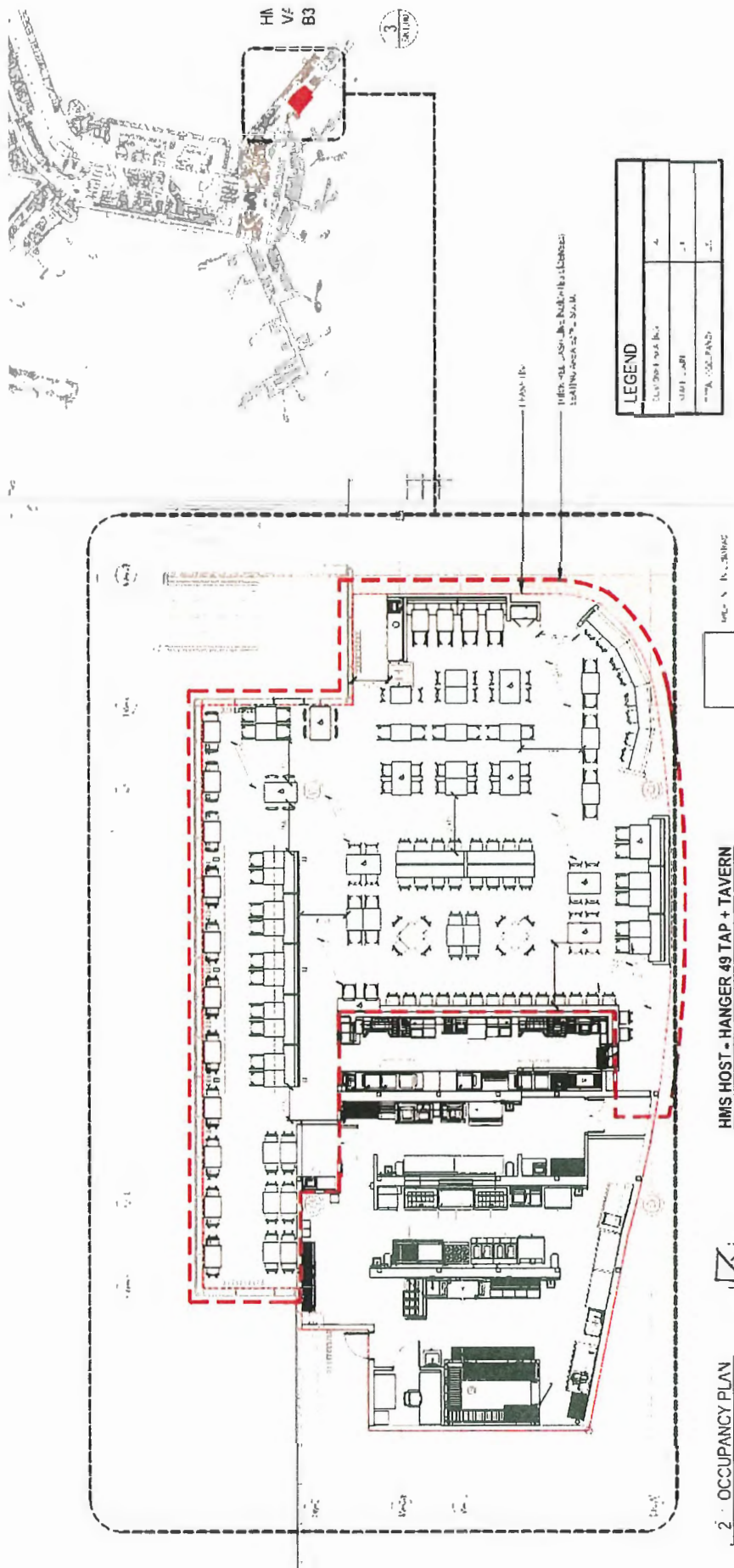
**WALTERFEDY**  
785 - 11 Ave SW #2103 AB T2R 8E3  
Tel: (403) 242-1811 Fax: (403) 242-1812 www.walterfeddy.com

**Avolta**  
HMSHost | Hudson | Dufry

**HANGAR 49 TAP + TAVERN**  
DTB - LEVEL 3

**DTB LEVEL 3 - OCCUPANCY**  
LOAD, KEY PLAN & SITE  
PLAN

**SK1.00**



Liquor and Cannabis Regulation Branch

Host International of Canada, LTD.  
P.O. Box 32375  
RPO YVR Terminal  
Richmond, BC V7B1W2

**Re: Application Liquor Primary Relocation application, Hanger 49 Tap & Tavern  
(009134) 116606 – Letter of Intent**

**a) Purpose:**

Following a realignment of the Vancouver International Airport (YVR) Concession Program, our Hanger 49 Tap & Tavern (License # 009134) was temporary located at Gate B17, Pier A, Domestic Terminal while the construction of its original space at B13, of the same terminal was taking place. We want to return License # 009134 to its original space.

We submitted a liquor license structural change application, job# 131198. Our occupancy load has increased significantly.

The primary focus is liquor. Entertainment is offered through television sports broadcasts and recorded music.

**b) Food:**

We offer a full menu containing 28 hot and cold items, including sandwiches, breakfast options, appetizers, and salads. We also provide non-alcoholic offerings, including bottled pop, juice, coffee, and tea. I have enclosed a sample of our menu.

**c) Composition of the neighborhood:**

This location falls outside the traditional neighborhood. YVR is a multi-dimensional community, with each concourse serving a different target market (International, Transborder, Domestic, Regional, and Arrival). Each target market is a distinct community in itself.

**d) Impact of noise on the community:**

We do not expect any negative impact on the airport community. We will continue to operate according to the same standards and guidelines we have followed.

**e) other impacts on the surrounding community:**

We do not envision any other issues negatively affecting the community. It must be noted that YVR also governs us in terms of orderly standards.

Should you require any additional information, please contact Grant Riel, Sr. Director of Operations at 604-968-2025 or by email at [grant.riel@hmshost.com](mailto:grant.riel@hmshost.com).



# City of Richmond

## Report to Committee

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<b>To:</b>	General Purposes Committee	<b>Date:</b>	August 11, 2025
<b>From:</b>	Kim Somerville Director, Community Social Development	<b>File:</b>	08-4055-01/2025-Vol 01
<b>Re:</b>	<b>Draft Social Development Strategy (2025–2035)</b>		

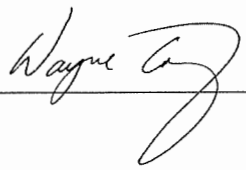

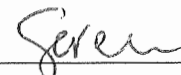
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### Staff Recommendations

1. That the draft Social Development Strategy (2025–2035), as outlined in the staff report titled “Draft Social Development Strategy (2025–2035)”, dated August 11, 2025 from the Director, Community Social Development, be endorsed for consultation with residents and interested parties; and
2. That staff report back with the final Social Development Strategy, including a summary of the feedback received.

Kim Somerville  
Director, Community Social Development  
(604-247-4671)

Att. 1

REPORT CONCURRENCE		
<b>ROUTED TO:</b>	<b>CONCURRENCE</b>	<b>CONCURRENCE OF GENERAL MANAGER</b>
Arts, Culture & Heritage	<input checked="" type="checkbox"/>	
Building Approvals	<input checked="" type="checkbox"/>	
Business Services	<input checked="" type="checkbox"/>	
Clerks	<input checked="" type="checkbox"/>	
Climate & Environment	<input checked="" type="checkbox"/>	
Communications	<input checked="" type="checkbox"/>	
Community Bylaws	<input checked="" type="checkbox"/>	
Development Applications	<input checked="" type="checkbox"/>	
Facilities and Project Development	<input checked="" type="checkbox"/>	
Finance	<input checked="" type="checkbox"/>	
Fire & Emergency Services	<input checked="" type="checkbox"/>	
Housing Office	<input checked="" type="checkbox"/>	
Human Resources	<input checked="" type="checkbox"/>	
Intergovernmental Relations	<input checked="" type="checkbox"/>	
Parks Services	<input checked="" type="checkbox"/>	
Policy Planning	<input checked="" type="checkbox"/>	
PRC, Planning & Strategic Initiatives	<input checked="" type="checkbox"/>	
RCMP	<input checked="" type="checkbox"/>	
Real Estate Services	<input checked="" type="checkbox"/>	
Recreation & Sport Services	<input checked="" type="checkbox"/>	
Richmond Public Library	<input checked="" type="checkbox"/>	
Transportation	<input checked="" type="checkbox"/>	
<b>SENIOR STAFF REPORT REVIEW</b>	<b>INITIALS:</b>	<b>APPROVED BY CAO</b>
		

## Staff Report

### Origin

The City's first social development strategy, Building Our Social Future: A Social Development Strategy for Richmond 2013–2022, was adopted by City Council in 2013 to create the foundation for a more coordinated and sustainable approach to social development in Richmond. In response to the strategy nearing the end of its life cycle, Council approved the development of a new social development strategy.

The draft Social Development Strategy (2025–2035) (Social Development Strategy) leverages the progress made from the previous strategy and reflects the City's ongoing commitment to improving the well-being of Richmond residents and fostering a more inclusive and thriving community.

The development of the new Social Development Strategy has been divided into four phases:

1. Phase One: Establish a Social Development Strategy Advisory Committee, conduct background research and develop guiding principles (complete);
2. Phase Two: Conduct initial community engagement and develop draft strategic actions (complete);
3. Phase Three: Develop a draft Social Development Strategy and seek public feedback (in progress); and
4. Phase Four: Finalize the Social Development Strategy (to be initiated).

The purpose of this report is to present the draft Social Development Strategy (Attachment 1) to Council for consideration and to propose that public feedback be sought on the draft Strategy, including the strategic directions and priority actions outlined in the draft document.

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.*

*1.2 Advocate for the needs of Richmond in collaboration with partners and stakeholders.*

This report also 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 programs, services and community amenities to support diverse needs and interests and activate the community.*

*6.3 Foster intercultural harmony, community belonging and social connections.*

*6.4 Support vulnerable populations through collaborative and sustainable programs and services.*

## Analysis

Since Building Our Social Future: A Social Development Strategy for Richmond (2013–2022) was adopted, there have been a number of significant issues that have impacted the social well-being of communities across Canada, including Richmond. From the COVID-19 pandemic to the rising cost of living and growing income inequality, social issues within the community have become more complex, requiring greater time, resources and cross-sector coordination to respond effectively. Over the last decade, Richmond's population has also evolved and become increasingly diverse, representing a broad spectrum of ages, cultural backgrounds, languages, genders and incomes.

The draft Social Development Strategy reflects the City's long-standing commitment to planning for and responding to the current and future social needs of the community. It was developed using a multi-stage process that included a scan of best practices, analysis of Canadian Census and local data, and extensive community consultation—including with equity-deserving groups—to shape a shared vision for a more inclusive and thriving Richmond. A Social Development Strategy Advisory Committee, with representatives from key City departments and community organizations that deliver a range of social services in Richmond, provided insightful advice in the development of the draft strategy, including its guiding principles, which were adopted by Council on April 11, 2023. The new Social Development Strategy is intended to complement other City Council-adopted plans and strategies that address specific areas of social development and ensure a comprehensive and collective approach to advancing social development in Richmond.

## Guiding Principles

The following six guiding principles, adopted by City Council in April 2023, were used to shape community consultation and the development of the draft Social Development Strategy:

1. **People-Centered:** Ensure the people who live, work, learn and play in Richmond are at the center of the Strategy's development and implementation. This includes utilizing an evidence-based and data-informed approach, considering both quantitative and qualitative information that values people's knowledge and lived experiences.
2. **Collective Impact:** Develop a shared vision with aligned strategic actions that promote collaboration across the community to draw on strengths from various levels of government, community agencies, non-profit organizations, the private sector and individual residents to achieve the best possible social outcomes for the Richmond community.
3. **Overarching Framework:** Provide an overarching framework to guide the City's approach in addressing city-wide issues related to social development and align with existing City strategies, plans and policies that address and affect social development.
4. **Inclusive and Accessible:** Commit to and facilitate public engagement processes that are inclusive and accessible that allow for a wide range of experiences and perspectives to be heard and considered in the design, implementation and evaluation of the Strategy.
5. **Accountable:** Consider the roles and mandates of those involved in implementing the Strategy to ensure actions and mechanisms for demonstrating progress and social impact are reliable, realistic and transparent.
6. **Responsive:** Ensure the Strategy is based on current need, while being future-focused and proactive, and developed in a manner that allows for agile, innovative and responsive action.

### Community Consultation

Extensive consultation with a broad cross-section of Richmond community members and City partners was conducted to better understand the community's social needs and aspirations. To support the consultation process and engage underrepresented voices in Richmond, four Community Ambassadors—individuals with lived and living experience and connections to equity-deserving groups—were trained to facilitate peer-to-peer discussions. These Ambassadors built trust with participants and brought knowledge and language skills to the consultation process that reduced barriers to participation. The consultation consisted of:

- Online surveys in English, Simplified Chinese and Traditional Chinese on the City's Let's Talk Richmond platform and printed surveys at several City facilities across Richmond (185 survey responses received);
- Four public pop-up events to engage individuals and families at parks and public spaces across the city (engaged 121 participants);
- Six focus groups and two pop-up events with individuals from equity-deserving groups, including newcomers and refugees, people with disabilities, seniors, youth, young families and those with experiences of mental health challenges and substance use (engaged 85 participants); and
- Focus groups and meetings with 56 community organizations and key partners, including Community Associations and Societies, the Richmond School District, Vancouver Coastal Health and provincial ministries (140 responses received).

Based on community feedback, demographic analysis and research conducted on national and local trends, several key themes emerged such as the rising cost of living; an aging population; promoting diversity and inclusion; the importance of accessibility; fostering social connection and civic participation; and strengthening community safety and resilience. These key themes informed the development of the strategic directions and actions of the draft Social Development Strategy, which are outlined in the section below.

### Strategic Directions and Actions

The City recognizes that improving quality of life means ensuring all community members can fully participate in every aspect of community life. To achieve this, the new Social Development Strategy outlines five strategic directions and 66 actions that serve as an overarching framework to promote a coordinated, cross-sectoral approach to social development over the coming decade. The strategic directions are intended to guide and inform the City and its partners in meeting the current and future social needs of Richmond's diverse population over the next decade.

The five strategic directions are:

1. Improve Access to Basic Needs
2. Enhance Inclusion and Belonging
3. Foster a Safe, Resilient and Accessible Community
4. Strengthen Community Voice and Engagement

## 5. Build Community Capacity

The 66 actions will build upon ongoing initiatives and work that has been accomplished to date and have been developed in response to identified community needs, best practices and shifting demographics. Each of the actions includes an anticipated timeline for completion and is categorized as short-term (1-2 years), medium-term (3-6 years), long-term (7-10 years) or ongoing.

Successful implementation of the draft Social Development Strategy's strategic directions and actions will require an ongoing commitment between the City and a range of partners to enhance the social well-being of all community members, so that everyone can fully participate in the social, economic and cultural life of Richmond.

### Public Feedback Opportunities

Various public feedback opportunities are proposed to gather input from Richmond community members and City partners on the new Social Development Strategy to ensure that it is reflective of the ongoing needs, priorities and aspirations of the community. To remove barriers to participation, a range of tools will be used, including facilitated survey support, language interpretation and translation, and accessibly formatted feedback materials. Table 1 outlines the various opportunities that will be available to the public.

Table 1: Public Feedback Opportunities (September 29–October 19, 2025)

Activity	Format	Location
<b>Online survey</b>	Individual online survey available on the Let's Talk Richmond platform, available in English, and Simplified and Traditional Chinese.	Online at <a href="http://www.LetsTalkRichmond.ca">www.LetsTalkRichmond.ca</a>
<b>Community Pop Ups</b>	Open house format with poster boards and comment cards. Events will be held in-person and scheduled at various times.	Various locations throughout the community
<b>Focus group with members of equity-deserving groups</b>	Focus group format with interactive activities and comment cards.	Brighthouse Library
<b>Accessible survey support</b>	One-on-one survey support will be available to reduce barriers to participation.	Facilitated virtually or by phone and scheduled as needed for those with accessibility barriers

Staff will also engage with City Council Advisory Committees, such as the Richmond Social Development Advisory Committee and Seniors Advisory Committee, and the Community Associations and Societies. The public feedback opportunities will be promoted using the City website and social media channels, printed media such as posters and rack cards, the Let's Talk Richmond platform and community organizations' networks. A memo advising Council of the dates, locations and times of the public feedback opportunities will be sent in advance of launching consultation with the community.

Should Council support the proposed public feedback opportunities, staff will initiate the public feedback process in September 2025 and will revise the draft Social Development Strategy as necessary to incorporate community input. Staff will report back to City Council with a summary of public feedback findings and the proposed final Social Development Strategy by the end of 2025.

**Financial Impact**

None.

**Conclusion**

The draft Social Development Strategy builds on the progress made from the previous Building Our Social Future: A Social Development Strategy for Richmond (2013–2022) and the City’s efforts in advancing social development over the last decade. Subject to Council’s approval, staff will seek community input on the draft Social Development Strategy and revise the draft Social Development Strategy as necessary to incorporate feedback. Staff will report back to Council with the final Social Development Strategy and a summary of public feedback findings for Council’s consideration.

A handwritten signature in black ink, appearing to read 'MB', followed by a long horizontal line extending to the right.

Melanie Burner  
Program Manager, Social Development  
(604-276-4390)

Att. 1: Draft Social Development Strategy (2025–2035)

# DRAFT SOCIAL DEVELOPMENT STRATEGY

---

2025–2035



## Acknowledgement

The draft *Social Development Strategy (2025–2035)* reflects the collective contributions of many individual Richmond community members, government agencies, social service organizations and City departments. The City of Richmond would like to thank everyone who shared their time, expertise and experiences.

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# Executive Summary

The City of Richmond (the City) has a well-established history of investing in the social needs and priorities of the community. The *Social Development Strategy (2025–2035)* reaffirms the City's commitment to planning for Richmond's future, while continuing to be responsive to current community social needs. Its aim is to enhance the social well-being of all community members, so that everyone can fully participate in the social, economic, political and cultural life of the community.

The *Strategy* leverages the progress made from the previous *Building Our Social Future – A Social Development Strategy for Richmond (2013–2022)* and the City's efforts in advancing social development over the last decade. It was developed using a multi-stage process that included a jurisdictional scan of best practices and in-depth analysis of Canadian Census and community-level data. A comprehensive consultation process with community members, including equity-deserving groups, community organizations and public partners, was also conducted to understand the community's vision for a more inclusive and thriving Richmond.

The *Strategy* outlines five strategic directions and 66 priority actions that will guide and inform the City's planning and response to Richmond's diverse social needs over the next 10 years. It is intended to serve as an overarching framework that aligns with and reinforces other City Council-adopted plans and strategies that address specific areas of social development, ensuring a comprehensive and collective approach.

**The *Strategy* is organized into five strategic directions:**

## **1. Improve Access to Basic Needs:**

Ensuring residents can meet their basic needs, such as food and shelter, is essential for building an inclusive, thriving community. The priority actions under this strategic direction outline how the City can support Richmond residents in meeting these needs and increase access to services and resources that promote well-being and help individuals build more stable futures.

## **2. Enhance Inclusion and Belonging:**

Fostering inclusion and connections among community members, cultural communities and age groups is vital to social well-being. The priority actions outlined in this strategic direction focus on celebrating diversity, building cross-cultural understanding and intergenerational connections, and encouraging mutual respect among Richmond's diverse population.

## **3. Foster a Safe, Resilient and Accessible Community:**

Building a safe and accessible community means designing welcoming parks and open spaces, connected and secure neighbourhoods, and inclusive gathering places for all community members to enjoy. The priority actions in this strategic direction focus on creating inclusive public spaces and transport options, while strengthening community networks and collaboration to foster resiliency in responding to emergencies and climate change.

### What is your vision for a more inclusive and thriving Richmond?

“There is an inclusive, welcoming, and supportive multi-cultural community that supports one another to thrive ... housing, health, and community services have the capacity to keep up with the needs of low- to moderate-income households...there are [ ] middle [income] housing and secured affordable housing options to keep our workforce, families, and individuals through all life stages in Richmond.”

- Community member

#### 4. Strengthen Community Voice and Engagement:

Cultivating a more connected city involves removing participation barriers, increasing access to information and offering diverse engagement opportunities so all community members can participate in and contribute to the community in a meaningful way. The priority actions outlined in this strategic direction focus on creating more opportunities for everyone to become engaged in the community and take part in local decision-making processes.

#### 5. Build Community Capacity:

Promoting collaboration across all sectors and all levels of government and with community members is essential to developing effective solutions that respond to the complexity of today's social issues. The priority actions outlined in this strategic direction focus on fostering collective action, strengthening community capacity and advocating to senior levels of government for sustainable funding to address the community's social needs, now and in the future.

Understanding that local decisions greatly influence quality of life, the City is dedicated to addressing inequities to ensure better social outcomes for all community members. The *Strategy* focuses on strengthening the City's and community's capacity to respond to social issues, while fostering strategic partnerships that promote shared responsibility in shaping a future where equity, opportunity and social well-being are accessible to all.

## Introduction

The *Social Development Strategy (2025–2035) (Strategy)* reflects the City's ongoing commitment to improving the well-being of Richmond residents and fostering a more inclusive and thriving community. The *Strategy* is intended to guide the City's approach, in collaboration with community partners, to advancing social development in Richmond over the next 10 years. The aim is to ensure that everyone who lives, works, plays and learns in Richmond can thrive and participate fully in the community.

Richmond has a strong track record in prioritizing and investing in the social well-being of the community. The City's first social development strategy, *Building Our Social Future – A Social Development Strategy for Richmond (2013–2022) (2013–2022 Social Development Strategy)*, was adopted in 2013 and provided strategic direction in advancing social development in the community. The new *Strategy* builds on this work and presents further insights into Richmond's current and future social needs and progress that can be advanced within the municipal context. When combined with other City Council-adopted strategies and plans that address specific areas of social development, such as accessibility, homelessness and cultural harmony, the *Strategy* provides a comprehensive approach to addressing the evolving needs of Richmond's diverse population.

To advance the strategic directions and priority actions set out in the new *Strategy*, collaboration is essential. The *Strategy* works to strengthen the capacity of the City and its partners to develop and implement new approaches to social

development. By strengthening engagement with senior levels of government, partners across different sectors and members of the community to respond to priority social issues, the City continues to provide leadership and support in building a community where everyone can thrive. This in turn, contributes to advancing the City's vision of being "the most appealing, livable and well-managed community in Canada."

## Understanding Social Development

Social development can be defined as the process of improving the quality of life for all members of society and involves the sharing of community resources, commitments and responsibilities, with the aim of achieving a better state of society for all. Social development aims to improve a broad range of personal, social, economic and environmental factors that affect individual and community well-being. Individual well-being is impacted by the quality of community members' daily lives. This includes their ability to meet basic needs, maintain physical and mental health, connect with each other and access opportunities that build stronger futures, such as education and employment. Community well-being is affected by overall livability, community participation and connections, sense of belonging, safety and community resiliency.

These factors that influence individual and community well-being are interconnected and overlap. They are also influenced by an individual's unique identity, background and experiences. Today, there is growing recognition that for some individuals and groups, systemic and historical barriers have limited their full participation in all aspects of community life. The City recognizes the importance of removing these barriers and is committed to working with its partners and the community to build a more equitable Richmond.

## The Importance of Equity

Equity can be defined as a condition where "everyone [is] treated according to their diverse needs in a way that enables all people to participate, perform, and engage to the same extent."<sup>1</sup> Equity considers people's unique identities and experiences, and the ways oppression and discrimination affect each person's access to power, opportunities and resources. In Richmond and across Canada, inequities disproportionately affect Indigenous Peoples, racialized groups, 2SLGBTQI+ communities, newcomers and refugees, people living in poverty, people with disabilities, women, children, youth and seniors, who are often referred to as equity-deserving groups.

As the level of government most directly connected to residents, decisions made at the local government level can have a profound impact on people's standard of living and quality of life. The City acknowledges its responsibility in addressing social inequities through its planning and service delivery as well as across its physical and social infrastructure. This involves reducing and removing systemic barriers and fostering inclusion for all community members. It also involves working with partners and community members to collectively develop and implement responses to social issues that consider the gaps and barriers experienced by equity-deserving groups in the community.

"By embedding intersectionality and equity lenses in institutional policies, practices and processes, equity efforts ensure that those who are not getting a fair share of access, influence and resources are not excluded from services and opportunities, but rather are systematically prioritized."

- Government partner

# HONOURING THE PAST

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“You can’t really know  
where you are going  
until you know where  
you have been.”

– Maya Angelou

## Background

The City has a strong history of planning for and responding to the social needs of the community. Since the early 1980s, Richmond has successfully introduced and implemented a number of City Council-adopted policies and strategies to advance social development in the community. These include the City's *Multiculturalism Policy* (1991), the *Affordable Housing Policy* (1989) and the *Senior Services Policy* (1982). Over the past three decades, as Richmond's population has grown, the social needs of the community have become more complex and diverse. In response to the evolving social landscape, the City began developing specialized strategies to respond to specific social issues, including the introduction of the City's first *Youth Strategy* in 1995 and the *Affordable Housing Strategy* in 2007. See Appendix B for a timeline of the development of City's social development policies and plans.

In an effort to provide an overarching strategy to respond to the social needs of the community, in 2013, City Council adopted Richmond's first social development strategy, *Building our Social Future – A Social Development Strategy for Richmond (2013–2022)*. This strategy aimed to advance Richmond as “an inclusive, engaged and caring community – one that considers the needs of its present and future generations, values and builds on its diversity, nurtures its social capital and treats its citizens with fairness and respect.”<sup>2</sup> Through the implementation of its nine strategic directions and 53 corresponding actions, the *2013–2022 Social Development Strategy* created the foundation for a more coordinated and sustainable approach to social development in Richmond.

## Highlighted Achievements from 2013–2022

Between 2013 and 2022, the City made significant strides in improving the social well-being of Richmond residents through the implementation of the *2013–2022 Social Development Strategy*. By the end of this 10-year period, the City advanced or completed all 53 term-related or ongoing actions. Central to this success was the City's partnerships and collaborations with community organizations and residents.

Achievements spanned the range of social development areas and addressed the diverse and complex needs of various population groups, demographics and communities. These include, but are not limited to, the highlighted achievements presented in Figure 1.

Figure 1: Highlighted Achievements from the 2013–2022 Social Development Strategy

**Eight new City-owned child care facilities** were opened (from 2013–2022), providing a combined **483 new licensed child care spaces** in the community:



- West Cambie Children’s Centre (2013)
- Cranberry Children’s Centre (2014)
- Willow Early Care and Learning Centre (2017)
- Gardens Children’s Centre (2018)
- Seasong Child Care Centre (2018)
- River Run Early Care and Learning Centre (2020)
- Sprouts Early Childhood Development Hub (2022)
- Seedlings Early Childhood Development Hub (2022)

Four **affordable housing developments** and an **emergency shelter** were opened (from 2013–2022), in partnership with BC Housing and a number of non-profit community organizations:



- Kiwanis Towers (2015)
- Storeys (2017)
- Alderbridge Supportive Housing (2019)
- Richmond House Emergency Shelter (2019)
- Aster Place Supportive Housing (2022)

**835 affordable housing units** were secured and approximately **\$15 million in cash-in-lieu contributions**



were made to the Affordable Housing Reserve Fund under the City’s Low-End Market Rental (LEMR) program (from 2013–2022), to support future affordable housing developments in Richmond



The first **annual Diversity Symposium** was hosted (2015); a free event that aims to equip professionals, volunteers and community members with the knowledge, skills and tools to build diverse, equitable and inclusive communities

A **permanent rainbow crosswalk** was installed



on Minoru Boulevard across from the Richmond Cultural Centre (2019) to recognize Pride Week and the City’s ongoing support and acceptance of the 2SLGBTQI+ communities

The City was designated as an **Age-Friendly BC Community** (2015) by the Province of BC for its commitment to developing initiatives that increase access to services, programs and opportunities for people as they age and promote inclusion and participation of seniors in all aspects of community life



City Council adopted the **Richmond Food Charter** (2016) as a key step towards supporting urban agriculture, strengthening the local food system and increasing access to affordable and healthy food in Richmond

An updated and more inclusive **Recreation Fee Subsidy Program** was implemented (2018) with expanded eligibility from children and youth to include Richmond residents of all ages who are experiencing financial hardship



City Council adopted the **City’s Enhanced Accessibility Design Guidelines and Technical Specifications** (2018) to assist City staff and the development community in incorporating accessibility features in City-owned or City-leased infrastructure



The **Youth Civic Engagement Program** was launched (2019) to create opportunities for youth to learn about and discover the inner workings of the City and City Council's decision-making process that helps to shape the Richmond community



The City launched its first **Age-Friendly Neighbourhood Group** in Seafair (2019), funded partly by an Age-Friendly Communities Grant, to engage seniors and plan for aging population needs at the neighbourhood level—an initiative that has since been expanded to other Richmond neighbourhoods

The **Emergency Response Centre** (ERC) was opened (2020), in partnership with BC Housing and Turning Point Recovery Society, to provide **40 temporary shelter spaces** and basic supports, including daily meals, showers and access to community services, for people experiencing homelessness during the COVID-19 pandemic



City Council adopted the **Non-Profit Organization Replacement and Accommodation Policy** (2020) to ensure replacement space is provided to non-profit organizations leasing space in buildings that are subject to demolition to make way for new development



A mandatory online **staff training program** was initiated (2021) about the history and culture of **Indigenous Peoples and communities in Canada**, including the history and legacy of residential schools, in response to the Truth and Reconciliation Commission of Canada's 94 Calls to Action

**\$3.35 million in provincial funding** was secured through the Strengthening Communities' Services grant (2021), implementing a number of projects to **support individuals experiencing homelessness** in Richmond, including:

- A Drop-in Centre and Shower Program
- Winter Warming Centres
- A Food Outreach Program
- City staff training programs
- Clinical support programs
- Community dialogues and awareness training



**\$8.93 million** was allocated to **non-profit community organizations** in Richmond through the City Grants Program (from 2013–2022), to support initiatives that promote improved quality of life for residents and/or build community and organizational capacity to deliver programs and services

The **Menstrual Equity Initiative** was launched (2021), installing a total of 30 dispensers providing free menstrual products in public washrooms at City community facilities and Richmond libraries, with more dispensers added at City Hall, City Hall Annex and Public Works Yard washrooms (2022), to remove barriers to participation related to period poverty and menstrual stigma



# Alignment with other City Strategies

The new *Strategy* builds upon the achievements of the 2013–2022 *Social Development Strategy* and serves as an overarching framework to guide the City’s approach in responding to city-wide social issues. It aligns with current City Council-adopted strategies and plans that address specific areas of social development, as illustrated in Figure 2.

Figure 2: Linkages between City of Richmond Social Development Strategies and Plans



It is also supported by a number of City Council-adopted plans and strategies that have one or more strategic actions or outcomes focused on inclusion, well-being or community development and planning. Together, these documents create a comprehensive and collective approach to advancing social development and fostering an environment in which all community members can thrive. Current City strategies and plans that align with the *Strategy* are summarized in Appendix C.



# UNDERSTANDING THE PRESENT

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“There is no power for  
change greater than a  
community discovering  
what it cares about.”

– Margaret J. Wheatley

## An Evolving Social Landscape

Since the *2013–2022 Social Development Strategy* was adopted by City Council in September 2013, communities across Canada, including Richmond, have faced a broad range of compounding economic, environmental, health and social challenges. These challenges have led to diminished social outcomes and affected the quality of life for many community members. They include the COVID-19 pandemic, housing shortages and increasing experiences of homelessness, rising living costs and growing income disparity, the toxic drug crisis, impacts of climate change and extreme weather events, declining mental health outcomes and increasing social isolation. When combined with growing inequality and demographic shifts, such as an aging population, these pressures have resulted in more complex social issues. At the same time, public expectations and polarization around how best to address these challenges has grown.

Meanwhile, advancing reconciliation with First Nations and fostering social inclusion have emerged as priorities for communities. In recent years, there has been a growing awareness of historical and systemic inequities, along with a renewed urgency for both individuals and governments to take action. This has led to an increased focus on advancing reconciliation, diversity, equity and inclusion across Canadian society and within the Richmond community.

As a result of these intersecting challenges, responding to social issues requires more time, resources and coordination across multiple sectors. Consequently, municipalities are increasingly assuming responsibilities that fall outside of their usual scope to better meet the needs of their communities. Enhanced collaboration and cooperation with community partners, residents, other sectors and senior levels of government will be increasingly important to respond to these challenges over the coming decade.

“The affordability crisis is making it difficult for people with low and moderate incomes to meet basic needs, such as housing and food. This, in turn, is likely affecting stress levels and people’s ability to make time for other important, health-promoting activities, such as socialization and physical activity.”

- Community member

# Roles in Advancing Social Development

The City recognizes the importance of fostering strong, collaborative relationships with key partners to implement collective solutions in response to social issues in Richmond. All three levels of government, non-profit organizations, community agencies, local businesses and community members have essential roles to play. These roles and responsibilities are outlined below.

## Senior Levels of Government

All three levels of government (federal, provincial and municipal) are responsible for a range of policies, programs and services that impact social development. The following information provides an overview of each level of government's responsibility.

### The Government of Canada

The Government of Canada is responsible for laws that govern the rights of all Canadians and the broader macro-economic policies and social programs that affect the social well-being of Canadians. This includes areas such as federal taxation, immigration and Indigenous rights. It provides funding to provincial governments in specific policy areas related to social development. These include health care, social assistance and social services, post-secondary education, early childhood development and child care. The Government of Canada also provides funding for projects and social programs which align with federal priorities, including funding that is accessible to municipalities, community agencies and other groups. Various federal agencies, such as the Canadian Mortgage and Housing Corporation, work closely with municipalities on areas of mutual concern like affordable housing.

### The Province of BC

The Province of BC has jurisdiction over many areas related to social development including health, education and income assistance. In addition, it establishes the legislative structure within which municipalities operate and is typically responsible for municipal borrowing and revenue transfers. The Province pursues its social development mandate in a number of ways: direct service provision (e.g. through Ministry of Children and Family Development programs), service provision through Health Authorities or crown agencies (e.g. BC Housing) and contractual arrangements or grant funding with non-profit service providers. For example, with respect to income assistance, the Province is responsible for legislation, policy, regulation and distribution of funds.

### The City of Richmond

As the level of government that is closely connected to the communities they serve, municipal governments are uniquely positioned to understand and respond to the growing number and complexity of social issues. Generally, municipalities

are responsible for services that directly affect community members' daily lives. These responsibilities include management of policing and firefighting services, roads and transportation, municipal zoning and land use, and economic development. Additionally, municipalities provide a variety of community facilities, amenities and parks that offer recreational, sporting, cultural and social opportunities for community members. However, in order to advance social development, the City remains committed to proactively planning for and addressing the social needs of the community through the following tools:

- **Develop and Implement:** The City develops and implements plans, policies and strategies to guide its approach to social development, including actions that respond to the social needs of Richmond's diverse population.
- **Research and Analyze:** The City tracks and analyzes a wide range of data and engages with Richmond residents to identify trends, needs and gaps in social programs and services in the community.
- **Partner:** The City partners with senior levels of government and public partners, including the Richmond School District, Richmond Public Library, Vancouver Coastal Health and provincial ministries, to address social issues of mutual concern.
- **Deliver:** The City delivers a variety of programs and services within its municipal mandate that improve the well-being of community members.
- **Collaborate:** The City also collaborates with Community Associations and Societies and community organizations to support the provision of a wide array of programs and services that promote positive social outcomes in the community.
- **Advocate:** The City advocates to senior levels of government for funding and supports to meet community social needs.
- **Design, Build and Maintain:** The City designs, builds and maintains a broad range of built and natural environments.
- **Secure:** The City secures affordable housing, child care facilities and other community amenities through a range of tools which may include community planning, zoning, density bonus and amenity cost charges (ACCs).
- **Promote:** The City promotes community capacity building by allocating resources and funding to social development priorities in the community and coordinates joint planning tables and initiatives that support the development of collective responses to social issues.

Table 1 outlines the key roles and responsibilities of all three levels of government related to a number of social policy areas. While these social policy areas fall primarily within the jurisdiction of senior levels of government, municipalities play an essential role. Through community planning, design and service delivery, municipalities can significantly impact individual and community well-being. This table illustrates how municipal efforts to advance social development are interconnected with, and reliant on, collaborative actions from both the Government of Canada and the Province of BC.

Table 1: Government Roles and Responsibilities for Social Development

Policy Area	Government of Canada	Province of BC	City of Richmond
<b>General</b>	Responsible for laws that govern the rights of all Canadians and broader policies and social programs that affect the social well-being of the whole of Canada.	Responsible for provincial laws and a wide range of policies and social programs that impact residents living in BC.	Responsible for community-level planning, bylaws and essential local services.
<b>Accessibility</b>	<ul style="list-style-type: none"> <li>• <b>Sets</b> national accessibility standards and regulates federal institutions through the <i>Accessible Canada Act</i></li> <li>• <b>Provides</b> grant funding for local projects that improve accessibility</li> <li>• <b>Offers</b> disability tax benefits and credits (e.g. Disability tax credit)</li> </ul>	<ul style="list-style-type: none"> <li>• <b>Sets</b> provincial accessibility standards through the <i>Accessible BC Act</i></li> <li>• <b>Administers</b> the BC Disability Assistance program</li> <li>• <b>Provides</b> grant funding for local projects that improve accessibility</li> </ul>	<ul style="list-style-type: none"> <li>• <b>Develops</b> local accessibility plans</li> <li>• <b>Identifies, removes and prevents</b> accessibility barriers in the City's public realm, programs and services</li> <li>• <b>Facilitates</b> initiatives to advance accessibility in areas outside of municipal jurisdiction (e.g. private and non-profit sectors)</li> </ul>
<b>Child care</b>	<ul style="list-style-type: none"> <li>• <b>Sets</b> national standards and policy frameworks for child care</li> <li>• <b>Provides</b> funding to Provinces through early learning and child care agreements</li> <li>• <b>Offers</b> child care tax benefits and credits (e.g. Canada Child Benefit)</li> </ul>	<ul style="list-style-type: none"> <li>• <b>Regulates</b> child care licensing, program standards and educator qualifications</li> <li>• <b>Provides</b> operating and capital funding to support new and existing child care spaces</li> <li>• <b>Provides</b> fee reduction programs and child care subsidies for lower income families</li> </ul>	<ul style="list-style-type: none"> <li>• <b>Develops</b> policies, strategies and design guidelines to meet local child care needs</li> <li>• <b>Facilitates and supports</b> the development of child care sites</li> <li>• <b>Provides</b> grant funding for capital expenses and professional and program development opportunities</li> </ul>
<b>Food insecurity</b>	<ul style="list-style-type: none"> <li>• <b>Sets</b> national policy frameworks and strategies like <i>A Food Policy for Canada</i></li> <li>• <b>Provides</b> grant funding for local food programs and food insecurity research</li> </ul>	<ul style="list-style-type: none"> <li>• <b>Delivers</b> social programs that support households in accessing food (e.g. income assistance)</li> <li>• <b>Coordinates</b> emergency food response in times of crisis</li> <li>• <b>Provides</b> grant funding for local food security initiatives (e.g. school meal programs, local food networks)</li> </ul>	<ul style="list-style-type: none"> <li>• <b>Develops</b> local food policies and poverty reduction plans</li> <li>• <b>Offers</b> space, land and logistical support for local food production, distribution and education programs</li> <li>• <b>Provides</b> grant funding for local food security-related initiatives</li> </ul>
<b>Health care</b>	<ul style="list-style-type: none"> <li>• <b>Sets</b> national health care standards</li> <li>• <b>Provides</b> funding to the Provinces through the <i>Canada Health Transfer</i></li> <li>• <b>Regulates</b> pharmaceuticals and health products</li> </ul>	<ul style="list-style-type: none"> <li>• <b>Delivers</b> health care services, including hospitals, clinics and mental health services</li> <li>• <b>Regulates</b> doctors, nurses and other health care workers</li> <li>• <b>Provides</b> grant funding for local health promotion initiatives</li> </ul>	<ul style="list-style-type: none"> <li>• <b>Supports</b> local health planning and collaborates with service providers to promote positive health outcomes for residents</li> <li>• <b>Provides</b> grant funding for local initiatives that support the well-being of community members</li> </ul>
<b>Homelessness</b>	<ul style="list-style-type: none"> <li>• <b>Sets</b> national strategies aimed at reducing homelessness and improving affordable housing</li> <li>• <b>Provides</b> funding through programs like the <i>Reaching Home</i> initiative</li> <li>• <b>Coordinates</b> efforts between the Provinces, municipalities and First Nations</li> </ul>	<ul style="list-style-type: none"> <li>• <b>Delivers</b> affordable housing and shelter projects and programs</li> <li>• <b>Coordinates</b> services, including mental health, addiction support and social assistance programs</li> <li>• <b>Provides</b> operating and capital funding for emergency shelters and transitional housing</li> </ul>	<ul style="list-style-type: none"> <li>• <b>Develops</b> homelessness strategies and action plans</li> <li>• <b>Delivers and collaborates</b> with non-profits to provide homelessness outreach services</li> <li>• <b>Coordinates</b> joint planning and action tables to advance community initiatives</li> <li>• <b>Provides</b> space for the delivery of shelters, winter services and drop-in programs</li> <li>• <b>Provides</b> grant funding for local homelessness outreach initiatives</li> </ul>

Policy Area	Government of Canada	Province of BC	City of Richmond
<b>Housing</b>	<ul style="list-style-type: none"> <li>• <b>Sets</b> national housing standards and strategies</li> <li>• <b>Provides</b> funding, loans and financing initiatives for affordable housing</li> <li>• <b>Co-funds</b> the Canada Housing Benefit with the Provinces for individuals and families with lower incomes</li> </ul>	<ul style="list-style-type: none"> <li>• <b>Delivers</b> affordable housing projects and programs</li> <li>• <b>Oversees</b> tenancy laws and building codes</li> <li>• <b>Provides</b> operating and capital funding for supportive housing, non-market housing and low-end market rental housing</li> </ul>	<ul style="list-style-type: none"> <li>• <b>Develops</b> land use policies to encourage diverse housing types</li> <li>• <b>Provides</b> permits, incentives and land for affordable housing projects</li> <li>• <b>Collaborates</b> with developers, non-profits, and federal and provincial agencies to build and maintain affordable housing</li> </ul>
<b>Immigrants &amp; refugees</b>	<ul style="list-style-type: none"> <li>• <b>Sets</b> national policies for immigration, refugee protection and citizenship</li> <li>• <b>Provides</b> funding to support initial settlement needs (e.g. basic supports, language and skills training)</li> <li>• <b>Coordinates</b> refugee resettlement (e.g. arrival, sponsorship programs and temporary housing)</li> </ul>	<ul style="list-style-type: none"> <li>• <b>Delivers</b> settlement services (e.g. language and skills training)</li> <li>• <b>Provides</b> access to housing, health care, education and community programs</li> <li>• <b>Coordinates</b> employment programs to support job placement and recognition of foreign credentials</li> <li>• <b>Provides</b> grant funding for local settlement and integration services</li> </ul>	<ul style="list-style-type: none"> <li>• <b>Develops</b> local policies and strategies that foster diversity and inclusion</li> <li>• <b>Delivers</b> cultural programs, events and newcomer welcome initiatives</li> <li>• <b>Provides</b> grant funding for local initiatives that support the well-being of immigrants, newcomers and refugees in Richmond</li> </ul>
<b>Poverty reduction</b>	<ul style="list-style-type: none"> <li>• <b>Sets</b> the national poverty line and poverty reduction strategies</li> <li>• <b>Administers</b> income supports (e.g. Employment Insurance)</li> <li>• <b>Offers</b> tax benefits and credits for targeted poverty relief (e.g. GST/HST credit)</li> </ul>	<ul style="list-style-type: none"> <li>• <b>Sets</b> provincial poverty reduction plans like <i>TogetherBC</i></li> <li>• <b>Administers</b> the BC Income Assistance program</li> <li>• <b>Provides</b> grant funding for local poverty reduction initiatives</li> </ul>	<ul style="list-style-type: none"> <li>• <b>Develops</b> local poverty reduction plans</li> <li>• <b>Coordinates</b> joint planning and action tables to advance community initiatives</li> <li>• <b>Provides</b> grant funding to support local poverty reduction efforts</li> </ul>
<b>Seniors</b>	<ul style="list-style-type: none"> <li>• <b>Administers</b> income supports (e.g. Old Age Security, Guaranteed Income Supplement)</li> <li>• <b>Offers</b> senior tax benefits and credits (e.g. Age Amount tax credit)</li> <li>• <b>Provides</b> grant funding for age-friendly communities, elder abuse prevention and seniors programs</li> </ul>	<ul style="list-style-type: none"> <li>• <b>Delivers</b> health care services for seniors</li> <li>• <b>Delivers</b> seniors housing projects and programs</li> <li>• <b>Subsidizes</b> public transportation for seniors (e.g. HandyDART, BC Bus Pass Program)</li> </ul>	<ul style="list-style-type: none"> <li>• <b>Develops</b> local seniors strategies</li> <li>• <b>Delivers and collaborates</b> with non-profits to provide local seniors services and programs</li> <li>• <b>Develops</b> accessible and age-friendly public spaces</li> <li>• <b>Provides</b> grant funding for local initiatives that support the well-being of Richmond seniors</li> </ul>
<b>Youth</b>	<ul style="list-style-type: none"> <li>• <b>Sets</b> priorities for youth through the <i>Youth Policy of Canada</i></li> <li>• <b>Provides</b> funding for youth employment and skills development programs</li> <li>• <b>Offers</b> financial aid (e.g. student loans, grants and scholarships)</li> </ul>	<ul style="list-style-type: none"> <li>• <b>Delivers</b> K-12 education</li> <li>• <b>Provides</b> child welfare services and supports</li> <li>• <b>Delivers</b> youth employment and training programs</li> <li>• <b>Offers</b> financial aid (e.g. student loans, grants and scholarships)</li> </ul>	<ul style="list-style-type: none"> <li>• <b>Develops</b> local youth strategies</li> <li>• <b>Delivers and collaborates</b> with non-profits to provide local youth services and programs</li> <li>• <b>Supports</b> youth engagement and inclusion at the local level</li> <li>• <b>Provides</b> grant funding for local initiatives that support the well-being of Richmond youth</li> </ul>

## Public Partners and Government Agencies

The City of Richmond has strong working relationships with public partners and government agencies that include the Richmond School District (SD38), Richmond Public Library, Vancouver Coastal Health (VCH), BC Housing, Ministry of Social Development and Poverty Reduction (MSDPR) and Richmond RCMP. These agencies deliver a variety of services and supports that directly benefit the social well-being of Richmond residents. The City is committed to ongoing collaboration and partnerships with these public partners and government agencies to advance social development in Richmond.

## Community Organizations and Faith Communities

Richmond has an extensive network of community organizations and faith communities that provide a wide range of social services and supports to address the needs of the individuals and families they serve. These organizations are well positioned to identify community needs and barriers and participate in joint planning on social issues affecting community members in Richmond. They deliver a wide range of social services, including:

- Homelessness outreach
- Management of affordable housing units
- Crisis counselling
- Family services and supports
- Information and referral supports
- Job skills training and career mentoring
- Legal services
- Support services for new immigrants
- Opportunities for social and community connection
- Peer counselling
- Provision of emergency food supports, including community meals and food hampers
- Referrals to government programs, health care and mental health services
- Translation and interpretation

As well as providing these important services and supports, these organizations continue to advocate on behalf of community members for additional resources to address social needs.

## Community Associations and Societies

In addition to the direct provision of programs and services for community members, the City works with Community Associations and Societies to provide recreation, sport, arts, culture and heritage opportunities to the community. The City provides the facilities and core staffing, and most of the Community Associations and Societies are responsible for the delivery of programs and events. Through opportunities provided by these non-profit organizations, community members can participate and volunteer in a variety of social events, physical activities, health and wellness programs, and cultural experiences that meet the diverse needs and interests of community members.

## The Private Sector

The private sector has an important role in social development. Members of the private sector are both employers and, in some cases, Richmond residents. Their decisions and actions have a direct impact on employment levels, labour and income, and overall quality of life in the community. The private sector provides goods and services, builds housing and infrastructure, develops technology and communication systems, creates employment opportunities and influences many other important aspects of community life. It can also offer mentoring opportunities and assist in sponsoring programs and events that foster economic and social inclusion of Richmond residents.

## Richmond Community Members

Well-informed, active and engaged community members play an integral role in Richmond's social development. Either as individuals or as part of a group, community members raise public awareness on important social issues and shape the community through civic engagement opportunities, such as participating on community tables and voting. For many years, volunteerism in Richmond has played a significant role in strengthening the community's social system, as many of the social services and supports offered rely heavily on volunteers to help deliver these vital services. Community members also contribute their ideas, backgrounds and experiences to enhance the cultural vibrancy of the community.

By working with these key partners, the City continues to make meaningful progress in responding to the complex and systemic social issues in Richmond. Strengthening and expanding these effective partnerships will be essential to advancing social development over the next 10 years. The City remains committed to working with its partners to implement solutions that reflect shared responsibilities, priorities and commitments.

### What is your vision for a more inclusive and thriving Richmond?

"I imagine a city where someone, regardless of their abilities, [is] able to move independently and access services without barriers. Whether that is accessible [sidewalks] [and] intersections, equipped with accessible pedestrian signals and tactile walking surface indicators, or city [staff that are] trained and ready to serve and support anyone with any disabilities..."

- Community member



# Developing the new Strategy

The new *Strategy* was developed through a multi-stage process that included a comprehensive needs analysis to identify current and emerging social issues in the community. Information was collected from a range of sources. This included an analysis of community and government data (e.g. 2021 Census of Population) to examine changing community demographics and trends as well as a jurisdictional scan of other municipal approaches to social development. Feedback was also gathered from community members and partners through an extensive community consultation process to understand the current and future needs and priorities of community members.

## The Social Development Strategy Advisory Committee

A Social Development Strategy Advisory Committee was created to guide the development of the *Strategy*. The Advisory Committee was composed of representatives from key City departments and community organizations that provide a broad range of social services and supports. Membership included representatives from the following organizations:

- City of Richmond, various departments
- City Centre Community Association
- Richmond Addiction Services Society
- Richmond Centre for Disability
- Richmond Family Place Society
- Richmond Multicultural Community Services
- Richmond Public Library
- Richmond School District
- Turning Point Recovery Society
- Vancouver Coastal Health

Members of the Advisory Committee offered valuable insights and shared their knowledge about the social needs of Richmond residents. They played an important role in ensuring that the *Strategy* was developed according to a set of guiding principles that took into account the needs and experiences of the community. These principles are outlined in the following section.

## Guiding Principles

The following Guiding Principles, endorsed by the Social Development Strategy Advisory Committee and adopted by City Council in April 2023, helped shape the development of the *Strategy*:

- **People-Centered:** Ensure the people who live, work, learn and play in Richmond are at the center of the *Strategy*'s development and implementation. This includes utilizing an evidence-based and data-informed approach, considering both quantitative and qualitative information that values people's knowledge and lived experiences.
- **Collective Impact:** Develop a shared vision with aligned strategic actions that promote collaboration across the community to draw on strengths from various levels of government, community agencies, non-profit organizations, the private sector and individual residents to achieve the best possible social outcomes for the Richmond community.
- **Overarching Framework:** Provide an overarching framework to guide the City's approach in addressing city-wide issues related to social development and align with existing City strategies, plans and policies that address and affect social development.
- **Inclusive and Accessible:** Commit to and facilitate public engagement processes that are inclusive and accessible that allow for a wide range of experiences and perspectives to be heard and considered in the design, implementation and evaluation of the *Strategy*.
- **Accountable:** Consider the roles and mandates of those involved in implementing the *Strategy* to ensure actions and mechanisms for demonstrating progress and social impact are reliable, realistic and transparent.
- **Responsive:** Ensure the *Strategy* is based on current need, while being future-focused and proactive, and developed in a manner that allows for agile, innovative and responsive action.

### What is your vision for a more inclusive and thriving Richmond?

"People, regardless of diverse circumstances, genders, cultures etc., have a safe place to live, enough food, and a supportive community of friends and families. There are no barriers to health and wellness, and discrimination is not tolerated."

- Community member

These guiding principles informed the City and Advisory Committee during the planning of consultation activities and development of the strategic directions and priority actions outlined in the *Strategy*.

## Jurisdictional Scan and Research

Recognizing the significant impact local government policies, programs and spaces have on the standard of living and quality of life of community members, a jurisdictional scan of 17 Canadian and international local governments was completed. Through this scan, different approaches and practices for creating a more inclusive and thriving community were identified. Additionally, existing City Council-adopted plans and strategies were reviewed to assess their alignment with the *Strategy* and to determine the current level of progress Richmond has made in advancing social development in Richmond.

Furthermore, a systematic review of Canadian and international social well-being frameworks was conducted to provide a comprehensive understanding of the conditions and factors that support an individual's ability to thrive. These frameworks included:

- *The Canadian Index of Well-being*: The Canadian Index of Well-being tracks changes in the well-being of Canadians over time in eight quality of life categories or domains. The domains are community vitality, democratic engagement, education, environment, healthy populations, leisure and culture, living standards and time use.
- *Canada's Quality of Life Framework*: Introduced by the Government of Canada in 2021, Canada's Quality of Life Framework consists of a set of 84 indicators, organized into a series of domains that include prosperity, health, society, environment and good governance. The Framework also integrates two cross-cutting lenses which are applied across all of its domains: the Fairness and Inclusion Lens and the Sustainability and Resilience Lens.
- *The Shared Ingredients for a Well-being Economy*: This joint discussion paper prepared by the Centre for Thriving Places and supported by Carnegie UK, explores eight different frameworks that are widely used internationally to evaluate and monitor well-being and presents common themes or 'ingredients' found in these frameworks. The eight frameworks are: The Thriving Places Index (United Kingdom), the Social, Economic, Environmental and Democratic (SEED) Well-being Model (United Kingdom), the Doughnut Economics Model (United Kingdom), the Well-being of Future Generations Act (Wales), the National Performance Framework (Scotland), the Office for National Statistics Well-being Dashboard (United Kingdom), the United Nations Sustainable Development Goals (International), and the Organization for Economic Cooperation and Development Better Life Index (International).

All of the frameworks reviewed discuss the necessary conditions for a thriving life and have assisted the City in identifying key areas within its mandate that contribute to both individual and community well-being. They highlight the relationship between a range of social, economic, environmental and political factors, and community health and well-being, while also demonstrating a strong linkage between community design and the promotion of health, social well-being and a sense of inclusion among community members.

From this research, learnings and opportunities for Richmond were identified and used to inform the strategic directions and priority actions in the new *Strategy*.



# Profile of Community Members in Richmond

Today, people of all ages, backgrounds and abilities are establishing roots and connections in Richmond. The following provides a profile of community members in Richmond using data from the 2021 Census of Population (2021 Census) as well as other local, regional and national sources. By drawing on data from multiple sources, this profile provides a more complete picture of Richmond’s most recent demographics and emerging trends. Other data sources mentioned include:

- BC Housing, Applicant Registry (2021–2024)
- Metro Vancouver, Point-in-Time Homeless Count (2020, 2023)
- Metro Vancouver, Regional Growth Strategy Projections (2024)
- Ministry of Social Development and Poverty Reduction, BC Employment and Assistance Program (2021–2024)
- NewToBC, Richmond Immigrant Demographic Profile (2023)
- Richmond Centre for Disability, Accessible Parking Permit Program (2023–2024)
- Richmond Food Bank Society, Impact Reports (2021–2024)
- Statistics Canada, Canadian Survey on Disability (2022)

This information has informed the development of the strategic directions and priority actions outlined in the *Strategy*. As this data is both current and future-focused, it will continue to be tracked to support the City in planning and responding to Richmond’s evolving social needs over the next 10 years.

Unless otherwise noted, data is from the 2021 Census, which is based on 2021 population data, with the exception of income data, which is sourced from Canada Revenue Agency’s 2020 tax and benefits records. To ensure confidentiality, the values in the Census data are randomly rounded to multiples of five or 10. As a result, totals may not match the individual values since totals and subtotals are independently rounded. Similarly, percentages, which are calculated on rounded data, may not necessarily add up to 100%.

## Population Size

Richmond’s population is growing and is estimated to be 241,375 in 2025.<sup>3</sup> From the 2016 to 2021 Census, Richmond’s population increased by 11,628 individuals, representing a growth rate of approximately 6%. This rate was even greater when looking at changes over the last two decades. According to Census data from 2001 to 2021, Richmond saw an increase of more than 45,000 residents (28%) from 164,345 individuals in 2001 to 209,937 individuals in 2021.

From 2025 to 2050, Richmond’s population is projected to increase by another 29% or 69,861 individuals, from the estimated 241,375 residents in 2025 to a

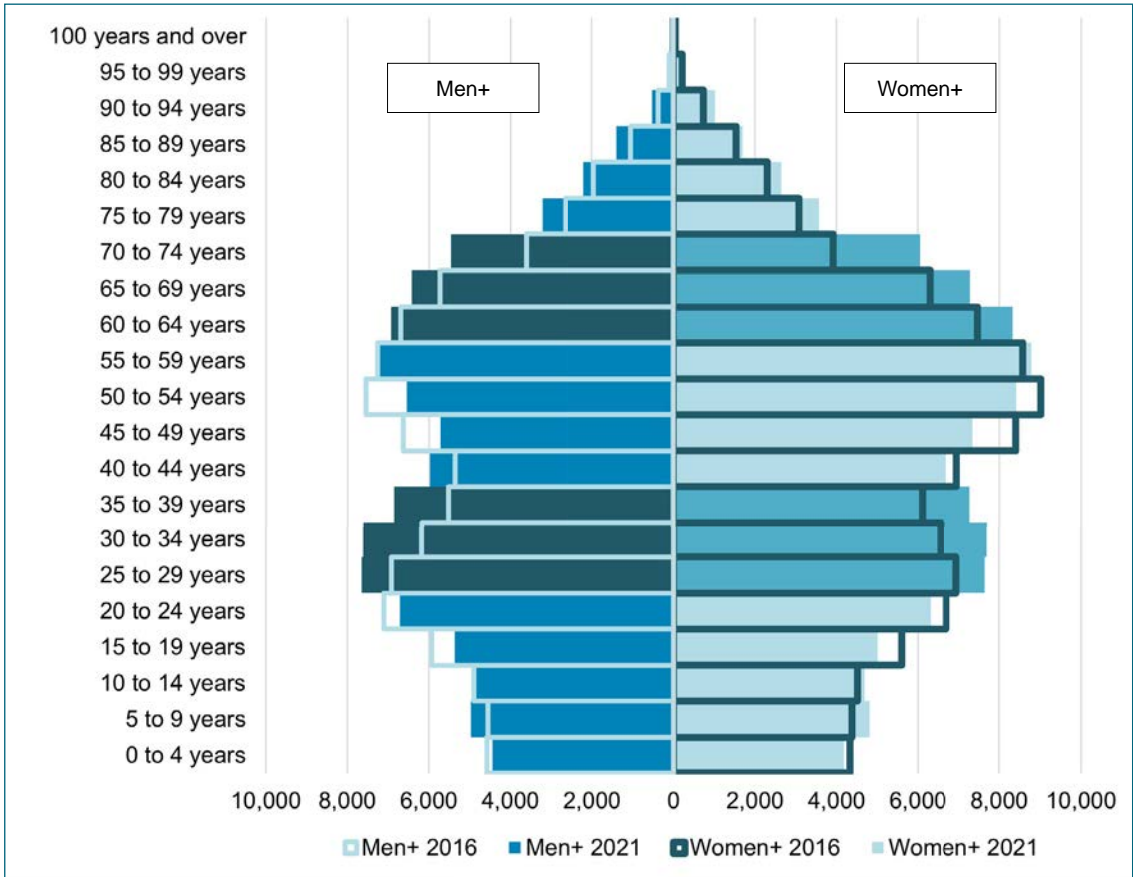
projected 311,236 residents in 2050. This is the same as a population increase of just over 1% each year. It is important to note that the population projections are based on forecasts developed by the City of Richmond in collaboration with Metro Vancouver. They represent an approximate figure for the given year and reflect the 2024 Metro Vancouver Regional Growth Strategy population projections based on a medium population growth scenario. These projections do not reflect legislative changes since 2024, such as the provincial Transit Oriented Areas and Small-Scale Multi-Unit initiatives and the federal 2025–2027 Immigration Levels Plan.

## Age Groups in Richmond

### Population Pyramid

Richmond’s population encompasses a range of ages, from babies to centenarians. This is highlighted in the following population pyramid (Figure 3), which shows proportional differences by generation. Each bar in the graph illustrates the number of individuals in each five-year age group in Richmond by gender based on the 2016 and 2021 Census. The ‘bumps’ indicate a larger number of individuals in certain age ranges, while the overall graph shows significant growth in some age segments over the past five years (2016–2021). The terms woman or man throughout this document refer to self-identified gender and may include those who identify as non-binary.<sup>4</sup>

Figure 3: Richmond Population Pyramid, 2016 and 2021



Source: Statistics Canada, 2016 and 2021 Census of Population

The two largest generations represented in the population pyramid are the baby boomer generation (first ‘bump’ in the upper half of the pyramid) and the millennial generation (second ‘bump’ in the lower half of the pyramid). Baby boomers represent individuals born between 1946 and 1964 while millennials represent individuals born between 1981 and 1996. As of the 2021 Census, individuals in the baby boomer generation were between the ages of 57 and 75 years and totalled 52,060 individuals or approximately 25% of Richmond’s population. The most significant population shift between 2016 and 2021 occurred in the 70 to 74 years cohort, which increased to 11,515 individuals in 2021 from 7,535 individuals in 2016. Millennials were between the ages of 25 and 40 years at the time of the 2021 Census and made up a total of 47,220 individuals, representing almost another quarter (22%) of Richmond’s population.

In Canada, millennials are the fastest growing generation due to higher rates of immigration. Nationally, more than half of the immigrants who settled in Canada from 2016/2017 to 2020/2021 were millennials, and by 2029, it is projected that millennials will become the largest generation in the country.<sup>5</sup>

### Past and Projected Population by Age Groups

Based on the City’s broader age categories which include children (birth to 12 years), youth (13 to 24 years), adults (25 to 54 years) and seniors (55+ years), the overall age distribution of Richmond’s population remained relatively stable between the 2016 and 2021 Census (Table 2).

**Table 2: Past and Projected Population by Age Groups in Richmond**

Age Group	2016	2021	2035 MVRGS <sup>6</sup> Population Projection	2050 MVRGS Population Projection
Children (birth to 12 years)	23,275	23,955	25,073	26,290
Youth (13 to 24 years)	29,240	27,375	31,212	32,125
Adults (25 to 54 years)	82,120	85,355	122,123	133,399
Seniors (55+ years)	63,625	73,240	95,908	119,421
<b>Total</b>	<b>198,309</b>	<b>209,937</b>	<b>274,316</b>	<b>311,236</b>

Source: Statistics Canada, 2016 and 2021 Census of Population, and 2024 Metro Vancouver Regional Growth Strategy population projections based on a medium population growth scenario

Of all the age categories, adults (25 to 54 years) continued to represent the largest proportion of Richmond’s total population in both 2016 and 2021, accounting for approximately 41% (82,120 individuals in 2016 and 85,355 in 2021). The most notable change was in the proportion of seniors (55+ years), which increased from 32% (63,625 individuals) in 2016 to approximately 35% (73,240 individuals) in 2021. This growth was consistent with national trends related to Canada’s aging population and changes observed in municipalities across the country. While the number of children (birth to 12 years) increased slightly by 680 individuals, their proportion of the population remained relatively

### What is your vision for a more inclusive and thriving Richmond?

“Make Richmond more accessible for our aging population, [including] people with mobility issues.”

- Community member

stable at just over 11% between 2016 and 2021. Conversely, the youth population (13 to 24 years) declined by 1,865 individuals, resulting in nearly a 2% decrease in their overall segment of the population. However, together, children and youth collectively accounted for 24% of Richmond’s population in 2021.

The trend of adults (25 to 54 years) and seniors (55+ years) comprising the majority of Richmond’s population is expected to continue through 2050, according to population projections for both 2035 and 2050. By 2035, the number of adults is expected to increase by 36,768 individuals or 43% while the number of seniors is estimated to increase by another 22,668 individuals or 31%. When looking ahead to 2050, both age groups are projected to more than double in comparison to the 2021 Census, with seniors driving much of the growth. The seniors population is forecasted to increase by 63%, reaching 119,421 individuals, and will represent approximately 38% of Richmond’s total population in 2050. The adult population is projected to grow by 56%, increasing to 133,399 individuals, and will make up approximately 43% of Richmond’s total population in 2050.

## Household Composition

According to the 2021 Census, Richmond’s population included a total of 81,080 private households. The most common household type was couples with children, making up 28% or 22,720 households of the total number of households (Table 3). The second and third most common types were households that contained only one-person, otherwise known as one-person households, representing 25% or 20,345 households, and couples without children, representing 22% or 18,095 households.

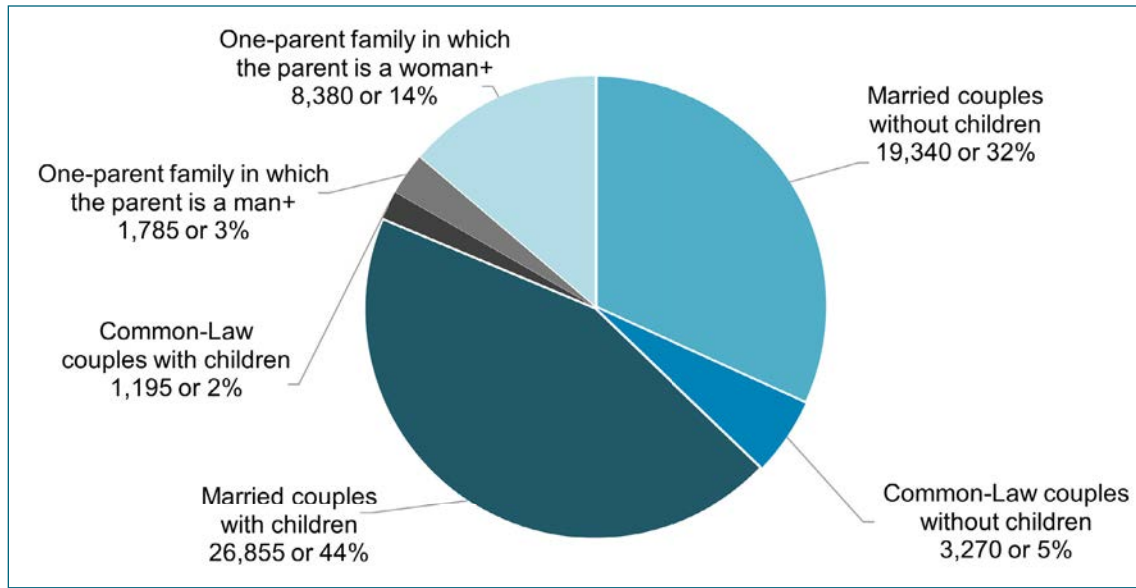
Table 3: Household Types in Richmond, 2021

Household Type	Households	
	Number	%
Couple-family households with children	22,720	28.0%
Couple-family households without children	18,095	22.3%
One-parent-family households	7,660	9.4%
Multigenerational households	4,490	5.5%
Multiple-census-family households	1,030	1.3%
One-census-family households with additional persons	3,075	3.8%
Two-or-more-person non-census-family households	3,665	4.5%
One-person households	20,345	25.1%
<b>Total</b>	<b>81,080</b>	<b>100.0%</b>

Source: Statistics Canada, 2021 Census of Population

Figure 4 provides a more detailed breakdown of the composition of census families in Richmond, which includes the number of married, common-law and one-parent family households, both with and without children, based on the 2021 Census.

**Figure 4: Composition of Census Families in Richmond, 2021**



Source: Statistics Canada, 2021 Census of Population

In 2021, there were 22,610 families without children and 38,215 families with children in Richmond. Of the families with children, the majority (70%) were married couples with children, totalling 26,855 families. Additionally, there were 10,165 one-parent families, representing approximately 27% of all families with children in Richmond. Among the one-parent families, 8,380 were families where the parent was a woman and 1,785 were families where the parent was a man.

## Family Size

As of the 2021 Census, the average size of census families in Richmond was estimated to be 2.8 persons. The proportion of two person families continued to increase from approximately 46% in 2016 to just over 48% in 2021, while the proportion of three-person, four-person and five-or-more-person families continued to decrease across the same period (Table 4).

**Table 4: Family Sizes in Richmond, 2016 and 2021**

Family Size	2016	2021
Two person	45.5%	48.4%
Three person	27.5%	26.2%
Four person	20.9%	19.8%
Five or more persons	6.1%	5.5%

Source: Statistics Canada, 2021 and 2016 Census of Population

## Ethnicity

In 2021, there were over 180 different ethnic origins (with at least 25 residents) and 100 languages spoken in Richmond. Statistics Canada defines ethnic origin as the ethnic or cultural origins of the person's ancestors, who are usually more distant than grandparents. A person can also have more than one ethnic origin.<sup>7</sup> The most commonly reported ethnic origin was Chinese (99,780 individuals), followed by Filipino (15,905 individuals) and English (12,185 individuals).<sup>8</sup> The 10 most common ethnic origins are shown below in Table 5.

**Table 5: Most Common Ethnic Origins of Richmond Residents, 2021**

Ethnic Origin	Number
Chinese	99,780
Filipino	15,905
English	12,185
Hong Konger	9,760
Scottish	9,750
Indian	9,330
Canadian	8,280
Irish	7,720
Taiwanese	6,715
German	6,305

Source: NewToBC (2023). Richmond Immigrant Demographic Profile. <https://newtobc.ca/wp-content/uploads/2023/11/2023-NewToBC-Richmond-DemoProfile-WEB-Final.pdf>

In 2021, 80% or 167,395 individuals of Richmond's population identified as racialized, which gives Richmond the distinction of having the highest proportion of racialized groups of any municipality in British Columbia, and the second highest percentage in Canada, after Markham, Ontario (Table 6). The concept of "racialized group" is based on the visible minority variable in the Canadian Census. The Employment Equity Act defines visible minorities as persons, other than Aboriginal Peoples, who are non-Caucasian in race or non-white in colour. The racialized population in Canada consists mainly of the following groups: South Asian, Chinese, Black, Filipino, Arab, Latin American, Southeast Asian, West Asian, Korean and Japanese.<sup>9</sup> The predominant racialized group in Richmond in 2021 was Chinese (68% or 113,060 individuals) followed by South Asian (9% or 15,370 individuals) and Filipino (9% or 15,130 individuals).

**Table 6: Most Common Racialized Groups in Richmond, 2021**

Racialized Group	Number	%
Chinese	113,060	68%
South Asian	15,370	9%
Filipino	15,130	9%
Multiple racialized groups	6,090	4%
Japanese	3,885	2%
Southeast Asian	3,305	2%
Arab	2,205	1%
Latin American	2,155	1%
Korean	2,035	1%
Black	1,775	1%
West Asian	1,670	1%
Racialized groups n.i.e <sup>10</sup> .	710	0.4%
<b>Total racialized population</b>	<b>167,395</b>	<b>100%</b>

Source: Statistics Canada, 2021 Census of Population

## Indigenous Population

According to the 2021 Census, a total of 1,540 individuals, including 270 children between birth and 14 years, reported Indigenous identity in Richmond, which accounted for 0.7% of the total population. Indigenous identity refers to a person that identifies with the Indigenous Peoples of Canada, which is defined by Statistics Canada as those who identify as First Nations, Métis and/or Inuk (Inuit), and/or those who report being Registered or Treaty Indians (that is, registered under the Indian Act of Canada), and/or those who have membership in a First Nation or Indian band.<sup>11</sup> Of the total who identified as Indigenous in Richmond, 58% identified as First Nations, 36% as Métis and less than 1% as Inuit.

It is important to recognize how historical and systemic barriers including racism, discrimination and the ongoing effects of colonization have contributed to a higher incidence of poverty among Indigenous individuals and families in Canada. Indigenous Peoples continue to be disproportionately impacted in the Lower Mainland and within the Richmond community. Indigenous individuals were over-represented in the 2023 Metro Vancouver Point-in-Time Homeless Count. During the Count in Richmond, 15% of people who responded to the question relating to Indigenous identity identified as Indigenous, despite making up less than 1% of Richmond's total population.

### Immigration to Richmond

In the last two decades, Richmond experienced a significant growth in its population mainly due to immigration. Between 2001 and 2021, Richmond’s immigrant population rose by 37,300, accounting for 85% of the total increase. The term immigrant refers to a person who is, or who has ever been, a landed immigrant or permanent resident. Such a person has been granted the right to live in Canada permanently by immigration authorities. In the 2021 Census, this includes immigrants who were admitted to Canada on or before May 11, 2021.<sup>12</sup>

Richmond has consistently maintained a larger share of immigrants compared to Greater Vancouver and almost all other Canadian municipalities.<sup>13</sup> In 2021, immigrants represented just over 60% of Richmond’s total population in comparison to approximately 42% of Greater Vancouver’s total population. Table 7 highlights the overall population and immigration trends in Richmond and Greater Vancouver from 2016 to 2021.

**Table 7: Population and Immigration Trends for Richmond and Greater Vancouver, 2016 and 2021**

Year	Richmond			Greater Vancouver		
	Total Population	Immigrant Population	% of Total Immigrant Population	Total Population	Immigrant Population	% of Total Immigrant Population
2021	208,400	125,600	60.3%	2,607,010	1,089,185	41.8%
2016	198,309	118,305	60.2%	2,463,431	989,540	40.8%

Source: NewToBC (2023). Richmond Immigrant Demographic Profile. <https://newtobc.ca/wp-content/uploads/2023/11/2023-NewToBC-Richmond-DemoProfile-WEB-Final.pdf>

In 2021, Richmond was also the fourth largest recipient of recent immigrants to British Columbia after Vancouver, Surrey and Burnaby. Statistics Canada defines a recent immigrant as a person who obtained landed immigrant or permanent resident status in the five years preceding a given census. In the 2021 Census, this refers to the period from January 1, 2016 to May 11, 2021.<sup>14</sup> The three leading countries of birth for recent immigrants in Richmond were China (52%), the Philippines (12%) and India (7%) (Table 8).

**Table 8: Most Common Places of Birth for Total and Recent Immigrants in Richmond, 2021**

Total Immigrants	Number	%	Recent Immigrants	Number	%
China	46,490	37%	China	7,090	52%
Hong Kong	24,335	19%	Philippines	1,580	12%
Philippines	13,570	11%	India	955	7%
Taiwan	7,745	6%	Hong Kong	820	6%
India	5,380	4%	Taiwan	365	3%
United Kingdom	2,210	2%	United States	275	2%
United States	1,605	1%	South Korea	215	2%
Vietnam	1,510	1%	Brazil	195	1%
South Korea	1,230	1%	Syria	125	1%
Pakistan	995	1%	Iran	120	1%
Other Places	20,530	16%	Other Places	1,965	14%

Source: NewToBC (2023). Richmond Immigrant Demographic Profile. <https://newtobc.ca/wp-content/uploads/2023/11/2023-NewToBC-Richmond-DemoProfile-WEB-Final.pdf>

Between 2016 and 2021, 540 individuals in Richmond immigrated to Canada as refugees. The term refugee refers to individuals granted permanent resident status in Canada based on a well-founded fear of returning to their country of origin for reasons including race, religion and nationality.<sup>15</sup> From the pre-1980s through to the 2021 Census, there were a total of 4,120 individuals who had immigrated to Canada as refugees living in Richmond.<sup>16</sup>

## Language

According to the 2021 Census, English was the most commonly spoken language at home for 96,275 Richmond residents, representing 46% of the total population. Following English, Mandarin (approximately 18% or 37,000 speakers) and Cantonese (almost 18% or 36,515 speakers) were the second and third most common home languages (Table 9).

**Table 9: Most Common Languages Spoken at Home in Richmond, 2021**

Home Language	Number	%
English	96,275	46.1%
Mandarin	37,000	17.7%
Yue (Cantonese)	36,515	17.5%
Tagalog	4,575	2.2%
Punjabi	3,250	1.6%
Min Nan (Chaochow, Teochow, Fukien, Taiwanese)	1,360	0.7%
Russian	1,330	0.6%
Spanish	1,155	0.6%
Japanese	1,110	0.5%
Korean	1,000	0.5%
Arabic	905	0.4%
Other Languages	7,825	3.7%
Multiple responses – English and other language(s)	15,895	7.6%
Multiple other language(s) not including English	845	0.4%

Source: Statistics Canada, 2021 Census of Population

In 2021, 69% of recent immigrants to Richmond spoke languages other than English or French at home. This was a decrease from 74% in 2016, suggesting that Richmond has welcomed more recent immigrants with official language (English and French) skills. The most common non-official home languages spoken by immigrants in Richmond are shown in Table 10.

**Table 10: Most Common Non-Official Home Languages Spoken by Total and Recent Immigrants in Richmond, 2021**

Total Immigrants	Number	%	Recent Immigrants	Number	%
Cantonese	32,000	25%	Mandarin	5,510	40%
Mandarin	29,405	23%	Cantonese	1,245	9%
Tagalog	4,270	3%	Tagalog	710	5%
Punjabi	2,365	2%	Arabic	200	1%
Russian	1,265	1%	Punjabi	175	1%
Min Nan	1,200	1%	Portuguese	170	1%
Japanese	820	1%	Spanish	150	1%
Spanish	780	1%	Korean	130	1%
Korean	725	1%	Hindi	115	1%
Arabic	660	1%	Russian	100	1%
Other Non-Official Languages	6,075	5%	Other Non-Official Languages	935	7%

Source: NewToBC (2023). Richmond Immigrant Demographic Profile. <https://newtobc.ca/wp-content/uploads/2023/11/2023-NewToBC-Richmond-DemoProfile-WEB-Final.pdf>

Additionally, the proportion of Richmond residents without English fluency decreased to 21,795 individuals in 2021 from 22,045 in 2016. This shift may also indicate that more residents are immigrating with English language skills and/or learning English following immigration to Canada. In 2021, the top three mother tongues of those who were unable to hold a conversation in English were Mandarin (9,710 speakers), Cantonese (9,020 speakers) and Punjabi (625 speakers).

## Gender Identity

According to the 2021 Census, 285 individuals living in Richmond self-identified as transgender and 100 individuals self-identified as non-binary. The term transgender refers to a person whose gender identity does not correspond with the sex they were assigned at birth.<sup>17</sup> The term non-binary refers to a person whose gender is not exclusively male or female, and includes people whose reported gender is, for example, agender, genderqueer, gender-nonconforming or Two-Spirit, a term specific to some Indigenous Peoples of North America.<sup>18</sup> For the first time in 2021, Statistics Canada collected population data on gender diversity, making Canada the first country in the world to do so on a national census.

## People with Disabilities

According to the 2022 Canadian Survey on Disability (CSD), which is the official source of data on persons with disabilities (15+ years) in Canada, approximately one in five (19%) or 33,380 Richmond residents who were 15+ years had one or more disabilities that limited their daily activities. Between the 2017 and 2022 CSD, the number of people reporting a disability in Richmond increased by 5,330 individuals, from 28,050 (17%) individuals in 2017 to 33,380 (19%) individuals in 2022. This increase can be partially attributed to both the aging population and the large increase in mental health-related disabilities among youth and working-age adults.<sup>19</sup>

The CSD was designed to report on disability data for Canada, the provinces, and the territories. As a result, much of the CSD data is suppressed at smaller levels of geography. Despite this, the CSD data has continued to provide insight into the possible rate of disability and potential needs of people with disabilities in Richmond.

Trends in community data similarly suggest that the number of residents with disabilities continues to grow in the community and that individuals are connecting to disability-related supports more often. When possible, data from 2021 has been provided for comparison as a baseline indicator.

- Between 2021 and 2024, the average number of Richmond households supported by BC Disability Assistance steadily grew, from 2,170 households in 2021 to 2,404 households in 2024, increasing by approximately 11%. These increases were seen particularly among singles and families with children.
- A total of 2,731 accessible parking permits for people with disabilities were issued by Richmond Centre for Disability between December 2023 and November 2024.

## Religious Diversity

A little over half (53%) of Richmond's population reported no religious affiliation based on the 2021 Census (Table 11). Of those who did report a religious affiliation, the most common were Christian (approximately 31% or 64,405 individuals), followed by Buddhist (approximately 6% or 11,590 individuals), and Muslim (almost 4% or 7,630 individuals).

**Table 11: Religious Affiliation of Richmond Residents, 2021**

Religious Affiliation	Number	%
No religion and secular perspectives	111,140	53.3%
Christian	64,405	30.9%
Buddhist	11,590	5.6%
Muslim	7,630	3.7%
Sikh	6,985	3.4%
Hindu	2,605	1.3%
Jewish	2,515	1.2%
Other religions and spiritual traditions	1,490	0.7%

Source: Statistics Canada, 2021 Census of Population

### Income Data

As identified in the 2021 Census and based on 2020 income data, the median after-tax annual household income in Richmond was \$71,000. This marked an increase of almost 14% from \$62,400 reported in 2016. While income-based data has limitations, it is also one of the most consistent measures available for Richmond and is used nationally and internationally as an indicator of poverty.

### Low Income

While poverty is influenced by a number of factors, at the most fundamental level, households experiencing poverty lack the income and resources needed to meet a basic standard of living. The prevalence of low income refers to the percentage of a population that falls below an identified income threshold. The City has referenced the Low-Income Measure After Tax (LIM-AT), a relative measure of low-income status that uses 50% of the median after-tax income of households.<sup>20</sup>

Based on the 2021 Census, the prevalence of low income in Richmond decreased to 16% (LIM-AT) in 2021 from 22% in 2016 as indicated in Table 12. However, this decrease was largely attributed to pandemic income replacement benefits, such as the Canadian Emergency Response Benefit (CERB) that provided a temporary boost to income levels for some lower socioeconomic households. As the benefit has not continued, the resulting effect was likely temporary.<sup>21</sup>

Table 12: Comparison of Richmond Residents Living in LIM-AT, 2016 and 2021

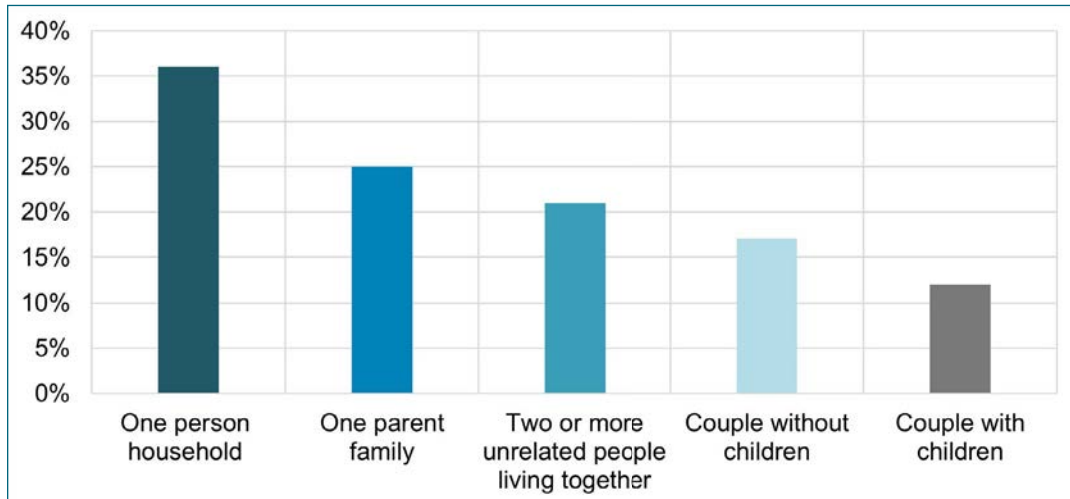
Richmond Residents	2016	2021
Total number of residents	198,309	208,395
Below LIM-AT	44,040	33,225
% Below LIM-AT	22.2%	15.9%

Source: Statistics Canada, 2016 and 2021 Census of Population

### Low Income by Household Composition

According to the 2021 Census, 33,225 individuals in Richmond reported annual incomes below the LIM-AT thresholds, which corresponded to 16,655 households. The prevalence of low-income varied by household composition, with a greater proportion of one-parent families (25%) and individuals living alone (36%) falling below the LIM-AT threshold compared to other household types (Figure 5). Couples, both with and without children, reported lower rates of low-income status, likely due to the presence of two-income earners in these households.

Figure 5: Percentage of Richmond Households Living in LIM-AT by Household type, 2021

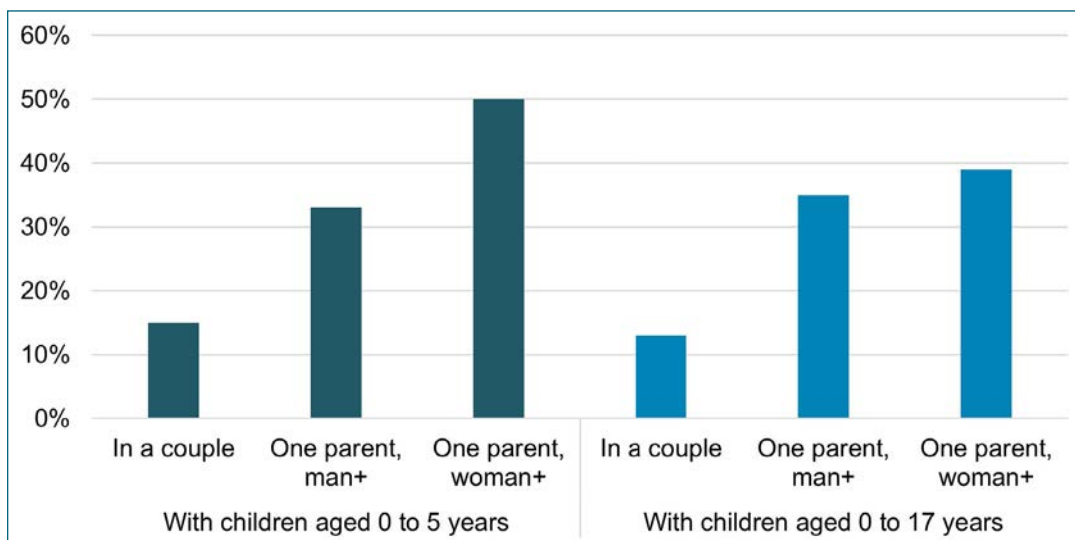


Source: Statistics Canada, 2021 Census of Population

### Low Income by Family Type

A closer look at low-income trends among families in the 2021 Census identified that the estimated prevalence of low income was higher among those with young children. Factors such as family structure, parental level of education and a child's age influence how likely a family is to be living with low income. For families with young children, factors such as high child care costs create barriers to full-time employment. This disproportionately affects one-parent families. Among families with children, one-parent families in which the parent was a woman with children under five were more likely to be living with low income than any other type of family (Figure 6). In total, half (50%) of single parents (in which the parent is a woman) with children under five years of age and one third (33%) of single parents (in which the parent is a man) with children under five were considered low income in Richmond, compared to 15% of couples with children in this same age range.

Figure 6: Prevalence of Low-Income by Family Type in Richmond, 2021



Source: Statistics Canada, 2021 Census of Population

While data based on reported income provides one measure of poverty levels in the community, it does not provide a complete picture. Instead, it has been used as an initial reference point and supplemented with community-based data to provide a better understanding of the local context.

Trends in community data suggest that the positive effects of pandemic-related financial assistance were temporary. Data from local and regional sources indicate there is a growing number of Richmond residents accessing supports to meet basic needs. When possible, data from 2021 has been provided for comparison as a baseline indicator.

- The average number of Richmond households supported by BC Income Assistance grew by more than 70%, to 1,278 households in 2024, up from 743 households in 2021. This included increases among all household types (singles, couples and families with children).
- The total number of households supported by the Richmond Food Bank more than doubled, growing to 4,770 households in 2023, up from 2,173 households in 2021.
- In 2024, the Richmond Food Bank continued to experience substantial demand, supporting 4,501 households in Richmond. While this marked a slight decrease in unique households served, the number of household visits increased to 62,672 in 2024 from 59,061 in 2023. This suggests increased vulnerability of households that use Food Bank services as these households relied on them more frequently to meet their basic needs in 2024.

## Housing

In 2021, Richmond's population was made up of a total of 81,080 private households. Of this total, 71% were owners (57,800 households) and the remaining 29% were renters (23,280 households). The percentage of renter households in Richmond has steadily increased since 2011 when renters represented 23% of households. This has remained consistent with national trends and is partially due to rising housing costs which make home ownership increasingly unaffordable for many individuals and families. From 2016 to 2021, the median value of homes in Richmond increased by 32%, rising from \$752,395 in 2016 to \$990,000 in 2021. Similarly, Greater Vancouver Realtors reported that over the past five years, from 2019 to 2024, there was a 36% increase in the benchmark price of housing in Richmond.

The increased rental demand and low rates of vacancy have contributed to an overall rise in rental costs. For example, the Canadian Mortgage and Housing Corporation (CMHC) 2024 Rental Market Survey reported that the average market rent for all purpose-built market rental units in Richmond increased by 39% over the past five years (2018–2023). Even as Richmond households have shifted to renting, based on the 2021 Census, about 35% of all households, including owners and renters, in Richmond were living in unaffordable housing or spending more than 30% of their gross household income on shelter costs alone. There has also been a growing number of households in Extreme Core Housing Need (ECHN), with renter households experiencing the greatest increase over the years.

Trends in community data reveal that more residents are seeking community supports related to securing affordable housing and experiences of homelessness have increased in the community. When possible, data from 2021 has been provided for comparison as a baseline indicator.

- The average number of households in Richmond on the BC Housing Applicant Registry rose by almost 700 households, to 1,760 households in 2024, up from 1,074 households in 2021.
- The average number of individuals in Richmond with no fixed address receiving BC Income and Disability Assistance increased by over 100 cases, to 209 cases in 2024, up from 106 cases in 2021. It is important to note that there is a distinction between having “no fixed address” for social assistance purposes and experiencing homelessness. Individuals with “no fixed address” could still be sheltered and living indoors or precariously housed, and conversely not all people with an address on file for social assistance purposes necessarily have homes.
- The number of Richmond residents who identified themselves as experiencing homelessness counted in the Metro Vancouver Point-in-Time Homeless Count almost doubled, growing to 162 individuals in 2023, up from 85 individuals in 2020.
- The reasons people experience homelessness are complex and individuals interviewed as part of the 2023 Metro Vancouver Point-in-Time Homeless Count lost their housing for multifaceted reasons including: not enough income for housing (54%), landlord/tenant conflict (22%), substance use (17%), building sold or renovated (13%), physical health issues (13%) and unfit or unsafe housing (11%).

## Education

According to the 2021 Census, approximately 68% of non-immigrants in Richmond had some form of post-secondary education, such as a certificate, diploma or degree, with just over one third (37%) holding a bachelor’s degree or higher. This number was slightly higher when looking at Richmond’s immigrant population with 71% of total immigrants having some form of post-secondary education, with approximately 48% of immigrants holding a bachelor’s degree or higher. The proportion among immigrants with a bachelor’s degree was 11% higher than the proportion among non-immigrants (Table 13). Since 2016, Richmond saw a significant increase in its proportion of college and university-educated immigrants. In 2016, 43% of Richmond’s immigrant population held a bachelor’s degree or higher, compared to 36% for its non-immigrant population.

Table 13: Highest Level of Education for the Population between 25 and 64 Years in Richmond, 2021

Level of Education	Non-Immigrants		Immigrants	
	Number	%	Number	%
No certificate, diploma or degree	1,405	5.0%	5,530	6.7%
High (secondary) school diploma or equivalency certificate	7,620	27.3%	18,495	22.3%
Apprenticeship or trades certificate or diploma	1,745	6.3%	2,725	3.3%
College, CEGEP or other non-university certificate or diploma	5,765	20.7%	11,550	13.9%
University certificate or diploma below bachelor level	1,065	3.8%	5,010	6.0%
Bachelor's degree or higher	10,305	36.9%	39,745	47.9%
<b>Total</b>	<b>27,905</b>	<b>100%</b>	<b>83,055</b>	<b>100%</b>

Source: Statistics Canada, 2021 Census of Population

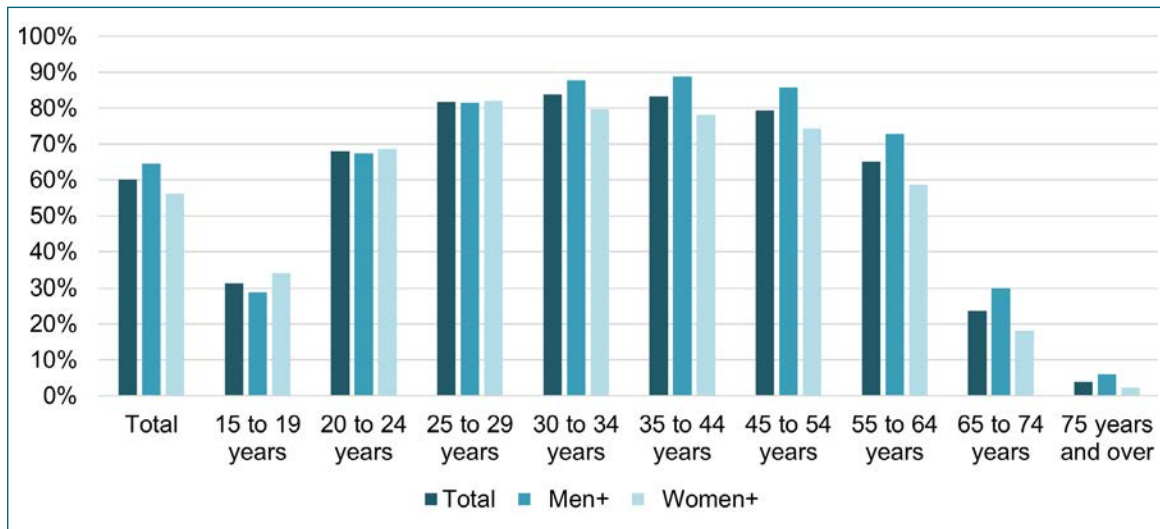
Additionally, there was a strong connection between the highest level of education and median employment income. Based on the 2021 Census, individuals with no high school diploma in Richmond had a median employment income of \$12,100, while those with a Bachelor's degree or higher had a median employment income of \$45,600. However, immigrants had lower employment income than non-immigrants, even when they had the same level of education. For example, immigrants with a Bachelor's degree earned \$10,000 less compared to non-immigrants with the same level of education. This difference has been attributed to several factors including the lack of recognition of foreign education credentials, level of English fluency and lack of connections within the Canadian job market.

## Labour Force Participation

The labour force comprises individuals 15+ years who are working or looking for work.<sup>22</sup> This does not include students, homemakers, retired workers, seasonal workers during the "off" season, and those who cannot work because of long-term illness or disability. According to the 2021 Census, Richmond's employed labour force totalled 96,785 individuals, representing just over half (54%) of the population (15+ years). The unemployed labour force was estimated at 11,685 (6%), while residents not in the labour force were estimated at 72,005 (40%).

While men and women between the ages of 20 and 29 showed similar rates of labour force participation, the difference between the two genders became more pronounced from the age of 30 onwards. For example, for men between 30 and 34 years, the labour force participation rate was approximately 88%, whereas for women it was approximately 80% (Figure 7). One of the factors contributing to lower labour force participation rates for women between the ages of 30 and 44 is child care responsibilities.

Figure 7: Labour Force Participation Rates by Age and Gender in Richmond, 2021



Source: Statistics Canada, 2021 Census of Population

Since the 2021 Census, short and long-term impacts of the COVID-19 pandemic on labour force participation have become better understood. Studies conducted on the impact of the pandemic found that low-wage workers were disproportionately affected by the pandemic, facing increased job losses, reduced income and slower employment recovery, in comparison to higher-paid workers.<sup>23</sup> This especially impacted workers who were employed in frontline occupations in the accommodation, care and retail sectors, many of whom were racialized individuals.<sup>24, 25, 26</sup> Workers who had less than a bachelor's degree also experienced a slower employment recovery rate.<sup>27</sup> Based on qualitative data from non-profit social service organizations, the employment and income losses experienced by low-wage workers during and after the pandemic have continued to have lasting consequences on individuals and families in Richmond. These challenges have been further exacerbated by the current rising costs of living, especially for Richmond's most vulnerable community members.

### What is your vision for a more inclusive and thriving Richmond?

"[A more inclusive and thriving Richmond has] education and skills development, equitable access to quality education and lifelong learning opportunities."

- Community member

## Figure 8: The Community at a Glance

(Data is from the 2021 Census, unless otherwise noted.)



**241,375** residents are estimated to be living in Richmond in 2025

(2024 Metro Vancouver Regional Growth Strategy, Medium-Growth Population Projections)



**311,236** residents are projected to live in Richmond by 2050

(2024 Metro Vancouver Regional Growth Strategy, Medium-Growth Population Projections)



The **2** largest generations represented in the population are baby boomers and millennials



**24%** of the population (51,330 individuals) are children and youth (birth to 24 years)

**56, 285** children and youth are projected to live in Richmond by 2035

(2024 Metro Vancouver Regional Growth Strategy, Medium-Growth Population Projections)



**35%** of the population (73,240 individuals) are seniors (55+ years)

**95,908** seniors are projected to live in Richmond by 2035

(2024 Metro Vancouver Regional Growth Strategy, Medium-Growth Population Projections)



**180+** different ethnic origins

**1,540** individuals identify as Indigenous in Richmond



**60%** of the population (125,600 individuals) identify as immigrants

**80%** of the population (167,395 individuals) identify as being part of a racialized group



**100+** languages spoken



**285** individuals self-identify as transgender and **100** individuals self-identify as non-binary



**19%** of the population (33,380 individuals) who are 15+ years have one or more disabilities that limit their daily activities

(2022 Canadian Survey on Disability)



**53%** of the population report no religious affiliation (111,140 individuals). The most common religious affiliations are Christian (**31%**), Buddhist (**6%**) and Muslim (**4%**)



**\$71,000** is the median after-tax annual household income



**16%** of the population (33,225 individuals or 16,655 households) are reported to be living in low income based on the LIM-AT measure



**71%** of Richmond households are homeowners and **29%** are renters



**35%** of all households in Richmond are living in unaffordable housing (spending more than 30% of income on shelter costs)



**48%** of immigrants in Richmond hold a bachelor's degree or higher compared to **37%** of non-immigrants



Immigrants with a bachelor's degree earn **\$10,000 less** compared to non-immigrants with the same level of education



**54%** of the population (96,785 individuals) 15+ years are employed in the labour force



## Consulting the Community

“Ensuring that all community members have access to, and get sufficient doses of ‘protective factors’, such as social connectedness and belonging, physical activity, nutrition, safety, and security—constitutes an ‘upstream’ approach that promotes wellness and reduces the increasing demand for downstream services.”

- Government partner

Extensive consultation was conducted with a broad cross-section of Richmond community members, including individuals from equity-deserving groups and community partners, to better understand the community’s social needs and aspirations for Richmond. The opportunity to participate was widely promoted through City communication channels and key partners, as well as City committees. These included City Council Advisory Committees, Community Associations and Societies, Richmond-based non-profit social service organizations and public partners such as the Richmond Public Library, Richmond School District, Vancouver Coastal Health and the Ministry of Social Development and Poverty Reduction.

The following themes were used to guide survey questions and discussions held during the consultation process:

- Vision for a more inclusive and thriving Richmond
- Social development needs and priorities
- Current community strengths and areas for improvement

To increase engagement and reduce barriers to participation, individuals and organizations were offered a variety of ways to share feedback. Additionally, four Community Ambassadors were hired and trained to support the consultation process. These Ambassadors were Richmond residents with diverse lived and living experiences. They helped connect the project team to equity-deserving groups and contributed local knowledge and language skills that reduced participation barriers.

The Ambassadors built trust with respondents, particularly those with similar lived and living experiences, that fostered deeper engagement and richer information sharing. This contributed to a robust consultation process that gathered a diverse range of perspectives and ideas, including from equity-deserving groups who are traditionally underrepresented in consultation processes.

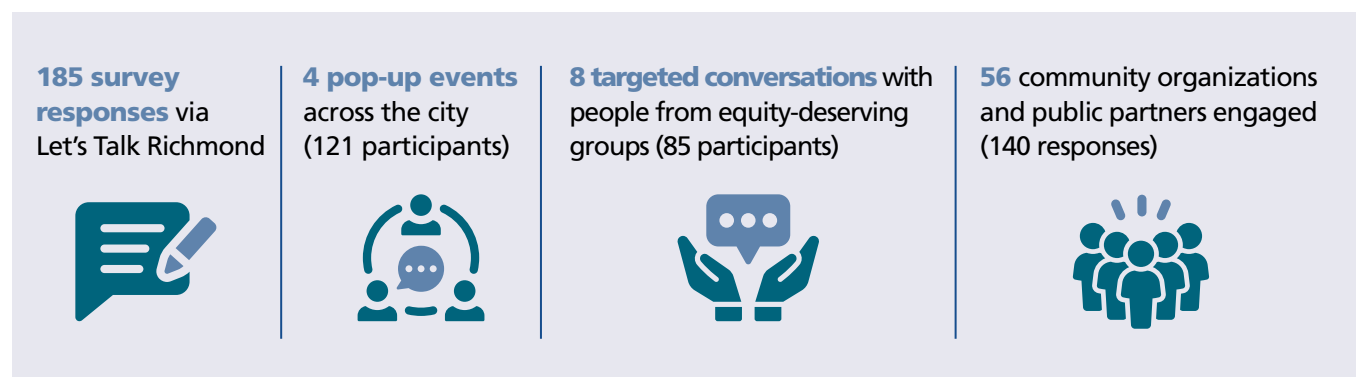
Community consultation included the following activities:

- An online survey hosted on the City’s public engagement platform, Let’s Talk Richmond. The survey was available in English as well as Simplified and Traditional Chinese.
- Printed versions of the survey were available at five City facilities across Richmond: Cambie Community Centre, City Centre Community Centre, Seniors Centre at Minoru Centre for Active Living, Richmond Cultural Centre and Steveston Community Centre.
- Four public pop-up events were hosted in high-traffic areas around the city: Minoru Park, King George Park, Steveston Community Park and the Richmond Cultural Centre Plaza. The pop-up events provided an opportunity for community members to learn about the *Strategy* and provide their input into the *Strategy*’s vision and social development priorities.

- Six focus groups and two pop-up events were held with equity-deserving groups in Richmond to reach those who might have otherwise been underrepresented during the consultation process. Participants included seniors, youth, newcomers, refugees, people with disabilities, families with young children, unhoused individuals, low-income households and people with lived experiences of mental health challenges and substance use. The sessions were hosted during regularly scheduled community programming to remove barriers to participation.
- In-person and virtual focus groups and meetings were held with community organizations and key partners, including Community Associations and Societies, the Richmond School District, Vancouver Coastal Health and provincial ministries, to gather input on the current and future social needs and priorities of the community. Written feedback was received from some public partners and individual interviews were conducted with those unable to attend the focus groups and meetings.
- An in-person, cross-departmental focus group was held with City staff to better understand community needs based on their perspectives and experiences from different departments within the organization.

The wide range of consultation activities provided ensured that feedback reflected a wide range of diverse perspectives, ideas and expertise. The information collected helped to inform the development of the strategic directions and priority actions outlined in the *Strategy*. A summary of the consultation results is outlined below in Figure 9.

**Figure 9: Consultation at a Glance**





# Key Themes

A number of key themes emerged from the community consultation as well as research on national and local trends. The following section outlines these themes and their anticipated impact on the Richmond community over the next decade.

## Rising Cost of Living

During consultation, community members emphasized that the rising cost of living is a significant challenge. Many individuals expressed the need for basic goods and services, such as healthy, nutritious and culturally-appropriate food, clothing, energy and transportation, to be more affordable. Recommendations included improving and expanding access to essential services and supports, such as community meals and food programs. Participants also highlighted the need for better access to programs and resources that help individuals access government assistance, and employment and skills training. People shared that as rental rates and housing costs increase, there is a growing need for more affordable and diverse housing options across the housing continuum. This concern was raised by various groups, including newcomers, individuals with lower incomes, those at risk of or experiencing homelessness and the broader community. Many participants emphasized the need for more social housing, affordable rentals and affordable homeownership. These community-level experiences reflect the impact of the rising cost of living across Canada and are consistent with both Canada-wide and regional-level trends.

While the annual average Consumer Price Index (CPI) in 2024 was the lowest since 2020, the rapid inflation experienced since the pandemic has resulted in sustained, elevated prices for essentials, such as housing and food costs, according to the Consumer Price Index: Annual review, 2024 from Statistics Canada. In Richmond, this has coincided with an approximate 64% increase in the number of Richmond households on the BC Housing Applicant Registry since 2021, from 1,074 households in 2021 up to 1,760 households in 2024. Of the households on the Registry in 2024, almost half (49%) were seniors, approximately one third (31%) were families with children and the remaining households (20%) consisted of single individuals, people with disabilities and households in need of wheelchair-accessible units. The number of people experiencing homelessness also increased in Richmond, with rates almost doubling from 85 people in 2020 to 162 people in 2023 based on the 2023 Metro Vancouver Point-in-Time Homeless Count. Additionally, the number of Richmond households receiving social assistance through the BC Employment and Assistance Program has continued to rise from 2,913 households in 2021 to 3,682 households in 2024. Based on overall feedback, community members agree that increasing access to affordable food, housing, child care, employment, education, transportation and other resources to meet basic needs is crucial. This was identified as important to support individuals' and families' abilities to make ends meet and to ensure everyone can fully participate in the community.

## An Aging Population

The necessity to address the needs of an aging population was a recurring topic during consultation. Many seniors (55+ years) shared their experiences of remaining active in the community with decreasing mobility, as well as the challenges of staying socially connected as they age. Some also described barriers, which ranged from the rapid pace of technological advancement to the digital divide to stigma

### What is your vision for a more inclusive and thriving Richmond?

"My vision is for housing in all forms to be abundant—different sized units and a variety of densities, not just high-rise and single family. Rents are affordable."

- Community member

“A key factor in accessibility is not only having more services, but being able to access these services physically, virtually, and at varying times of day.”

- Community member

and discrimination related to aging. To achieve a more age-friendly community, community members spoke about the need to continue to improve community accessibility for seniors, such as increasing accessible parking at community facilities to facilitate participation in seniors’ programs. Some also mentioned enhancing access to affordable, senior-friendly housing, including assisted living facilities in the community. The importance of addressing existing stereotypes and ageism was also emphasized. Many individuals recommended improving and expanding access to information by sharing information in many forms, including non-digital methods, and providing easier ways for seniors to be informed about all aspects of community life, including events, volunteer opportunities and intergenerational programs.

Like many communities across the country, Richmond has an aging population. Projections indicate that seniors will continue to make up about one-third of Richmond’s total population over the next decade. In particular, the proportion of seniors in their 70s and 80s will continue to rise and by 2035, this segment of the seniors population is anticipated to make up nearly 17% of the total population. According to the 2022 Canadian Survey on Disability, as individuals age, they are more likely to experience a higher number of co-occurring disabilities.<sup>28</sup> This is common with a healthy, aging population and means that more individuals are likely to face more than one health challenge at the same time. BC is expected to see the rate of people experiencing dementia increase by 218% between 2020 and 2050.<sup>29</sup> Seniors are also more vulnerable to social isolation. According to the 2022 Ageing in Canada Survey, as many as 41% of Canadians aged 50+ years are at risk of social isolation and up to 58% have experienced loneliness.<sup>30</sup> The survey also identified protective factors for seniors that include the presence of family ties, higher levels of educational attainment and income security, higher self-reported health status as well as independent living. These findings are consistent with the consultation results and emphasize the ongoing need to improve supports and services to foster healthy aging in Richmond.

### What is your vision for a more inclusive and thriving Richmond?

“I envision Richmond to be a place where nature thrives along with people, who can navigate the whole city with ease because of all methods of travel—from taking the bus to simply walking—being accessible and safe to use.”

- Community member

## Accessibility

During consultation, one of the most frequently mentioned visions for Richmond was for it to be accessible for everyone. Community members discussed the progress made by the City and its ongoing efforts to continue to enhance accessibility throughout the city. Many community members spoke about the importance of expanding safe and accessible walking, cycling and rolling pathways, so that people with disabilities and the community as a whole, can safely and easily navigate the community. This included pathways that provide easy access to places of importance to people, such as workplaces, community centres, parks and gathering spaces. The need for more accessible parking and transit were also mentioned. Additionally, community members stressed the importance of continuing to promote the inclusion of people with disabilities in the community, across all age groups. This included creating more accessible child care and play spaces, City services, public communications, events and employment opportunities.

The findings from Richmond align with national trends. According to the 2022 Canadian Survey on Disability (CSD), over a quarter of Canadians (27% or 8 million people) 15+ years reported having one or more disabilities that limited their daily activities. In Richmond, the rate was approximately one in five (19%

or 33,380 Richmond residents). Based on today's understanding, disabilities are caused by barriers within society that prevent participation and are not the result of a person's individual circumstance. These barriers may include physical, attitudinal, sensory, systemic, information, communication and technological barriers. As of the 2022 CSD, about 6 in 10 Canadians with disabilities (56%) faced barriers accessing indoor and outdoor public spaces. Examples of other barriers included those related to communication as well as social assumptions and misconceptions. Established in 2021, the *Accessible British Columbia Act* (the Act) became law in British Columbia. The Act aims to make governments and organizations, including the City, more accessible. It focuses on removing barriers and promoting inclusion of people with disabilities so that they are able to fully and equally participate in society. Overall consultation findings show that addressing accessibility barriers is important for Richmond community members. By working together, the City and community partners continue to improve access to places, programs, events and services for the benefit of everyone.

## Diversity and Inclusion

Throughout the consultation process, many people shared that one of the best qualities of Richmond is its cultural diversity. Many newcomers reported feeling welcomed and included in the community, often attributing this sense of belonging to access to places of worship, cultural events and other community celebrations. However, others expressed challenges in Richmond, including difficulty finding a job, language barriers, issues navigating new systems and experiences of discrimination. Most community members emphasized the importance for Richmond to be welcoming and safe for everyone, regardless of culture, age, race, gender, sexual orientation, ability, religion and socioeconomic status. Supporting and promoting diversity was a core value expressed by many community members. This finding is also reflected at the national level as 92% of Canadians agree that ethnic and cultural diversity is a Canadian value, based on the 2020 General Social Survey.<sup>31</sup>

One of the ways people discussed advancing inclusion in Richmond was to help newcomers participate more fully in the community. This involved improving access to supports for newcomers, such as resource navigation, language programs and employment services. Other strategies included advancing reconciliation with local First Nations, addressing systemic oppression as well as strengthening anti-racism initiatives across the city and in collaboration with government agencies and public partners. It is crucial to recognize that for equity-deserving groups, such as Indigenous Peoples, 2SLGBTQI+ individuals and members of racialized communities, experiences of discrimination and racism are social determinants of health. This means that these experiences negatively impact people's health and well-being as well as their sense of safety and belonging in the community. To address this, recommendations included increasing knowledge and awareness through public education initiatives and providing information in multiple languages. Additionally, some community members recommended enhancing opportunities for social connection and inclusion, such as expanding cultural programs and community celebrations to nurture respect, understanding and a sense of shared community in Richmond.

### What is your vision for a more inclusive and thriving Richmond?

"On a philosophical level, a priority needs to be [to foster] collective respect for one another, reduce othering, address the perceived divides, [and] build community connections through celebrations and shared activities..."

- Community member

### What is your vision for a more inclusive and thriving Richmond?

“[The] creation of a child-friendly community. Give children a voice and say in their community (parks, playgrounds, trails, accessible walkways, play streets).”

- Community member

“There are challenges newcomers face in accessing services. It is important to consider immigrants and newcomers in policy [development], [and] how... newcomers (and people in general) [can] participate in government, decision making, processes in the City..., and [have] representation on Council”

- Community member

## Social Connection

Fostering community belonging and social connectedness was a cross-cutting theme that emerged during community consultation. Community members expressed appreciation for Richmond’s public facilities and spaces, including community centres, libraries, pools, parks and community gardens. They also acknowledged the City’s and Richmond Public Library’s ongoing efforts to expand and improve their programs and services. They suggested building on these efforts by increasing recreational program types and offerings, such as low-cost activities and programs in high demand. According to the 2021 Canadian Social Survey, more than one in 10 people in Canada said they always or often felt lonely and of those respondents, almost half reported fair or poor mental health. During consultation, many participants discussed the different ways Richmond public spaces provide meaningful opportunities for recreation and social connection, and support physical and mental health. In addition, some individuals recommended increasing connections to Richmond as a whole and to people’s immediate neighbourhoods. Suggestions included creating more neighbourhood hubs with services and resources, especially for those areas outside of the city center.

## Civic Participation

During consultation, a number of community members talked about the important role that civic participation, such as voting, plays in building a sense of community. Many specified that it is important to provide a chance for community members to learn more about the decision-making process of local government and to be involved in various City engagement opportunities. While civic participation includes political participation, such as voting or running for City Council, it is also related to community participation. This includes joining community groups and local volunteering. In Canada, approximately 60% of the population belong to at least one group, organization or association and approximately 70% engage in political activities, including signing a petition or volunteering for a political party.<sup>32</sup>

Community members shared suggestions to address barriers to help more people in Richmond access these types of opportunities. They also suggested continuing to find meaningful ways to engage individuals in City initiatives and processes like voting and community decision-making. An ongoing priority for the community was to ensure that people from underrepresented, equity-deserving groups have a voice in matters that are important to them in Richmond. In the development of the *Strategy*, particular focus was given to engaging with newcomers, immigrants, children, youth, seniors, people with lower incomes, people with disabilities and people experiencing homelessness. These ideas were reinforced through the jurisdictional scan, which showed a shift towards cities creating solutions to social issues through collaborative processes with community members or co-creation. Another trend identified was embedding equity in City decision-making processes to foster equity, and social and economic inclusion in communities.

## Community Safety and Resilience

During consultation, people emphasized the need to build a safe and resilient community for everyone. This topic arose from discussion about current global issues, such as the ongoing opioid crisis, lasting consequences of the COVID-19 pandemic and the social impacts of climate change. Many participants highlighted the relevance of these issues within the local context, including the day-to-day effects on community members' health, well-being and sense of inclusion. Concerns around crime and personal safety in Richmond were also raised. This was related to perceived increases in petty crime as well as feeling unsafe at night, particularly in poorly lit areas in the community. In response, community members recommended increasing emergency and outreach programs to better support vulnerable populations in times of crisis. Individuals also suggested providing additional supports to those transitioning out of the criminal justice system, with an emphasis on restorative justice, which is an approach that focuses on addressing the harm caused by crime, meaningful accountability and meeting the needs of those involved.<sup>33</sup>

Other emerging needs were discussed, including planning for the ongoing effects of climate change. Some of the effects mentioned included wildfire smoke, flooding and extreme heat. As temperatures continue to rise, some expressed concerns about the growing densification in the city core. These concerns were not related to the increased population, but rather to urban heat islands, areas of the city that experience higher temperatures due to the concentration of buildings and paved surfaces that trap heat. A few community members proposed environmental solutions, such as preserving and expanding green spaces within the community.

Community members also discussed emergency planning for natural disasters, such as earthquakes. Some participants suggested increasing awareness and education about emergency preparedness initiatives in Richmond. There were also discussions about continuing to improve the City's emergency response system and to expand infrastructure, such as cooling and warming centres. Like many cities across the region, Richmond continues to face higher summer temperatures and extreme weather events throughout the year. While climate change and natural disasters affect everyone, research shows that vulnerable populations are more likely to be impacted. This includes groups such as people with lower incomes, people with disabilities and seniors. For example, the 2021 heat dome in BC disproportionately affected seniors 70+ years and those living alone, resulting in significantly worse health outcomes for these groups.<sup>34</sup>

Based on the consultation findings, community members agreed that keeping people safe, ensuring people have a perceived sense of safety and providing the necessary tools for people to remain resilient in the face of emergencies are all essential for a thriving and inclusive community. This is of particular importance for Richmond's most vulnerable community members.

"[There is a need to adapt] to climate change, provide social services, programs and community amenities across the city to effectively operate during extreme weather events (e.g. extreme heat, wildfire smoke, sea level rise, storms, and flooding) and contribute to protecting all community members from extreme weather."

- Community member

## Access to Health Care

During consultation, Richmond community members emphasized the importance of improving and expanding access to health care services for all. This included access to emergency and primary care, particularly for seniors, families and newcomers, as well as low-barrier counselling and treatment, such as more integrated supports in schools for children and youth. The consultation findings are supported by both regional and national trends. Based on the Health of Canadians 2024 report, nearly 3 million Canadians (9.2% of the population 15+ years) reported having unmet needs for health care in 2022.<sup>35</sup> While this varied across provinces, more people in British Columbia as well as the Atlantic provinces reported unmet needs compared to Canada overall. Fewer Canadians also reported having a regular health care provider compared to previous years (82.8% in 2023 compared to approximately 85% from 2017 to 2022).

In Richmond, the delivery of accessible and responsive health care is the responsibility of the Province of BC and more specifically, Vancouver Coastal Health (VCH), which is one of the five regional health authorities. VCH leads, governs, plans and coordinates local health care services through a network of hospitals, primary care clinics, community health centres and residential care facilities. While health care falls outside of the City's direct mandate, City policies and planning can significantly impact individual and community health outcomes. Social and economic factors like income, housing, education, employment and social inclusion are all shaped by public policy and have direct links to people's health and well-being. Additionally, the City also delivers or works with non-profit community organizations to deliver parks, recreation and cultural programs that promote increased physical and mental well-being that in turn supports positive public health outcomes. The City maintains ongoing, collaborative relationships with VCH, the Division of Family Practice and the Primary Care Network to align efforts and improve community connections and health outcomes for people in Richmond.

## Capacity of Community Organizations

Many of the issues affecting community members have also impacted the community organizations that support them. In recent years, rising costs have created challenges for these organizations. During consultation, staff from community organizations spoke about the growing demand in the community for services and supports, and how rising costs of operating expenses posed a challenge to continuing to meet these needs. While many organizations receive funding from senior levels of government to support service delivery, this funding is often short-term, frequently project-based and not guaranteed. As many community organizations rely heavily on volunteers to help deliver their programs, the shifting volunteer base in the community is also a challenge to maintain service levels.

Opportunities identified during consultation included developing shared use of non-profit spaces or adopting a hub model, which would allow residents to access multiple services in one place. Additionally, the need for advocacy to senior levels of government to increase funding to address social needs in the community was raised.

The City recognizes that improving quality of life means ensuring all community members can fully participate in every aspect of community life. To achieve this, a more coordinated approach to social development is needed—one that promotes collaboration and shared responsibility across sectors and levels of government and delivers regional solutions that address systemic barriers by working closely with community members, especially equity-deserving groups, to create meaningful outcomes.



# PLANNING FOR THE FUTURE

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“It is most important for us to work as a united force to innovate, cooperate, and collaborate if we are to achieve the breakthroughs needed...to improve the quality of life for all.”

– Paul Born

## Strategic Directions and Priority Actions

The *Social Development Strategy (2025–2035)* consists of five strategic directions and 66 recommended actions to be completed over a 10-year time period.

The recommended actions build on ongoing initiatives and work that has been accomplished to date. They were developed in response to identified community needs, best practices and shifting demographics. The strategic directions and priority actions provide the foundation to guide the City and its partners towards meeting the current and future social needs of Richmond's diverse population.

The *Strategy* is intended to serve as an overarching framework that reinforces and aligns with related actions within other City Council–approved plans (see Appendix C). Together, these documents provide a comprehensive and collective approach to addressing the diverse social needs of the Richmond community.

The five strategic directions are:

1. Improve Access to Basic Needs
2. Enhance Inclusion and Belonging
3. Foster a Safe, Resilient and Accessible Community
4. Strengthen Community Voice and Engagement
5. Build Community Capacity

Successful implementation of the recommended actions requires a shared commitment between the City and a broad range of partners to advance social development in Richmond. Each strategic direction includes potential partners and the City's various roles in advancing the corresponding actions. Each action includes an anticipated timeline for completion and is categorized as short-term (1-2 years), medium-term (3-6 years), long-term (7-10 years) or ongoing.

Since the community will continue to evolve over the next decade, many of these actions are ongoing in nature. This will allow the City and its partners to continue to adapt and respond to emerging community needs.

## Strategic Direction 1: Improve Access to Basic Needs

### Why This Is Important

Residents' ability to meet their basic needs is foundational to achieving a more inclusive and thriving community in Richmond. Basic needs, such as food and shelter, are what people require to survive. They are essential to an individual's overall health and well-being and must be met before an individual can consider how to meet other needs, such as inclusion and belonging. In recent years, the costs associated with meeting these basic needs have risen while incomes have not kept pace. As a result, more households are struggling to pay rent and purchase food and other essential household expenses.

The priority actions under Strategic Direction 1 outline how the City can support Richmond residents to meet their basic needs. They include actions to address food insecurity, homelessness, and actions to increase access to services and resources that help individuals improve their well-being and build more stable futures.

### Key Outcomes

- Residents have opportunities to participate in a diverse range of programs and services that increase food security.
- An expanded range of services and supports are available to prevent and reduce homelessness.
- Residents, particularly low-income households, are able to find housing that is appropriate and meets their needs.
- Poverty reduction initiatives that promote well-being, and economic and social inclusion support community members at risk of or living in poverty.

### Priority Actions

#### Reduce food insecurity

1. Develop and implement an action plan to address food insecurity and foster a coordinated approach to meeting current and future community food access needs. (short-term)
2. Foster connections among local producers, processors and emergency food service providers to increase access to recovered food, bulk food purchasing options and culturally-appropriate food items. (short-term)
3. Explore the creation of a community hub that would deliver emergency food access, food skills programs and co-locate resources that promote well-being and social inclusion. (medium-term)
4. Support community-based initiatives that provide food literacy education and increase access to healthy, nutritious and culturally-appropriate food options. (ongoing)

#### Prevent and reduce homelessness

5. Engage with individuals with lived experience, community service providers and government agencies to implement a Housing First approach in the delivery of collaborative homelessness-related services in Richmond. (short-term)

6. Develop a community-based homelessness prevention strategy aimed at enhancing housing stability and providing support services for individuals at risk of homelessness. (medium-term)
7. Collaborate with senior levels of government and community organizations to address the gaps in sheltering and to ensure there are sufficient emergency shelter beds, transitional housing units and supportive housing units in the community. (ongoing)
8. Create evidence-informed strategies to prevent and respond to homelessness in the region by fostering coordination and collaboration across sectors and jurisdictions. (ongoing)

### **Increase housing supply**

9. Increase the supply of housing units along the housing continuum through the development of new policies, strategic land acquisitions, and private and public partnerships. (ongoing)
10. Explore opportunities with senior levels of government and non-profit housing providers to increase the development of affordable housing options for individuals experiencing homelessness or in core housing need. (short-term)
11. Strengthen connections between non-profit housing providers, funding agencies and developers to increase the provision of affordable housing for vulnerable populations. (short-term)
12. Pursue a variety of housing forms that are accessible and adaptable through planning policies, such as the Official Community Plan and Zoning Bylaws, to support people with disabilities and an aging population. (ongoing)

### **Increase health and well-being**

13. Introduce and participate in initiatives aimed at increasing public awareness of and access to social services that support community members to meet basic needs and build more stable futures. (short-term)
14. Support health initiatives that facilitate increased physical, mental and emotional well-being of community members, including access to mental health and addiction services, complex care and crisis support services, counselling and health services. (ongoing)
15. Develop neighbourhood hubs that provide safe, welcoming and accessible spaces for community members to access a range of social services and programs that promote individual well-being and reduce social isolation. (long-term)

### **Potential Partners**

Government of Canada • Province of BC • Social Service and Community Organizations • Public Partners and Government Agencies • Richmond Public Library • Private Sector • Faith Communities • Community Members • Equity-Deserving Groups

### **City's Role**

- Facilitate cross-sectoral collaboration and response
- Undertake planning, research and policy development
- Provide resources, such as land and space
- Establish and build partnerships
- Engage the community
- Advocate to senior levels of government

## Strategic Direction 2: Enhance Inclusion and Belonging

### Why This Is Important

Richmond's diversity is one of its greatest strengths. It extends beyond race and ethnicity to include language, gender, religious affiliation, sexual orientation, ability, age and economic status. Fostering inclusion and connections among community members, neighbours, cultural communities and age groups is vital to social well-being. As Richmond's population grows and changes, addressing the challenges of social isolation and exclusion becomes increasingly important. The City is committed to fostering a community that promotes inclusion and belonging among Richmond residents—a community that respects, accepts and values differences, and promotes a sense of shared understanding.

The priority actions in Strategic Direction 2 focus on celebrating diversity, building cross-cultural understanding and intergenerational connections, and encouraging mutual respect among Richmond's diverse population. These actions also focus on planning for and delivering services to meet the needs of specific population groups, so that residents can remain engaged in their communities throughout their lives. This will support Richmond in continuing to be a place where everyone feels safe, welcome and experiences a sense of belonging.

### Key Outcomes

- Residents, particularly members of equity-deserving groups, feel safe and have a sense of belonging in the community.
- Residents have opportunities to connect with other residents of diverse backgrounds and identities.
- Residents are able to engage in community life throughout their lifespan and are supported as they transition through different life stages.
- Opportunities are available to learn about Richmond's diverse communities and participate in educational programs that address stigma and discrimination.

### Priority Actions

#### Enhance a sense of belonging among diverse communities

1. Advance initiatives that promote dialogue, foster understanding and support harmonious living in collaboration with community members, including equity-deserving groups and community partners. (ongoing)
2. Provide greater cross-cultural and intergenerational opportunities for community members to contribute to the cultural vibrancy of Richmond through partnerships and grant initiatives. (ongoing)
3. Support increased awareness and understanding of mental health and addictions in an effort to reduce stigma and discrimination, while fostering greater inclusion and well-being in the community. (short-term)

4. Work with local First Nations and urban Indigenous communities in Richmond to identify and incorporate Indigenous culture and history throughout spaces, arts and programming across the city. (ongoing)
5. Facilitate community-based homelessness education workshops to foster understanding and inclusion within the community and increase awareness of available homelessness-related support services. (short-term)
6. Pursue measures to prevent and respond to hate incidents and address stigma, bullying and/or discrimination in Richmond through public awareness and education campaigns and other joint initiatives. (ongoing)
7. Participate in initiatives that reduce social isolation and loneliness among community members, including initiatives that promote connections among residents living in high-density, multi-unit buildings. (ongoing)
8. Encourage and support community-led efforts to strengthen neighbourhood connections through pilot initiatives and grant programs. (ongoing)

### Plan for all ages and stages

9. Continue to review and update the delivery of programs and services to reflect societal trends and remain responsive to the evolving needs and interests of the community's diverse age groups. (ongoing)
10. Support the expansion of universal, quality and affordable child care through collaboration with the private and public sectors, non-profit organizations and senior levels of government. (ongoing)
11. Engage individuals from specific age groups in the planning and development of places and spaces intended for their use, including leadership roles in age-specific projects. (ongoing)
12. Promote an age-friendly community through the development of policy, land use planning, and programs and services that recognize the interests and needs of seniors and support their involvement in the community. (ongoing)
13. Plan for the existing and future needs of Richmond's population and support a coordinated and collaborative community approach to program and service delivery to assist individuals in navigating life's different stages. (medium-term)
14. Develop and implement strategies that increase access, opportunities and support for populations that traditionally face barriers or are underrepresented in community activities (e.g. young adults aged 19–24 years and working families). (long-term)

### Potential Partners

Government of Canada • Province of BC • Local First Nations and Urban Indigenous Peoples • Social Service and Community Organizations • Public Partners and Government Agencies • Community Associations and Societies • Richmond Public Library • Faith Communities • Community Members • Equity-Deserving Groups

### City's Role

- Deliver programs and services within the City's mandate
- Collaborate with non-profit, public and private sectors
- Establish and build partnerships
- Engage community

## Strategic Direction 3: Foster a Safe, Resilient and Accessible Community

### Why This Is Important

A safe and accessible community offers welcoming parks and open spaces, connected and secure neighbourhoods, and inclusive gathering spaces for community members of all ages, abilities, genders, sexual orientations, incomes and ethnicities. Through its design, a safe and accessible community creates opportunities for all community members to come together, helping to strengthen social connectedness. As more Richmond residents live in high density, multi-unit buildings, creating additional opportunities for social interaction is increasingly important. Strong social connections help to build a more resilient community that is better equipped to manage challenges and protect those disproportionately impacted by social, economic and environmental impacts.

The priority actions under Strategic Direction 3 focus on fostering accessible city parks, playgrounds, facilities, amenities, gathering spaces and transportation networks. Complementary actions relate to strengthening community networks, building individual and collective capacity, and implementing collaborative initiatives to cultivate a more resilient community.

### Key Outcomes

- Residents of all ages, identities and abilities feel welcome and have access to public spaces and amenities across the city.
- Residents report feeling safe in their neighbourhoods.
- Residents across the city have access to a broad range of transportation options, including public transportation and dedicated cycling and pedestrian paths.
- Residents report feeling prepared for extreme weather events.
- The community is more resilient and better able to respond to social, economic and environmental impacts.

### Priority Actions

#### Increase the accessibility of public spaces

1. Explore new technologies and design innovations to promote accessible and inclusive wayfinding that supports people of all ages, language groups and abilities in navigating the community. (medium-term)
2. Plan for and update public spaces and amenities to promote barrier-free access for all community members, including opportunities to increase quiet zones, sensory-friendly spaces and respite spaces in City facilities and parks. (ongoing)
3. Apply universal design principles when planning and enhancing public spaces to ensure they are accessible, inclusive and safe for all community members to use and enjoy. (ongoing)
4. Expand access to Richmond's natural areas, such as parks, trails and natural areas, so all community members can benefit from the physical and mental well-being advantages of these environments. (ongoing)

### **Enhance transport choices for people of all ages and abilities**

5. Improve transportation options throughout the community to enhance independence and access to services, employment, education and social opportunities for people of all ages, incomes, and abilities. (ongoing)
6. Enhance walking and cycling infrastructure in Richmond to support active transportation for all residents and abilities, particularly to destinations that foster community connection and promote overall well-being. (ongoing)

### **Develop connected neighbourhoods**

7. Encourage the design of environments that celebrate each neighbourhood's unique character and provide opportunities for connection among neighbours, particularly in high-density planning areas. (ongoing)
8. Explore and implement strategies to increase access to a wider range of amenities and services in local neighbourhoods through updates of the Official Community Plan, Zoning Bylaws and planning policies. (ongoing)

### **Foster a safe and resilient community**

9. Implement a range of collaborative approaches to improve public safety and the perception of safety through joint operations with external agencies and implementing prevention-based and community education programs. (ongoing)
10. Increase awareness and understanding of the needs and safety concerns of the 2SLGBTQI+, Indigenous, religious and racialized communities, and individuals experiencing homelessness in Richmond. (short-term)
11. Support initiatives that promote emergency preparedness, strengthen community networks, and increase individual and community capacity to respond to local emergencies. (ongoing)
12. Reduce climate change impacts on equity-deserving groups by implementing initiatives that enhance their resiliency and ability to adapt, particularly residents that may be vulnerable to extreme weather and air quality events. (medium-term)

### **Potential Partners**

Social Service and Community Organizations • Public Partners and Government Agencies • Community Associations and Societies • Richmond Public Library • Private Sector • Community Members • Equity-Deserving Groups

### **City's Role**

- Undertake planning, research and policy development
- Collaborate with non-profit and private sectors
- Establish and build partnerships
- Engage community

## Strategic Direction 4: Strengthen Community Voice and Engagement

### Why This Is Important

Creating a more connected city requires offering diverse opportunities for people to engage, learn and shape their community. By removing barriers to participating in community activities, increasing access to City information and diversifying engagement methods, community members are able to participate in and contribute to the community in meaningful ways. In a city where people often lead busy lives, communication channels that are flexible, accessible and available during different times of the day and in multiple formats allow community members to engage in the manner that is most convenient for them. While technology offers new opportunities to engage with community members, especially youth, it can also create barriers for other segments of the population. Using innovative and creative methods to engage traditionally underrepresented populations in City planning and decision-making, while fostering safe and inclusive public participation, ensures decisions reflect the needs of the entire community. Promoting economic inclusion of equity-deserving groups will increase their ability to access and participate in all aspects of community life, helping to strengthen their connections and engagement in the community.

The priority actions outlined in Strategic Direction 4 focus on creating more opportunities for everyone to participate in the community and contribute to local decision-making processes. These actions aim to remove barriers to civic participation, strengthen community voice and engage Richmond residents and community organizations in the design and implementation of initiatives that respond to social issues. Other actions aim to increase access to the types of opportunities that help individuals learn new skills, make connections and secure stronger futures.

### Key Outcomes

- Residents from diverse communities, especially underrepresented groups, engage in civic activities and have a say in decisions that affect them.
- All ages, identities, socio-economic backgrounds and abilities are able to participate in a wide variety of City programs, events and public spaces.
- Residents have equitable access to City information in a broad range of formats and methods.
- Increased civic and community engagement by all residents.

### Priority Actions

#### Increase civic participation among diverse sectors

1. Encourage greater community participation in municipal decision-making by implementing inclusive education and outreach initiatives, and utilizing diverse communication methods. (ongoing)
2. Identify, remove and prevent barriers to civic participation among diverse sectors of the community, including traditionally underrepresented groups. (medium-term)
3. Encourage and support people with different and relevant experiences, skills and backgrounds to participate in City advisory committees and collaborative tables. (short-term)

### **Foster engagement in community life**

4. Further expand free or low-cost community opportunities for individuals of all ages, backgrounds, identities and abilities to reduce social isolation, help households with financial pressures and foster stronger community connections. (ongoing)
5. Implement safe, equitable and effective communication methods and tools that enhance community access to City information and facilitate meaningful participation in municipal decision-making processes. (ongoing)
6. Identify and advance strategies to assist social-serving community organizations in responding to a changing volunteer base that plays a vital role in supporting program and service delivery to the community. (medium-term)
7. Develop and support community solutions to social issues by engaging in co-creation processes with community members and organizations, including equity-deserving groups. (ongoing)
8. Support the development of targeted initiatives that remove and prevent barriers experienced by equity-deserving groups, including subsidy programs, digital access and literacy initiatives, and financial literacy training. (ongoing)
9. Support initiatives led by community organizations that improve the social well-being and engagement of Richmond community members, including pilot projects, grant initiatives and collaborative networks. (ongoing)

### **Promote economic inclusion**

10. Strengthen the local social enterprise sector through supporting cross-sector collaboration and opportunities for shared learning, innovation and sustainable growth. (medium-term)
11. Encourage and support community-based pre-employment, supported employment, job training and mentorship initiatives that provide opportunities for equity-deserving groups. (ongoing)

### **Potential Partners**

Social Service and Community Organizations • Community Associations and Societies • Richmond Public Library • Public Partners and Government Agencies • Community Members • Equity-Deserving Groups

### **City's Role**

- Deliver programs and services within the City's mandate
- Establish and build partnerships
- Undertake planning, research and policy development
- Collaborate with non-profit, private and social enterprise sectors
- Foster community voice and engagement

## Strategic Direction 5: Build Community Capacity

### Why This Is Important

Collaboration across all sectors and levels of government as well as with community members, is essential to responding to the complexity of social issues that exist today. The City is committed to strengthening its relationship with senior levels of government, other municipalities, public partners and community organizations to support these collaborative efforts. The City is also committed to building meaningful relationships with local First Nations and urban Indigenous communities and advancing work related to Truth and Reconciliation. Through strengthened partnerships, the foundation for developing comprehensive local strategies will be created, leading to more effective and impactful outcomes and shared responsibilities among partners.

The priority actions outlined in Strategic Direction 5 focus on fostering collective action, strengthening community capacity and advocating to senior levels of government for sustainable funding to respond to the community's social needs. There are also actions aimed at enhancing the City's ability to advance this work, track changing community trends and implement practices that promote community benefit to ensure everyone has the opportunity to thrive and reach their fullest potential.

### Key Outcomes

- Responses to identified community needs and priorities are developed and implemented collaboratively with community members, partners and across sectors.
- Strengthened relationships with senior levels of government, local First Nations, other municipalities and community organizations.
- Social initiatives are delivered in partnership with senior levels of government and local community organizations.
- The capacity to respond to local social issues of the City and the community is strengthened.
- Data-informed and evidence-based approaches are used to inform local responses to social needs in the community.

### Priority Actions

#### Build and strengthen community capacity

1. Advance regional responses to priority social issues by participating in interagency forums, community tables, partnership initiatives and collaborative pilot projects. (ongoing)
2. Strengthen relationships with senior levels of government through regular engagement to further advance initiatives that respond to priority social issues in Richmond. (ongoing)
3. Advocate to the Government of Canada and the Province of BC for sustainable funding to respond to identified community needs and priorities that require their leadership and involvement. (ongoing)

4. Conduct regular reviews of the City Grant program to ensure that it aligns with City priorities, is flexible to current and emerging community needs, and is an effective use of City resources. (ongoing)
5. Explore strategies to assist social service agencies in securing appropriate administrative and programming space to expand services that respond to priority community social needs. (medium-term)
6. Identify, research and apply best practices for the acquisition of strategic land holdings that align with the City's long-term planning and social development goals. (medium-term)

#### **Build relationships with local First Nations and urban Indigenous communities**

7. Develop and nurture relationships with local First Nations and urban Indigenous communities in Richmond and establish a City-wide approach to reconciliation. (ongoing)
8. Engage urban Indigenous communities in Richmond to gain a better understanding of the needs and aspirations of the communities in which they live. (short-term)

#### **Increase the City's capacity to respond**

9. Apply a social equity approach to developing and updating City planning, policies and practices to identify ways to address inequities and maximize community benefit. (ongoing)
10. Provide professional development opportunities for City staff to advance reconciliation and diversity, equity and inclusion practices in the community. (ongoing)
11. Dedicate appropriate staff resources to adequately plan for and respond to the evolving and complex social needs of Richmond's diverse population. (ongoing)

#### **Respond to evolving community needs**

12. Monitor and analyze quantitative and qualitative data to better understand the changing social needs of Richmond's diverse population and to support community planning and initiatives that respond to current and future priorities. (ongoing)
13. Monitor senior levels of governments' programs and developing legislation that affect priority social issues to understand their impact and potential opportunities to advance social development work in Richmond. (ongoing)
14. Report out every three years on the progress and achievements of the *Social Development Strategy* to City Council, community partners and the public. (ongoing)

#### **Potential Partners**

Government of Canada • Province of BC • Other Municipalities • Local First Nations and Urban Indigenous Peoples • Social Service and Community Organizations • Public Partners and Government Agencies • Community Associations and Societies • Richmond Public Library • Faith Communities • Community Members • Equity-Deserving Groups

#### **City's Role**

- Facilitate cross-sectoral collaboration and response
- Undertake planning, research and policy development
- Provide land and space in-kind
- Establish and build partnerships
- Engage the community
- Advocate to senior levels of government

## Implementation Plan

The *Strategy's* priority actions will be used to guide City planning and ongoing collaboration with key partners, with specific activities and initiatives outlined in annual work plans. The Richmond Social Development Advisory Committee, a City Council Advisory Committee consisting of residents and representatives of social-serving community organizations, will play a key role in the *Strategy's* implementation. The Committee will provide guidance on the City's response to current and emerging social trends and needs in the community as well as advise on the overall direction of the *Strategy's* implementation.

Initial work will focus on advancing actions that increase access to basic needs and supports for community members, especially those at risk of or experiencing homelessness. It will also prioritize strengthening relationships with senior levels of government, other local municipalities and public partners to support the development of regional approaches to addressing priority social issues. To enhance collaboration among City departments with key roles in advancing social development, an internal staff working group will be formed to support the ongoing implementation, monitoring and evaluation of the *Strategy*.

To increase awareness of the social needs of Richmond residents and to advance opportunities for collaboration, the *Strategy* will be shared with senior levels of government and community partners involved in the provision of social programs and services in the community.

## Monitoring and Evaluation

The City, in collaboration with the Richmond Social Development Advisory Committee, will oversee the ongoing evaluation of the *Strategy*. A formal progress report will be presented to City Council and shared with the community every three years. In addition, community-based and government data will be monitored and analyzed at regular intervals throughout the *Strategy's* 10-year time frame to track demographic shifts, emerging social trends and changes in community well-being.

Evaluation of initiatives will include both quantitative and qualitative data and participating community members and partners will be engaged in the evaluation process. Where possible, data will be disaggregated to better understand the impacts on different populations. This will ensure that the *Strategy* remains responsive to evolving community needs, while promoting transparency and accountability through regular reporting and evidence-based responses.

# Conclusion

The *Social Development Strategy (2025–2035)* demonstrates the City of Richmond’s leadership in addressing the diverse social needs of Richmond’s growing population. The *Strategy* will guide the City and its partners in responding to both current and future social issues in the community over the next 10 years, with the goal of ensuring that everyone who lives, works, plays and learns in Richmond can thrive and fully participate in community life.

By considering equity throughout the *Strategy*’s development and implementation, the City remains committed to identifying, removing and preventing systemic barriers and implementing solutions that address the needs of the community as a whole. This approach aims to ensure that all residents can fully participate in Richmond’s social, economic, political and cultural life—resulting in a more inclusive, vibrant and thriving city for all.



# Appendix A: Glossary

**2SLGBTQI+:** An acronym that stands for Two-Spirit, Lesbian, Gay, Bisexual, Transgender, Queer, Intersex (which considers sex characteristics beyond sexual orientation, gender identity and gender expression) and + (which is inclusive of people who identify as part of sexual and gender diverse communities, who use additional terminologies).<sup>36, 37</sup>

**Accessibility:** A barrier-free experience that ensures everyone can equitably participate in their community. Barriers in the social and physical environment, although often unintended, are considered to be anything that hinders the full and equal participation of a person with a disability.<sup>38</sup> See below for definitions of *Barrier* and *Disability* to learn more.

**Affordable housing:** A relative term where households pay no more than 30% of their gross income towards housing costs, including rent or mortgage, utilities, maintenance fees, property taxes and insurance.

**Age-friendly:** Describes environments that promote access to services, programs and opportunities for people as they age, and promote the inclusion and participation of seniors in all aspects of life.<sup>39</sup>

**At risk of homelessness:** Refers to people who are not homeless, but whose economic or housing situation is precarious or does not meet public health and safety standards.<sup>40</sup>

**Barrier:** Anything that hinders the full and equal participation in society of a person with a disability.<sup>41</sup> Barriers can be caused by environments, assumptions, practices, policies, communication methods or technologies, and affected by intersecting forms of discrimination. The six main types of barriers include: physical, attitudinal, sensory, systemic, information and communication and technological barriers.<sup>42</sup>

**Basic needs:** Includes clothing and footwear, transportation, nutritious food, shelter, and other goods and services, such as personal care items and basic telephone service. It is based on the cost of a basket of goods and services, as reflected in Canada's Market Basket Measure (MBM), that individuals and families need to achieve a modest standard of living in communities across Canada.<sup>43</sup>

**BC Disability Assistance:** A provincial program that provides financial or health support to individuals designated as a Person with Disabilities (PWD). This assistance is available to low-income individuals who have severe physical and/or mental impairments and who require assistance with their activities of daily living.<sup>44</sup>

**BC Employment and Assistance Program:** Composed of two types of assistance provided by the provincial government through the Ministry of Social Development and Poverty Reduction (MSDPR). These include BC Income Assistance and BC Disability Assistance.

**BC Income Assistance:** A provincial program that provides financial support to individuals who are out of work or not earning enough to meet basic needs or are in need of urgent food and medical attention and who may be eligible for temporary income assistance while they make the transition to employment.<sup>45</sup>

**Built environment:** The constructed aspects of individuals' physical surroundings. For the purposes of the *Strategy*, the built environment applies to all public spaces, including buildings, sidewalks, road systems, parks, playgrounds and other public infrastructure encountered by people in their everyday life.<sup>46</sup>

**Census family:** A married couple (with or without children), a common-law couple (with or without children), or a one-parent family of any marital status who live in the same dwelling. Children may be biological or adopted children regardless of their age or marital status, as long as they live in the dwelling and do not have their own married spouse, common-law partner or child living in the dwelling. Grandchildren living with their grandparent(s) but with no parents present also constitute a census family.<sup>47</sup>

**Census of population:** Refers to the survey conducted by Statistics Canada every five years which provides a statistical portrait of Canada and its people. The 2021 Census of Population has been used for the purpose of the *Strategy*. The data is based on 2021 population data, with the exception of income data, which is sourced from Canada Revenue Agency's 2020 tax and benefits records.

**Child care:** Has the meaning of a licensed child care program complying with the *BC Community Care & Assisted Living Act* and the *BC Child Care Licensing Regulation*. Programs meet specific requirements for health and safety, staff qualifications, quality, space and equipment, staff-to-child ratio and program standards.

**Civic engagement:** Participation in the political process, such as through voting, attending demonstrations or signing a petition, and participation in organizations, groups or networks built around a common interest, such as through formal or informal volunteering.<sup>48</sup>

**Climate change:** A long-term shift in the average weather conditions of a region, such as its typical temperature, rainfall and windiness. Climate change means that the range of conditions expected in many regions will change over the coming decades. This means that there will also be changes in extreme conditions.<sup>49</sup>

**Community engagement:** The process of working collaboratively with groups of people who are affiliated by geographic proximity, special interest or similar situations, to address issues affecting their well-being.

**Consumer Price Index (CPI):** An indicator of changes in consumer prices experienced by Canadians. It is obtained by comparing, over time, the cost of a fixed basket of goods and services purchased by consumers.<sup>50</sup>

**Disability:** When the features of a person's body and/or mind meet a barrier created by the design of the society in which they live preventing their full and equal participation. Individual features can be permanent, temporary or episodic; visible or invisible; range in severity; and include physical, sensory, mental health-related, developmental, cognitive and/or have multiple features.<sup>51</sup>

**Discrimination:** The unequal or prejudiced treatment of individuals or groups that limits their access to opportunities available to other members of the community. This can be intentional or unintentional and can occur based on various factors, such as race, ethnic origin, age, sex, gender, religion and disability.<sup>52, 53</sup>

**Diversity:** The variety of unique dimensions, qualities and characteristics that each person possesses and the mix that occurs in any group of people. Race, ethnicity, age, gender, sexual orientation, religious beliefs, economic status, abilities, life experiences and other perspectives can make up individual diversity.<sup>54</sup>

**Emergency shelter:** Refers to temporary but immediate places to stay for anyone who is at risk of and/or experiencing homelessness.<sup>55</sup>

**Equitable:** To consider people's unique experiences and differing situations and ensure they have access to the resources and opportunities that are necessary for them to attain just outcomes.<sup>56</sup>

**Equity:** Where everyone is treated according to their diverse needs in a way that enables all people to participate, perform and engage to the same extent.<sup>57</sup>

**Equity-deserving groups:** Groups of people who have been historically disadvantaged, underrepresented and denied equal access to employment, education and other opportunities. These groups include but are not limited to Indigenous Peoples, racialized groups, women, people with disabilities, immigrants and 2SLGBTQI+ individuals with diverse gender identities and sexual orientations.<sup>58</sup>

**Ethnic or cultural origin:** Refers to the ethnic or cultural origins of the person's ancestors, who are usually more distant than grandparents. Ancestors may have Indigenous origins, origins that refer to different countries or other origins that may not refer to different countries. Ancestry should not be confused with citizenship, nationality or language.<sup>59</sup>

**Extreme Core Housing Need (ECHN):** When one of three indicator thresholds, being housing suitability, adequacy and affordability, are unmet, and where the household would need to spend more than 50% of its gross income to pay the median rent of alternative housing in the market.

**Family:** Members of a family which, for the purposes of the *Strategy*, include those people related by blood, marriage or adoption; those in a supportive or caregiving role; and those who are bound together over time by mutual consent.

**Food insecurity:** Households that do not have enough money to purchase or access a sufficient amount and variety of food to live a healthy lifestyle.<sup>60</sup>

**Homelessness:** Describes the situation of an individual, family or community without stable, safe, permanent, appropriate housing or the immediate prospect, means and ability of acquiring it. It is the result of a system of societal barriers, a lack of affordable and appropriate housing, the individual/household's financial, mental, cognitive, behavioural or physical challenges, and/or racism and discrimination. Most people do not choose to be homeless, and the experience is generally negative, unpleasant, unhealthy, unsafe, stressful and distressing.<sup>61</sup>

**Household type:** A term used by Statistics Canada to differentiate households on the basis of whether they are census-family households or non-census-family households.<sup>62</sup>

**Housing continuum:** A concept used to describe the broad range of shelter and housing options available to help a range of households in different tenures to access affordable and appropriate housing. It moves away from a one-size-fits-all strategy, towards "the range of housing options available to different households on a continuum."<sup>63</sup> It includes homelessness, shelters and transitional housing, community housing, affordable rental, market rental and homeownership.

**Immigrant:** A person who is, or who has ever been, a landed immigrant or permanent resident. Such a person has been granted the right to live in Canada permanently by immigration authorities. In the 2021 Census of Population, this includes immigrants who were admitted to Canada on or before May 11, 2021.<sup>64</sup>

**Inclusive:** To create a culture that embraces, respects, accepts and values diversity, where everyone feels respected, experiences a sense of belonging and is able to achieve their fullest potential.<sup>65</sup>

**Indigenous Peoples:** A collective name for the original peoples of North America and their descendants.<sup>66</sup>

**Low income:** When households do not have enough income to meet basic needs (i.e. food, shelter, clothing, energy and transportation costs).

**Low-End Market Rental (LEMR) Units:** Rental housing units affordable to low to moderate income households secured through the City's inclusionary housing policy. Maximum rents are set at 10% below the Canada Mortgage and Housing Corporation's (CMHC) Average Market Rent for the City of Richmond.

**Low-Income Measure After Tax (LIM-AT):** Rental housing units affordable to low to moderate income households secured through the City's inclusionary housing policy. Maximum rents are set at 10% below the Canada Mortgage and Housing Corporation's (CMHC) Average Market Rent for the City of Richmond.<sup>67</sup>

**Men+:** The term is used in the 2021 Census to refer to men (and/or boys), as well as some non-binary persons.<sup>68</sup>

**Mental health:** The state of an individual’s psychological and emotional well-being. It is a necessary resource for living a healthy life and a main factor in overall health.<sup>69</sup>

**Multigenerational household:** A Census term used to refer to households with three or more generations. These households contain at least one person who is both the grandparent of a person in the household and the parent of another person in the same household.<sup>70</sup>

**Non-binary person:** Refers to a person whose gender is not exclusively male or female. The Census uses the term non-binary to include people whose reported gender is agender, genderqueer, gender-nonconforming or Two-Spirit, a term specific to some Indigenous Peoples of North America.<sup>71</sup>

**One-parent family:** A Census term used to refer to families with only one parent and their child(ren). The term “lone parent family” was previously used in the Census prior to 2021.<sup>72</sup>

**Poverty:** The condition of a person who is deprived of the resources, means, choices and power necessary to acquire and maintain a basic living standard needed to promote and facilitate integration and participation in society.<sup>73</sup>

**Racialized groups or individuals:** A term that encompasses all people that are non-Caucasian in race or non-white in colour and is considered preferable to the term “visible minorities.”<sup>74</sup>

**Recent immigrant (also sometimes known as newcomer):** Refers to a person who obtained landed immigrant or permanent resident status in the five years preceding a given census. In the 2021 Census, this refers to the period from January 1, 2016 to May 11, 2021.<sup>75</sup>

**Refugee:** Refers to individuals granted permanent resident status in Canada based on a well-founded fear of returning to their country of origin for reasons including race, religion and nationality.<sup>76</sup>

**Restorative justice:** An approach to justice that focuses on addressing the harm caused by crime and meeting the needs of those involved. It provides opportunities for safe and voluntary dialogue between victims, offenders and communities.<sup>77</sup>

**Senior:** Individuals aged 55+ years.

**Sense of belonging:** The psychological feeling of belonging or connectedness to a social, spatial, cultural, professional or other type of group or a community.<sup>78</sup>

**Social development:** The process of improving the quality of life for all members of society. It involves the sharing of community resources, commitments and responsibilities, with the aim of achieving a better state of society for all.

**Stereotype:** An assumption about a certain group and the notion that the assumption applies to all members of the group. Stereotypes can be positive but are generally negative and ignore the diversity that exists within a group.<sup>79</sup>

**Stigma:** The negative social attitude attached to a characteristic of an individual. Stigma implies social disapproval and can lead unfairly to discrimination against and exclusion of the individual.<sup>80</sup>

**Time use:** Time use considers how people experience and spend their time. It refers to how the use of time affects physical and mental well-being, individual and family well-being and present and future well-being. It examines the length of workweeks, work arrangements, levels of time pressure, and time spent with friends and in other free-time activities.<sup>81</sup>

**Two-or-more-person non-census-family household:** A Census term used to refer to households containing two or more persons, none of whom belong to a Census family.<sup>82</sup>

**Vulnerable residents, community members or populations:** People whose permanent or temporary personal circumstances and/or characteristics mean that they are less able to protect or represent their interests, and as a result, may have decreased access to the necessities of daily living, as well as other opportunities and experiences.<sup>83</sup>

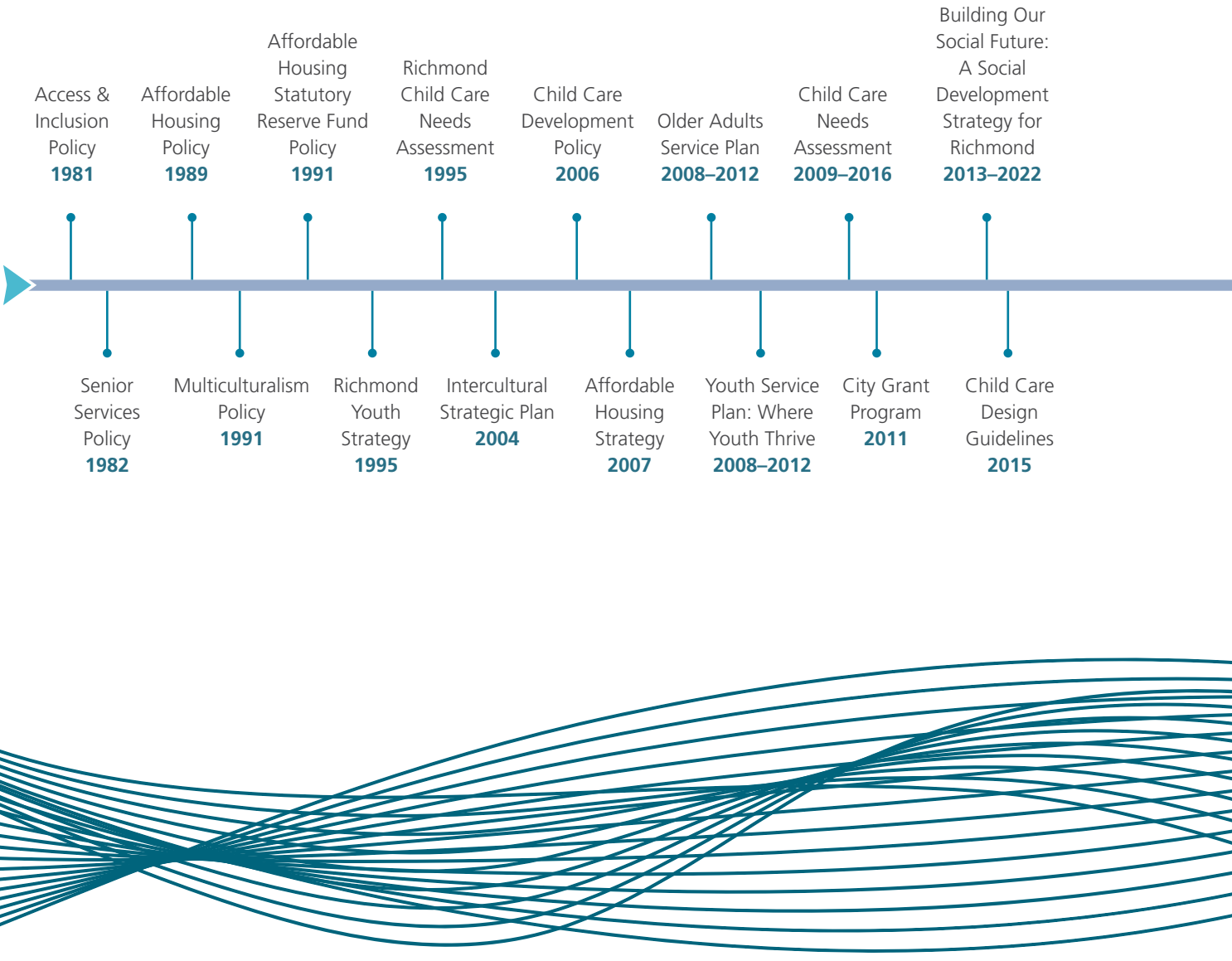
**Well-being:** The presence of the highest possible quality of life in its full breadth of expression, with a focus on good living standards, robust health, a sustainable environment, vital communities, an educated population, balanced time use, high levels of democratic participation and access to and participation in leisure and culture.<sup>84</sup>

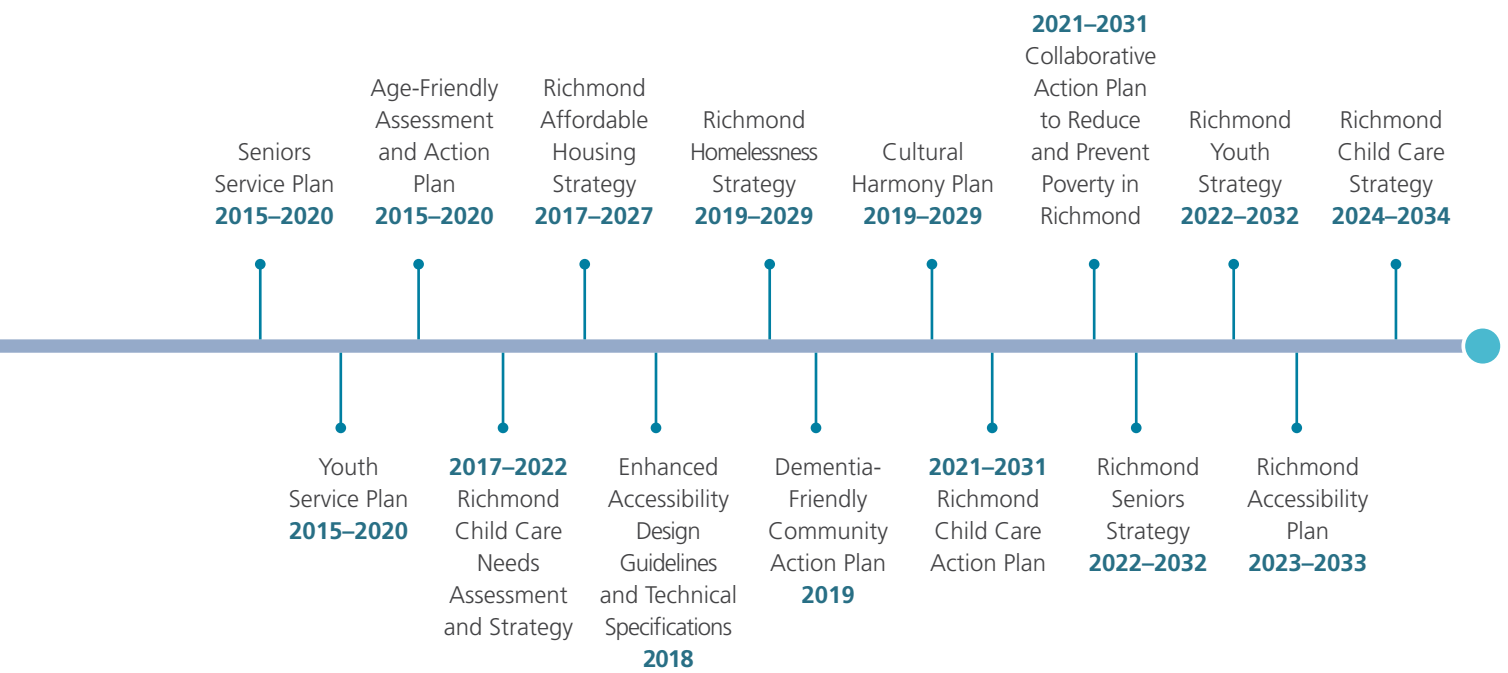
**Women+:** The term is used in the 2021 Census to refer to women (and/or girls), as well as some non-binary persons.<sup>85</sup>

**Youth:** Individuals aged 13 to 24 years.



# Appendix B: Timeline of City of Richmond Social Development Policies, Strategies and Plans





## Appendix C: Alignment with other City Strategies and Plans

The City has numerous Council-adopted strategies and plans that support social development in Richmond. The *Social Development Strategy (2025–2035)* is intended to serve as an overarching framework that reinforces related actions within these City strategies, creating a comprehensive approach to social development.

### **Richmond 2041 Official Community Plan**

The Official Community Plan (OCP) is a comprehensive plan which reflects the overall values of the community by establishing a City vision, goals and objectives for future sustainability, development and servicing, and policies and urban design guidelines to achieve the vision. The OCP provides a long-term vision to address land use, housing, transportation, economic growth and environmental conservation. It also provides a response to Richmond community members' evolving needs and guidance to create a complete, livable and sustainable community. The OCP is updated regularly to ensure it remains relevant to the current community context.

**The following City Council-adopted strategies and plans address specific areas of social development.**

### **2021–2031 Richmond Child Care Action Plan**

The Child Care Action Plan provides a snapshot of the current state of child care in Richmond and assesses the opportunities and challenges to better meet the child care needs of families. Outcomes from these actions support increased quality child care options for families and contribute to a stronger and more sustainable system of early learning and care.

### **City of Richmond 2021–2031 Collaborative Action Plan to Reduce and Prevent Poverty in Richmond**

The Collaborative Action Plan to Reduce and Prevent Poverty in Richmond guides the City's work, in collaboration with community partners, to reduce and prevent poverty in Richmond. This plan seeks to gain a deeper and shared understanding of the experiences and circumstances of individuals and families at risk of and/or living in poverty in Richmond in an effort to identify actions to better meet their needs.

### **City of Richmond Affordable Housing Strategy 2017–2027**

The Affordable Housing Strategy guides the City's response in creating and maintaining safe, suitable and affordable housing options for Richmond residents. The strategy focuses on supporting vulnerable populations through the development of increased transitional and supportive housing, non-market rental housing and low-end market rental units.

**City of Richmond Cultural Harmony Plan 2019–2029**

The Cultural Harmony Plan informs the City’s approach to fostering and strengthening intercultural connections among Richmond residents through policy development, program and service delivery, community engagement and inter-government relations. This plan seeks to provide City programs and services that address the needs of Richmond’s diverse population and remove barriers to participation for Richmond residents so that everyone is able to participate in all aspects of community life.

**City of Richmond Dementia-Friendly Community Action Plan 2019**

The Dementia-Friendly Community Action Plan guides the City and its partners in building a community that is inclusive and supportive of people living with dementia and their caregivers and families. The plan aligns with the City’s commitment to become more age friendly and ensure all Richmond residents living with dementia and their families and caregivers are included, supported and valued, and continue to be active and engaged with their community.

**City of Richmond Homelessness Strategy 2019–2029**

The Homelessness Strategy envisions that homelessness in Richmond becomes rare, brief and non-recurring. This strategy focuses on supporting vulnerable residents at risk of and/or experiencing homelessness by preventing pathways into homelessness, supporting residents who are experiencing homelessness and providing pathways out of homelessness.

**City of Richmond Seniors Strategy 2022–2032**

The Seniors Strategy represents the City’s ongoing commitment to addressing the needs of the seniors population in Richmond. The strategy is an action-oriented framework intended to guide the City and community partners in supporting seniors in Richmond over the next decade. The vision for the strategy is “that seniors living in Richmond are safe, respected, healthy and engaged in their communities.”

**City of Richmond Youth Strategy 2022–2032**

The Youth Strategy guides the City and those working with youth in addressing the priority needs of youth and young adults in Richmond. The strategy is framed by a vision that “all youth in Richmond are safe, valued, respected and have the supports, opportunities and resources to live rich and fulfilling lives.” It demonstrates the City’s strong commitment to youth and recognition that the well-being of youth is best supported through community collaboration.

**Richmond Accessibility Plan 2023–2033**

In accordance with the *Accessible British Columbia Act*, the Accessibility Plan provides a comprehensive framework to guide the City’s approach in advancing accessibility in Richmond, in collaboration with the community. This plan focuses on identifying, removing and preventing barriers experienced by people with disabilities when interacting with the City and Richmond Public Library, to ensure people of all ages and abilities are able to fully participate and contribute to all aspects of community life.

### **Richmond Child Care Strategy 2024–2034**

The Child Care Strategy promotes the planning and delivery of affordable, accessible and quality child care services in Richmond. This strategy provides a resource for the City, child care operators and community partners to address current and future child care needs.

**The following City Council-adopted strategies and plans have one or more strategic actions or outcomes focused on inclusion, well-being or community development and planning.**

### **ArtWorks: Richmond Arts Strategy 2019–2024**

The Arts Strategy serves as a guide for residents, the City and its partners to foster stronger connections in order to advance policies, programs and services needed for the arts to thrive in Richmond. This strategy provides a blueprint to enable the broadest possible access to the City's diverse arts opportunities, provide strategies to integrate the arts into the broader community and reflect the input of the broader community, to champion the provision of arts activities, facilities and opportunities.

### **City of Richmond 2022 Parks and Open Space Strategy**

The Parks and Open Space Strategy guides the delivery of services in the parks and open space system in Richmond, which encompasses the City's network of parks, trails and greenways, natural areas, waterfronts and the urban realm. It outlines the trends and challenges affecting the delivery of parks and open space services and directs where priorities and resources must be focused in order to continue to provide a high quality parks and open space system into the future.

### **City of Richmond Community Wellness Strategy 2018–2023**

The Community Wellness Strategy provides a framework to support the City and its key partners to identify innovative and collaborative approaches to most effectively impact wellness outcomes for Richmond residents, promote the benefits of active community engagement, and enhance healthy lifestyles for Richmond residents. This Strategy was developed in partnership with Vancouver Coastal Health and the Richmond School District and has been extended to 2025.

### **City of Richmond Recreation and Sport Strategy 2019–2024**

The Recreation and Sport Strategy guides the City's planning and delivery of recreation and sport opportunities in Richmond by building on its strong and successful foundation. The strategy focuses on encouraging residents of all ages to enjoy the benefits of an active and involved lifestyle. This includes planning for a variety of opportunities, from connecting with Richmond's natural environment to regular participation in formal and informal sports and recreation.

### **City of Richmond Signature and Community Events Plan 2025–2029**

The Signature and Community Events Plan guides the development and implementation of City-led and City-supported events. The plan outlines ways the City will continue to support a mix of events of varied scope and scale, with a focus on enhanced resources and programs that will activate and connect communities and neighbourhoods within Richmond.

### **City of Richmond Volunteer Management Strategy 2018–2021 (Update in Progress)**

The Volunteer Management Strategy focuses on supporting volunteers in their development and achievement of their personal goals, as well as further supporting City, partner and affiliate staff who work closely with volunteers. It seeks to advance the vision that “Richmond engages, supports, and connects people through volunteer opportunities, which contribute to Richmond being a livable, appealing, and vibrant city.”

### **Community Energy and Emissions Plan 2050**

The purpose of the Community Energy and Emissions Plan is to help Richmond achieve 50% reduction in community greenhouse gas emissions (GHG) by 2030 and reach net zero emissions by 2050. This plan provides a roadmap for achieving the deeper GHG emissions reduction targets set by City Council and improves Richmond’s resiliency to the effects of climate change, supporting the City’s equity, affordability and sustainability goals.

### **Our Community, Your RCMP: Richmond Detachment Strategic Plan 2021–2025**

The Richmond Detachment Strategic Plan provides a decision-making framework that ensures policing services, policies and programs are carefully developed to support the goal of making Richmond the safest city in Canada. This strategic plan defines long-term priorities and how to achieve them, engages key partners and the greater community in creating collaborative responses to public safety concerns, and identifies program needs to ensure resources are efficiently allocated.

### **Richmond Circular City Strategy**

The Circular City Strategy seeks to advance Richmond’s vision of a circular city “that maximizes the value of resources, by design, through responsible consumption, minimizing waste and reimagining how resources flow in a sustainable, equitable, low-carbon economy.” This strategy outlines the City’s transition to a circular economy, which includes integrating new and existing policies, building capacities, collaborating and engaging community partners, and stimulating innovation and participation across the food system, business, mobility, built environment and materials management sectors.

### **Your Library, Our Future: Richmond Public Library 2024–2028 Strategic Plan**

The Richmond Public Library (RPL) Strategic Plan affirms its mission to create opportunities to learn, connect and belong, as well as its vision to inspire curiosity, transform lives and empower everyone. It includes updated values, goals and priorities to inform resourcing, operations and activities at RPL throughout the planning term. This includes reducing and removing barriers to improve accessibility, championing intellectual freedom and freedom of expression, and providing excellent customer experiences, among others.



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CNCL – 160



# City of Richmond

## Report to Committee

**To:** General Purposes Committee

**Date:** August 11, 2025

**From:** John Hopkins  
Director, Policy Planning

**File:** 08-4045-30-08/Vol 01

**Re:** Official Community Plan Targeted Update – Phase Two Public Engagement  
Summary and Next Steps (Phase Three)

### Staff Recommendation

That staff proceed with the preparation of proposed updates and amendments to the Official Community Plan, as outlined in the Next Steps (Phase Three) section of the report entitled “Official Community Plan Targeted Update – Phase Two Public Engagement Summary and Next Steps (Phase Three)” dated August 11, 2025, from the Director, Policy Planning.

John Hopkins  
Director, Policy Planning  
(604-276-4279)

Att. 2

REPORT CONCURRENCE		
<b>ROUTED TO:</b>	<b>CONCURRENCE</b>	<b>CONCURRENCE OF GENERAL MANAGER</b>
Intergovernmental Relations	<input checked="" type="checkbox"/>	
Housing Office	<input checked="" type="checkbox"/>	
Community Social Development	<input checked="" type="checkbox"/>	
Climate & Environment	<input checked="" type="checkbox"/>	
Development Applications	<input checked="" type="checkbox"/>	
Transportation	<input checked="" type="checkbox"/>	
Parks Services	<input checked="" type="checkbox"/>	
<b>SENIOR STAFF REPORT REVIEW</b>	<b>INITIALS:</b>	<b>APPROVED BY CAO</b>

## **Staff Report**

### **Origin**

On May 26, 2025, Council endorsed the proposed ‘strategic policy directions’ for the Official Community Plan (OCP) targeted update as outlined in the staff report dated May 5, 2025, titled “Official Community Plan Targeted Update - Proposed Strategic Policy Directions” from the Director, Policy Planning as part of the Phase Two community engagement plan. Further, Council directed staff to report back with Phase Two public engagement results.

This report presents the community engagement results for Phase Two of the OCP targeted update on the city’s proposed strategic policy directions, and outlines next steps which would form Part Three of the community engagement process.

This report supports Council’s Strategic Plan 2022–2026 Strategy #1 Proactive in Stakeholder and Civic Engagement.

*Proactive stakeholder and civic engagement to foster understanding and involvement and advance Richmond’s interests.*

This report supports Council’s Strategic Plan 2022-2026 Strategy #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.*

### **Findings of Fact**

#### **Background**

A municipality’s OCP delineates a future-oriented, long-term land use plan for the community and is the primary tool that guides growth and change.

The OCP targeted update will help chart a renewed course for the future of the City of Richmond and will influence the way the community grows and changes by guiding decisions on long-term land use planning and urban design with the purpose of strengthening the city’s structure, form and function. The targeted updates aim to address topical issues such as balancing environmental protection and equity related policies with new growth, and adapting to climate change and mitigating its effects. Further, the OCP update aims to incorporate recent provincial legislation on housing requirements.

### OCP Targeted Update Scope of Work

To support and facilitate the aspiration of becoming a more complete community, the OCP targeted update focuses on a strategic and measured approach to preparing the community for the challenges and opportunities facing Richmond today and into the future. The newly revised OCP will be grounded in Council's Strategic Plan and will respond to the new provincial legislation on housing policy. In 2022, Council approved a plan to update the OCP with themes of "resiliency, equity, adaptation and completeness" and six targeted areas including:

1. Housing Affordability;
2. Equitable Communities;
3. Environmental Protection and Enhancement;
4. Climate Mitigation and Adaptation;
5. Long-Term Planning for Emerging Trends and Transformational Technologies; and
6. Administrative Updates.

At the time, Council endorsed the scope for a targeted review of the existing OCP to strengthen its policies in areas such as affordable housing, equitable communities from a land-use perspective and environmental resilience. However, the process was interrupted by new provincial legislation (Bills 16, 44, 46 and 47) that altered the planning framework in British Columbia, requiring an extended pause to integrate these changes into local planning practices.

Following Council's endorsement, Phase One of public engagement began in the fall of 2024, with staff presenting the outcomes of this engagement to Council in early 2025. This led to the preparation of a draft revised OCP Land Use Map and strategic policy directions, which were endorsed by Council on May 26, 2025, for Phase Two of public engagement.

Details of the Phase Two engagement summary can be found in Attachment 1 (What We Heard: Official Community Plan Targeted Update Phase Two Engagement Summary). Community input helps to shape an updated OCP that considers residents' values and prepares Richmond for future growth and change. By providing opportunities for community engagement, the City is fostering a more inclusive and well-rounded plan that aligns with long-term community aspirations.

### **Analysis**

#### What We Heard

Various public and community interest engagement opportunities (e.g., open houses), and meetings took place to discuss and receive feedback on the City's proposed draft OCP Land Use Map and strategic policy directions. These opportunities took place from June 11 to July 20, 2025, during which time the OCP LetsTalkRichmond project page garnered 1,473 online visitors, with 167 participants engaging in the online survey and providing comments, while the Youth Art Contest LetsTalkRichmond page garnered 1,374 online visitors. In total, there were over 2,200 engagement touchpoints with members of the public, community interest groups and external agencies. Table 1 provides further details on the Phase Two community engagement activities.

**Table 1: Phase Two Community Engagement Activities Summary**

In-person	Two Pop-up booths (with one targeting equity-deserving groups)	Approximately 70 interactions
	Seven in-person open houses	Approximately 1,463 attendees
	One Accessibility Advisory Committee presentation	10 members
Online	Let's Talk Richmond – Ask a Question	25 questions submitted
	Let's Talk Richmond – Survey	167 surveys submitted
	Let's Talk Richmond – Youth Art Contest	20 artworks submitted, 423 online and in-person public votes
	Three online information sessions with members of Council advisory committees, and non-profit organizations	55 attendees
	Emails (members of the public, external agencies, community organizations and neighbouring municipalities)	
	Six meetings with external agencies (BC Hydro, Richmond School District, Urban Development Institute, Vancouver Coastal Health, Vancouver Port Authority, YVR)	
First Nations Engagement	<p>Initial in-person engagement with Musqueam First Nation. Correspondence was also initiated with Tsawwassen First Nation.</p> <p>Engagement with local First Nations is intended to be a part of a longer process focusing on relationship building and understanding, in addition to feedback on the proposed policies in the OCP.</p>	

Attachment 1 (What We Heard: Official Community Plan Targeted Update Phase Two Engagement Summary) provides a comprehensive overview of the engagement timeline, details of the engagement events and activities, and what feedback was received. Key themes are provided, along with graphics from the LetsTalkRichmond online survey. Overall on LetsTalkRichmond, 81% agreed or somewhat agreed with supporting a network of walkable, transit-oriented urban villages throughout the city.

Based on the public engagement activities, the following are the most frequently reoccurring comments under each of the four key target areas:

**Housing affordability:** Public feedback shows strong support for increasing housing affordability and density across the city, especially in transit-accessible areas, while ensuring improved pedestrian connectivity and sufficient services and amenities to accommodate the growing population. Participants emphasized the need for diverse housing options that are truly

affordable for people of all ages, incomes, abilities, and backgrounds. There are calls for thoughtful human-scale urban design, protections against tenant displacement and to enhance support for local businesses through housing density. Concerns are also raised about traffic, infrastructure capacity, the pace of development and preservation of single-family neighbourhoods and heritage character in the midst of proposed higher densities.

On LetsTalkRichmond, 78% of participants agreed or somewhat agreed to supporting more housing, including rental and affordable housing.

**Equitable communities:** Public feedback is mixed for equity, related to land use planning. While some feel existing diversity policies are sufficient, others expressed concerns about the lack of clarity, sincerity, and concrete examples in the OCP equity approach. There is emphasis on the importance of meaningful engagement with equity-deserving groups and non-developer voices, improving access to services in underserved areas like Hamilton and Ironwood neighbourhoods, and greater investment in low barrier public spaces such as libraries. Suggestions include translating engagement materials to reach residents who may not speak English. There is some skepticism about equity as a planning principle, with a preference for focusing on equality. There are also concerns that lengthy engagement processes could delay urgent housing development.

On LetsTalkRichmond, 71% of participants agreed or somewhat agreed to supporting more equitable planning, development and decision-making processes.

**Climate mitigation and adaptation:** Public feedback reflects support for reducing car dependency and having additional transportation options like increased public transit and pedestrian and cycling infrastructure. Some members of the public, especially seniors and families indicated they rely on their cars for their mobility needs, urging for broader climate strategies in addition to having sustainable transportation choices. While active transportation and climate goals were welcomed, concerns included limited transit access in areas like Hamilton, safety and convenience of public transit, and the need to maintain parking for vulnerable groups. Further suggestions include expanding Richmond's cycling network, adding more park-and-ride options, covered walkways, and improving sidewalk and bus-related amenities. There is also general support for broader proposals on climate adaptation and mitigation measures to ensure a thriving community, with concerns for the lack of urgency on this matter.

On LetsTalkRichmond, 80% of participants agreed or somewhat agreed to supporting climate mitigation and more adaptable, climate-resilient communities.

**Environmental protection and enhancement:** Public feedback highlights 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 were raised about the irreversible loss of these assets and the limited accessibility of people-friendly natural spaces, especially along the industrial waterfront. While Richmond is seen as making progress in urban forestry, opinions vary on expanding tree coverage in the city, with some prioritizing walkability, views, and housing needs. Suggestions include using native plants in new developments,

focusing biodiversity efforts on new housing developments that rely on green space access, and ensuring the dyke system is climate-resilient. There was also criticism of inconsistent Environmentally Sensitive Area (ESA) designations on private land and calls for more strategic, data-driven approaches to environmental planning.

On LetsTalkRichmond, 83% of participants agreed or somewhat agreed to supporting greater environmental protection and enhancement.

### Next Steps (Phase Three)

The final phase (Phase Three) of the OCP targeted update will focus on the preparation of updated objectives, policies, and consequential “housekeeping” amendments, as well as implementation actions, for Housing Affordability, Equitable Communities, Environmental Protection and Enhancement, and Climate Mitigation and Adaptation targeted areas. Preparation of an updated OCP document will balance and incorporate Council direction, consideration of existing and relevant policy frameworks (e.g., other Richmond strategies, plans, regulations, etc.), past and further technical analysis and policy review, and public feedback received to date. Facilitation of this preparation effort will be executed in two parts – Part A and Part B.

Part A will focus on completing the mandatory updates as prescribed by the Province to be completed by December 31, 2025. This includes revisions and refinements to the OCP that includes updates to land use designations and policy to ensure a 20-year supply of housing as identified in the Interim Housing Needs Report, which was endorsed by Council in December 2024, based on methodology set out by the Province. Further, these revisions are to incorporate policies and land use designations that are consistent with Bill 44 (Small Scale Multi-Unit Housing) and Bill 47 (Transit-Oriented Areas). Draft population and housing projections, in addition to population and housing capacity, have been prepared (Attachment 2) and will act as a foundation to the revised OCP.

The Part A amendments to the OCP would also include the following items that are not related to the provincial deadline:

- revisions to the Environmentally Sensitive Areas (ESA) map and an update to the development permit area objectives and guidelines for ESAs, as well as relevant application processing procedures;
- revisions to the environmental related policies as an outcome of the Environmental Protection and Enhancement target area;
- updates to the Regional Context Statement as required by Metro Vancouver;
- analysis outcomes related to the Long-Term Planning for Emerging Trends and Transformational Technologies target area; and
- related administrative updates.

The intention is to bring these Part A outcomes, including a revised OCP document and amendment bylaws, for Council’s consideration in fall 2025, which will incorporate a public hearing prior to bylaw adoption (a minimum requirement for Phase Three public consultation plan). This will be in keeping with the December 31, 2025 deadline imposed by the Province and Metro Vancouver.

Part B will include further amendments to the OCP in the first half of 2026 which will concentrate on preparing revisions and updates to the OCP that include amendments to the density benefits and inclusionary zoning objectives, policies, and regulations as required by the Province (Bill 16 and 46). As well, further policy and regulatory outcomes related to “Local Villages” (e.g., Seafair, Broadmoor) and objectives and policy amendments for the Climate Mitigation and Adaptation and Equitable Communities target areas would be included. The intention is to bring these Part B outcomes, including a further revised OCP document and relevant zoning bylaw amendments, for Council’s consideration prior to June 30, 2026. This would incorporate a public hearing prior to bylaw adoption (a minimum requirement for the Phase Three public consultation plan).

### Financial Impact

None.

### Conclusion

This report summarizes the results of Phase Two of the OCP targeted update public engagement, highlighting key themes related to the proposed OCP Land Use Map and strategic policy directions. Engagement activities held from June 11 to July 20, 2025 drew over 2,847 total visitors to both the OCP and Youth Art Contest LetsTalkRichmond pages, with over 2,200 engagement touchpoints with members of the public, community interest groups and external agencies. Public input, along with other consideration, will help shape updated OCP policies that reflect community priorities and prepare Richmond for future growth. The final OCP will also align with provincial requirements, including policies for Small-Scale Multi-Unit Housing (SSMUH), Transit-Oriented Areas (TOAs), and a 20-year housing supply. A revised OCP and bylaw will be presented to Council in fall 2025, with a public hearing and completion required by December 31, 2025. Further amendments to the OCP and zoning bylaw will be brought forward for Council’s consideration in the spring of 2026.



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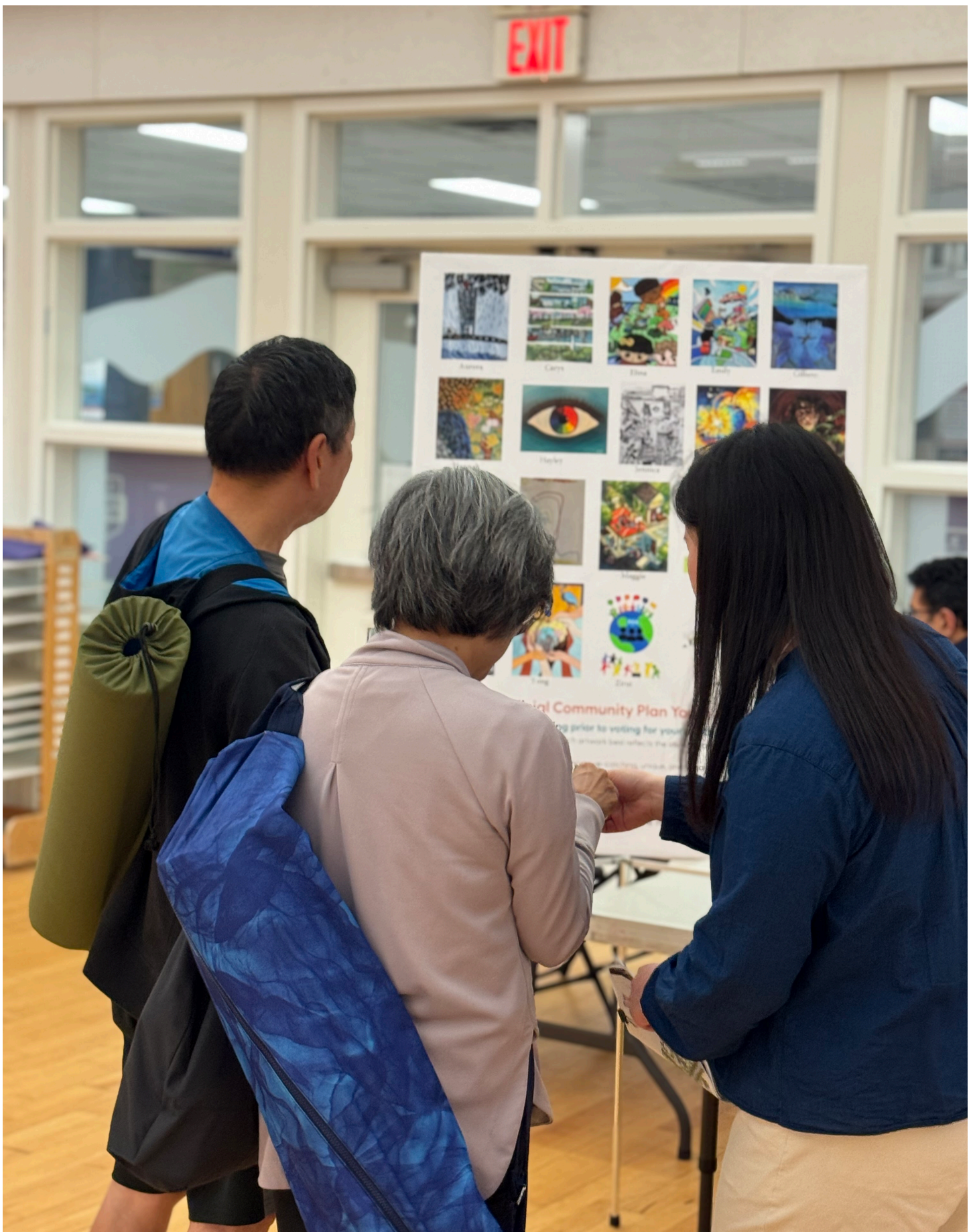
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Att. 1: What We Heard: Official Community Plan Targeted Update Phase Two Engagement Summary

2: OCP Update: Projections & Capacity

# What We Heard: Official Community Plan Targeted Update Phase Two Engagement Summary July 2025





OCP open house at Steveston Community Centre.

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Public members gather at City Hall to learn about the OCP update during an open house.

# Introduction

Richmond is undertaking a targeted update of its Official Community Plan (OCP) in 2024/2025 to address key priorities such as housing affordability, equity from a land-use perspective, and environmental resilience, while meeting new provincial requirements.

Since the adoption of the current OCP in 2012, Richmond's population and economy have grown, and transformations in the above noted areas – particularly on vulnerable populations – have intensified. While the OCP has been amended over the years to remain relevant, we are undertaking a targeted update to ensure the OCP aligns with current social, economic and environmental priorities, and community values, as well as new legislative mandates.

The Phase One engagement summary, which was completed in late 2024, can be found here on the [LetsTalkRichmond](#) website. Phase Two engagement was completed in July 2025 which is the subject of August 2025 staff report. This Phase Two engagement summary presents results of the OCP update community engagement process for the city's proposed strategic policy directions and related updates to the OCP Land Use Map.

Online and in-person engagement opportunities took place from June 11 to July 20, 2025. This report represents the results and findings from the Phase Two community engagements which will help inform the updated OCP policies which will be reviewed as part of Phase Three.

## OCP Update Themes and Target Areas

This Targeted OCP update is guided by the overarching themes of **Resiliency**, **Equity**, **Adaptation**, and **Completeness** with six target areas. The first four target areas are the priority for this update:



1. Housing Affordability



4. Climate Mitigation & Adaptation



2. Equity



5. Long-Term Planning for Emerging Trends & Transformational Technologies



3. Environmental Protection & Enhancement



6. Administrative Updates

## Engagement timeline

The OCP Targeted Update timeline is divided into three phases and encompasses the following steps:

1. Prepare engagement framework (Summer 2024)
2. Phase One engagement (September to November 2024)
3. Preparation of strategic policy directions (January to May 2025)
4. Phase Two engagement (June to July 2025)
5. Preparation of revised OCP (August to October 2025)
6. Phase Three engagement: seek Council consideration of the OCP bylaw with Public Hearing (November to December 2025)

The project is divided into three phases:



# Phase Two Community Engagement Details

Phase Two focused on:

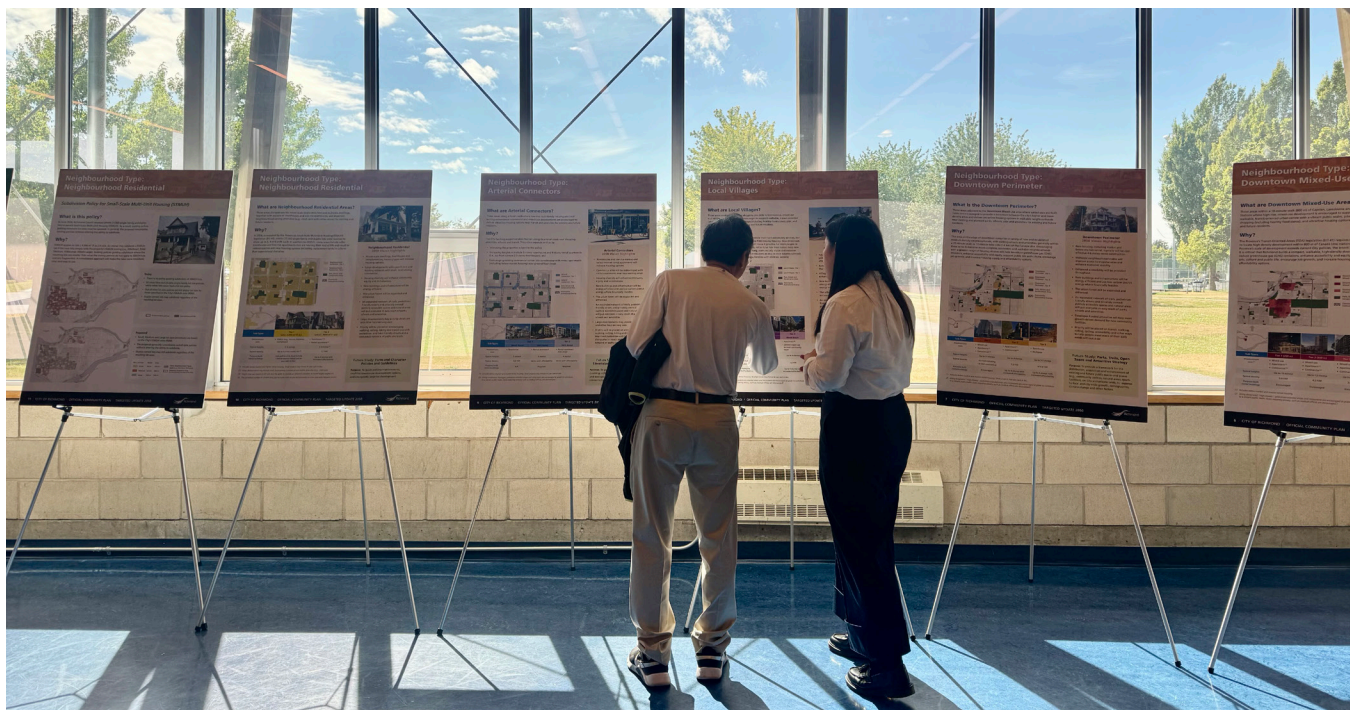
- the city's proposed strategic policy directions; and
- revisions to the OCP Land use Map

Over 2,200 engagement touchpoints with people, from online project page visits to participating in online and in-person engagements and meetings. This input will inform the development of the updated OCP policies, reflecting community priorities and prepares Richmond for future growth.

By incorporating public feedback and addressing provincial requirements, the OCP update aims to create a sustainable, equitable, and resilient plan that aligns with Richmond's long-term vision.

## Engagement Opportunities

Various public and community interest group engagement opportunities took place to discuss and receive feedback on the city's proposed strategic policy directions and revised Land Use Map. Engagement opportunities took place from June 11 to July 20, 2025.



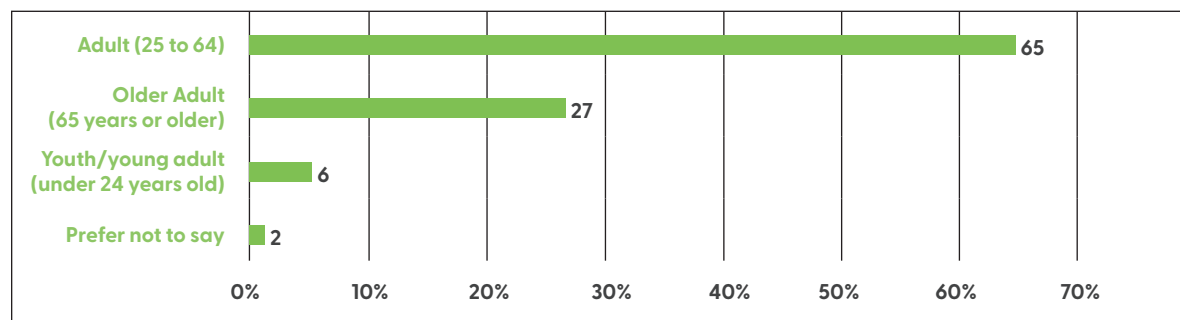
OCP open house at Thompson Community Centre.

<b>In-person</b>	Two Pop-up booths (with one targeting equity-deserving groups)	Approximately 70 interactions
	Seven in-person open houses	Approximately 1,463 attendees
	One Accessibility Advisory Committee presentation	10 members
<b>Online</b>	Let's Talk Richmond – Ask a Question	25 questions submitted
	Let's Talk Richmond – Survey	167 surveys submitted
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	Emails (members of the public, external agencies, community organizations and neighbouring municipalities)	
	Six meetings with external agencies (BC Hydro, Richmond School District, Urban Development Institute, Vancouver Coastal Health, Vancouver Port Authority, YVR)	
<b>First Nations Engagement</b>	<p>Initial in-person engagement with Musqueam First Nation. Correspondence was also initiated with Tsawwassen First Nation.</p> <p>Engagement with local First Nations is intended to be a part of a longer process focusing on relationship building and understanding, in addition to feedback on the proposed policies in the OCP.</p>	

# Who We Heard From

## Age Group

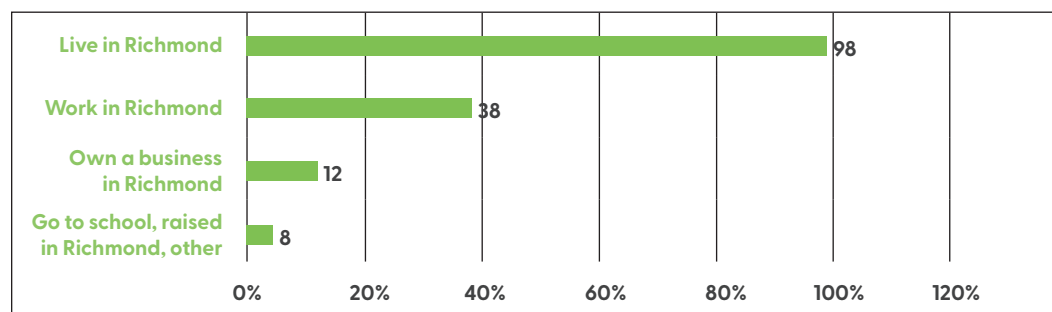
Respondents were mostly adults ages 25–64 (65%), older adults that are 65 years or older (27%) and youth/young adult that are under the age of 24 years old (6%).



*Note: Respondents could select more than one option, which is why the combined percentages exceed 100%. This reflects the multiple ways individuals are associated with Richmond and were made aware of the survey opportunity.*

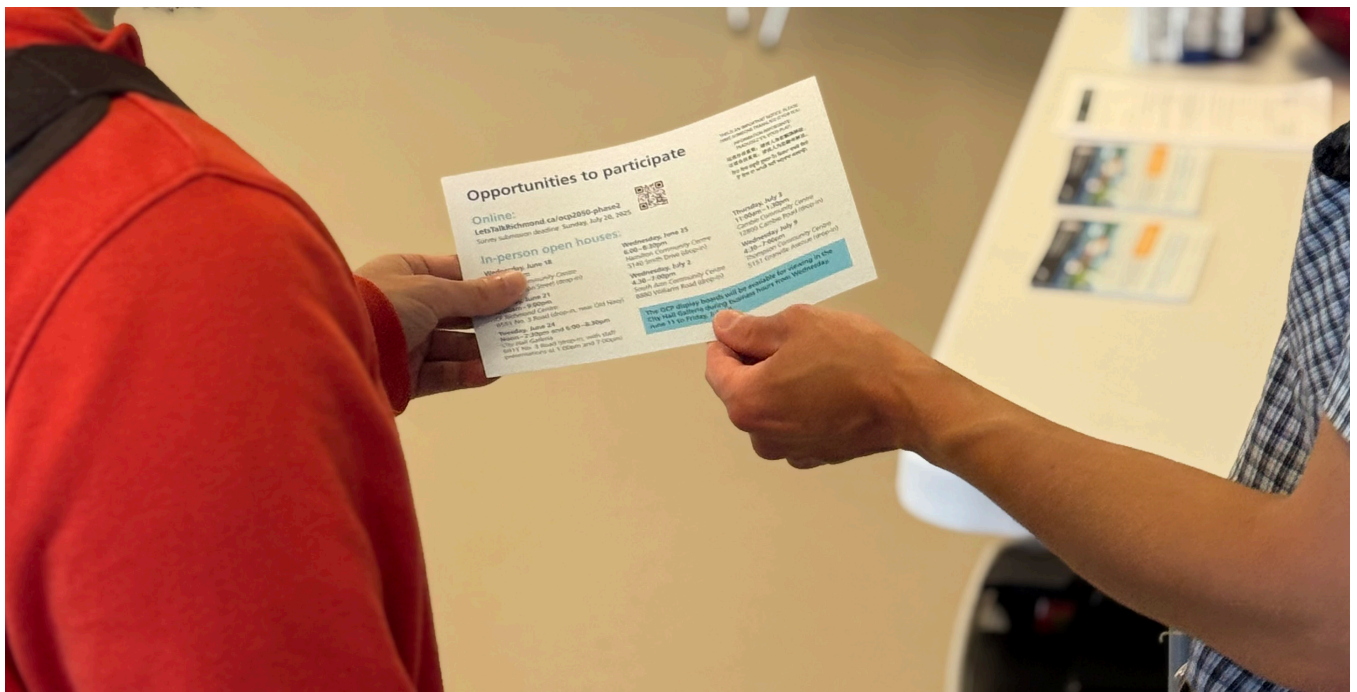
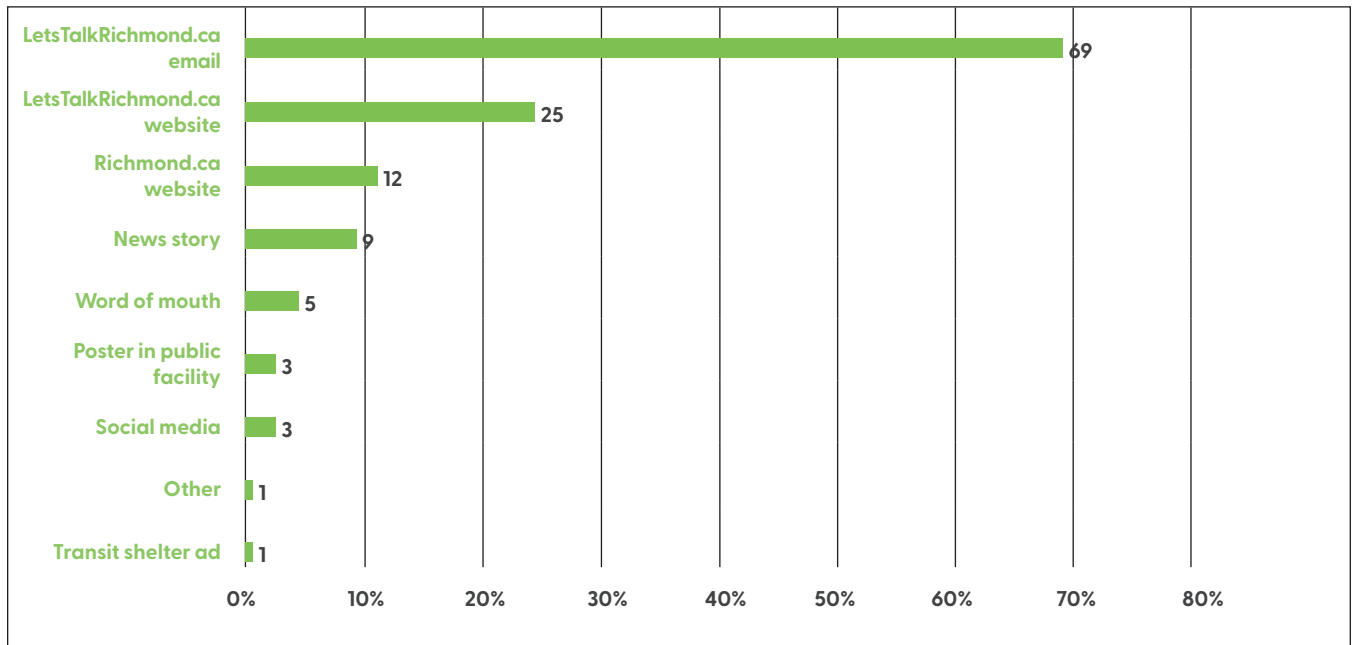
## Association to Richmond

Most respondents live (98%), work (38%) or own a business in Richmond (12%), with others going to school in Richmond or who do not live in Richmond but were raised here (8%).



## How They Heard About the Survey

In total there were 167 responses to the survey. Respondents heard about the survey opportunity through Let's Talk Richmond email (69%), the Let's Talk Richmond website (25%), the Richmond.ca website (12%), news story (9%), with others heard through word of mouth, social media, poster in a civic facility, and transit shelter ad.



OCP open house at South Arm Community Centre.

# What We Heard – An Overall Summary

Based on all engagement activities, the following are the most frequently reoccurring comments under each of the four primary target areas. Detailed feedback summaries from the survey are provided in the section titled “What We Heard: Summary of Input & Themes”.

## Housing Affordability:

- Support for increasing housing affordability and density across the city, especially in transit-accessible areas, while ensuring improved pedestrian connectivity and sufficient services and amenities to accommodate the growing population.
- Need for diverse housing options that are truly affordable for people of all ages, incomes, abilities, and backgrounds.
- Calls for thoughtful human-scale urban design, protections against tenant displacement and to enhance support for local businesses through housing density.
- Concerns about traffic, infrastructure capacity, the pace of development and preservation of single-family neighbourhoods and heritage character in the midst of proposed density.

## Equitable Community (related to land use planning)

- Some feel existing equity policies are sufficient, others expressed concerns about the lack of clarity, sincerity, and concrete examples in the OCP equity approach.
- Importance of meaningful engagement with equity-deserving groups and resident voices
- Improve access to services in underserved areas like Hamilton and Ironwood, and greater investment in low barrier public spaces such as libraries.
- Suggestions include translating engagement materials to reach residents who may not speak English.
- Skepticism about equity as a planning principle, with a preference for equality.
- Concerns that lengthy engagement processes could delay urgent housing development.



Public members learning about environmental protection during the OCP open house at Richmond Centre.

## Environmental Protection & Enhancement

- 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 and the limited accessibility of people-friendly natural spaces, especially along the industrial waterfront.
- While Richmond is seen as making progress in urban forestry, opinions vary on expanding tree coverage in the city, with some prioritizing walkability, views, and housing needs.
- Suggestions include using native plants in new developments, focusing biodiversity efforts on new housing developments that rely on green space access, and ensuring the dyke system is climate resilient.
- Criticism of inconsistent Environmentally Sensitive Area designations on private land and calls for more strategic approaches to environmental planning.

## Climate Mitigation & Adaptation

- Support for reducing vehicle dependency while promoting public transportation and suggesting improved public transit and pedestrian infrastructure.
- Seniors and families rely on their cars for their mobility needs, urging for broader climate strategies in addition to having sustainable transportation choices.
- Active transportation and climate goals are welcomed but concerns include limited transit access in areas like Hamilton, safety and convenience of public transit, and the need to maintain parking for vulnerable groups.
- Broad support for climate adaptation and mitigation measures to ensure a thriving community, with concerns for the lack of urgency on this matter.
- Expand Richmond's cycling network, adding more park-and-ride options, covered walkways, and improving sidewalk and bus-related amenities.

# Engagement Events & Activities

The following provides detailed information on each Phase Two engagement opportunities that took place between June 11 to July 20, 2025.

## Let's Talk Richmond

- **Details:**
  - The project was created on LetsTalkRichmond.ca to inform the public about the OCP update. There is an option to submit questions and receive a response from staff.
    - Date(s): June 11 to July 20, 2025
    - Location: Online
    - Engaged: 1,473 webpage visits; 25 submitted questions

## Pop-up Booths

- **Details:**
  - Two pop-up booths were set up with the purpose to raise awareness about Phase Two of the project and provide opportunities for the public to learn and get involved. The purpose of these booths was to connect with passersby by “meeting people where they are,” reaching those who might not have the chance to provide input online or attend scheduled engagement events. The June 11 pop-up was specific in connecting with individuals who may not be able to attend other engagement events, including those facing food insecurity or social isolation who participate in community meal programs.
    - Dates and locations:
      - June 11, 2025: Church on Five community meal
      - June 22, 2025: Burkeville Dayz
    - Engaged: approximately 70 total interactions



Public members at the OCP pop-up at Burkeville Daze community event.

## Public Open Houses

- **Details:**
  - Seven in-person public open houses were held to share about the city's proposed strategic policy directions and revisions to the OCP Land Use Map for the target areas and provide additional opportunities for feedback. Attendees had the chance to ask City staff questions.
    - Date(s):
      - June 18, 21, 24, 25, 2025
      - July 2, 3, 9, 2025
    - Locations: Steveston Community Centre, Richmond Centre, City Hall Galleria, Hamilton Community Centre, South Arm Community Centre, Cambie Community Centre, Thompson Community Centre
    - Engaged: 1,463 attendees

## Let's Talk Richmond Survey

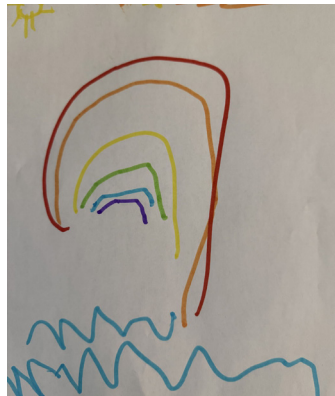
- **Details:**
  - An online survey was hosted on LetsTalkRichmond.ca, allowing participants to provide input. The survey focused on the four prioritized target areas (Housing Affordability, Community Equity, Environmental Protection & Enhancement, and Climate Mitigation & Adaptation). Participants were encouraged to review the display boards before taking the survey.
    - Date(s): June 11 to July 20, 2025
    - Location: Online
    - Engaged: 167 submissions

## Online Information Sessions

- **Details:**
  - Two online information sessions were held independently with **local community organizations, community associations** and **townhouse builders**. The information sessions consisted of a staff presentation that provided an overview of the OCP Phase Two update with a question and answer period. Staff ended the sessions by promoting ways to get involved with the OCP update.
    - Date(s): June 26 and July 7, 2025
    - Location: Online
    - Engaged: Approximately 41 attendees

## Advisory Committees

- **Details:**
  - Staff reached out to the following Advisory Committees with opportunities to engage.
    - Accessibility Advisory Committee
    - Child Care Development Advisory Committee
    - Community Services Advisory Committee
    - Economic Development Advisory Committee
    - Environment Advisory Committee
    - Food Security and Agricultural Advisory Committee
    - Heritage Commission
    - Intercultural Advisory Committee
    - Seniors Advisory Committee
    - Youth Advisory Committee
  - Twenty-one individuals from various Advisory Committees attended the virtual staff presentation, together with representatives of the Richmond Aquatic Advisory Board and the Richmond Public Library Board. The purpose of the presentation was to provide a high-level overview of the OCP update, promote opportunities to get involved and answer questions.
    - Date(s): June 19, 2025
    - Location: In-person
    - Engaged: 21 attendees
  - In addition, an in-person meeting was held with the Accessibility Advisory Committee at their request.
    - Date(s): June 11, 2025
    - Location: In-person
    - Engaged: 10 members



Youth Art Contest Participants (L-R): Maggie Pi, Leif Ferguson, Carys Braverman

## Emails

- **Details:**
  - Emails were sent to individual community members, external agencies, neighbouring municipalities and community interest groups notifying them of the Phase Two OCP update and welcoming feedback through a meeting, phone call or via email.
    - Date(s): June 11 to July 20, 2025
    - Engaged: 7 email feedback

## Youth Art Contest

- **Details:**
  - This initiative was hosted on LetsTalkRichmond.ca. Local youth had the opportunity to submit original artwork that represented the OCP and values of Richmond. The public was invited to vote on their top three favourite submissions online or at in-person open houses. Winners' artwork will be featured in the OCP document.
    - Date(s): March to July 2025
    - Location: Online
    - Engaged: 20 artwork participants; 423 voters

## Outreach and Promotion

Advertising and promotion of the community engagement opportunities took place via various channels, including:

- Information bulletin
- City of Richmond project webpage
- Let's Talk Richmond project page
- City e-newsletters
- The Richmond Sentinel online newspaper ads
- Social media posts (Facebook, X, Instagram)
- Posters
- Bus shelter ads
- Emails to Let's Talk Richmond subscribers, Advisory Committees, external agencies, neighbouring municipalities, small builders, local community groups and associations, community centres and facilities, libraries and public schools.

*OCP display boards at the City Hall gallery.*

# What We Heard: Summary of Input & Themes

The following is a breakdown of details and feedback themes received, of each engagement method.

## Let's Talk Richmond Survey

An online survey was hosted on LetsTalkRichmond.ca from June 11 to July 20, 2025. It focused on the proposed strategic policy directions and revisions to the OCP Land Use Map. The survey had five sections, each with multiple choice responses and an opportunity to share additional comments. The themes below are organized based on the sections and frequency.

Notes:

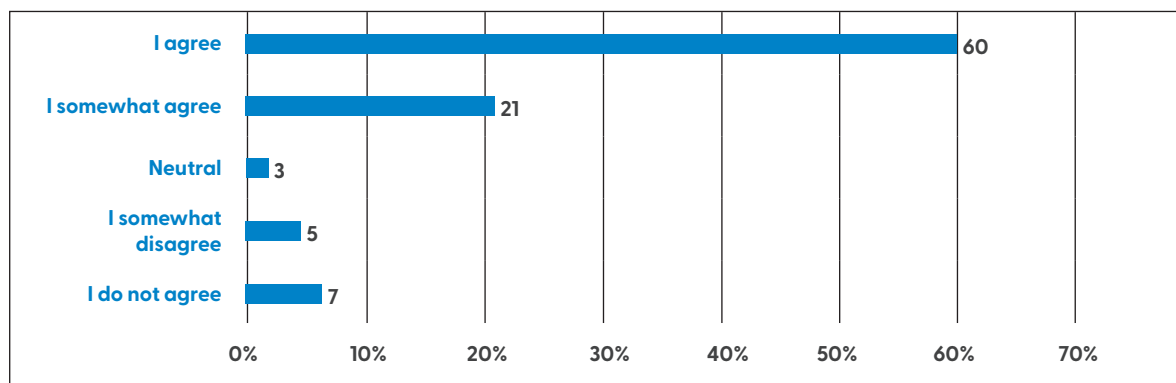
- The number of comments by theme may exceed the total number of submitted comments, as some responses address multiple themes.
- Additional comments are kept in their original section for simple categorization, even if not directly related to the topic.

## Key Themes

### Section 1. Directing growth where it can benefit the community most

*I like these proposed OCP updates supporting a network of walkable, transit-oriented urban villages.*

#### Respondents supporting a network of walkable, transit-oriented urban villages. (167 responses)



## **Additional comments themed (66 submitted comments)**

### **Public & Active Transportation (25)**

- Emphasized the importance of improving pedestrian and bicycle connectivity and noted walkable communities and Local Village centers are important to Richmond's livability. Ensure walking and cycling are safe options by enforcing safety requirements for drivers. (14)
- Support enhanced transit service and frequency, with extended Canada Line service to Steveston. Noted that Canada Line is generally more convenient than buses. (6)
- Adding more housing and population growth without good public transit would lead to more traffic. (4)
- Support public transit improvements but emphasized private vehicle use should not be reduced. (1)

### **Building Density & Height (16)**

- Support increased density across the city, such as Steveston, to support local businesses and growth in Local Villages. (9)
- Preference for limiting building heights, suggesting a maximum of 3–5 storeys or restricting high-rises to specific corridors like Granville Avenue. (3)
- While 3–6 storey height is supported, there is concern that taller rental buildings would change the city's residential character. Comment noted commercial densification along arterial roads would negatively impact single family neighbourhood character. (2)
- Concern that higher density alone may not be enough to overcome those who resist change in established low density neighbourhoods. (1)
- Support for more high rises to accommodate the expected population growth. (1)

### **Housing Affordability (13)**

- General support for affordable housing that is truly affordable to the average person, along with support for increasing density with 3–6 storey buildings to help improve housing affordability. (7)
- More housing diversity is needed, with support for missing middle and infill housing over single family houses. Mixed-use developments need adequate services and amenities, and rezoning should not be required. (3)
- Would like to see more rental housing in the city in Steveston and for seniors. Concern that affordable housing units would not be truly affordable. (2)
- There is a need for more diverse housing options, such as fee simple row houses and low-rise apartments for seniors and families. (1)

### **Commercial Space & Services (10)**

- General support for increased housing and need for expanded quality services and amenities, such as hospitals, venues, and community programming, for a growing population. (5)
- Would like to see more commercial units built above existing ones to keep retail units affordable. Suggestions for more convenience or corner stores within walking distance. (4)
- Interest in updating community centres, noting that developer fees alone may not be sufficient. (1)

### **Local Villages & Transit Oriented Development (9)**

- Overall support for transit-oriented development across the city to enable car-free access to work, school, and daily needs. (4)
- General support for Local Villages, with interest in expanding Tier 1 areas like Garden City further south and integrating village growth into surrounding residential neighbourhoods for more density. (3)
- Proposed Local Villages may interest specific demographics such as seniors, rather than the younger population. (1)
- Assess the current design of existing Local Villages to better inform planning for future ones. (1)

### **Vehicle Use & Accessibility (7)**

- Reducing vehicle dependence helps lower emissions and combat climate change, seniors, caretakers and those with special needs still depend on vehicles for services and amenities. Accessible parking spaces should be available in housing developments. (4)
- Without safe and reliable alternatives, people will continue to rely on vehicles. Suggestions include bold actions such as road reallocation, traffic calming measures, and safer cycling and pedestrian infrastructure. (2)
- Support for expanding EV infrastructure, bridges, and roads to maintain driving freedom while also reducing vehicle emissions. (1)

### **Built Form & Urban Design (7)**

- Concern about adding more apartment buildings in Richmond due to sea level rise. (2)
- Suggestion that low- to high-rise buildings could be compatible city-wide if designed with human-scale elements and street-level setbacks to enhance the pedestrian experience. (2)
- Townhouse developments should be located anywhere with low density, not just along arterials. (1)
- Repetitive cookie-cutter housing forms such as condos, townhouses, and small apartments are not ideal. (1)
- Preference for maintaining current height for rental housing. (1)

### Land Use (6)

- There is interest in allowing greater flexibility in agricultural lands to accommodate evolving land use needs. Suggestion to densify East Richmond. (4)
- Need for additional industrial lands to support employment opportunities. Highlighted the importance of avoiding urban sprawl with interest for greater flexibility in agricultural land use to accommodate evolving needs. (2)

### OCP Update Information (6)

- General agreement with the proposed plan. While proposed policies are sound, would like to see concrete actions on achieving goals in a timely manner. Suggestion to leverage existing networks and maintain transparency through frequent updates to foster stronger support. (3)
- The OCP update lacks clear policies for land acquisition and does not prioritize multiplexes over single-family homes. Uncertainty about whether the update will meaningfully improve Richmond. (2)
- Unclear how community equity is determined and how it will be implemented. Would like to see more details in the plan. (1)

### Road Infrastructure & Traffic (6)

- Adding more housing and population growth without good public transit would lead to more traffic. (4)
- Would like more bridges and better traffic management in and out of Richmond. (1)
- Repairing roads and fixing potholes should be prioritized over creating more bike lanes. (1)

### Building Methods (4)

- Wood-frame construction may pose challenges related to durability, fire safety, and pests, with suggestions to explore alternative building materials. (2)
- Prefabrication housing could decrease construction time and cost, with support for wood construction in mid-rise developments. (2)

### Parks & Open Space (4)

- Provide protected greenspace for people to enjoy. Some concern that parks are disappearing from the city. (3)
- Would like to see enclosed dog parks. (1)

### Development Incentives & Strategy (4)

- Reduce development fees for builders, streamline the process and permit more density. (3)
- The City should acquire more lands for housing, with funding from senior levels of government. (1)

### Pathway Connectivity & Walkability (3)

- Prioritize walkability alongside increased density, calling for concrete plans and identification of future pedestrian pathways. Enhanced walkability within Local Villages could strengthen community connections. (2)
- While walkability is important, a more connected cycling network would better support car-free mobility across Richmond. (1)

### Safety & Sense of Community (2)

- Opportunities to foster community through thoughtful design, such as shared parking and increased density. (1)
- Concerns about crime and safety. There needs to be further research and planning to address these issues. (1)

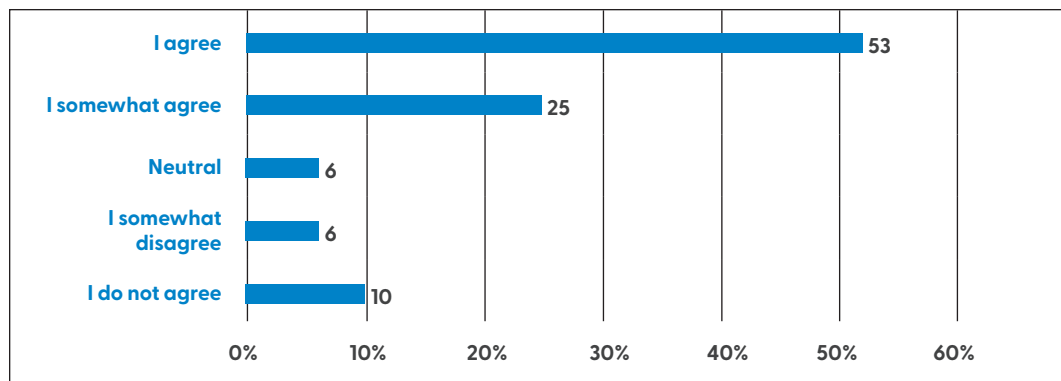


*A public member engages with staff during the OCP open house at Richmond Centre.*

## Section 2. Deliver more housing affordability, supply and choices

*I like these proposed OCP updates supporting more housing, including rental and affordable housing.*

### Respondents supporting more housing, including rental and affordable-housing (167 responses)



## Additional comments themed (84 submitted comments)

### Housing Affordability (19)

- Housing affordability is important across all ages, incomes, abilities, and backgrounds. Emphasis on enabling young people to remain in the communities they grew up in and aging in place with appropriate care home facilities. Some concerns raised about public perceptions related to low-income housing. (19)
- Support expressed for increasing housing supply, through public or non-profit rental options and affordable ownership like townhomes and apartments. While older rentals and co-ops are more family-friendly, private rental housing is still considered better than no affordable options. (5)
- Support for more rental housing. Appreciate the inclusion of rent-to-own and other innovative strategies. The implementation plan of proposed housing units is important. (3)
- Salaries need to align with cost of housing. (1)
- General concern that staff is not doing enough to address housing affordability. (1)

### **Built Form & Urban Design (14)**

- Preference for mid-rise buildings (3–6 storeys), with some support for limiting taller buildings (6+ storeys) to North Richmond. Concerns about potential seismic risks associated with increased building heights. (4)
- Single family housing should be protected from increased density and traffic to preserve the neighbourhood character. (3)
- Urban design and built form are important for a livable community, including immigrants. Preserve Steveston's historical character and limit building height when possible, such as in Steveston. (3)
- Appreciate townhouse developments proposed along Steveston Highway. (1)
- Concern about residents being evicted for redevelopment projects that replace affordable housing. (1)
- Should limit commercial building height as Richmond is growing too fast. (1)
- More Tier 2 Neighbourhood Residential could be proposed near Local Villages. (1)

### **Building Density (12)**

- Too much density is proposed too soon. Concern for negative impacts to single family housing character and increased traffic. Multi-storey developments in Steveston are not supported. (6)
- Support for increased density across the city, including mid-rise buildings (3–6 storeys) and diverse housing types beyond arterial roads. Higher density could help grow local businesses and would support further density in the City Centre due to its success. (4)
- Support affordable housing but preference to focus on transit-oriented development while preserving single family neighbourhoods. (1)
- Richmond should avoid urban sprawl. (1)

### **Development Incentives & Strategy (9)**

- Support for incentivizing developers to build multiplex housing over single-family homes, with concerns about high development fees as barriers to rental housing. Suggestions included reducing fees and increasing density to improve affordability. (5)
- Municipal rent control would help keep housing affordable. Lowering housing development cost, without government subsidies, could lead to lower rents. (2)
- Proposed policies could go further by ending single family housing development and making the city more affordable. (1)
- Pre-zoning, tenant protection and supporting affordable housing projects should be prioritized. (1)



A public member learning about the proposed draft land use map during an OCP open house.

## Services & Amenities (8)

- Support for increased housing, with expanded services and amenities, such as child care, schools, grocery stores and open space to support growing communities. (4)
- Concern about permitting increased density without timely delivery of developer promised community amenities. Concern that services and infrastructure are inadequate to support future growth. (3)
- Developments proposed along arterial roads should be mixed-use developments so the public could enjoy its community amenities. (1)

## Traffic & Road Infrastructure (6)

- Increased density especially along arterial roads could result in congested traffic. (4)
- Concern that traffic congestion and limited bridge infrastructure make it difficult to travel in and out of Richmond. Densification could deepen these challenges. (1)
- Placing too many residential driveways on busy roads would be dangerous. Large developments on arterials should locate driveways on side streets instead. (1)

## Population Growth (5)

- The need for growth and densification is questioned. The City should prioritize the needs of current residents over future residents. (2)
- The 52,000 additional residential units by 2041 seem unrealistic. Concern for traffic to worsen with increased population. (2)
- More housing would be required to accommodate immigration of skilled workers due Canada's aging population. (1)

### Sense of Community (4)

- Different housing forms could promote a sense of community, such as townhouses without garages. Concern that density could lead to loss of community. (2)
- Affordable housing in Richmond should not be used as investment properties, but rather for residents. (2)

### Housing Diversity (3)

- Distribute diverse housing types throughout the city, not just along arterial roads, to support growth and provide better options for seniors downsizing and families needing more space. (3)

### Transport & Walkability (3)

- Richmond's public transportation is not adequate, so people would still rely on private vehicles. (1)
- Steveston is a good example of walkability and proximity to amenities despite the lack of public transit. (1)
- Would like to see extension of multi-use bike pathways. (1)

### Building Methods (3)

- Incorporate more sustainable construction methods, such as passive house designs. (3)

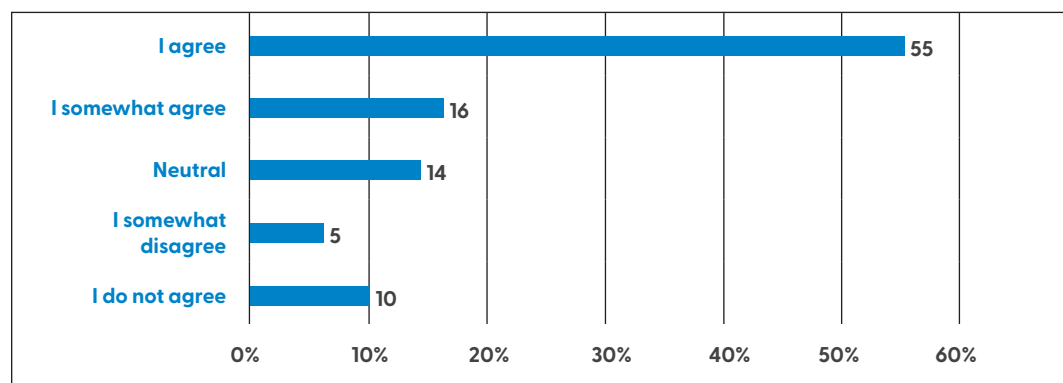
### OCP update information (1)

- General support for the proposed plan. (1)

## Section 3. Support a more equitable community

*I like these proposed OCP updates supporting more equitable planning, development and decision-making processes.*

### Respondents supporting more equitable planning, development and decision making processes (167 responses)



## **Additional comments themed (49 submitted comments)**

### **Equity & Community Engagement (9)**

- Need for inclusive, meaningful engagement that centers current residents, equity-deserving groups, and those displaced by housing inaccessibility. Caution against using engagement to justify opposition to necessary housing development. (5)
- Skepticism about equity as a planning principle, preferring a focus on equality of opportunity. Question the framing of equity in public materials, suggesting that community members who wish to be heard should take initiative, rather than relying on equitable engagement efforts. (2)
- Suggest translating engagement materials into multiple languages to reach those who do not speak English. (1)
- Concern about abstract language in engagement materials and increased community input may give more power to those opposed to housing development. (1)

### **OCP Update Information (7)**

- Equity information is too general, need more specific examples. (3)
- Existing diversity policies are already in place, suggesting no additional measures needed. OCP update does not seem sincere, transparent and equitable. (2)
- This initiative is a positive step toward making Richmond a more livable, attractive place to live and work. (1)
- OCP materials do not have a clear definition of equity. (1)

### **Shops & Amenities (5)**

- Equity concerns in Hamilton due to the disproportionate provision of services and amenities such as public transportation, schools, and grocery stores to the rest of the city. (2)
- Would like to see a community centre in Ironwood. (1)
- Provide more funding for services such as libraries as it is low barrier and accessible community space for everyone. (1)
- Services should be accessible to all residents. Business signage should include at least English or French, as signs only in Chinese can make some residents feel excluded. (1)

### **Built Form & Urban Design (1)**

- Ensure buildings are developed so that seniors can access elevators with ease. (1)

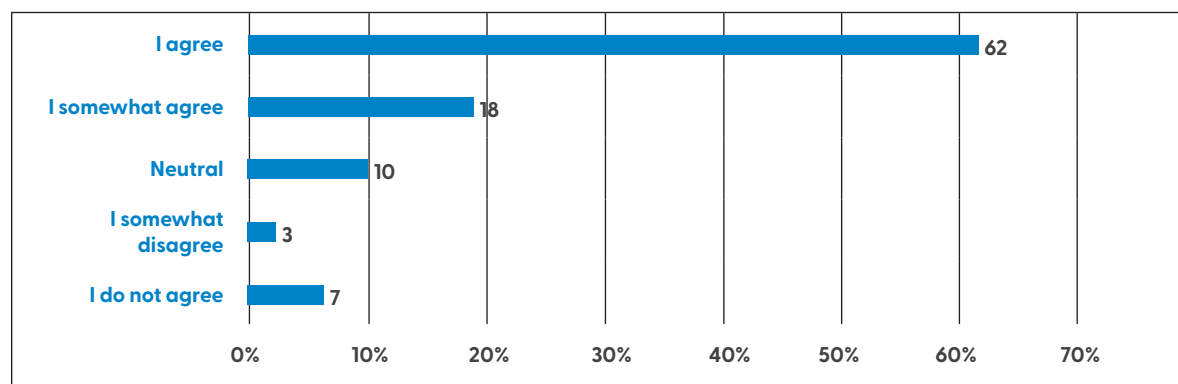
### **Population growth (1)**

- Concerns about the potential social and economic impacts of low-income housing and immigration in Richmond. (1)

## Section 4. Strengthen the land use response to climate change

*I like these proposed OCP updates supporting climate mitigation and more adaptable, climate resilient communities.*

### Respondents supporting climate mitigation and more adaptable, climate-resilient communities. (167 responses)



## Additional comments themed (52 submitted comments)

### Transport & Connectivity (17)

- Support for the proposal with need to reduce car dependency by limiting road infrastructure, enhancing transit services and promoting sustainable travel. Suggestions include park-and-ride facilities, clearer 'high street' definitions, pedestrian-friendly design, and transforming Railway Avenue into a mixed-use, transit-oriented corridor. (10)
- Need to expand Richmond's bike network, noting the city's flat terrain makes cycling practical. Better separation of bike routes from vehicle traffic to ensure safety for all ages and abilities should be considered. (3)
- Skepticism that expanding public transit will have a major impact, as it is still difficult to use for daily errands across the city. (2)
- While less private vehicle dependence is good, this is challenging for Hamilton as residents heavily rely on vehicle use due to the lack of transit. (1)
- Would like to see covered walkways to account for the rainy season. (1)

### Vehicle Use & Road Infrastructure (12)

- Support reducing vehicle use. Emphasized the value of providing parking at transit and business hubs, especially for families that rely on cars. Reducing vehicles would also improve environmental efficiency as significant space is dedicated to private vehicles and roads. (3)
- Support walkability but emphasized the need to maintain parking in new developments, especially for older adults and those with mobility challenges. Broader focus is needed on climate solutions beyond reducing car use, to avoid excluding vulnerable populations. (2)
- General disagreement with less private vehicle use, but is supportive of active transportation. (2)
- Unrealistic to assume people would not drive, as most new residents have at least one vehicle, contributing to already congested roads, especially during peak travel times in and out of Richmond. (2)
- Public transit safety and health make private vehicle use more appealing. Suggestions include improving cycling infrastructure, sidewalk connectivity and bus frequency to support safer, more convenient alternatives. (1)
- Support for EV adoption, but lack of charging infrastructure in rental buildings remains a barrier. Requiring EV chargers in existing apartment parkades could help reduce reliance on gas vehicles. (1)
- Need to have better roads and prioritize fixing them. (1)

### OCP Update Information (8)

- Support the OCP update on climate adaptation and mitigation for a thriving community. Would like to see community level commitment to addressing these proposed strategic directions. (4)
- Concern about the OCP update's sincerity, transparency, and equity, with feedback that it is too general. Skepticism about its relevance to climate action, with some suggesting dyke maintenance is the only valid concern. (3)
- While supportive of the proposed climate adaptation and mitigation efforts, there are concerns that they lack urgency. (1)

### Climate Change Policies (8)

- Richmond's climate change proposal is unlikely to have significant impacts. Implementing tariffs on high-emission goods could make more impacts. There is also concern that increased development may lead to higher overall emissions. (3)
- Climate change mitigation policies are crucial to ensure a more sustainable future. Expressed support for City funding or subsidizing heat pumps and air conditioners to protect all residents, including renters and those unable to access public centres from extreme heat and cold at home. (2)

- Historical climate records suggest a natural climate cycle that may cool over time, with skepticism about the impact of the sea level rise in Richmond. (2)
- Consider incorporating solar panel exteriors and air conditioning requirements in future building developments. (1)

### **Urban Forest & Open Space (6)**

- Support for more shaded, rain-protected outdoor spaces and water access, with better access to green infrastructure based on where it is most effective and appropriate. (3)
- Concerns that increased density may lead to the loss of specimen trees and negatively impact urban canopy cover. Emphasized the need for more trees to help cool the city and noted that shaded areas are often closed off to the public. (2)
- Protect Richmond's natural areas. (1)

### **Affordability & Local Villages (5)**

- Need to strike the right balance between welcoming population growth and maintaining housing affordability. Climate policies should be thoughtfully designed to avoid unintentionally increasing housing costs. (3)
- Need for housing options for newcomers within single-family neighbourhoods, supported by adequate infrastructure to accommodate growth. (1)
- Climate-resilient local villages may primarily serve higher-income residents, raising questions about how equity will be addressed in these developments. (1)

### **Agricultural Lands (3)**

- Ensure protection of agricultural lands for food security. Concern that large homes are developed on agricultural lands and not used for farming practices. (2)
- More agricultural lands should be permitted for other non-farming uses. (1)

### **Shops & Amenities (3)**

- Commercial spaces are unaffordable, resulting in businesses leaving neighbourhoods. Suggestions to increase permitted density in commercial areas, especially Steveston. (2)
- Services and amenities should be provided city-wide for people to connect, rather than focusing on one area, such as City Centre. (1)

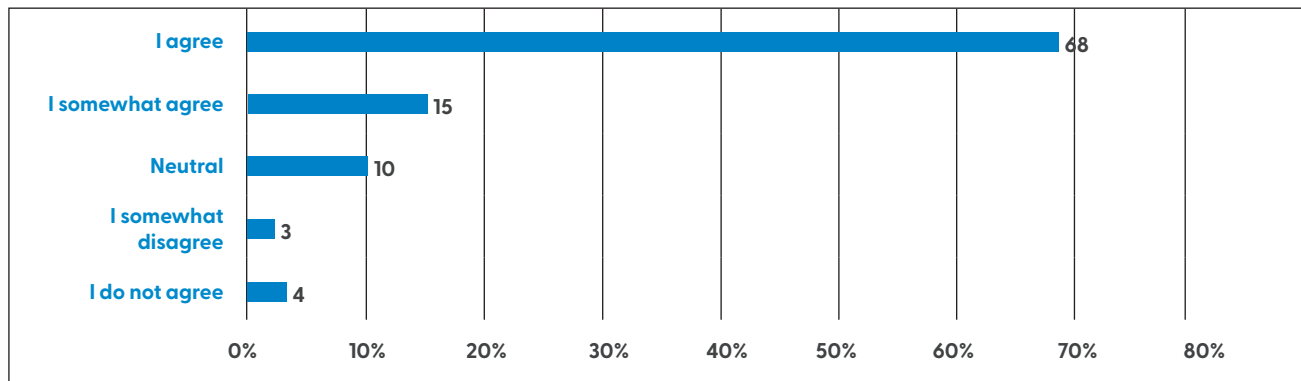
### **Education & Programming (2)**

- Provide more opportunities for educational nature programs around the city. (1)
- Richmond should take a stronger stance on water conservation, including exploring household water metering to increase accountability and awareness, and enhancing public education efforts. (1)

## Section 5. Enhance Richmond's environment and natural assets

*I like these proposed OCP updates supporting greater environmental protection and enhancement.*

### Respondents supporting greater environmental protection and enhancement (167 responses)



## Additional comments themed (41 submitted comments)

### Urban Forest & Parks (10)

- The parks should be protected and enhanced, with suggestions to create an urban forest at Garden City lands. Would like to see more green spaces in areas such as Terra Nova, and more dog parks. (3)
- Opposed to an urban forest in Richmond with concerns that further expansion would negatively impact views for residents. (2)
- Richmond made strong progress in urban forestry, but future growth and land constraints should prioritize walkability over trees. Strict private tree retention could hinder densification. (2)
- Support the idea of an Urban Forest Action Plan and suggests using agricultural land to build roads lined with trees, creating affordable, low-density communities for families. (1)
- Higher-density housing can accommodate more people but lacks green space. Urban planning must ensure these developments include greenery. (1)
- Tree canopy expansion and changes to flora and fauna should be limited to new or redeveloping areas to reduce disruption and community resistance. (1)

### Environmental protection (10)

- Richmond should do more to protect plants, animals, and older trees, while enhancing natural beauty with more walking and biking paths. There is concern that once these natural assets are lost, they cannot be restored. (5)
- Agricultural lands need to be protected for farm use in the midst of climate change. (2)

- Overall Richmond does well in enhancing the city's natural assets, with commitment to streamline this work. (2)
- Environmental Sensitive Area Development Permit area on private residential land is inconsistent, negatively affects property value, and should be reconsidered or removed. (1)

### Balancing Growth (7)

- New housing should not compromise the environment, especially when underutilized land is available. Densification should be balanced with the preservation of natural spaces, trees, and waterways that are well adapted to the local ecosystem. (6)
- Conservation land in East Richmond should be used for housing development instead. (1)

### Policy & Process (3)

- Artificial turf should be restricted rather than focusing on the restriction of specific plants and trees. (1)
- Concern that discussions and meetings are slowing down efforts to address climate issues and environmental protection. (1)
- Richmond should use existing data to guide biodiversity efforts to avoid costly new studies. (1)

### Landscape & Water (2)

- Richmond's waterfront is mostly industrial, not recreational. Calling it a natural asset is unrealistic. The city lacks accessible, people-friendly natural spaces. (1)
- Richmond's dyke system needs to withstand worst-case climate change scenarios. (1)

### Education & Programming (2)

- Residents would benefit from nature educational opportunities. (2)



## **I have the following final comments (43 submitted comments)**

### **Services & Amenities (7)**

- Concerns for school capacity, access to services, and public safety as Richmond grows. Appreciation for existing amenities like parks, grocery stores, and community centres, which support community belonging. (5)
- Suggestions included adding more pickleball courts to meet recreational needs. (1)
- Would like to see more parks and greenery by River Parkway and Gilbert Road area. (1)

### **Transport & Access (7)**

- Richmond can take inspiration from cities like Amsterdam and Copenhagen by prioritizing people-centric and walkable urban design over car dependency. (2)
- Transit networks should connect to local villages, expand beyond Brighthouse Station and integrate mid- to high-rise affordable housing with nearby amenities, services, and greenspace. (2)
- Richmond should improve basic infrastructure maintenance such as bridges, potholes and sidewalks to improve overall livability. (2)
- Cycling safety could be improved in Richmond. (1)

### **OCP Update Information (7)**

- Overall support for the OCP's vision and its direction towards equity and resilience, while encouraging a more adaptive development framework and clearer language to reflect the City's level of commitment. A well thought out framework. (4)
- Would like the city to follow through on their stated commitments. Concern that public feedback would not be genuinely taken into consideration. (3)

### **Development Incentives & Projects (5)**

- Support for fast-tracking plans for a denser, mixed-use community to enhance quality of life. Encouragement for Richmond to be more progressive by removing barriers to business and development. (2)
- Suggest increasing property tax while decreasing Development Cost Charges to encourage more housing development. (1)
- Keep Richmond unique instead of turning the city into Vancouver. (1)
- Many properties with outdated development signs and deteriorating conditions are underutilized, highlighting the need for the City to take a more proactive approach to address stalled projects. (1)

### **Building Density (5)**

- Concerns raised about potential traffic, congestion, and the need for adequate services and amenities to maintain quality of life. (4)
- General support for increased density in the City Centre, with recognition that it can help protect agricultural land and support young farmers. (1)

### **Housing & Development (5)**

- Concern over the demolition of livable homes for large new builds, citing environmental waste and negative impacts on neighborhood character. Overall concern about rapid change and construction happening in Richmond over the past ten years. (2)
- More public housing is critical to meet the city's affordable housing targets. (1)
- It is unclear why there is a need to develop lands in Richmond when development can happen outside of the city. (1)
- Suggest promoting young family-friendly housing near under-enrolled schools to support school viability, reduce traffic, and foster vibrant community spaces. (1)

### **Land use & Environmental protection (4)**

- Improving dikes and dredging should be prioritized to strengthen flood and disaster recovery. (2)
- Would like to see agricultural lands used instead for urban development and a growing population. (1)
- Ensure agricultural lands are protected from non-farming uses. (1)

### **Equity & Community Engagement (2)**

- Ensure everyone, especially equity deserving groups, have opportunities to be engaged. Propose setting up pop-up booths at high-traffic locations like grocery stores. (1)
- Lack of OCP public engagement with First Nations compared with other municipalities. Greater effort is needed in support of Truth and Reconciliation. (1)

### **Safety & Accessibility (2)**

- The OCP update should address livability concerns, including littering, lack of trash infrastructure, light pollution, and safety issues. Richmond is not accessible and does not support those with diverse needs. (2)



OCP phase two community engagement postcard.

## Email Feedback

This section summarizes input received via email from individual community members, external agencies, neighbouring municipalities and community interest groups. While not part of the formal survey, these responses offer complementary perspectives and highlight specific concerns or suggestions relevant to the OCP update.

### Community Member Submissions

There are two responses received via email from individual community members. Summary of comments include:

- Need for more rental housing in Steveston due to working professionals, young families and seniors being turned away.
- Agricultural lands should be reconsidered for housing development due to the urgent need in the city.

### External Agencies, Neighbouring Municipalities and Community Organizations Submissions

Five emails with general feedback were received from external agencies, neighbouring municipalities and community organizations as part of the OCP engagement process. They expressed interest in staying informed and indicated a willingness to provide further input as the draft OCP progresses. Feedback is summarized under the four OCP target area topics.

#### Housing Affordability

- Support to expand rental housing supply through the designation of Tier 1 Arterial Connector lands in the Hamilton neighbourhood area.
- Importance of aligning the OCP with existing legislation and regional planning priorities, particularly in relation residential density.

- Support for new ideas to make housing more affordable, such as creating a local housing organization and using extra building space for affordable homes. Steveston needs more rental housing.
- Set up a central housing registry, policies to ensure more rental housing are near transit and services, and making sure new homes are accessible for people with disabilities.
- Create a non-profit group to help manage housing for seniors and low-income residents and develop a plan to address homelessness.

### **Community Equity**

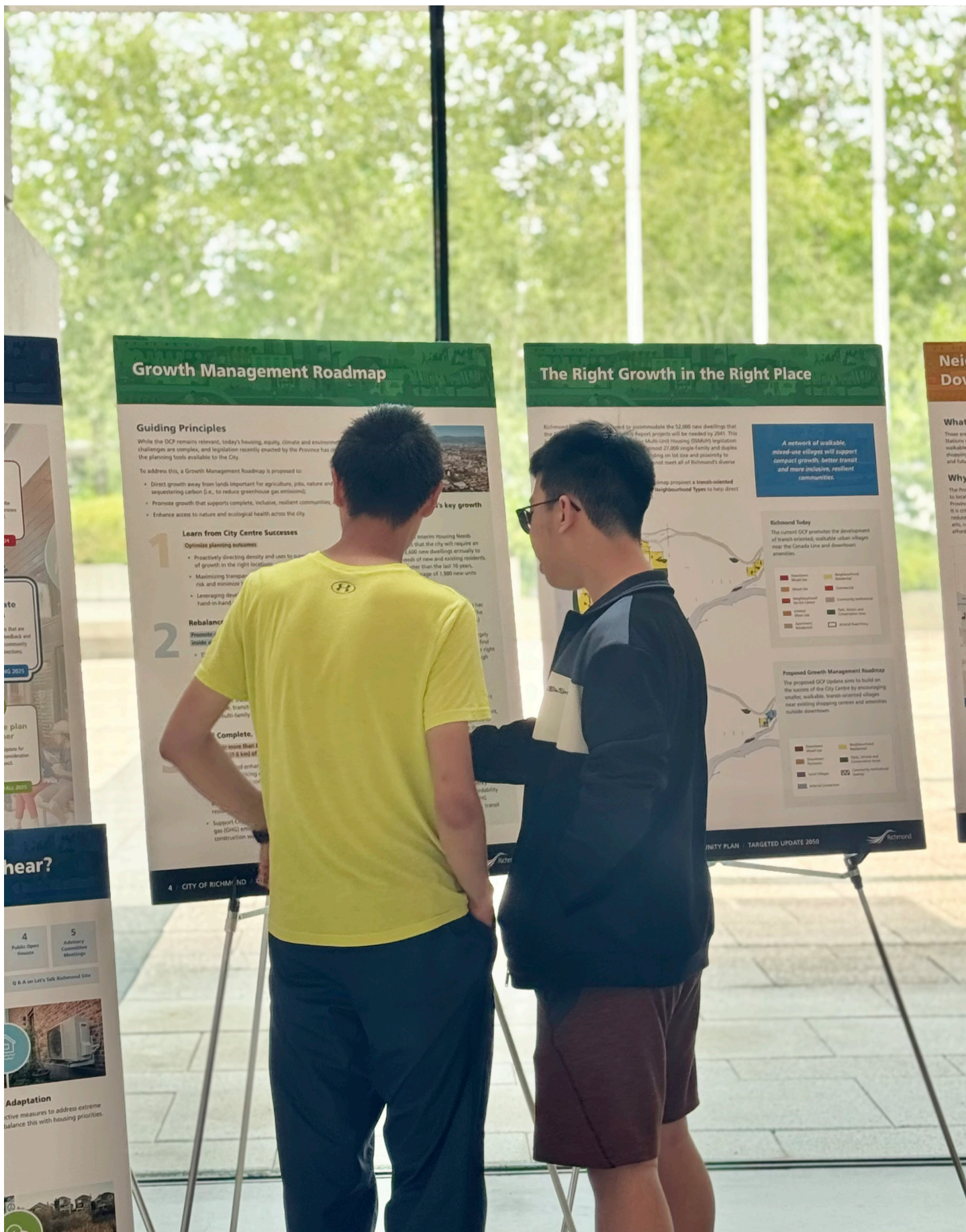
- Encourages Richmond to be a safer, more inclusive, and more connected city for everyone.
- Suggestions include involving people with lived experience in decision-making, improving walkability and access to services, and making it easier to get around by walking, biking, or taking transit.
- Recommends better access to health and wellness services, including support for people dealing with addiction, and adopting a living wage policy for the City.

### **Environmental Protection & Enhancement**

- Highlights the importance of growing more local food and protecting farmland.
- Support farmers, creating a shared kitchen space as a community benefit, and building a central hub to manage emergency food programs.
- Recommend improving parks and green spaces, planting more trees, and making sure nature and people can share space in the city.
- Question why some agricultural lands can not be used for housing development, considering there is a housing affordability crises.
- Keen to learn more about Richmond's park acquisition strategy.

### **Climate Adaptation & Mitigation**

- Regional considerations such as transportation infrastructure, climate resilience, and impacts on the Fraser River were also reviewed, with no additional comments.
- Supports the City's efforts to reduce pollution and move toward a more sustainable, circular economy.
- Concern for extreme weather impacts on low-income residents, especially during heat waves and cold winters.
- Suggest updating rental housing policies to include a maximum indoor temperature, improving emergency shelter access, and studying how energy costs affect residents' ability to heat and cool their homes.



Two youths reading the OCP display boards at the City Hall gallery.

## Next Steps

The final phase will incorporate feedback received through the Phase Two public engagement, along with other considerations including Council direction, Richmond's policy framework and additional policy and technical analysis, into a new OCP document. Further, the revised OCP will need to include updates to the land use designations and policies of the OCP to permit the 20-year supply and types of housing identified in the Interim Housing Needs Report (endorsed by Council in December 2024).

Ongoing information is available at [richmond.ca/ocp-update](https://richmond.ca/ocp-update).

### Contact:

City of Richmond  
Planning and Development Division  
[CommunityPlanning@richmond.ca](mailto:CommunityPlanning@richmond.ca)





The City is currently working on updates to its Official Community Plan (OCP), which guides long-term land use and development decision-making to achieve Richmond's vision for the future.

The **OCP Update 2050** is a targeted review focusing on:

- housing affordability;
- equitable communities;
- climate mitigation and adaptation;
- environmental protection and enhancement.

Your responses to the following questions will let us know if the proposed updates to the OCP are on track to support Richmond becoming a more complete, inclusive and resilient community.

For your convenience, the survey, information boards and list of open houses are available online at [LetsTalkRichmond.ca/OCP2025-Phase2](https://LetsTalkRichmond.ca/OCP2025-Phase2). Accessibility tools are available on this site.

The deadline to complete the survey is **Sunday, July 20, 2025**.

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## 1. Directing growth where it can benefit the community most

It is expected that **Richmond's population will grow by 40%** to 311,000 people by 2050. This could present challenges, key among them being **pressure to build quickly** to meet the needs of existing and future residents and **continued car-dependence**, particularly in suburban areas.

In response, the **OCP Update** proposes:

- Walkable, transit-oriented villages with a mix of shops, apartments and complementary uses, located on and around existing shopping centres outside downtown—including future public engagement to plan for how residents envision the future of their local communities;
- New townhouse development along arterial roads;
- Increased opportunities for 3–6 storey buildings using wood construction to reduce costs and encourage a scale of development that is compatible with existing neighbourhoods.

### 1. I like these proposed OCP updates supporting a network of walkable, transit-oriented urban villages.

- |   |  |
|---|--|
| <input type="checkbox"/> I agree          | <input type="checkbox"/> I somewhat disagree |
| <input type="checkbox"/> I somewhat agree | <input type="checkbox"/> I do not agree      |
| <input type="checkbox"/> Neutral          |  |

Please provide any additional comments:

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## 2. Deliver more housing affordability, supply and choices

It is projected that **52,000 new dwellings** must be built between 2021 to 2041 (20 years) to meet the needs of existing and future residents. This rate of construction is **31% faster** than what occurred in the previous 10 years and must include **more purpose-built rental housing** and **affordable housing** if it is going to meet the pressing needs of Richmond residents.

In response, the **OCP Update** proposes:

- Increased opportunities for 3–6 storey, multi-family housing along arterial roads and in transit-oriented village locations;
- New incentives for rental housing construction (e.g., increased height);
- New incentives for senior government investment in affordable housing (e.g., pre-zoning non-profit and government-owned properties).

**2. I like these proposed OCP updates supporting more housing, including rental and affordable housing.**

- |   |  |
|---|--|
| <input type="checkbox"/> I agree          | <input type="checkbox"/> I somewhat disagree |
| <input type="checkbox"/> I somewhat agree | <input type="checkbox"/> I do not agree      |
| <input type="checkbox"/> Neutral          |  |

Please provide any additional comments:

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## 3. Support a more equitable community

Equity means everyone has fair access to housing, transportation, jobs, education, recreation, amenities, parks and green spaces, and a healthy, climate-resilient environment. Unfortunately, equity-deserving groups can find it **hard to make their voices heard**, **systemic barriers** can stand in the way of fully participating, and car-dependent communities and redevelopment can make it **hard to access services** where they are needed.

In response, the **OCP Update** encourages the City's establishment of:

- New ways to meaningfully engage equity-deserving groups in civic decision-making;
- Greater emphasis on equity in City planning and development processes;
- A framework for coordinating and optimizing the City's execution of accessibility guidelines and its advancement of the Richmond Accessibility Plan 2023–2033.

**3. I like these proposed OCP updates supporting more equitable planning, development and decision-making processes.**

- |   |  |
|---|--|
| <input type="checkbox"/> I agree          | <input type="checkbox"/> I somewhat disagree |
| <input type="checkbox"/> I somewhat agree | <input type="checkbox"/> I do not agree      |
| <input type="checkbox"/> Neutral          |  |

Please provide any additional comments:

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#### 4. Strengthen the land use response to climate change

Richmond is a leader in climate mitigation and adaptation action, but it **takes time and concerted effort to improve climate resiliency**. Shifting people away from private vehicles to more sustainable modes of transportation is hard, particularly outside downtown. Meanwhile, **weather events and their impacts are increasing** in frequency and severity.

In response, the **OCP Update** supports:

- Prioritizing continual improvement in high-performance development practices to reduce energy use and Green House Gas (GHG) emissions;
- Building climate-resilient urban villages to help reduce car use, support transit, and encourage the transition of suburban areas into more connected, mixed-use, walkable communities;
- Future-proofing public and private spaces and places by building and retrofitting outdoor spaces, homes and businesses to adapt to climate change (e.g., cooling).

#### 4. I like these proposed OCP updates supporting climate mitigation and more adaptable, climate-resilient communities.

- |   |  |
|---|--|
| <input type="checkbox"/> I agree          | <input type="checkbox"/> I somewhat disagree |
| <input type="checkbox"/> I somewhat agree | <input type="checkbox"/> I do not agree      |
| <input type="checkbox"/> Neutral          |  |

Please provide any additional comments:

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#### 5. Enhance Richmond's environment and natural assets

As Richmond grows, natural areas are increasingly vulnerable to the impacts of urban development, which can result in **reduced biodiversity, fragmentation of natural areas** and **increased climate impacts** (e.g., flooding, heat and sea-level rise). Municipalities are at the forefront of environmental protection, but senior governments have most of the legislative authority and financial resources.

In response, the **OCP Update** encourages the City's establishment of:

- A Green-Blue Ecological Network Plan to protect, expand, connect and enhance Richmond's land- and water-based natural assets;
- A Biodiversity Assessment and Urban Design Action Plan to increase understanding, foster stewardship and support ecological health and integration with urban development;
- An Urban Forest Action Plan to expand Richmond's existing urban forest strategies, prioritize innovation and support the equitable distribution of trees and green infrastructure across the city.

#### 5. I like these proposed OCP updates supporting greater environmental protection and enhancement.

- |   |  |
|---|--|
| <input type="checkbox"/> I agree          | <input type="checkbox"/> I somewhat disagree |
| <input type="checkbox"/> I somewhat agree | <input type="checkbox"/> I do not agree      |
| <input type="checkbox"/> Neutral          |  |

Please provide any additional comments:

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**6. I have the following final comments:**


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**7. I plan to attend one of the seven open houses** (See page 5 for list of open houses):

- ☐ Yes
- ☐ I may attend
- ☐ No, because:
- ☐ All the information I want is on [LetsTalkRichmond.ca](http://LetsTalkRichmond.ca).
  - ☐ The times are not convenient.
  - ☐ The locations are not convenient.
  - ☐ Other: \_\_\_\_\_

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## Tell Us About Yourself

**8. My association to Richmond is** (Select all that apply):

- |   |  |
|---|--|
| <input type="checkbox"/> Live in Richmond           | <input type="checkbox"/> Go to school in Richmond                    |
| <input type="checkbox"/> Work in Richmond           | <input type="checkbox"/> Don't live in Richmond but was raised there |
| <input type="checkbox"/> Own a business in Richmond | <input type="checkbox"/> Other: _____                                |

**9. My age falls into this range:**

- |   |  |
|---|--|
| <input type="checkbox"/> Youth/young adult (under 24 years) | <input type="checkbox"/> Older adult (65 years or older) |
| <input type="checkbox"/> Adult (25 to 64 years)             | <input type="checkbox"/> Prefer not to say               |

**10. I heard about this engagement opportunity via** (Select all that apply):

- |   |  |
|---|--|
| <input type="checkbox"/> <a href="http://Richmond.ca">Richmond.ca</a> website                               | <input type="checkbox"/> Social media                            |
| <input type="checkbox"/> <a href="http://LetsTalkRichmond.ca">LetsTalkRichmond.ca</a> website               | <input type="checkbox"/> Transit shelter ad                      |
| <input type="checkbox"/> Email sent to me from <a href="http://LetsTalkRichmond.ca">LetsTalkRichmond.ca</a> | <input type="checkbox"/> Poster in public facility               |
| <input type="checkbox"/> News story (Richmond News, Richmond Sentinel)                                      | <input type="checkbox"/> Word of mouth (friend or family member) |
|   | <input type="checkbox"/> Other: _____                            |

Thank you for taking the time to complete this survey.

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## Ways to submit by Sunday, July 20, 2025

- Mail or drop-off at City Hall (west entrance): Attn: Planning Dept, 6911 No. 3 Road, Richmond, BC, V6Y 2C1
  - Scan and email to [communityplanning@richmond.ca](mailto:communityplanning@richmond.ca)
- 

## In-person open houses

The OCP display boards will be available for viewing in the City Hall Galleria during business hours from Wednesday, June 11 to Friday, July 18.

- Wednesday, June 18 from 6:00 to 8:30pm at Steveston Community Centre, 4111 Moncton Street (drop-in).
- Saturday, June 21 from 10:00am to 9:00pm at CF Richmond Centre, 6551 No. 3 Road (drop-in, near Old Navy).
- Tuesday, June 24 from noon to 2:30pm and 6:00 to 8:30pm at City Hall Galleria, 6911 No. 3 Road (drop-in, with staff presentations at 1:00pm and 7:00pm).
- Wednesday, June 25 from 6:00 to 8:30pm at Hamilton Community Centre, 5140 Smith Drive (drop-in).
- Wednesday, July 2 from 4:30 to 7:00pm at South Arm Community Centre, 8880 Williams Road (drop-in).
- Thursday, July 3 from 11:00am to 1:30pm at Cambie Community Centre, 12800 Cambie Road (drop-in).
- Wednesday, July 9 from 4:30 to 7:00pm at Thompson Community Centre, 5151 Granville Avenue (drop-in).





## City of Richmond

6911 No. 3 Road, Richmond, BC V6Y 2C1  
Telephone: 604-276-4000  
[richmond.ca](http://richmond.ca)

**CNCL – 211**

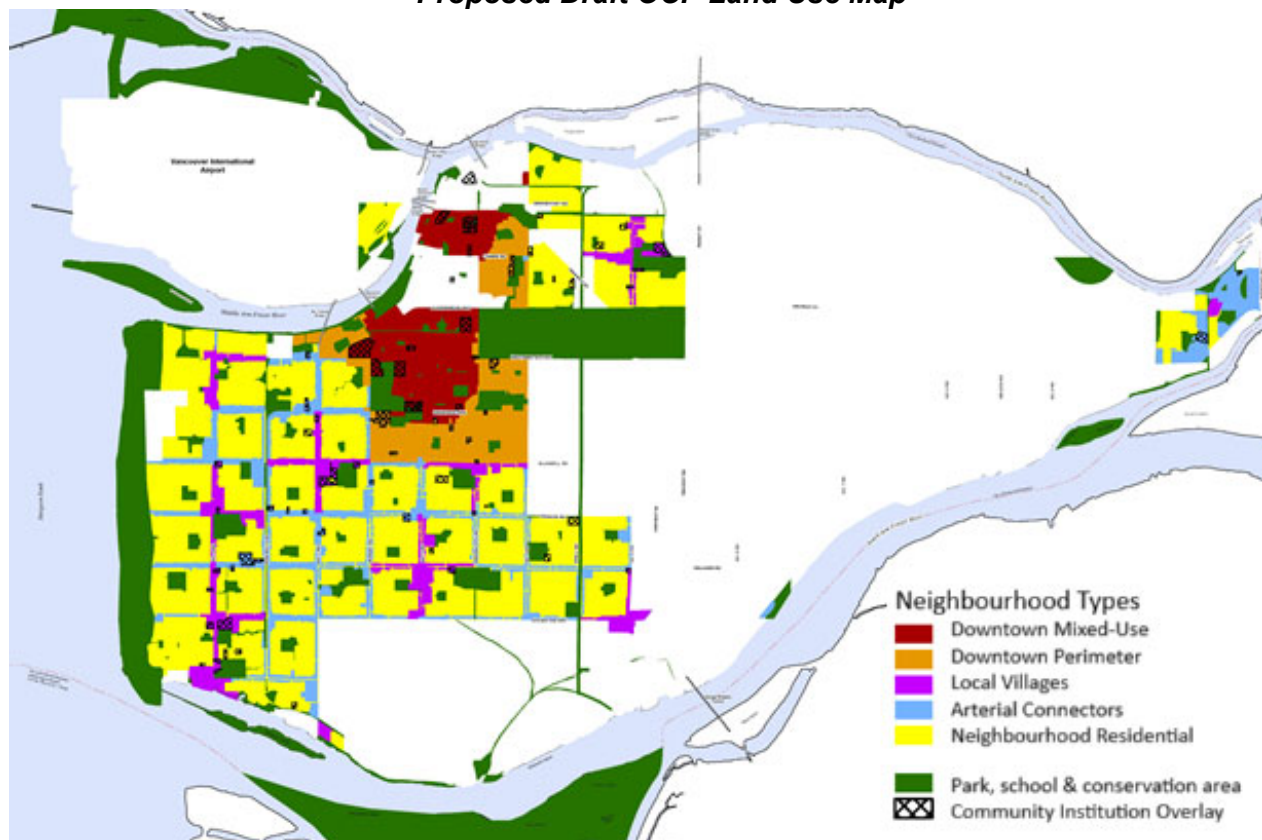
## OCP Targeted Update Projections & Capacity

Since Richmond's Official Community Plan (OCP) was last updated in 2012, the city has grown, with almost 70% of new dwellings going into the City Centre, and complex challenges have emerged, including housing affordability, equity, climate change and environmental impacts. In addition, the Province has enacted new legislation that alters how municipalities must plan for the future of their communities, including Transit-Oriented Areas (TOA) (Bill 47), Small-Scale Multi-Unit Housing (SSMUH) (Bill 44), and Interim Housing Needs Report (IHNR) requirements.

*Metro Vancouver estimates that over the next 25 years Richmond may grow by more than 90,000 new residents and 43,000 new dwelling units. This means that, by 2050, Richmond may have approximately 311,000 residents and 129,000 dwellings.*

To address these challenges and anticipated growth, the draft OCP update proposes a transit-oriented, urban village approach and five associated "Neighbourhood Types" to accommodate TOA and SSMUH, meet IHNR requirements, create new mixed-use villages and low-rise, multi-family housing options along arterial roads outside the City Centre, and incentivize purpose-built rental housing.

**Proposed Draft OCP Land Use Map**



## OCP Targeted Update Projections & Capacity

Projections and capacity are two different, but related, measures of urban growth.

- **Projections** are estimates of the number of new residents or dwellings that may be expected over a specified period (e.g., between now and 2050) based on recognized trends and assumptions (e.g., immigration and fertility rates).
- **Capacity** is 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.

Projected growth cannot occur if the capacity (e.g., housing supply) is inadequate. On the other hand, while land use policies may allow for increased capacity (e.g., increased housing supply), construction is unlikely if supply will exceed population growth and the demand for new housing.

### 1.0 Projections

The tables below are Metro Vancouver's most recent population and dwelling unit projections for Richmond. However, these projections are not up to date, as they do not consider the potential affects of TOA or SSMUH, or recent changes in Federal immigration policy. Updated projections are scheduled to be released in fall 2025. Metro Vancouver staff have indicated that adjusting for the change in immigration policy is likely to result in lower projected growth.

#### 1.1. Population

	2021 (Existing)	2050 (Projected)	Growth
Inside City Centre	66,231	122,785	+56,554 (63% of growth)
Outside City Centre	154,942	188,451	+33,509 (37% of growth)
Total	221,173	311,236	+90,063

#### 1.2. Dwelling Units

	2021 (Existing)	2050 (Projected)	Growth
Inside City Centre	30,537	58,768	+28,231 (65% of growth)
Outside City Centre	54,839	69,886	+15,047 (35% of growth)
Total	85,376	128,654	+43,278

# OCF Targeted Update Projections & Capacity

## 2.0 Capacity

The tables below indicate the estimated increase in capacity (i.e., addition number of dwelling units over and above the estimated current OCF capacity) that can be attributed to the Provincial Housing Bills and draft proposed OCF update. 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 OCF update (without consideration of when or if such construction might occur).

### 2.1 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

### 2.2 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

### 2.3 Other Proposed OCF 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), the draft proposed OCF update increases the capacity for townhouses and four- to six-storey apartments, including:

- approximately 12,000 additional dwelling units (in addition to current OCF capacity) along arterial roads in designated "Local Villages" and "Arterial Connectors"; and
- additional capacity for rental and non-profit housing throughout the city.

### 2.4 Interim Housing Needs Report (HNR)

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 OCF 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

## Report to Council

**To:** General Purposes Committee  
**From:** Peter Russell  
Director, Housing  
**Date:** August 28, 2025  
**File:** 08-4057-05-2025-Vol 01  
**Re:** Response to Build Canada Homes Market Sounding

### Staff Recommendation

That Council endorse the submission in Attachment 1 to Housing, Infrastructure and Communities Canada on the federal Build Canada Homes initiative, dated August 29, 2025, and that the submission be shared with Richmond Members of Parliament and Members of the Legislative Assembly.

Peter Russell  
Director, Housing  
(604-276-4130)

Att. 2

REPORT CONCURRENCE		
<b>ROUTED TO:</b> Building Approvals Development Applications Intergovernmental Relations Policy Planning	<b>CONCURRENCE</b> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	<b>CONCURRENCE OF DEPUTY CAO</b> 
<b>SENIOR STAFF REPORT REVIEW</b>	<b>INITIALS:</b> CT	<b>APPROVED BY CAO</b> 

## Staff Report

### Origin

This report updates Council on feedback that has been provided to a federal market sounding on the design of the new *Build Canada Homes* entity. The submission deadline was August 29, 2025, and while the City was not directly notified of the opportunity, staff became aware of it shortly after its release in mid-August. The initiative is moving quickly, and staff expect it will be reflected in the 2025 Fall Federal Budget announcement. Staff submitted a response to Housing, Infrastructure and Communities Canada per their deadline of August 29, 2025. The submission included an acknowledgement that Council endorsement could not be achieved within their submission deadline and formal endorsement and further comments from Council may follow the submission. This report seeks Council's endorsement of the submission and direction to share it with local Members of Parliament (MPs) and Members of the Legislative Assembly (MLAs).

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.*

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.*

This report supports Strategy Directions 3 and 5 of the Affordable Housing Strategy (2017–2027):

- 3. Build Capacity with Non-Profit Housing and Service Providers*
- 5. Increasing Advocacy, Awareness and Education Roles*

### Analysis

The federal government market sounding process sought input from municipalities, non-profits, Indigenous partners, and the private sector on the role Build Canada Homes can play in:

- Scaling up modern methods of construction to drive productivity and get homes built faster;
- The development of affordable housing, including supportive and transitional housing; and
- Integrating with municipal and provincial tools to accelerate planning, permitting and servicing of Build Canada Homes projects.

The submission, included in Attachment 1, recognizes the objectives of the City's Affordable Housing Strategy and Council priorities, and emphasizes the following points:

- **Demand for non-market rental housing is acute** and cannot be met by municipal measures alone;
- **Long-term, predictable capital and operating funding** is essential to sustain affordability;
- **Land acquisition remains a critical barrier**; access to Crown and Crown corporation lands, combined with dedicated acquisition funds for municipalities, non-profits, and Indigenous governments, is necessary;
- **The proposed centralized buyer/developer model could improve efficiency** in procurement and acceleration of modern methods of construction, such as offsite manufacturing, but should be regionally focused and paired with capacity-building supports for the non-profit sector and construction sector;
- **Richmond is well-suited as a hub for housing-related infrastructure** due to its proximity to major transport hubs, warehousing and reasonable concentration of federal lands; and
- **Richmond is actively advancing housing solutions**, including leveraging City lands, streamlining approvals for 100% rental housing, and piloting modern construction methods.

With Council's endorsement, staff will send a follow-up letter to Housing, Infrastructure and Communities Canada confirming Council's support and incorporating any additional comments Council may wish to provide. The City's submission, dated August 29, 2025, will also be shared with Richmond Members of Parliament and Members of the Legislative Assembly to ensure they are aware of the City's priorities.

### Financial Impact

None.

### Conclusion

The Build Canada Homes initiative is moving forward quickly and is expected to be included in the 2025 Federal Budget. Richmond's submission highlights the City's priorities, including the need for sustained funding, access to land, and support for innovative construction methods. Endorsing and sharing the submission with local MLAs and MPs will help ensure Richmond's perspectives are considered in the federal policy and funding decisions to come.



Cade Bedford  
Planner 2 (Affordable Housing)  
(604-247-4916)

Att.1: Feedback from the City of Richmond - Build Canada Homes Market Sounding  
2: Build Canada Homes Market Sounding

## Feedback from the City of Richmond - Build Canada Homes Market Sounding

### Context on the City of Richmond

The City of Richmond is one of the fastest growing urban centres in Metro Vancouver, with a projected population of over 300,000 by 2041. Like many Canadian cities, Richmond faces increasing housing demand driven by population growth, combined with smaller household sizes. Using the Province of British Columbia's standardized Interim Housing Needs Report (IHNR) methodology, Richmond requires approximately 52,000 new housing units by 2041, or 2,600 units annually. This represents a significant increase from the 1,980 units historically delivered each year, leaving a projected annual shortfall of more than 600 units without new measures.

The demand is most acute among lower- and moderate-income households who are consistently underserved by the private market. Today, 35% of Richmond households live in unaffordable housing, spending more than 30% of their income on shelter. Rental demand is strong, with a vacancy rate of 0.2%, far below the healthy range of 3 to 5%, and average rents rising nearly 40% in the past five years. In addition to population-driven demand, Richmond must deliver 5,981 units to address extreme core housing need and 911 units for residents experiencing homelessness over the next 20 years.

### *Richmond's Response to Date*

In response to these challenges, guided by the City's Affordable Housing Strategy, Richmond has taken a proactive role in delivering affordable housing. The City:

- Established a dedicated Housing Office to strengthen capacity and coordination of affordable housing delivery.
- Established the Affordable Housing Non-Profit Partnership Program, providing a forum for collaboration amongst 26 non-profit housing operators to support housing development across the continuum.
- Implemented land use and regulatory tools to secure 2,000 market rental units and 1,659 low-end market rental units through development.
- Invested directly in non-market housing through the provision of City-owned lands and contributions from its Affordable Housing Reserve, enabling 611 non-market units.
- Is actively innovating permitting and approvals processes to accelerate rental housing, including fast-tracked reviews for rental projects, financial incentives using grants and DCC waivers, and online automated permit processing.
- Launched an updated draft official community plan that prioritizes the delivery of both market-driven and non-market rental housing for low- and moderate-income households.

The City's housing initiatives focus on meeting the community's affordable housing needs, particularly for priority groups including low- and moderate-income earners, families, Indigenous Peoples, seniors, persons with disabilities and vulnerable populations, including persons experiencing homelessness, women and children fleeing violence and individuals with mental health/addiction issues.

### *Unlocking the Next Generation of Affordable Housing*

The City relies on provincial and federal funding support to deliver affordable rental housing and has limited readily developable land holdings remaining. Unlocking the next generation of affordable housing will require new forms of partnership — particularly federal support for land acquisition, predictable funding streams to sustain the growth of the non-profit housing sector and municipal housing organizations, and mechanisms to bring federal and Crown corporation lands into housing development.

Richmond is well positioned to act as a convenor and delivery partner, able to identify opportunities, secure development and operating partners, and ensure projects move efficiently through planning and approvals. With the right level of federal and provincial support, Richmond will play a leading role in advancing Build Canada Homes' objectives and piloting innovative approaches such as large-scale prefabricated housing delivery.

## **Responses to Build Canada Homes Vision**

### **1. Build Canada Homes Objectives**

Richmond supports and is currently implementing the proposed objective for Build Canada Homes of significantly expanding affordable rental housing supply and accelerating the adoption of modern construction tools such as offsite manufacturing.

When considering new affordable housing supply, we recommend that affordability is clearly defined and include consideration of affordability over time. Homes that are future-proofed through energy efficiency and resilient design help ensure low operating costs and sustained affordability over time.

The proposed objectives focus on supply of housing, but we encourage consideration of how existing affordable rental housing can be maintained and enhanced. Investments that extend the lifespan of current housing stock can be a cost-effective way to preserve affordability, reduce greenhouse gas emissions, and prevent tenant displacement. The Canada Rental Protection Fund should be continued, and further initiatives should be considered.

Current CMHC financing programs are working well — both private developers and non-profit housing providers are leveraging them, resulting in new rental housing in the city. The momentum created by these tools should be maintained and expanded.

To maximize impact, federal programs should be designed to complement provincial programs and leverage municipalities, Indigenous partners, non-profits and co-ops in the delivery of affordable housing, creating an aligned framework across all levels of government.

## **2. Build Canada Homes -Financing and Building**

### *Scaling capacity through portfolios rather than megaprojects*

In Richmond, and across Metro Vancouver, very few non-profit housing providers currently have the operational capacity to deliver or manage projects at the 300+ unit scale proposed. This is especially true further down the housing continuum (e.g., supportive or transitional housing), where specialized service models are needed. A more effective approach may be to support a collection of smaller projects grouped within a broader portfolio. For context, the City has successfully delivered a CMHC Rapid Housing Initiative project in 19 months, delivering 25 units in partnership with BC Housing. The City provided long term access to land, leased at a nominal fee, and covered development fees. BC Housing topped up CMHC capital funding, adding seven more units, and long-term operating funding. The opportunity to repeat this approach, at this scale, is more readily available in Richmond and cities in Metro Vancouver.

Build Canada Homes could provide the development capacity and centralized purchasing power to achieve scale in construction and procurement, while partnering with multiple non-profits to deliver tailored services. This model would enable efficiency at the building and financing level, while also allowing a wider range of non-profits to grow their equity, operational capacity, and long-term role in the housing system.

### *Flexible financing structures to support non-profit growth*

Flexible financing, particularly when it enables non-profits to grow and leverage their assets, is a supportable approach. While the uptake of CMHC financing has been high among non-profits, some non-profits have signaled challenges in accessing financing when a project doesn't align with strict criteria. For example, non-profits have had opportunities to acquire low-end market rental (LEMR) units enabled through Richmond's rezoning process, but could not secure CMHC financing because the units were stratified or did not meet "new build" definitions. Federal programs that enable acquisitions and help non-profits build equity would strengthen their long-term influence on the rental market.

### *Support for innovation in building practices*

The City and its non-profit partners are actively exploring modern methods of construction (e.g. modular or prefabricated), but uptake can be constrained by funding requirements. Early adoption of innovative building technologies often carries higher upfront costs, as well as additional administrative burden associated with piloting approaches for the first time. These challenges require leadership and flexibility from funders to ensure projects can proceed and lessons can be applied to future developments.

The City of Richmond has successfully leveraged modern construction methods in partnership with CMHC. Using funding from the Rapid Housing Initiative, the City developed 25

prefabricated housing units on City-owned land in collaboration with a local non-profit organization. This project, which was the third of its kind in the City, was fast tracked with the full process—from permitting to units on site—taking just 19 months. This example highlights the City’s capacity to identify development opportunities, coordinate with partners, and deliver affordable housing quickly and effectively.

The City supports the direction of advancing modern methods of construction as a tool to expand affordable housing supply, but acknowledges that moving from smaller pilots to large-scale adoption will require time, significant investment in capacity-building across sectors, and regional infrastructure to support production and delivery.

#### *Richmond as a hub for modern construction*

A federal role in bulk procurement could reduce costs and create predictable demand for prefabrication. This is essential to unlocking private investment in infrastructure necessary to scale up modern methods of construction.

To achieve meaningful efficiency gains from modern methods of construction, regional solutions and supporting infrastructure are required. Locating facilities near high-demand areas reduces transportation costs—which can be significant for offsite manufacturing—and allows production to be aligned with local performance standards, climate conditions, and housing volume needs. Establishing regional hubs also creates opportunities to build workforce capacity and strengthen supply chains.

Richmond’s proximity to major transport hubs, large scale warehousing and concentrated federal lands makes it well-suited as a regional manufacturing and distribution hub for building components.

#### *Accessing Build Ready Land*

If Build Canada Homes takes an active role in development, a key constraint will be access to land. The City of Richmond has been active in developing its portfolio, but has limited readily developable land holdings remaining. Land values in the region are among the highest in Canada, making it difficult for non-profits and municipalities to compete with market buyers, particularly as it relates to the ability to cover the costs to deliver non-market and below-market housing.

Federal action to provide land directly through its own holdings or Crown corporations, or to fund strategic land acquisitions by non-profits, Indigenous partners and local governments, would unlock many otherwise infeasible projects.

In many municipalities, community opposition to non-market housing is a recurring challenge, particularly in or adjacent to established single-detached neighbourhoods. Federal leadership in helping municipalities secure appropriate sites for affordable housing could strengthen local delivery. This could include support for land use studies, pre-zoning on federal or other publicly

owned lands, public education campaigns, and funding for municipal engagement processes, which could help reduce stigma and opposition.

### **3. Financial and Non-Financial Instruments**

#### *Long-Term Funding and Affordability*

Predictable, long-term funding—both capital and operating—is essential for non-profits and municipal housing authorities. One-time capital grants alone are insufficient to support deeply affordable housing. There is an opportunity to link federal capital funding with provincial operating programs to ensure housing remains affordable over the long term.

#### *Innovation in Construction*

Innovative approaches such as bulk procurement and prefabricated construction can reduce costs and accelerate delivery. To realize these benefits, industry training is required. Funding programs to support workforce training should run in parallel with procurement activities to ensure quality and efficiency.

#### *Access to Land*

In Richmond, the lack of dedicated funding for land acquisition remains a critical barrier. If federal or provincial construction funding increases, viable projects may not emerge unless local governments and non-profits can secure suitable land.

### **4. Investment Approach**

#### *Fair risk and return sharing*

Federal financing or land contributions should include clear and equitable risk-sharing mechanisms. If the federal government seeks to share financial returns from profitable projects, other levels of government that contribute land or regulatory incentives should also benefit.

#### *Balancing capital investment with operational capacity*

If funding for construction outpaces the ability of non-profits or partners to operate housing effectively, there is a risk of poorly managed buildings that could undermine tenant outcomes and erode public support for non-market housing. Investment approaches should align delivery targets with sustainable operational capacity.

Federal investment in sectoral capacity building, such as leadership development, financial management, and supportive housing operations, would help ensure that new units are effectively operated over the long term. Predictable, long-term funding streams are essential. Local non-profits and housing authorities are cautious about expanding portfolios without certainty around future operating subsidies, which creates a delivery bottleneck.

## **5. Partnerships and Engagement**

Richmond's experience with CMHC's Rapid Housing Initiative and the provincial Community Housing Fund demonstrates that municipalities can complement federal and provincial housing programs. However, stronger integration across orders of government is needed to maximize impact and streamline project delivery.

### *Community Engagement and Consultation*

Early and ongoing consultation with local governments ensures programs are responsive to on-the-ground realities. Housing delivery also requires engagement with communities to address concerns and build public support. Federal leadership and messaging can play an important role in normalizing the importance of affordable housing and fostering acceptance of new projects.

## **6. Additional Considerations**

- Climate and resilience: Federal programs should integrate funding for energy efficiency and climate adaptation. Richmond, being on the Fraser River delta and vulnerable to flooding, would benefit from affordable housing programs that incentivize resilient, low-carbon building design.
- Equity and reconciliation: Partnerships with Indigenous Governments and housing providers should be prioritized. Program design should also consider how equity deserving groups will benefit from this initiative, including people with disabilities, low-income seniors and women with children.
- We encourage Build Canada Homes to consider additional funding for municipal infrastructure (e.g., utilities, transit, and community amenities) to support housing development more broadly.
- We also encourage Build Canada Homes to recognize the need for investment in regional infrastructure, including transportation, energy systems, healthcare and education, all of which underpins livability and supports higher-density housing across Metro Vancouver
- Regulation to ensure that existing housing stock is fully utilized is also important. Short-term rentals and vacant homes reduce availability of long-term rental housing. Federal alignment with municipal regulatory tools (e.g., taxation, data-sharing on ownership) could strengthen enforcement.



# 2025

## Build Canada Homes

### Market Sounding Guide

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Aussi disponible en français sous le titre : Maisons Canada : Guide de sondage du marché.

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# 1. Introduction

Build Canada Homes will be Canada's new federal entity responsible for building affordable homes, providing financing to affordable home builders, and catalyzing a more productive homebuilding industry. It will bring together key partners from across the housing ecosystem to get homes built by addressing barriers, reducing risk and helping to navigate the process of building non-market housing.

This market sounding guide sets out an initial vision for Build Canada Homes, including its objectives, functions, instruments, investment approach, and implementation.

The intent is to solicit feedback on the proposed approach outlined here to inform Build Canada Homes' final design. All content, including proposed design elements, is subject to change based on ongoing input and evolving discussions.

## 2. Objectives

**Build affordable housing at scale.** For a large segment of the working population, students, seniors living on fixed income, the private market alone cannot provide affordable housing options. We need to dramatically scale up affordable housing to create a mix of homes that respond to needs of a diverse range of households, including low-income, while building strong, resilient communities, following the clear example of those countries that have been successful. Build Canada Homes will partner with builders and housing providers that are focused on long-term affordability - including cooperatives, community housing developments or builders that promote attainable homeownership solutions. It will also accelerate timelines to bring federal lands to market, reducing projects costs and supporting the delivery of affordable housing.

**Build faster, better and smarter.** Canada can scale up its housing supply to meet the needs of the population by modernizing the way we build. We need to build housing using advanced materials with manufacturing and construction methods that improve productivity and scalability to reduce the cost, time, and environmental impacts of building. Build Canada Homes will support and accelerate the housing sector's adoption to modern methods of construction (e.g., standard designs, building information modelling (BIM), low carbon materials, offsite manufacturing, kit-of-parts approach, rapid assembly) by procuring from leading Canadian suppliers for its developments on public lands and filling market gaps in financial product offerings.

## 3. Build Canada Homes

Build Canada Homes could act as a single window for proponents at every phase of the development process, working in close partnership with developers, investors, manufacturers, other orders of government and Indigenous partners to get housing financed and built.

Build Canada Homes is envisioned as growing the stock of affordable housing, including supportive and transitional housing with wraparound services to assist individuals and families experiencing homelessness, through a small number of large deals, rather than a large number of small deals. Large deals may encompass either substantial individual projects (e.g., 300+ units) or a collection of smaller projects grouped within a broader portfolio.

- **Financing** – Build Canada Homes could use a flexible approach to structuring deals, adapting terms to the specifics of projects and investment objectives.
  - Predictable long-term financial support to affordable housing providers to grow their portfolios. A focus on larger deals will allow Build Canada Homes to actively tailor financial tools and partnerships to best leverage each opportunity.

- An investment strategy that supports the scaling of modern methods of construction which drive productivity and get homes built faster. This will likely require developing fit-for-purpose financial instruments to fill gaps currently not well-served by the private sector and incentivizing the use of modern methods of construction.
- **Building** – Build Canada Homes could act as a developer in varying capacities, working with contractors, operators, investors and other developers to build housing, develop land, procure materials, share risks and provide expertise.
  - A range of development approaches could be available to Build Canada Homes, from directly contracting builders to construct housing and leasing it to affordable housing providers, to acting as a facilitator by bringing together land, financing, project proponents, and other orders of government to move projects forward.
  - Build Canada Homes could use its buying power to drive demand and establish a consistent pipeline for modern building technologies and techniques (e.g., modular/prefabricated, low-carbon, climate resilient and net-zero construction) on land it owns and for projects it helps facilitate.

## 4. Financial and non-financial instruments

The Government of Canada is exploring an approach to equip Build Canada Homes with a range of tools and the flexibility to deploy them strategically in support of affordable housing projects and innovative approaches to homebuilding.

- **Loans** – repayable financing offered at below market rates and/or with more flexible terms (e.g., greater risk-share or longer amortizations).
- **Equity investments** – Capital investment in exchange for ownership interests in housing development projects and/or with innovative home builders.
- **Real property and housing investments** – Acquisition, leasing, and development of land and buildings, including federal lands.
- **Loan guarantees and other risk mitigation instruments** – Financial tools (e.g., guarantees, contingent liabilities, contracts for differences, offtake agreements) that reduce investment risk and provide federal assurance in order to catalyze investment.
- **Contributions** – non-repayable or conditionally repayable funding, generally to be provided in combination with other financial tools.

## 5. Investment approach

### 5.1 Principles

Build Canada Homes' investments may depend on the needs, risk profile, and potential to achieve Build Canada Homes' policy objectives.

Key principles underpinning how these investments will be structured are expected to include:

- **Investment funding reflects housing outcomes:** The level of contributions (through concessionality, risk-share and investment amount) should reflect the degree of housing outcomes the project delivers (e.g., number of units, level of affordability) while allowing for the diversity of investment across Build Canada Homes objectives.

- **Sharing risk-taking to drive sector change:** Build Canada Homes could take and share targeted risks which unlock productivity and grow sector potential. Similarly, Build Canada Homes could expect private sector partners to share in financial risks.
- **Sharing rewards in successful projects:** Build Canada Homes may seek to share in the financial returns of profitable projects it supports, to ensure private investors do not disproportionately benefit from public investments.
- **Leveraging Sector Expertise and Convening Partners:** Build Canada Homes may work with a broad set of industry participants to facilitate crowding in of capital from investors, developers, nonprofit organizations, and other orders of government.

## 5.2 Leveraging the right instruments

Build Canada Homes' investment approach will bring together objectives, functions and instruments to drive action.

The following table reflects our initial vision for Build Canada Homes' investments across objectives and functions, and is intended for illustrative purposes only:

	Financing	Development
Affordability	<ul style="list-style-type: none"> <li>• Mix of flexible low-interest <b>loans</b> and <b>contributions</b> for pre-development and construction of affordable housing projects.</li> <li>• Long-term, <b>multi-project commitments</b> and financial partnerships that allow the affordable housing sector to plan and scale with confidence.</li> <li>• Supporting <b>sector-led financing solutions</b> (e.g., Canada Rental Protection Fund).</li> </ul>	<ul style="list-style-type: none"> <li>• Partner with contractors and other developers to <b>build housing</b> and lease to affordable housing providers.</li> <li>• Provide <b>land and/or technical support</b> for projects owned/led by affordable housing providers.</li> <li>• Development partnerships where Build Canada Homes leverages <b>equity investments</b> to share various risks and benefits.</li> </ul>
Productivity	<ul style="list-style-type: none"> <li>• Unlock supply for more innovative building methods where financing restrictions exist (e.g., <b>guarantees, bridge-loans</b>).</li> <li>• Support <b>technology acquisition</b> and capacity.</li> <li>• <b>Incentivize</b> use of modern methods of construction and Canadian products throughout suite of programs</li> </ul>	<ul style="list-style-type: none"> <li>• Showcase commercial potential by <b>employing modern methods of construction</b> for projects it develops.</li> <li>• Leverage market intelligence to drive efficiencies, for example <b>bulk procuring</b> for its own projects and potentially projects in its financing pipeline simultaneously.</li> </ul>

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## 5.3 Investment selection criteria

Build Canada Homes is positioned to seek opportunities which demonstrate the following attributes:

### A. Scale

- Projects that deliver a significant number of affordable housing units.
- Initiatives that unlock a portfolio or multiple housing projects.

### B. Affordability/Community Sector Growth

- Expands supply of affordable housing to low- and moderate-income households.
- Expands supply of housing run by mission driven organizations, such as co-ops, non-profits, governments or Indigenous housing providers.

### C. Innovation in Homebuilding

- Reduces build time, cost per unit, or amount of resources (material/workers) required.
- Build Canadian by prioritizing Canadian-made materials (e.g., sustainably harvested value-added wood, low carbon and concrete products) and regional production hubs, to support Canadian jobs.
- Use of modern methods of construction such as:
  - Modular, prefabricated, or 3D-printed construction.
  - Deployment of low-carbon, climate resilient and/or net-zero approaches/technologies, including incorporating low-carbon materials and efficient design to reduce the carbon footprint of projects.

### D. Efficient Use of Public Dollars

- Proposals allow public dollars to go further than they otherwise would.
  - Minimizing cost to Canada by prioritizing concessional financing while retaining flexibility to consider appropriate cost-sharing arrangements.
  - Leverage private or philanthropic capital, cross-subsidization or other means to reduce reliance on public support.
  - Appropriate risk management strategies are in place to understand and address investment risks (e.g., financial risks, climate impacts).

## 6. Partnerships and engagement

Build Canada Homes will not be able to drive results alone. The housing sector must be ready to respond to the opportunities Build Canada Homes presents. Strong partnerships with provinces, territories, municipalities and Indigenous partners are necessary to coordinate action to deliver key outcomes in the investment strategy.

Publishing this market sounding guide and undertaking broad engagement help inform the Build Canada Homes initiative and gain insights from:



- 
- Project proponents to understand opportunities for investment in large-scale projects and where Build Canada Homes can partner alongside experienced housing providers to unlock success.
  - Community housing developers to better understand potential partnership models and how Build Canada Homes can support proponents through the project lifecycle, address barriers to development and leverage public land. Community housing developers will be engaged to ensure Build Canada Homes is designed to accelerate the development of non-market housing, while also advancing affordability and other social outcomes.
  - Developers leveraging modern methods of construction and manufacturers to better understand how to expand the sector's capacity and de-risk industry innovation.
  - Provincial and territorial governments to ensure the design of Build Canada Homes (including eligibility criteria, partnerships, and delivery models) is aligned with existing PT housing programs and jurisdictional realities, and that Build Canada Homes' activities that support modern methods of construction are backed by a scale enabling regulatory environment.
  - Local governments to identify pathways to accelerate planning, permitting and servicing of Build Canada Homes projects, to facilitate and incentivize the use of modern methods of construction, and to build more affordable, resilient communities in urban, rural and remote areas.
  - Indigenous governments and partners to provide insights on how Build Canada Homes can advance the housing priorities of Indigenous communities. The government is committed to meaningful engagement with Indigenous peoples.
  - Financial institutions to better understand how Build Canada Homes can deploy flexible financial tools that complement private financing and reduce project or financing risks to catalyze more investment.

Engagement will also go beyond these partners to seek input from a wide range of stakeholders, including academics, research groups, institutional investors and other potential sources of private capital. This inclusive approach is intended to ensure a comprehensive understanding of investment opportunities and challenges across the housing system.

**Those interested in sharing their expertise and feedback on the design of Build Canada Homes, can submit written feedback to [bchengagement-mobilisationmc@infcc.gc.ca](mailto:bchengagement-mobilisationmc@infcc.gc.ca) by August 29, 2025.**



**To:** Planning Committee  
**From:** Joshua Reis  
Director, Development

**Date:** August 15, 2025  
**File:** RZ 24-012103

**Re:** **Application by Orion Construction for Rezoning of a portion of  
14111 Entertainment Boulevard from “Entertainment and Athletic (CEA)” Zone to  
“Commercial and Light Industrial (ZC56) – Riverport (Fraser Land)” Zone**

**Staff Recommendation**

That Richmond Zoning Bylaw 8500, Amendment Bylaw 10693 to create the “Commercial and Light Industrial (ZC56) – Riverport (Fraser Land)” zone, and to rezone a portion of 14111 Entertainment Boulevard from “Entertainment and Athletics (CEA)” zone to “Commercial and Light Industrial (ZC56) – Riverport (Fraser Land)” zone, be introduced and given first reading.

Joshua Reis  
Director, Development  
(604-247-4625)

JR:ak  
Att. 7

**REPORT CONCURRENCE**

**CONCURRENCE OF GENERAL MANAGER**

## Staff Report

### Origin

Orion Construction, on behalf of 14111 Entertainment Blvd. Investments Ltd. (Directors: Rajeev Nijjar, Bhupinder Nijjar and Jagraj Sandhu), has applied to the City of Richmond for permission to rezone a portion of 14111 Entertainment Boulevard (Attachment 1) from the “Entertainment and Athletics (CEA)” zone to a site specific “Commercial and Light Industrial (ZC56) – Riverport (Fraser Land)” zone, in order to subdivide the property into three lots and permit the development of a multi-tenant two storey light industrial building and a six-storey hotel.

Lot 1 is proposed to contain the existing multi-unit commercial building on site, while Lots 2 and 3 will contain the new light industrial and hotel buildings, respectively. Vehicle access to the subject site is proposed from No. 6 Road and Steveston Highway.

A Development Permit (DP) application is required to address the form and character of the proposed development. Conceptual subdivision and development plans are provided for reference in Attachments 2 and 3 respectively.

### Findings of Fact

A Development Application Data Sheet providing details about the development proposal is attached (Attachment 4).

### Subject Site Existing Profile

The subject site currently contains a multi-tenant 10,127 m<sup>2</sup> (109,000 ft<sup>2</sup>) commercial building and a large surface parking lot. The existing multi-tenant commercial building is primarily occupied by a movie theatre and is proposed to remain on site and to retain its existing “Entertainment and Athletics (CEA)” zoning post-subdivision.

### Surrounding Development

The existing development immediately surrounding the subject site is as follows:

To the North: A four-storey hotel and the Richmond Ice Centre on properties zoned “Entertainment and Athletic (CEA)” and designated as “Commercial” in the Official Community Plan (OCP).

To the East: A childcare centre, a single-storey multi-tenant commercial building and a single-storey recreation building containing “Watermania” on lots zoned “Entertainment and Athletic (CEA)” and designated as “Commercial” in the OCP.

To the South: A large surface parking lot, owned by the Vancouver Fraser Port Authority, on a property zoned “Light Industrial (IL)” and designated as “Industrial” in the OCP.

To the West: A vacant lot, owned by the Vancouver Fraser Port Authority, on a property zoned “Entertainment and Athletic (CEA)”, and “Light Industrial (IL)” and designated as “Commercial” and “Industrial” in the OCP.

### Existing Legal Encumbrances

There are a number of legal agreements and covenants registered on Title, including but not limited to:

- Statutory Right-of-Way (SRW) BL39570 over Plan LMP31754 – a 4.0 m SRW along the south property line of the subject site in favour of the City for utility purposes. Prior to rezoning adoption, the SRW area is to be discharged, and the area dedicated to the City for frontage improvement purposes.
- SRW BL39567 over Plan LMP31753 – an SRW at the northeast corner of the site over a small portion of the north property line in favour of the City for watermain utility purposes. The developer is aware that no development is permitted in this area and none is proposed.
- Easement BA337292 – Located at the northwest corner of the site, an easement for the benefit of the property to the north at 10688 No. 6 Road to provide access to No. 6 Road using the subject site. This charge will remain on Title, and the developer is aware that they must continue to provide access for the neighbouring property and that no building encroachment in the area is permitted.

The applicant’s lawyer has provided a summary confirming that the proposed development does not conflict with existing encumbrances registered on Title.

### **Related Policies & Studies**

#### Official Community Plan/Fraser Land Area Plan

The subject site is designated as “Commercial” in the OCP and is in the Fraser Land Area. The proposed site-specific zone provides for commercial uses, as well as additional light industrial and employment generating opportunities, consistent with the OCP and Area Plan.

#### Floodplain Management Implementation Strategy

The proposed development must meet the requirements of the Richmond Flood Plain Designation and Protection Bylaw 8204. The subject site is in an area with a designated Flood Construction Level of 3.0 m GSC. Registration of a flood covenant on Title is required prior to final adoption of the rezoning bylaw.

### **Public Consultation**

A rezoning sign has been installed on the subject property. In response to the placement of the sign and early notification mail-outs, staff have received written correspondences from members of the public. The written submissions in Attachment 5 are from a neighbouring resident and the owner of the hotel north of the subject site.

A summary of the written correspondence received include:

- Concerns regarding the increase in parking demand due to the new development.  
*The applicant has provided a Traffic Impact Assessment (TIA) and parking survey evaluating the impact of the proposed development and assessing existing parking demand. The submitted parking survey indicates that the subject site is currently underutilized and has a surplus of parking spaces sufficient to accommodate the parking demands of the proposed development. The proposed parking provision for Lots 2 and 3 complies with Zoning Bylaw requirements.*

*All parking for the existing and proposed developments will be provided on-site via surface or rooftop parking. Prior to rezoning bylaw adoption, the applicant is required to register legal agreements on Title identifying cross lot access for parking and allocating parking spaces for each lot.*

*Additionally, the applicant is required to provide frontage improvements on No.6 Road and Steveston Highway, including but not limited to, new lane painting, bike paths and sidewalks to support improved vehicular and pedestrian access to and from the subject site. Prior to rezoning bylaw adoption, the applicant is required to enter into a Servicing Agreement (SA) to provide these frontage improvements.*

- Concerns relating to noise, lighting and overshadowing as a result of the new two-storey industrial building and associated rooftop parking.  
*Speed signs are proposed to be posted throughout the development to advise of slow driving speeds to reduce vehicular-related noise, while mechanical units are proposed to be located internally to mitigate mechanical-related noise. On-site lighting is proposed to be low-glare and downward-facing to mitigate light spill. The applicant has provided a shadow study that indicates that the proposed development will have minimal to no shadow impact on the existing hotel building to the north. At DP stage, staff will continue to work with the applicant to address any concerns relating to noise and lighting.*
- Concerns regarding traffic management during the construction of the proposed development.  
*Prior to Building Permit (BP) issuance, the applicant is required to submit a Construction Traffic Management Plan (CTMP) for approval. The CTMP identifies traffic control strategies, loading zones and parking locations for workers. The applicant is currently in discussions with the Vancouver Fraser Port Authority to secure temporary parking on the property to the west of the subject site to address future construction parking needs.*

*In addition, prior to rezoning bylaw adoption, the applicant is required to enter into a legal agreement to ensure sufficient parking is provided for the existing theatre building on Lot 1 throughout the duration of construction for Lots 2 and 3.*

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 Richmond Zoning Bylaw 8500.

## **Analysis**

### **Proposed Site-Specific Zone**

The applicant proposes to create a new “Commercial and Light Industrial (ZC56) – Riverport (Fraser Land)” zone and rezone the western portion of the subject property (proposed Lots 2 and 3) to this new zone. This zone would permit a maximum density of 0.7 Floor Area Ratio (FAR) for commercial and industrial uses (Lot 2) and 2.3 FAR for hotel use (Lot 3). Combined, the two lots would have a proposed density of approximately 0.9 FAR.

The proposed ZC56 zone would also incorporate other regulations, including setbacks, lot dimensions, site coverage and parking requirements to respond to the specific conditions of the subject site.

Staff support the new ZC56 zone based on the following:

- The ZC56 zone is consistent with the OCP and Fraser Land Area Plan “Commercial” designation and its objective to support commercial and employment generating uses. The permitted uses proposed in the ZC56 zone include a range of commercial and light industrial activities that expand on those currently allowed within the subject site’s existing CEA zone.
- To balance permitting a range of commercial and employment generating opportunities and future parking demand, a limit to the total floor area for restaurants and religious assembly uses, which are typically higher parking generating uses, is proposed in the ZC56 zone. This enhances commercial vibrancy and strengthens employment opportunities in the area, while ensuring appropriate parking and traffic management.
- The overall proposed density of 0.9 FAR is generally consistent with the subject site’s existing CEA zone, which permits up to 1.0 FAR.
- The overall site design allows for a more efficient use of the existing surface parking lot, better using identified surplus parking spaces for new employment generating and hotel uses. The proposed development complies with the parking requirements in the Zoning Bylaw.
- The proposed light industrial building and hotel are generally consistent with existing development and uses in the surrounding area. The hotel use is to be limited to Lot 3 only and is designed to anchor the site. Prior to rezoning bylaw adoption, a standard hotel use and length of stay agreement is required to be registered on Title, limiting a customer’s length of stay, restricting inclusion of kitchen facilities and prohibiting the hotel from future subdivision or stratification.

### Variance Requested

The existing multi-unit commercial building on the future Lot 1 generally complies with the “Entertainment & Athletics (CEA)” zone, except that a variance is requested to reduce the required parking spaces by approximately 32 per cent from 877 stalls to 600 stalls. No variances are proposed for Lots 2 and 3.

Staff are generally supportive of the variance requested for the following reasons:

- The applicant has provided a parking survey that analyzes the existing parking demand of Lot 1. The survey identified that the maximum parking utilization on site, even during peak times, was 312 stalls (~36 per cent utilization). Based on the parking survey data, the parking supply for the existing multi-unit commercial development is observed to significantly exceed both actual demand and the minimum parking requirements for the commercial use within the Zoning Bylaw.
- The proposed development on Lots 2 and 3 complies with the parking requirements in the Zoning Bylaw and will not require the use of any parking secured for Lot 1. Prior to rezoning bylaw adoption, the applicant is required to register a legal agreement on Title that identifies the parking areas designated for each lot and provides for cross lot parking access where parking allocated for one lot is partially provided on an adjacent lot.
- A TIA supporting the above has been submitted and reviewed by staff. The TIA supports a reduced parking supply for Lot 1.

The requested variance will be further reviewed at the DP stage as part of the overall detailed site and parking layout design.

### Built Form and Site Design

The proposed development consists of one, two-storey light industrial building on the northwest portion of the subject site, one, six-storey hotel to the southwest fronting Steveston Highway and the retention of an existing single-storey multi-tenant commercial building containing a theatre. The subject site is proposed to be subdivided into three lots, with the existing multi-tenant commercial building (Lot 1), the proposed industrial building (Lot 2) and the proposed hotel building (Lot 3) each being located on their own lot.

The existing multi-use commercial building, primarily containing a theatre, will be located on Lot 1 and will remain in operation on the property. It will continue to be zoned “Entertainment and Athletics (CEA)” and generally complies with the Zoning Bylaw provisions.

A multi-unit two-storey industrial building with rooftop parking is proposed on the future Lot 2 and will include approximately 33 units, which are anticipated to be stratified and accommodate a range of commercial and light industrial uses. The building will be oriented towards the east and west lot lines of Lot 2, facing the existing theatre and No. 6 Road, respectively. A six-storey hotel fronting Steveston Highway is proposed on Lot 3. A pedestrian bridge is proposed to connect the rooftop parking of the industrial building to the fourth floor of the hotel to enable access to parking stalls on Lot 2 allocated for Lot 3.

The new industrial building is sited in the centre of the proposed Lot 2, ensuring sufficient separation between the new building and the existing hotel to the north. The new hotel on proposed Lot 3 will face Steveston Highway, promoting an active street frontage along the property's southern edge. A plaza at the southwest corner of Lot 3 further strengthens the pedestrian-oriented frontage and acts as a gateway for the No. 6 Road and Steveston Highway corner.

A series of internal roads and pedestrian connections are proposed between the existing and proposed buildings to maintain appropriate building separation and improve vehicle circulation.

The proposed development has been designed to support pedestrian connectivity and accessibility throughout the site and will be further reviewed and enhanced at the DP stage. SRWs over these roads and pathways for the purposes of Public Right-of-Passage (PROP) are to be secured prior to rezoning bylaw adoption.

Prior to rezoning bylaw adoption, a legal agreement for noise indemnity is required to be registered on Title. This agreement will identify that increased levels of ambient noise may result from within and around the development and will require the owner to disclose this information to all initial purchasers.

#### Transportation and Site Access

The subject property has existing vehicle access from Steveston Highway and No. 6 Road, with the Steveston Highway access proposed to be widened to 12.5 m and moved slightly to the east. Proposed site access and upgrades have been reviewed and are supported by Transportation staff.

Prior to rezoning bylaw adoption, an approximately 4.0 m wide road dedication will be required along the site's Steveston Highway and No. 6 Road frontages for future roadway widening, new boulevard and sidewalks. Frontage improvements will be provided through the SA for the project, which the applicant is required to enter into prior to rezoning adoption.

The proposed development includes SRWs for PROP to provide employee and visitor access to and through the subdivided lots (Attachment 2). These SRWs will also provide access to No. 6 Road and Steveston Highway for the adjacent properties to the north at 10688 No. 6 Road and 14140 Triangle Road. Prior to rezoning bylaw adoption, registration of SRWs over the identified portions of the drive aisle are required.

A total of 811 off-street parking stalls are proposed across the subject site, with 158 of those spaces capable of supporting electric vehicles consistent with the Zoning Bylaw. Parking will be provided on each lot, with the proposed hotel and the existing multi-unit commercial building also having access to parking spaces on Lot 2. Prior to rezoning bylaw adoption, a cross-lot parking agreement must be registered on Title identifying the designated parking areas for each building, and securing access where parking allocated for one lot is partially provided on an adjacent lot. The legal agreement will require the owner to provide an acknowledgement of the same in all purchase and sale agreements.

A total of 32 medium loading spaces and four large loading spaces are proposed for Lot 2, while one medium loading space is proposed for Lot 3. Loading spaces for each building will be provided on their respective lots and are consistent with the Zoning Bylaw and the proposed zone. The “Commercial and Light Industrial (ZC56) – Riverport (Fraser Land)” zone specifies a reduced loading space for hotels (one medium loading space), which is supported by the TIA submitted by the applicant.

Prior to rezoning adoption, the registration of a legal agreement on Title is required to address temporary commercial parking provisions for Lot 1 while Lots 2 and 3 are under construction. The agreement will require that, prior to BP issuance, the owner shall provide a parking management plan, outlining how minimum parking requirements will be met for Lot 1 (existing theatre) during the construction of Lots 2 and 3. The legal agreement will also require the owner to demonstrate, prior to BP issuance, that there is an agreement in place with an adjacent landowner for temporary parking to meet the minimum bylaw parking requirements, to the satisfaction of the Director, Transportation. The applicant has indicated that Lots 2 and 3 will be developed at the same time. To address construction traffic, a CTMP, to the satisfaction of the Director, Transportation, is required prior to the BP issuance.

Bicycle parking provided for each new lot meets or exceeds the Zoning Bylaw requirements. A shared bicycle parking room containing 39 Class 1 spaces and 66 Class 2 spaces is proposed for Lot 2. Lot 3 will provide 18 Class 1 and 18 Class 2 spaces.

A shared garbage room for Lots 2 and 3 is proposed at the south end of the industrial building (Lot 2). Prior to rezoning bylaw adoption, an easement agreement to secure access to the shared garbage and recycling facilities and any necessary signage is required. Should Lot 3 be constructed prior to Lot 2, a temporary garbage and recycling room will be required on Lot 3. The agreement will also require the owner to disclose the shared use in all purchase and sale documentation.

#### Tree Retention and Replacement

The applicant has submitted a Certified Arborist’s Report which identifies on-site and off-site tree species, assesses tree structure and condition and provides recommendations on tree retention and removal relative to the proposed development. The Report assesses 63 bylaw-sized trees on the subject property and six trees on neighbouring properties.

The City’s Tree Preservation Coordinator has reviewed the Arborist’s Report and supports the Arborist’s findings, with the following comments:

- Nine on-site trees, specifically tag# 315-318, 322, 338, 339, 340 and 350 (20 cm Linden, 24 cm Katsura, 25 cm maple, 30 cm cherry, 48 cm magnolia and 40-42 cm Pine oak trees) are to be protected and retained.
- Six trees located in the neighbouring property to the north, tag# OS-06 to OS-11 (24-29 cm Katsuras, 25 cm poplar and 25 cm European hornbeam trees), are identified to be retained and protected.
- An additional five undersized on-site trees, specifically tag# OS-01 to 04 and OS-12, located within the road dedication area, are also proposed to be protected and retained.

- 14 on-site trees, tag# 310, 314, 321, 327, 653-662 (29-40 cm cherry and maple trees), are standing dead trees and will be removed and replaced.
- 10 on-site trees, specifically tag# 305, 306, 308, 313, 324-326, 343, 345, 652 (21-36 cm cherry and maple trees), are in poor condition or irreversible decline and are proposed to be removed and replaced.
- 25 on-site trees, tag# 302-304, 307, 309, 311, 312, 319, 320, 323, 328, 329, 330, 332, 333, 335-337, 342, 344, 346, 347, 349, 651, 663 (30-52 cm pine, 37-41 cm cherry, 21-29 cm Linden and 25-36 cm maple trees), are identified to be in fair condition, exhibiting signs of decline such as broken limbs and suppressed growth, likely due to being planted within a parking lot environment. Relocation is not suitable for these trees. Removal and replacement are recommended to accommodate the proposed development.
- Five on-site trees, tag# 301, 331, 334, 341 and 348 (30-35 cm maple, 30-51 cm pine, 31 cm Linden), are in good condition and conflict with the proposed development. Removal and replacement of these trees is proposed. The project Arborist has deemed these trees not suitable for relocation and of low retention value.
- Replacement trees should be specified at 2:1 ratio as per the OCP.

### *Tree Replacement*

The applicant wishes to remove 40 on-site trees (tag# 301-309, 311-313, 319, 320, 323-326, 328-337, 341-349, 651, 652, 663) and 14 dead trees (tag# 310, 314, 321, 327, 653-662). As per the Tree Protection Bylaw No. 8057, the 2:1 replacement ratio for 54 trees would require a total of 108 replacement trees at the following minimum sizes:

No. of Replacement Trees	Minimum Caliper of Deciduous Replacement Tree	Minimum Height of Coniferous Replacement Tree
108	8 cm	4 m

The applicant has proposed a total of 42 replacement trees on the subject site, generally located around the site's perimeter. Due to parking requirements and soil volumes required to sustain healthy replacement trees, the proposal is unable to accommodate all replacement trees on-site. To satisfy the 2:1 replacement ratio established in the OCP, the applicant will contribute \$49,500.00 to the City's Tree Compensation Fund in lieu of the remaining 66 trees that cannot be accommodated on the subject property after redevelopment. At DP stage, staff will continue exploring with the applicant, further landscaping and tree planting opportunities.

### *Tree Protection*

The applicant is committed to retain and protect nine on-site trees (tag # 315-318, 322, 338, 339, 340 and 350), five undersized on-site trees (tag# OS-01 to 04 and OS-12) and six neighbouring trees (tag# OS-06 to OS-11). The applicant has submitted a tree protection plan showing the trees to be retained and the measures taken to protect them during the development stage (Attachment 6). To ensure that the trees identified for retention are protected at development stage, the applicant is required to complete the following items:

- Prior to final adoption of the rezoning bylaw, submission to the City of a contract with a Certified Arborist for the supervision of all works conducted within or in close proximity to tree protection zones. The contract must include the scope of work required, the number of proposed monitoring inspections at specified stages of construction, any special measures required to ensure tree protection and a provision for the arborist to submit a post-construction impact assessment to the City for review.
- Prior to final adoption of the rezoning bylaw, submission to the City of a Tree Survival Security in the amount of \$60,000.00 to ensure that the nine on-site trees identified for retention will be protected.
- Prior to site preparation works on the subject site, installation of tree protection fencing around all trees to be retained. Tree protection fencing must be installed to City standard in accordance with the City's Tree Protection Information Bulletin Tree-03 prior to any works being conducted on-site and remain in place until construction and landscaping on-site is completed.

### Public Art

Based on the maximum buildable floor area of approximately 148,426 ft<sup>2</sup> (13,789 m<sup>2</sup>) of industrial and 75,548 ft<sup>2</sup> (7,019 m<sup>2</sup>) commercial floor area and the recommended public art contribution (2025 rate) of \$0.31/ft<sup>2</sup> for industrial and \$0.56/ft<sup>2</sup> for commercial uses, a total contribution of approximately \$88,318.94 to the Public Art Reserve Fund is required prior to rezoning bylaw adoption, consistent with the City's Public Art Policy.

### Sustainability

Consistent with City energy efficiency requirements, the proposed light industrial building and hotel are anticipated to comply with ASHRAE90.1-2019 code and Step 3 with EL-2, respectively. Further details on how this proposal will meet this commitment will be required as part of the DP and BP application review processes.

The applicant proposes to incorporate sustainability and building energy efficiency features into the proposed development, including:

- Provision of low-flow plumbing fixtures; and
- High efficiency LED lighting and occupancy sensors with auto shut-off controls.

Prior to DP issuance, securement of energy efficiency features and confirmation of energy compliance from a Registered Professional is required.

### Development Permit Application

Prior to final adoption of the rezoning bylaw, a DP application is required to be processed to a satisfactory level. Through the DP, the following items are to be further examined:

- Compliance with DP Guidelines, including review of form and character, pedestrian circulation, and Crime Prevention through Environmental Design (CPTED) principles.
- Further review of site access and vehicle circulation enhancement measures, particularly around access to the rooftop parking, to enhance safety measures.

- Review of accessibility features, including the on-site pedestrian network and accessible public access to the rooftop parking.
- Refinement of landscape design, including the number, species and size of trees and additional planting opportunities.
- Further review of sustainability features to be incorporated into the project and confirmation of complication with the applicable energy efficiency requirements.
- Considerations of development phasing and any temporary facilities required on-site to service the development.

Additional items may be identified as part of the DP application review process.

#### Site Servicing and Frontage Improvements

The subject property is serviced by a private sanitary system. The applicant has provided confirmation from the sanitary provider that there is capacity to service the proposed development. Prior to rezoning bylaw adoption, to facilitate the proposed development, the applicant is required to enter into a SA for the design and construction of the following, including but not limited to:

- Frontage improvements, including:
  - Along Steveston Highway: Repaint westbound lanes to 6.4 m, 0.3 m buffer, 1.7 m bike lane, curb and gutter, 1.7 m landscape boulevard, 2.0 m sidewalk, 0.3 m landscaped boulevard
  - Along No. 6 Road: From the existing west edge of pavement, provide 14 m pavement width with 4 lane cross section, curb and gutter, 2.0 m landscape boulevard, 4.0 m multi-use path, 1.0 m landscaped boulevard.
- Intersection improvements at Steveston Highway and No. 6 Road.
- Installation of new water and storm service connections.

The scope of the frontage improvements and site servicing are included in Attachment 7.

#### **Financial Impact or Economic Impact**

The subject rezoning application results in an insignificant Operational Budget Impact (OBI) for off-site City infrastructure (such as roadworks, waterworks, storm sewers, sanitary sewers, streetlights, street trees and traffic signals).

#### **Conclusion**

Orion Construction, on behalf of 14111 Entertainment Blvd. Investments Ltd., has applied to the City of Richmond for permission to rezone a portion of 14111 Entertainment Boulevard from the “Entertainment and Athletics (CEA)” zone to a site specific “Commercial and Light Industrial (ZC56) – Riverport (Fraser Land)” zone in order to subdivide the property into three lots and permit the development of a multi-tenant two storey light industrial building and a six-storey hotel. Vehicle access is proposed from No. 6 Road and Steveston Highway.

This rezoning application generally complies with the land use designation and applicable policies for the subject site contained in the OCP, including the Fraser Land Area. Further design review will be undertaken as part of the associated DP application review process. The list of rezoning considerations is included in Attachment 7 and has been agreed to by the applicant (signed concurrence on file).

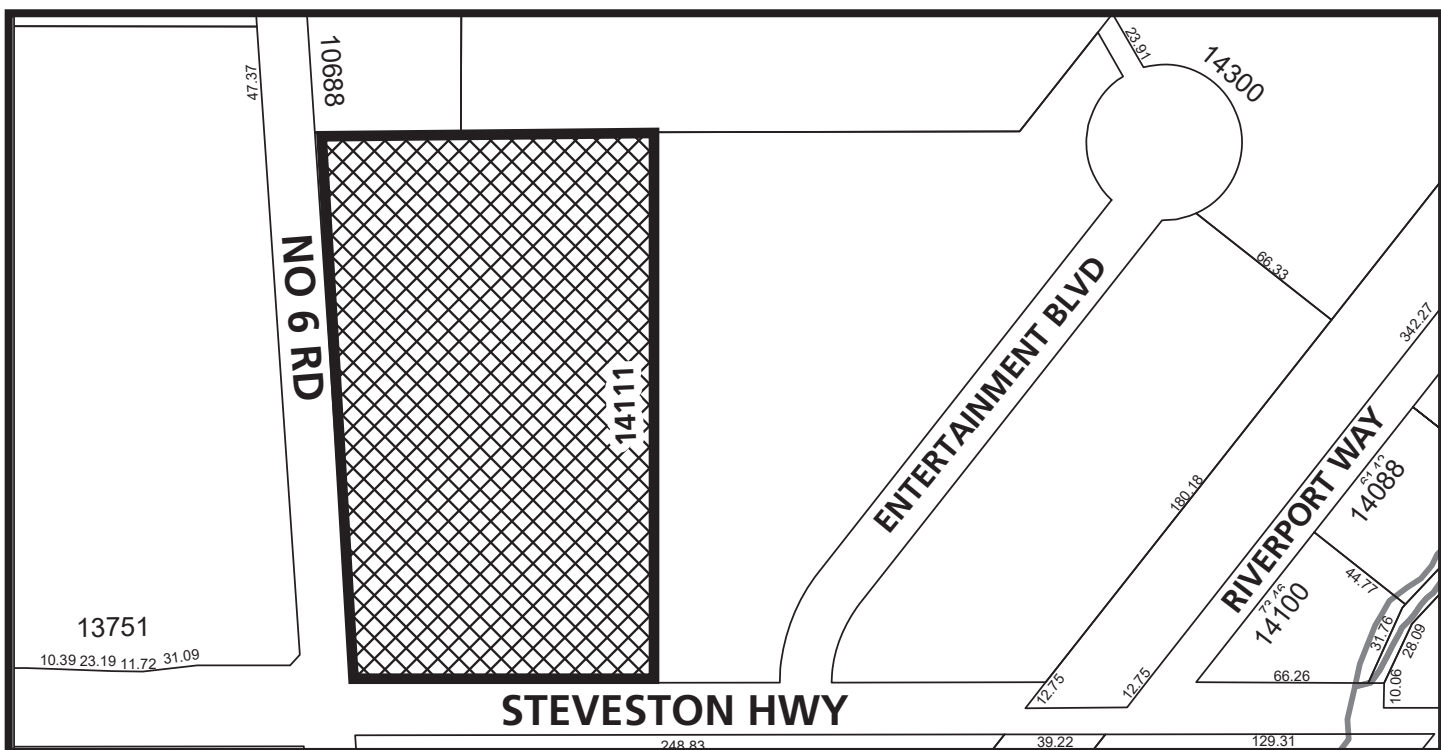
It is recommended that Richmond Zoning Bylaw 8500, Amendment Bylaw 10693 be introduced and given first reading.



Ashley Kwan  
Planner I  
(604-276-4173)

AK/js

- Att.    1: Location Map  
         2: Conceptual Subdivision Plan  
         3: Conceptual Development Plans  
         4: Development Application Data Sheet  
         5: Public Correspondence  
         6: Tree Management Plan  
         7: Rezoning Considerations



**RZ 24-012103**

**CNCL – 243**

Original date: 05/13/24

Revision Date: 07/02/25

Note: Dimensions are in METRES



City of  
Richmond



RZ 24-012103

CNCL - 244

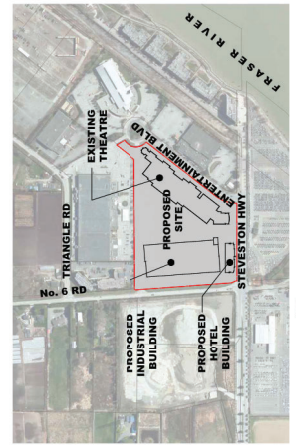
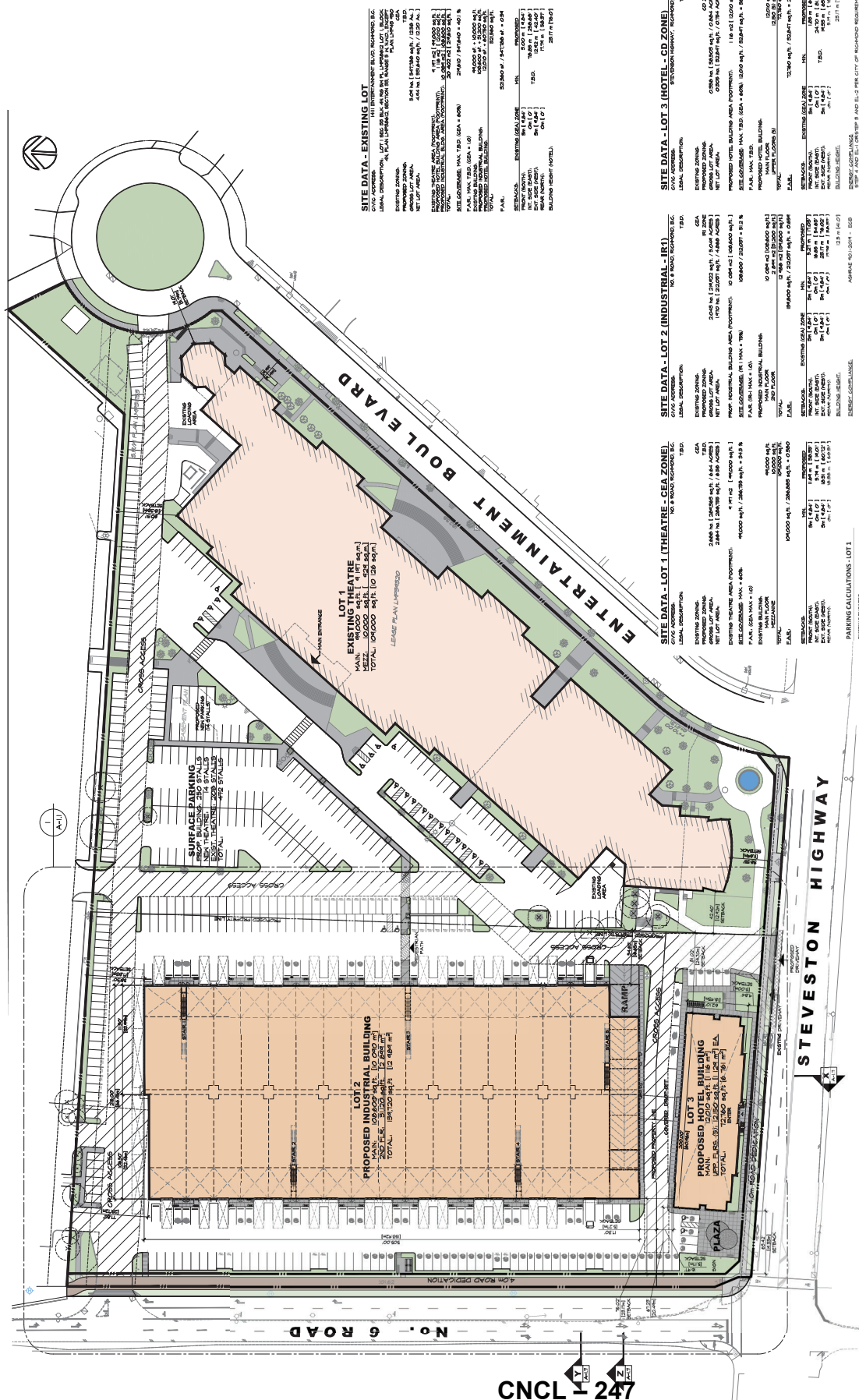
Original date: 05/15/24

Revision Date: 07/02/25

Note: Dimensions are in METRES







2 CONTEXT PLAN

**SITE DATA - EXISTING LOT**

LOT 1: EXISTING THEATRE  
 MAIN: 10,000 sq ft (100 ft x 100 ft)  
 TOTAL: 10,000 sq ft (100 ft x 100 ft)

LOT 2: EXISTING INDUSTRIAL BUILDING  
 MAIN: 10,000 sq ft (100 ft x 100 ft)  
 TOTAL: 10,000 sq ft (100 ft x 100 ft)

LOT 3: EXISTING HOTEL BUILDING  
 MAIN: 10,000 sq ft (100 ft x 100 ft)  
 TOTAL: 10,000 sq ft (100 ft x 100 ft)

**SITE DATA - LOT 3 (HOTEL - CD ZONE)**

LOT 3: PROPOSED HOTEL BUILDING  
 MAIN: 10,000 sq ft (100 ft x 100 ft)  
 TOTAL: 10,000 sq ft (100 ft x 100 ft)

**SITE DATA - LOT 2 (INDUSTRIAL - IRI)**

LOT 2: PROPOSED INDUSTRIAL BUILDING  
 MAIN: 10,000 sq ft (100 ft x 100 ft)  
 TOTAL: 10,000 sq ft (100 ft x 100 ft)

**SITE DATA - LOT 1 (THEATRE - CEZ ZONE)**

LOT 1: EXISTING THEATRE  
 MAIN: 10,000 sq ft (100 ft x 100 ft)  
 TOTAL: 10,000 sq ft (100 ft x 100 ft)

**PARKING CALCULATIONS - LOT 3**

Category	Value
PROPOSED HOTEL	100
PROPOSED INDUSTRIAL BUILDING	100
PROPOSED THEATRE	100
<b>Total</b>	<b>300</b>

**PARKING CALCULATIONS - LOT 2**

Category	Value
PROPOSED INDUSTRIAL BUILDING	100
PROPOSED THEATRE	100
<b>Total</b>	<b>200</b>

**PARKING CALCULATIONS - LOT 1**

Category	Value
EXISTING THEATRE	100
<b>Total</b>	<b>100</b>

**OVERALL SITE PLAN**

Category	Value
PROPOSED HOTEL BUILDING	100
PROPOSED INDUSTRIAL BUILDING	100
EXISTING THEATRE	100
<b>Total</b>	<b>300</b>

**OVERALL SITE PLAN**

Category	Value
PROPOSED HOTEL BUILDING	100
PROPOSED INDUSTRIAL BUILDING	100
EXISTING THEATRE	100
<b>Total</b>	<b>300</b>

**OVERALL SITE PLAN**

Category	Value
PROPOSED HOTEL BUILDING	100
PROPOSED INDUSTRIAL BUILDING	100
EXISTING THEATRE	100
<b>Total</b>	<b>300</b>

**OVERALL SITE PLAN**

Category	Value
PROPOSED HOTEL BUILDING	100
PROPOSED INDUSTRIAL BUILDING	100
EXISTING THEATRE	100
<b>Total</b>	<b>300</b>





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DATE: JAN 12/12

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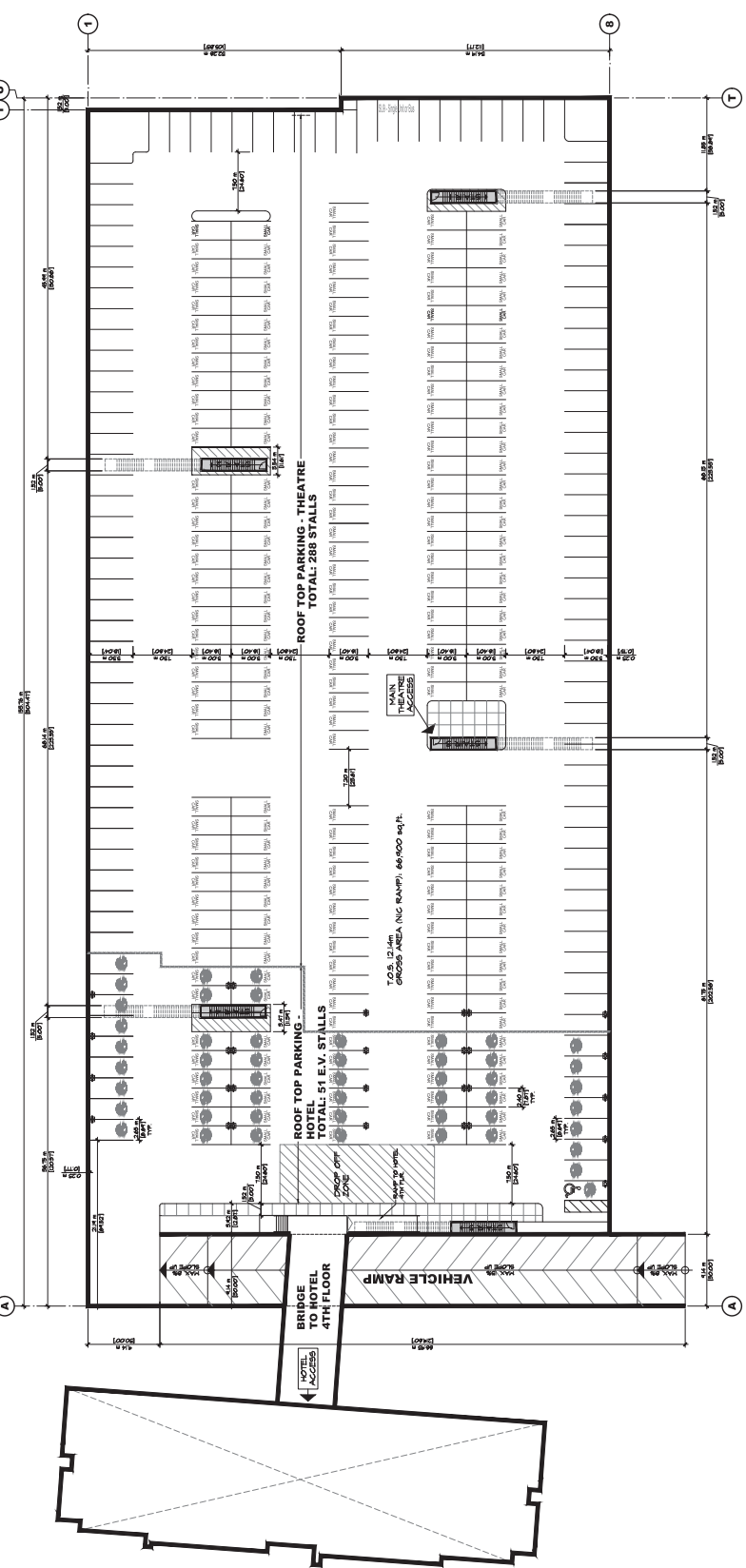
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1 ROOF PARKING PLAN  
SCALE: 1" = 20'0"

NO.	DESCRIPTION
1	100'0" (30.5m)
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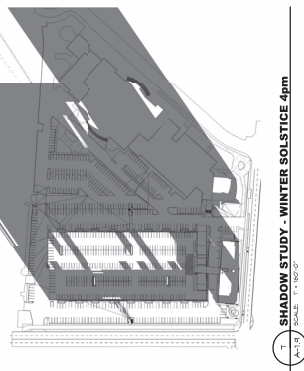
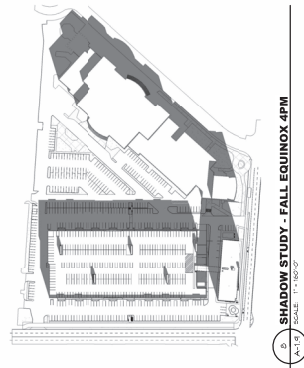
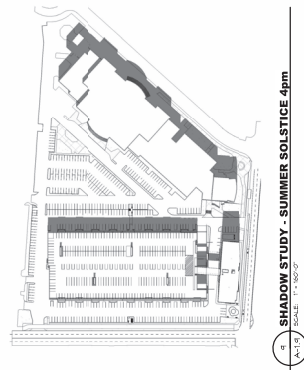
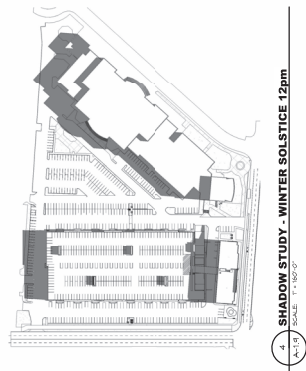
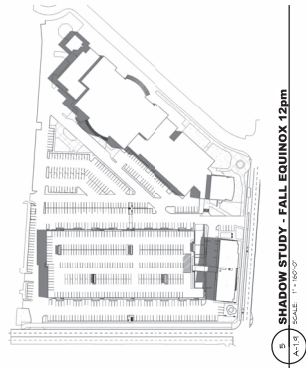
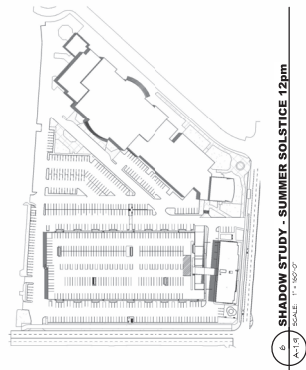
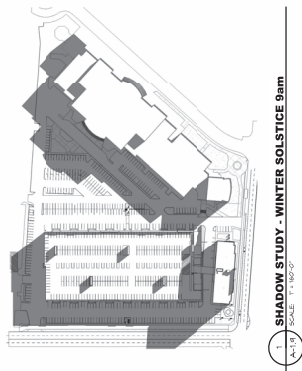
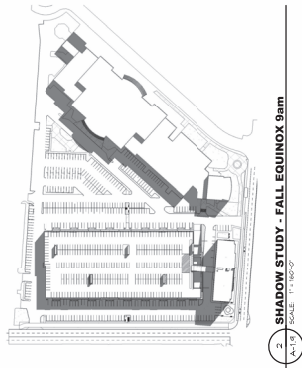
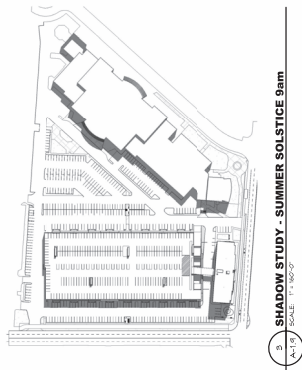
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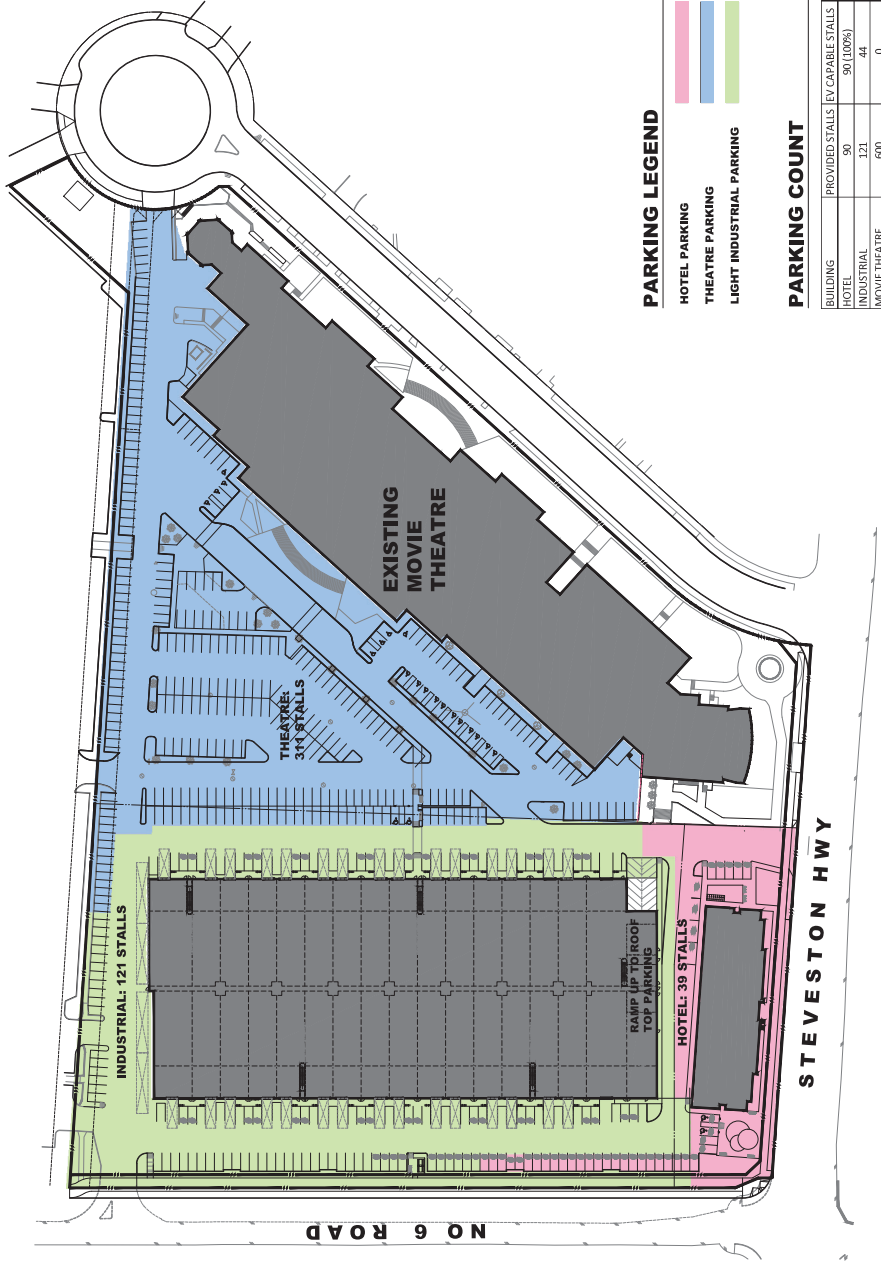
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**PARKING LEGEND**

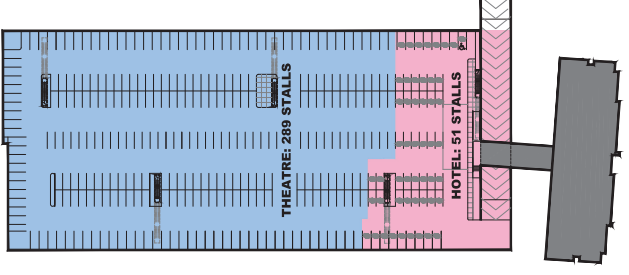
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<span style="display:inline-block; width:15px; height:15px; background-color:lightblue; border:1px solid black;"></span> THEATRE PARKING
<span style="display:inline-block; width:15px; height:15px; background-color:lightgreen; border:1px solid black;"></span> LIGHT INDUSTRIAL PARKING

**PARKING COUNT**

BUILDING	PROVIDED STALLS	EV CAPABLE STALLS
HOTEL	90	90 (100%)
INDUSTRIAL	121	44
MOVIE THEATRE	600	0
<b>GRAND TOTAL</b>	<b>811</b>	<b>134</b>

1 GROUND FLOOR PARKING  
 SCALE: 1" = 80'-0"



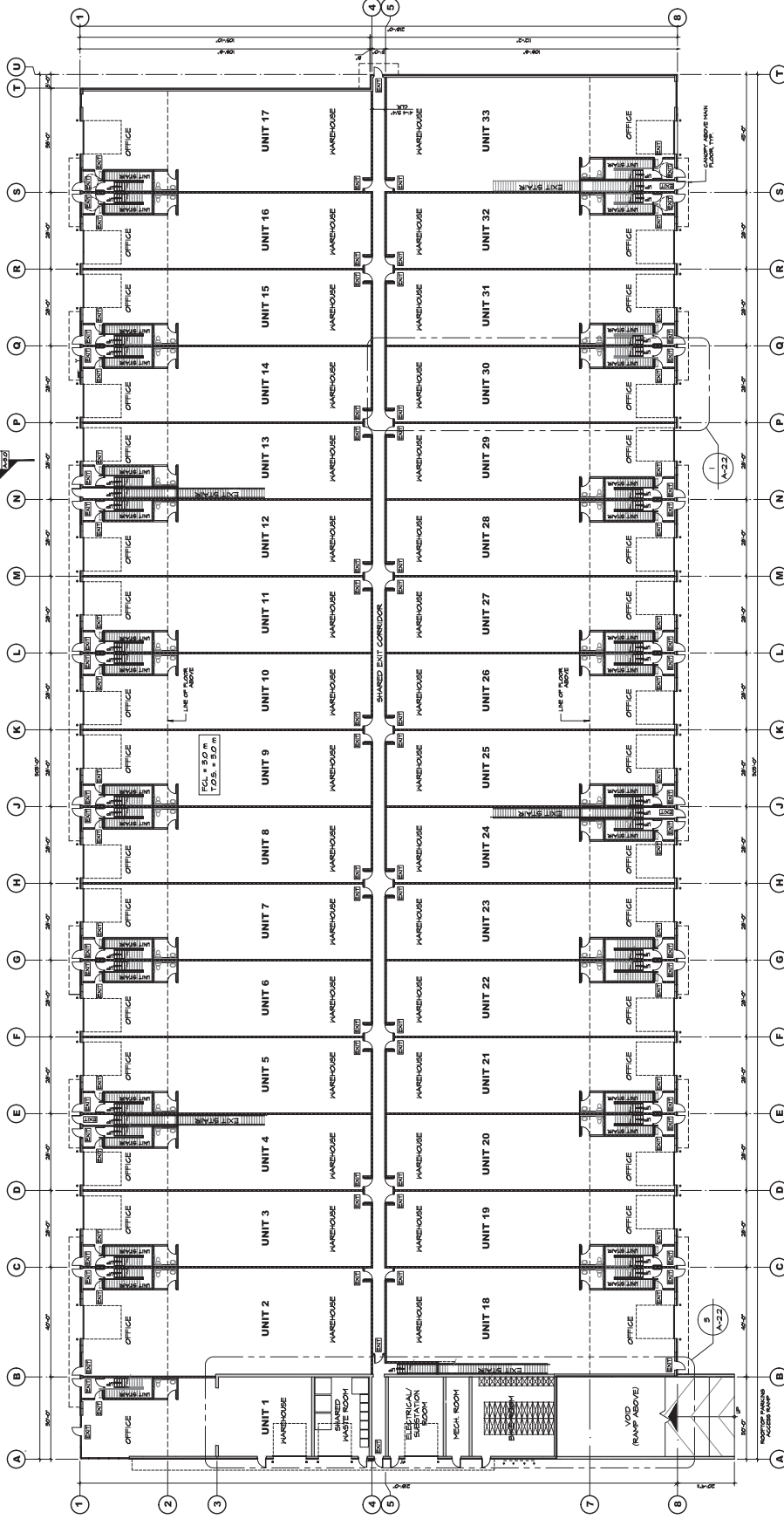
2 ROOF TOP PARKING  
 SCALE: 1" = 80'-0"



ARCHITECTURE PANEL INC.  
11111 ENTERTAINMENT BLVD. SUITE 200  
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PROJECT NAME: THE NORTH  
PROJECT NO.: CNCL - 252  
DATE: JAN 18/19  
DRAWN BY: [Name]  
CHECKED BY: [Name]  
APPROVED BY: [Name]



1 MAIN FLOOR PLAN  
A2.0 SCALE 1/8"=1'-0"

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ENTERTAINMENT BLVD  
REDEVELOPMENT  
INDUSTRIAL BUILDING  
MAIN FLOOR PLAN

DESIGNED BY	DATE	REVISION
11111 ENTERTAINMENT BLVD. SUITE 200	1/18	1
11111 ENTERTAINMENT BLVD. SUITE 200	1/18	2
11111 ENTERTAINMENT BLVD. SUITE 200	1/18	3
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ARCHITECTURE | LANDSCAPE ARCHITECTURE | URBAN DESIGN

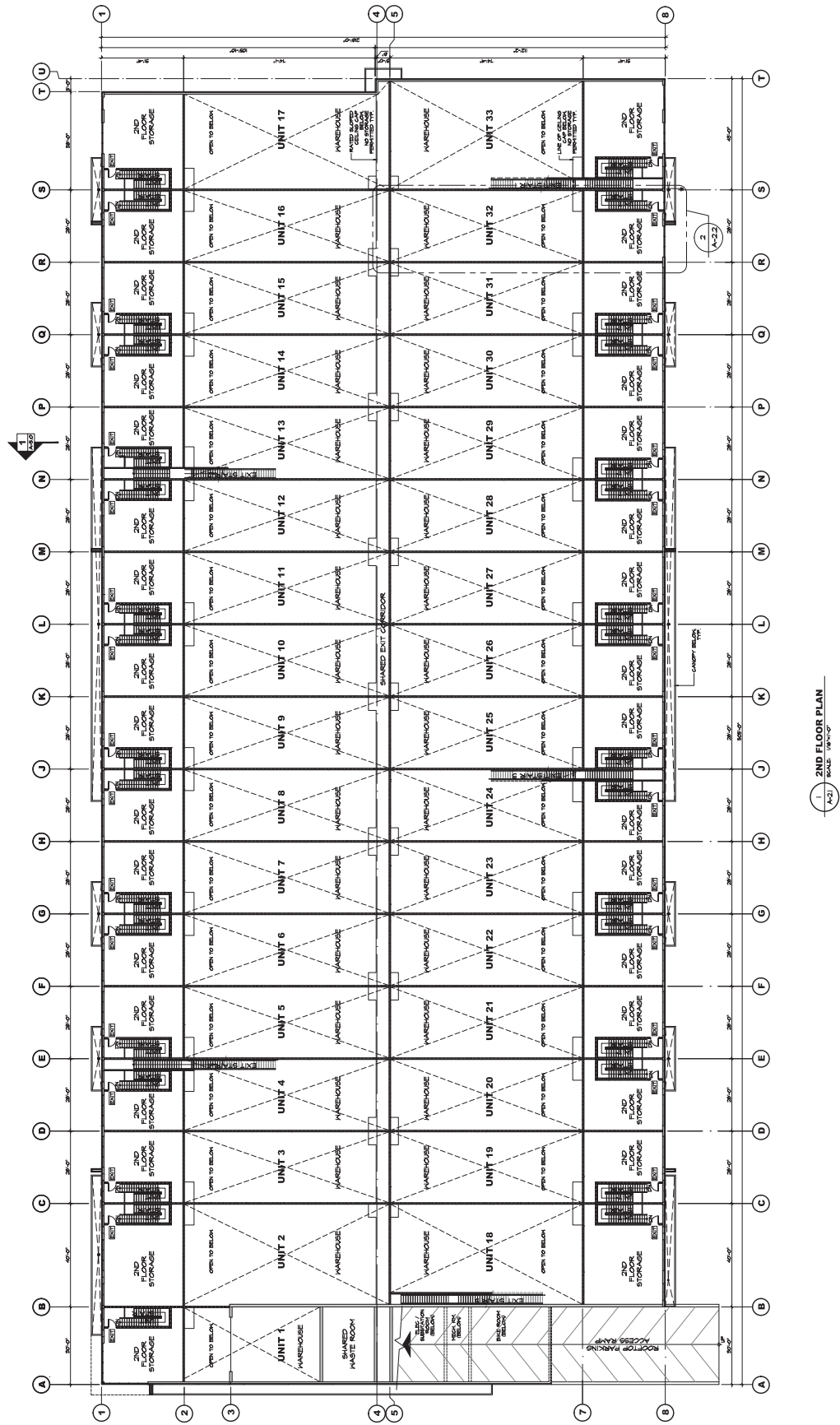
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**THOUGHT:**

ENTERTAINMENT  
BLVD  
REDEVELOPMENT  
ADDRESS:  
4111 ENTERTAINMENT BLVD, RICHMOND, B.C.  
DRAWING  
INDUSTRIAL BUILDING  
2ND FLOOR PLAN

SEAL		JOB NO. 22-019	DRAWN JH
		DESIGNED	
		CHECKED	RD
		PLOT DATE	JUN 25 25
PROJECT - ORANGE HARBOR		BID#	



1 2ND FLOOR PLAN  
SCALE: 1/8"=1'-0"



ARCHITECTURE PANEL INC.

1000 W. 10TH AVENUE SUITE 200  
DENVER, CO 80202  
TEL: (303) 733-1111  
WWW.ARCHITECTUREPANEL.COM

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HOTEL BUILDING  
2ND FLOOR PLAN  
A-2.3  
SCALE: 1/8"=1'-0"

HOTEL BUILDING  
MAIN FLOOR PLAN  
A-2.3  
SCALE: 1/8"=1'-0"

NO.	DATE	DESCRIPTION
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100	10/1/11	CONCEPT DESIGN

ORION CONSTRUCTION

ORION CONSTRUCTION  
1111 ENTERTAINMENT BLVD. SUITE 200  
DENVER, CO 80202  
PHONE: (303) 733-2984

ENTERTAINMENT AND REDEVELOPMENT  
HOTEL BUILDING  
MAIN & 2ND  
FLOOR PLANS

DESIGNED BY  
ARCHITECTURE PANEL INC.  
1000 W. 10TH AVENUE SUITE 200  
DENVER, CO 80202  
TEL: (303) 733-1111  
WWW.ARCHITECTUREPANEL.COM

PROJECT NO.  
A-2.3

DATE  
JAN 10, 2011

BY  
JAN 10, 2011

PROJECT NORTH

PROJECT NO.  
A-2.3

DATE  
JAN 10, 2011

BY  
JAN 10, 2011

CNCL - 254



ARCHITECTURE PANEL INC.  
100-1000 100th Ave. S.E.  
Burien, WA 98148  
PHONE: (206) 835-2994  
FAX: (206) 835-2995  
WWW.ARCHITECTUREPANEL.COM

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PROJECT: ENTERTAINMENT BLVD. REDEVELOPMENT  
3RD & 4TH FLOOR PLANS  
DATE: 10/15/2019  
DRAWN BY: J. BROWN  
CHECKED BY: M. JONES  
PROJECT MANAGER: C. ROBERTSON

ORION CONSTRUCTION  
100-1000 100th Ave. S.E.  
Burien, WA 98148  
PHONE: (206) 835-2994

ENTERTAINMENT BLVD.  
REDEVELOPMENT  
HOTEL BUILDING  
3RD & 4TH FLOOR  
PLANS

DATE: 10/15/2019  
DRAWN BY: J. BROWN  
CHECKED BY: M. JONES  
PROJECT MANAGER: C. ROBERTSON

PROJECT: ENTERTAINMENT BLVD. REDEVELOPMENT  
3RD & 4TH FLOOR PLANS  
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ENTERTAINMENT BLVD.  
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3RD & 4TH FLOOR  
PLANS

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3RD & 4TH FLOOR PLANS  
DATE: 10/15/2019  
DRAWN BY: J. BROWN  
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PROJECT MANAGER: C. ROBERTSON

ORION CONSTRUCTION  
100-1000 100th Ave. S.E.  
Burien, WA 98148  
PHONE: (206) 835-2994

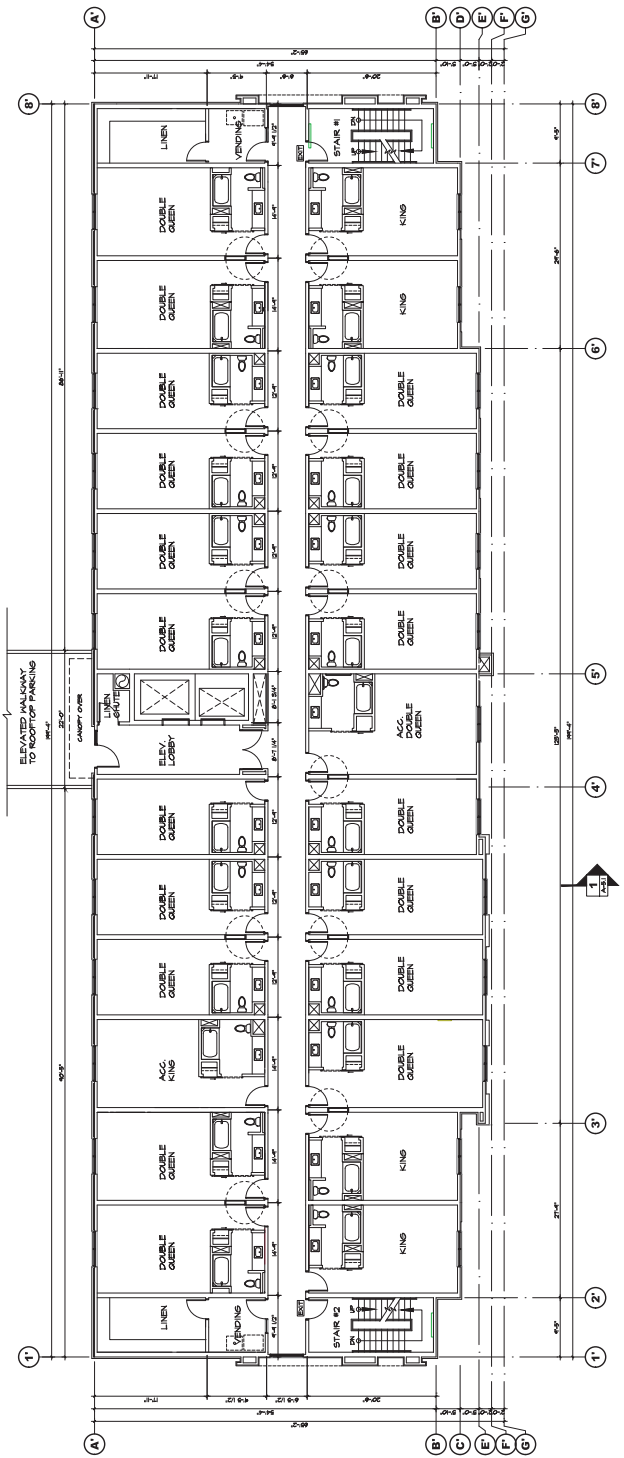
ENTERTAINMENT BLVD.  
REDEVELOPMENT  
HOTEL BUILDING  
3RD & 4TH FLOOR  
PLANS

DATE: 10/15/2019  
DRAWN BY: J. BROWN  
CHECKED BY: M. JONES  
PROJECT MANAGER: C. ROBERTSON

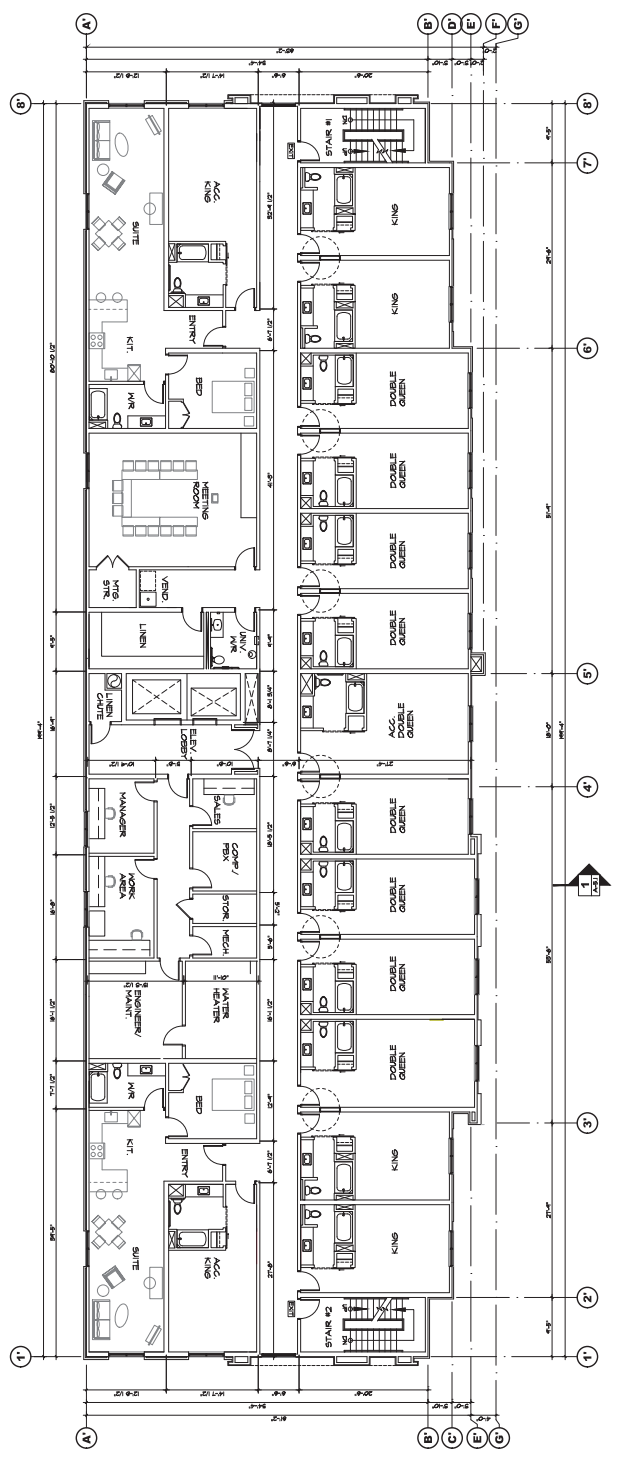
PROJECT: ENTERTAINMENT BLVD. REDEVELOPMENT  
3RD & 4TH FLOOR PLANS  
DATE: 10/15/2019  
DRAWN BY: J. BROWN  
CHECKED BY: M. JONES  
PROJECT MANAGER: C. ROBERTSON

ORION CONSTRUCTION  
100-1000 100th Ave. S.E.  
Burien, WA 98148  
PHONE: (206) 835-2994

ENTERTAINMENT BLVD.  
REDEVELOPMENT  
HOTEL BUILDING  
3RD & 4TH FLOOR  
PLANS



HOTEL BUILDING  
4TH FLOOR PLAN  
2  
SCALE: 1/8"=1'-0"



HOTEL BUILDING  
3RD FLOOR PLAN  
2  
SCALE: 1/8"=1'-0"



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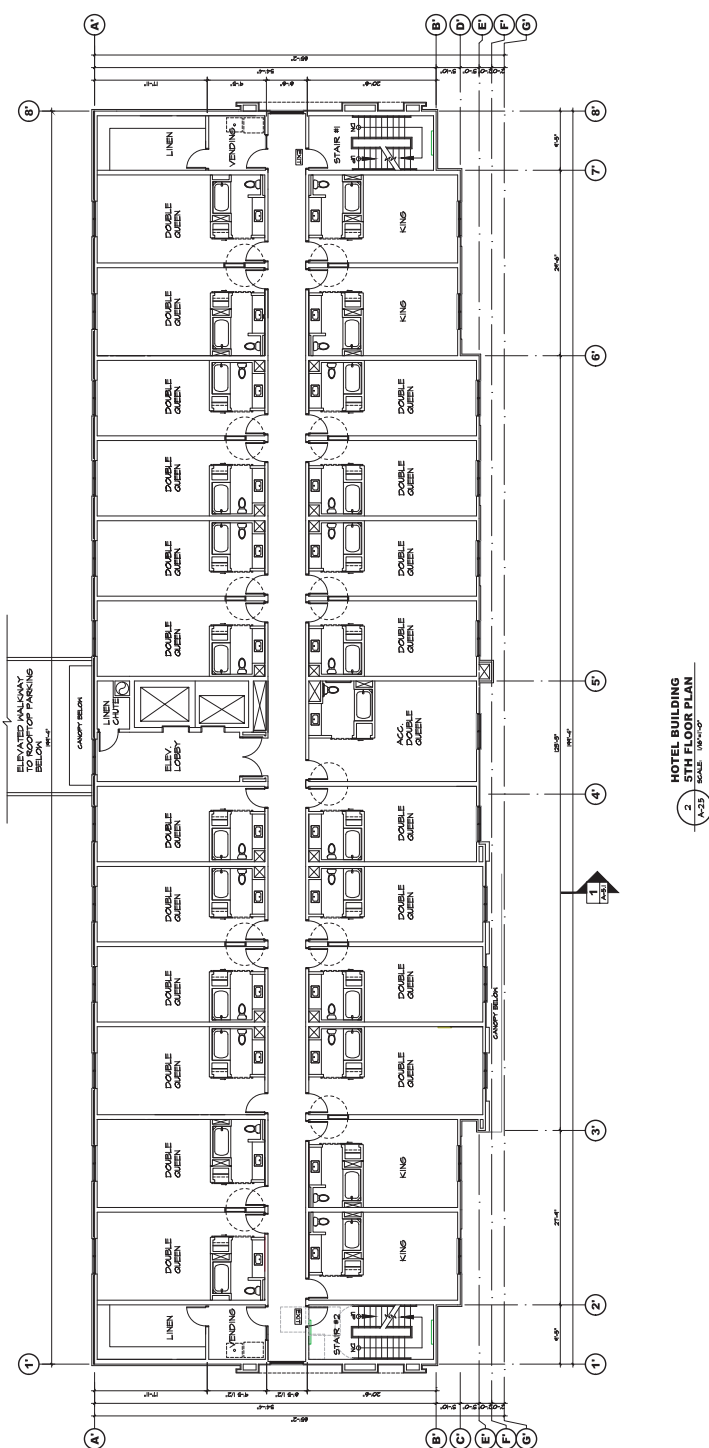
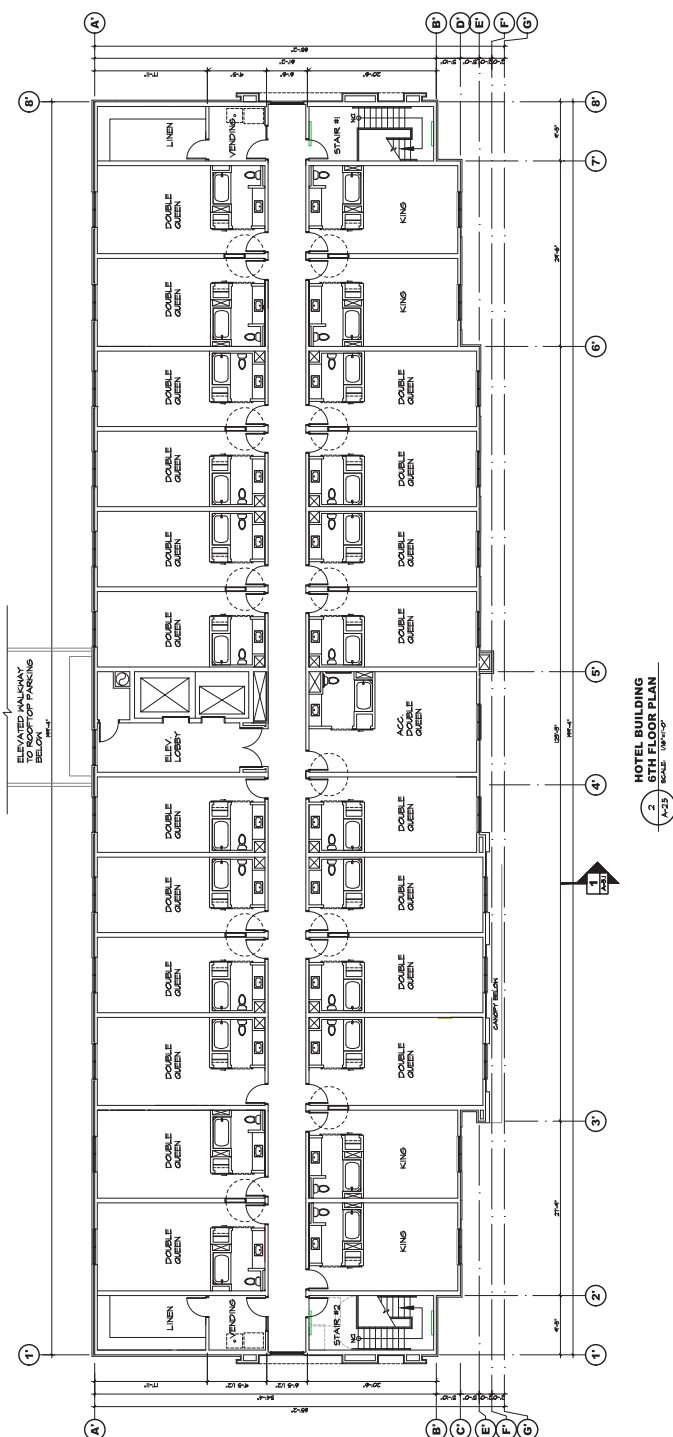
ORION CONSTRUCTION  
105-19923 80A AVE.,  
ANGLEY, BC V3Y 0E2  
PHONE: (604) 362-2994

ENTERTAINMENT  
BLVD  
REDEVELOPMENT

DRAWING  
**HOTEL BUILDING**  
**5TH & 6TH FLOOR**  
**PLANS**

REAL	JOB NO.	DRAWN
	22-019	
DESIGNED		

	CHECKED	RO
	PLOT DATE	JUN 25 25
PROJECT - DRAWING NUMBER		REV. 9
<h1>A-2.5</h1>		




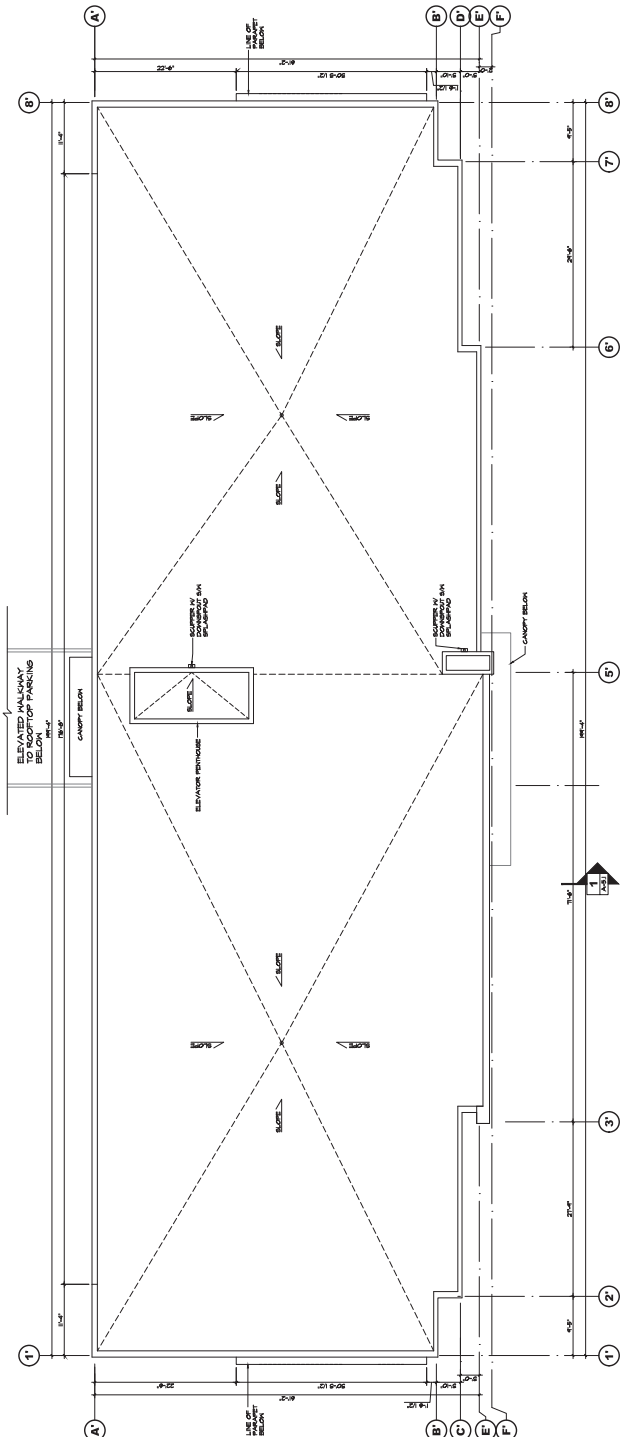


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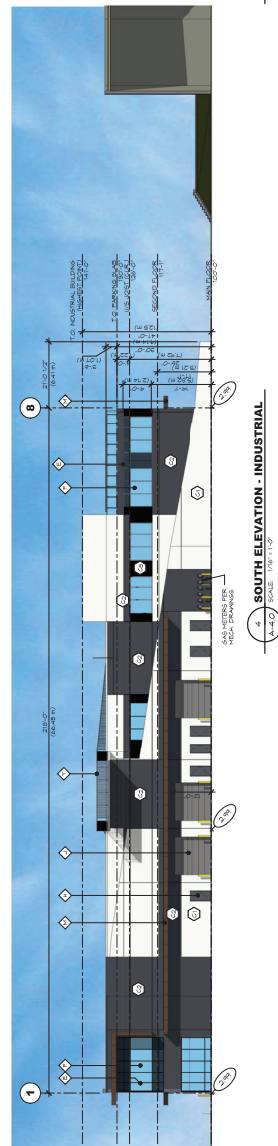
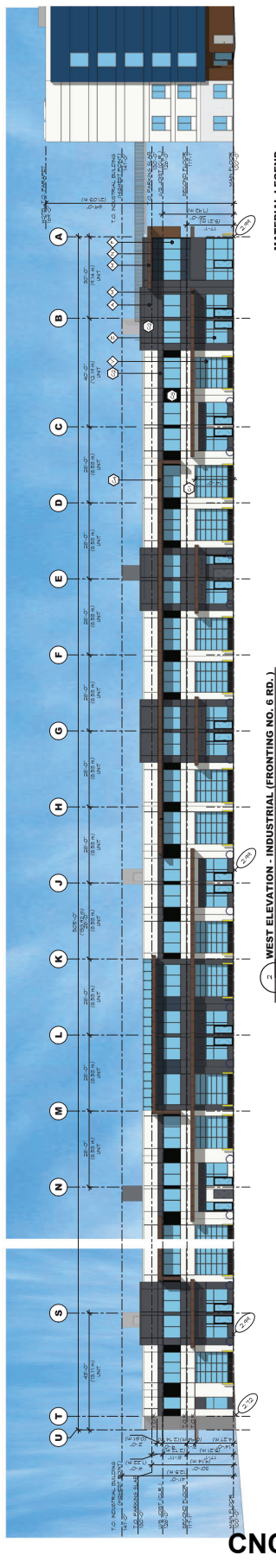
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**ENTERTAINMENT  
BLVD  
REDEVELOPMENT**  
ADDRESS:  
4111 ENTERTAINMENT BLVD., RICHMOND, B.C.  
DRAWING

	JOB NO. 22-019	DRAWN JH
	DESIGNED	
	CHECKED	HD
	PLOT DATE	JUN 25-25
PROJECT - DRAWING NUMBER		REV.
A-3-1		9




















**HOTEL BUILDING**  
**ROOF PLAN**  
SCALE: 1/8"=1'-0"  
A-3



MATERIAL LEGEND	
CONCRETE TYPED WALL TYPE PAINTED	CONCRETE TYPED WALL TYPE PAINTED
REINFORCING CONCRETE PAINTED	REINFORCING CONCRETE PAINTED
PANEL JOINT	PANEL JOINT
PRE-EMBED METAL GYM FLASHING	PRE-EMBED METAL GYM FLASHING
STANDARD PANELS BLACK PAINTED ALUMINUM	STANDARD PANELS BLACK PAINTED ALUMINUM
STRENGTHEN GLASS CLEAR	STRENGTHEN GLASS CLEAR
WTS WALL SYSTEM	WTS WALL SYSTEM
STEEL HANDRAIL PAINTED	STEEL HANDRAIL PAINTED
STEEL SECTION OVERHEAD DOORS	STEEL SECTION OVERHEAD DOORS
ALUMINUM HANDRAILS WTS GLASS PANELS	ALUMINUM HANDRAILS WTS GLASS PANELS
LIGHT FOAM TEE ELECTRICAL ENDS	LIGHT FOAM TEE ELECTRICAL ENDS
NOT ON GYM GYMSTAY GLASSING	NOT ON GYM GYMSTAY GLASSING
SPANDREL GLASSING (ASSOCIATE TO MATCH VISION GLASS)	SPANDREL GLASSING (ASSOCIATE TO MATCH VISION GLASS)
GLASSING SUPPLY	GLASSING SUPPLY
CONCRETE CORE POLE PAINTED	CONCRETE CORE POLE PAINTED
GLASS PANELS BLACK PAINTED ALUMINUM	GLASS PANELS BLACK PAINTED ALUMINUM
GLASS PANELS CLEAR	GLASS PANELS CLEAR
UNBORDERED SPLIT	UNBORDERED SPLIT
STEEL SECTION OVERHEAD DOORS WTS VISION GLASS	STEEL SECTION OVERHEAD DOORS WTS VISION GLASS
UNBORDERED BEAMS	UNBORDERED BEAMS
LOUVERED COVER FOR AS JANT	LOUVERED COVER FOR AS JANT
PAINTED METAL HANDRAIL	PAINTED METAL HANDRAIL
BRICK OVERLAP	BRICK OVERLAP

NOTE: THE ALSO IS LEADING TO BE SHOWN ON A SMALL AREA OF THE ELEVATIONS. THE ELEVATIONS ARE NOT TO BE USED TO DETERMINE THE EXACT LOCATION OF THE MATERIALS. THE MATERIALS ARE NOT TO BE USED TO DETERMINE THE EXACT LOCATION OF THE MATERIALS.

PROJECT COLOURS	
ALL PAINT COLOURS TO BE SUPPLIED WILLIAMS IN Q.	
 HIGH REFLECTIVE WHITE (EN 13181)	HIGH REFLECTIVE WHITE (EN 13181)
 CRYSTALINE BLACK (EN 13181)	CRYSTALINE BLACK (EN 13181)
 CRYSTAL BLACK	CRYSTAL BLACK
 REFLECTIVE METALLIC BLACK COFFEE	REFLECTIVE METALLIC BLACK COFFEE
 LIGHT NATIONAL PAINT	LIGHT NATIONAL PAINT
 HIGH REFLECTIVE WHITE (EN 13181)	HIGH REFLECTIVE WHITE (EN 13181)
 LIGHT REFLECTIVE WHITE (EN 13003)	LIGHT REFLECTIVE WHITE (EN 13003)
 CHOCOLATE BROWN	CHOCOLATE BROWN
 OLD LEADING COB	OLD LEADING COB BY LANTIER BROWN (EN 13181)
 OLD LEADING COB	OLD LEADING COB BY LANTIER BROWN (EN 13181)
 CLEAR LIGHT AND GREY	CLEAR LIGHT AND GREY
 CLEAR LIGHT AND GREY	CLEAR LIGHT AND GREY
 STOCK METALLIC PAINT (EN 13181)	STOCK METALLIC PAINT (EN 13181)
 TYPICAL METAL PAINT FINISHING	TYPICAL METAL PAINT FINISHING
 SPARKLING GLAZING COLOUR	SPARKLING GLAZING COLOUR
 ALUMINUM SPARKLE FINISHING	ALUMINUM SPARKLE FINISHING
 TYPICAL METAL PAINT FINISHING	TYPICAL METAL PAINT FINISHING



PROJECT COLOURS		MATERIAL LEGEND	
ALL PAINT COLOURS WILL BE SHERRILL HALLS AND		CONCRETE T/LP, WALL TYP. - PAINTED	
HIGH RESISTIVE WHITE (EN 101)	①	RESIN IN CONCRETE - PAINTED	
CHERRYBARK (EN 101)	②	PAINT JOINT	
	③	FINISHED METAL CAP LAGERS	
PERFORMA-METALS - BLACK COAT	④	FOUR POINT FRAME - BLACK PAINTED ALUMINUM	
	⑤	FOUR POINT GLASS - CLEAR	
LOW RESISTIVE WHITE (EN 101)	⑥	EPS WALL SYSTEM	
	⑦	STEEL WALLS - PAINTED	
LOW RESISTIVE WHITE (EN 101)	⑧	STEEL SECTION, OVERHEAD DOORS	
LOW RESISTIVE WHITE (EN 101)	⑨	ALUMINUM SIDEWALKS AND GLASS PANELS	
CONCRETE (EN 101)	⑩	PAINT FINISH - SEE ELECTRICAL DWGS	
CONCRETE (EN 101)	⑪	NOT ON SHOWN CANYON GLASSING	
CONCRETE (EN 101)	⑫	SPANDREL GLASSING (SUSPENDED TO MATCH CANYON GLASSING)	
CONCRETE (EN 101)	⑬	STEEL WALL - PAINTED	
CONCRETE (EN 101)	⑭	CONCRETE OVER JOINT PAINTED	
CONCRETE (EN 101)	⑮	CERTAIN TYP. WALL - PAINTED	
CONCRETE (EN 101)	⑯	STEEL WALL PANEL - CLEAR	
CONCRETE (EN 101)	⑰	OVERHEAD SUPPORT	
CONCRETE (EN 101)	⑱	STEEL SECTION, OVERHEAD DOORS WITH GLASS	
CONCRETE (EN 101)	㉑	OVERHEAD DOORS	
CONCRETE (EN 101)	㉒	OVERHEAD DOOR FOR AIR JAYS	
CONCRETE (EN 101)	㉓	PAINTED METAL CAP LAGERS	
CONCRETE (EN 101)	㉔	STEEL WALL	
CONCRETE (EN 101)	㉕	STEEL WALL	
CONCRETE (EN 101)	㉖	STEEL WALL	
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CONCRETE (EN 101)	㉘	STEEL WALL	
CONCRETE (EN 101)	㉙	STEEL WALL	
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CONCRETE (EN 101)	48	STEEL WALL	
CONCRETE (EN 101)	49	STEEL WALL	
CONCRETE (EN 101)	50	STEEL WALL	



RZ 24-012103

Attachment 4

Address: 14111 Entertainment Boulevard

Applicant: Orion Construction

Planning Area(s): Fraser Land

	Existing	Proposed
<b>Owner:</b>	14111 Entertainment Blvd. Investments Ltd.	No Change
<b>Site Size (m²):</b>	50,900m² (547,883 ft²)	Lot 1: 26,640 m² (286,755 ft²) Lot 2: 19,699 m² (212,037 ft²) Lot 3: 3,052 m² (32,847 ft²) Total: 49,391 m² (531,639.00 ft²)
<b>Land Uses:</b>	Commercial	Commercial, Light Industrial, and Hotel
<b>OCP Designation:</b>	Commercial	No Change
<b>Area Plan Designation:</b>	Commercial	No Change
<b>Zoning (Lot 1)</b>	Entertainment & Athletics (CEA)	No Change
<b>Zoning (Lots 2 &amp; 3):</b>	Entertainment & Athletics (CEA)	Commercial and Light Industrial (ZC56) – Riverport (Fraser Land)

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	0.7 2.3 for Hotels	Lot 2: 0.65 Lot 3 (hotel): 2.22	none permitted
Buildable Floor Area:*	Lot 2: 13,789 m² (148,426 ft²) Lot 3: 7,019 m² (75,548 ft²)	Lot 2: 12,988 m² (139,800 ft²) Lot 3: 6,760 m² (72,760 ft²)	none permitted
Building Coverage (% of lot area):	52%	Lot 2: 51.2% Lot 3: 36.6%	none
Setbacks (m):	Front: Min. 3.0 m Exterior Side: Min. 3.0 m Hotels may be located within the <b>front yard</b> but must be located within 2.0 m and 19.0 m of the <b>front lot line</b>	<b>Lot 2</b> Front: 23 m <b>Lot 3</b> Front: 2.0 m Ext Side: 19 m	none
Height (m):	Max. 12.5 m Hotel Max. 24 m (6 storeys)	Lot 2: 12.5 m Lot 3: 23.2 m	none
Total Off-street Parking Spaces:	Lot 1: 877 Lot 2: 97 Lot 3: 90	<b>Lot 1, 2, &amp; 3:</b> 600 <b>Lot 2:</b> 121 <b>Lot 3:</b> 90	<b>Lot 1: Variance Requested</b>
Bicycle Parking Spaces	<b>Lot 2</b> Class 1: 36 & Class 2: 36 <b>Lot 3</b> Class 1: 18 & Class 2: 18	<b>Lot 2</b> Class 1: 39 & Class 2: 66 <b>Lot 3</b> Class 1: 18 & Class 2: 18	None

\* Preliminary estimate; not inclusive of garage; exact building size to be determined through zoning bylaw compliance review at Building Permit stage.

**Kwan, Ashley**

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**From:** Kwan, Ashley  
**Sent:** June 26, 2025 2:24 PM  
**To:** Martha [REDACTED]  
**Subject:** RE: Development Permit Application No. DP 24-012103 & 24-012108

Hi Martha,

Thank you for your patience, please see the response from the applicant and their traffic engineer below:

*Dear Resident,*

*Thank you for your transportation and construction related comments concerning the proposed development at 14111 Entertainment Boulevard.*

*For accuracy, Steveston Highway is a four-lane arterial road connecting the proposed development at 14111 Entertainment Boulevard and Highway 99 where there are safety and capacity improvements to the interchange, underway. Steveston Highway only narrows to two lanes to the east of the proposed development at Entertainment Boulevard. Given 14000 Riverport Way is to the east of the proposed development at 14111 Entertainment Boulevard and forms a dead-end road, no development related traffic is expected on or near the intersection of Steveston Way and your point of access at Riverport Way. Your point of access will therefore remain unencumbered by any development related traffic.*

*Also, a requirement of this application was the submission of a Traffic Impact Study which included an analysis of the operation of three intersections along Steveston Highway i.e. Entertainment Boulevard, site point of access and No. 6 Road, adjacent to the proposed development at 14111 Entertainment Boulevard. All analyses were very favourable, producing Levels of Service A (Excellent) for the current operational condition and all future operational conditions. Traffic flow through these intersections and along Steveston Highway is therefore expected to remain acceptable.*

*Lastly, while one should reasonably expect some noise during daytime construction of the proposed development at 14111 Entertainment Boulevard, the final uses i.e. hotel and light industrial park, are expected to operate within normal business hours and generate little to no noise outside normal business hours.*

*Kindly,*

*Brent [REDACTED]*

---

Dear Resident,

Further to these comments, I will add that our development aims to improve pedestrian and active transportation in the area with the provision of wide sidewalks, multi-use pathways, and pedestrian infrastructure like crosswalks. To improve traffic flow in the area, our developer is making large roadway dedications on both frontages, and we will not be impeding any of the existing entranceways to the site during or post-construction.

The development and consulting team have been working collaboratively with Planning and Engineering staff at the City of Richmond to get to this point. While we understand the commenter's concerns, we feel

we have addressed any perceived issues. We are confident the residents of the area can expect a development that gently adds to the vibrancy of their neighbourhood without causing transportation issues or crowding.

Jeremy [REDACTED]

Martha, if you have any further concerns with regards to this development, please let me know and I would be happy to continue to work with the applicant to address your concerns.

Best Regards,

**Ashley Kwan** | Planner 1, Development Applications  
City of Richmond | 6911 No. 3 Road, Richmond, BC V6Y 2C1

**From:** Martha [REDACTED]  
**Sent:** July 5, 2024 12:54 PM  
**To:** Kwan, Ashley <AKwan1@richmond.ca>  
**Subject:** Re: Development Permit Application No. DP 24-012103 & 24-012108

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Dear Ashley,

THANK YOU SO MUCH!!!!

I wasn't sure if my voice would be heard. Your outline of next steps in the process is so helpful and appreciated.

With gratitude,

-Martha [REDACTED]

On Fri, Jul 5, 2024, 10:43 a.m. Kwan, Ashley <AKwan1@richmond.ca> wrote:

Hello Martha,

Thank you for your email. I will review your correspondence thoroughly and ensure that the applicant is address your outlined concerns for traffic, safety, and emergency vehicle access. This application is in its early stages of the rezoning review process and in circulation with staff. The current proposed uses are consistent with the OCP land use designations.

Through the review process, several departments including Richmond Fire Rescue and Transportation will be reviewing the proposal, your concerns regarding traffic, congestion, and emergency vehicle access will all be

considered and reviewed. The applicant will have to address all staff comments and I will provide a summarized version of your comments to them to address as well. If you have any additional concerns, please do not hesitate to email me as this is the best time to address them all before the project progresses any further.

I will request the applicant to provide a response letter but this may take several months. Your email has been saved to the project file and will form part of the public record for the application when it moves forward to Planning Committee on a future date.

Kind Regards,

**Ashley Kwan** | Planner 1, Development Applications

City of Richmond | 6911 No. 3 Road, Richmond, BC V6Y 2C1

**From:** Martha [REDACTED]  
**Sent:** July 3, 2024 12:48 PM  
**To:** DevApps <[DevApps@richmond.ca](mailto:DevApps@richmond.ca)>  
**Subject:** Development Permit Application No. DP 24-012103 & 24-012108

**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.

To: Richmond City Hall Planning and Development Department

I am writing to submit my input regarding these 2 development applications targeting 14111 Entertainment Boulevard in East Richmond.

As one of many ordinary hard working tax paying citizens and residents at 14000 Riverport Way, I am adamantly against both the rezoning and development of 14111 Entertainment Boulevard.

24-012103    14111 Entertainment Boulevard    Rezoning    Develop a 33 unit 2-storey light industrial building and a 6-story hotel

**CNCL<sub>3</sub> – 263**

My reasons for voting strongly against allowing these permits are as follows:

If you will come to this area and have a drive around, you will see that the targeted location is at the end of Steveston Hwy which - once you cross over Hwy 99 - is simply a one lane road each way that leads to a dead end where a large community of residents are located in Riverport Flats.

There is NO infrastructure for handling the resulting traffic and infringing physical imposition that would come from this development.

Already, every day between 6 - 9am and 2 - 6pm, we are essentially trapped in the area by commuters (including us) going to work, school, and other destinations because there is only one small road of one lane in and one lane out. Commuters heading towards the city of Richmond, Delta, Vancouver, Surrey, etc. are painfully backed up down this one single road.

There is no feasible way to manage the additional ensuing traffic congestion that would result from the development of a 33-unit building and 6-story hotel. WE WOULD NOT BE ABLE TO GET IN AND OUT of our street. We would not be able to get home, or to the hospital, or pick up our children from school, or take care of our elderly family members, or even get food, because we will not be able to get around the blockage resulting from building this development.

In addition, the complex around SiverCity Riverport provides a haven for children and the elderly. There is a swimming complex, hockey rinks and entertainment complex that have been regularly frequented by the elderly, small children, teenagers, and families for decades. This is one of the most important places for them to come and play freely and engage in sports and multiple other activities without feeling crowded in by the city, and without having to worry about the traffic and crime that is choking other communities.

Should there be an emergency of any kind, it would likely be impossible for fire trucks, ambulances, police, etc. to get to the area - not just Riverport Flats but the entire

entertainment complex - because it would be choked off having only a single small road in and out - especially during the long period it would take to build the development.

There are public buses - including community buses for the elderly and physically disabled - that come in and out of this area as well. These would also be unable to maneuver around the ensuing roadblocks that would result from the development which would have a huge impact on those who rely on this transportation.

If this development were to be built, it would shut down access to all of the other businesses and entertainment areas frequented by young people and the elderly, would create an unsightly structure in an area that right now is a pleasure to be frequented by the local community, and it would completely immobilize the residents at Riverport Flats preventing us from having access to our jobs, schools, families, etc.

Please, do not approve these development permits.

Respectfully,

Martha [REDACTED]  
[REDACTED]  
[REDACTED]

## Kwan, Ashley

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**From:** Kwan, Ashley  
**Sent:** July 2, 2025 2:40 PM  
**To:** Ishtar [REDACTED]  
**Cc:** Emtias [REDACTED] Kwan, Ashley  
**Subject:** RE: Confirmation of Contact Information  
**Attachments:** Concept Plan Sample - 14111 Entertainment Blvd.pdf

Hello Ishtar,

Thank you for your email. I've forwarded to the applicant to address they have provided the information below in **black**. Please also see my responses below:

- The development is required to meet the parking regulations set out in the zoning bylaw and provide the required amount of parking spaces on-site. Staff can work with the developer to provide signage on site to inform drivers of suitable places to park.
- Prior to rezoning bylaw adoption, the developer will be required to provide a parking management plan for staff review. As part of the Building Permit process, the developer is required to submit a Construction Traffic Management Plan, which must be approved by the Transportation department to address access, parking, and traffic impacts.
- A shadow study has been provided by the applicant indicating minimal impacts to your property.
- The applicant will continue to be required to provide cross access for your property.

Please also see attached for a preliminary site plan and renderings. Please note that these are subject to change throughout the Development Permit review process.

With regards to the intersection at No 6 and Triangle, that crossing does not fall within the scope of the subject site. However, frontage improvements including multiuse paths and boulevards, in addition to frontage intersection and bicycle lane improvements are proposed as part of the rezoning and development of 14111 Entertainment Blvd.

From the applicant:

**Parking Availability:** *Our property features an abundance of parking for movie goers currently, and this is the first we are hearing about Cineplex's customers using any neighbouring properties for parking. Even during large movie releases our patrons only park on our lot. We have seen ice rink and Holiday Inn patrons use our parking on rare occasions like tournaments but not the other way around. During construction, theatre patrons will have stalls on site available to them. The development will also likely be phased so that there will always be some parking available at the western lot that is unaffected by construction. We have ample time to work out construction phasing and parking plans and will seek City of Richmond staff input on their development to minimize impacts on neighbours and theatre operations. When the project is complete, there will be easily accessible rooftop parking for movie-goers and hotel guests/staff, and those visiting and working at the industrial units will have ample parking at the ground level. We are confident there will be no parking issues experienced with this development.*

**Noise:** *The proposed new development on the existing site will replace the existing parking lot currently functioning as part of the theatre. There are no current issues with noise or light, and we do not expect there to be any issues post-construction. The rooftop parking access ramp has been relocated from the north side of the proposed building to the south side thus reducing the potential for noise on the adjacent hotel. The majority of the proposed parking, both surface and rooftop, closest in proximity to the adjacent hotel will be of similar volume, time and type as the current parking because no new demand for parking for the Theatre has been introduced. The addition of the new uses adjacent to the hotel will operate within*

*the City of Richmond zoning bylaws for sound transmission and will typically operate during normal business hours (8:00 am - 5:00 pm on weekdays) which would have minimal impact on hotel patrons at night when they are sleeping*

**Traffic Management:** *Construction vehicles are expected to be handled on site within the construction zone. Construction vehicles will not be impeding stalls used by movie-goers nor will they park on adjacent lots without prior permission.*

**Shadowing:** *The provided Shadow Study (drawing A-1.9) illustrates the anticipated impact on the adjacent hotel. For most of the year there will be no shadows cast off-site with minimal shadows extending on to the hotel property in the winter months during the morning and late afternoon, see details 1,4 & 7 on drawings A-1.9. The existing hotel and the proposed new two-storey industrial building will be approximately 40m apart which will still allow for ample natural light and ventilation. The proposed industrial building is sited so that it only “overlaps” for approximately half of the hotel frontage. Therefore, there will be minimal impact on views.*

Please let me know if you have any additional concerns. Staff will continue to work with the applicant to address them in the rezoning and development permit processes.

Kind Regards,

**Ashley Kwan** | Planner 1, Development Applications  
City of Richmond | 6911 No. 3 Road, Richmond, BC V6Y 2C1  
**Phone:** (604) 276-4173 **Email:** [akwan1@richmond.ca](mailto:akwan1@richmond.ca)

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**From:** Ishtar [REDACTED]  
**Sent:** June 19, 2025 3:26 PM  
**To:** Kwan, Ashley <AKwan1@richmond.ca>  
**Cc:** Emtias [REDACTED]  
**Subject:** Re: Confirmation of Contact Information

You don't often get email from [REDACTED]. [Learn why this is important](#)

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Good Morning Ashley,

Thank you again for making time to speak with me, I greatly appreciate it.

Per our conversation, we own the **Holiday Inn Express & Suites Riverport** in the complex and wanted to obtain information about *the development proposed at 11114 Entertainment Blvd.* We discussed their proposal for a 6-storey hotel with a 2-storey light industrial building with parking above.

We wanted to reach out regarding concerns about this application, please see below:

**Parking Availability:** The complex struggles with parking during movie releases and sporting tournaments. Patrons often stay on our and other lots. We are concerned about how parking will be handled during construction and after the buildings are built.

**Noise:** With an elevated parking lot above a 2-storey structure, we are worried about the amount of noise and light being produced by the ramp and vehicles reaching the elevated lot at all hours.

**Traffic Management:** Concerned about how parking for construction workers will be managed during construction given the limited availability of parking.

**Shadowing:** Our guest(s) have a view from the top floor(s) and we are uneasy that view cones and natural light will be blocked.

**Off Site Work:** We had heard that the City had a plan for traffic lights at No. 6 Road and Triangle Road. This is much needed with the growing demand. Would this be considered as part of the plan? The 2 lane is already backed up on Steveston road, the added development together with the new bridge will require more lanes. Is the City of Richmond planning more lanes from the complex to the highway intersection? Will this upgrade be provided by the developer?

Lastly, you had mentioned being able to share some renderings and a site plan for the new development. Can you share this with us?

Looking forward to hearing from you.

All the best,

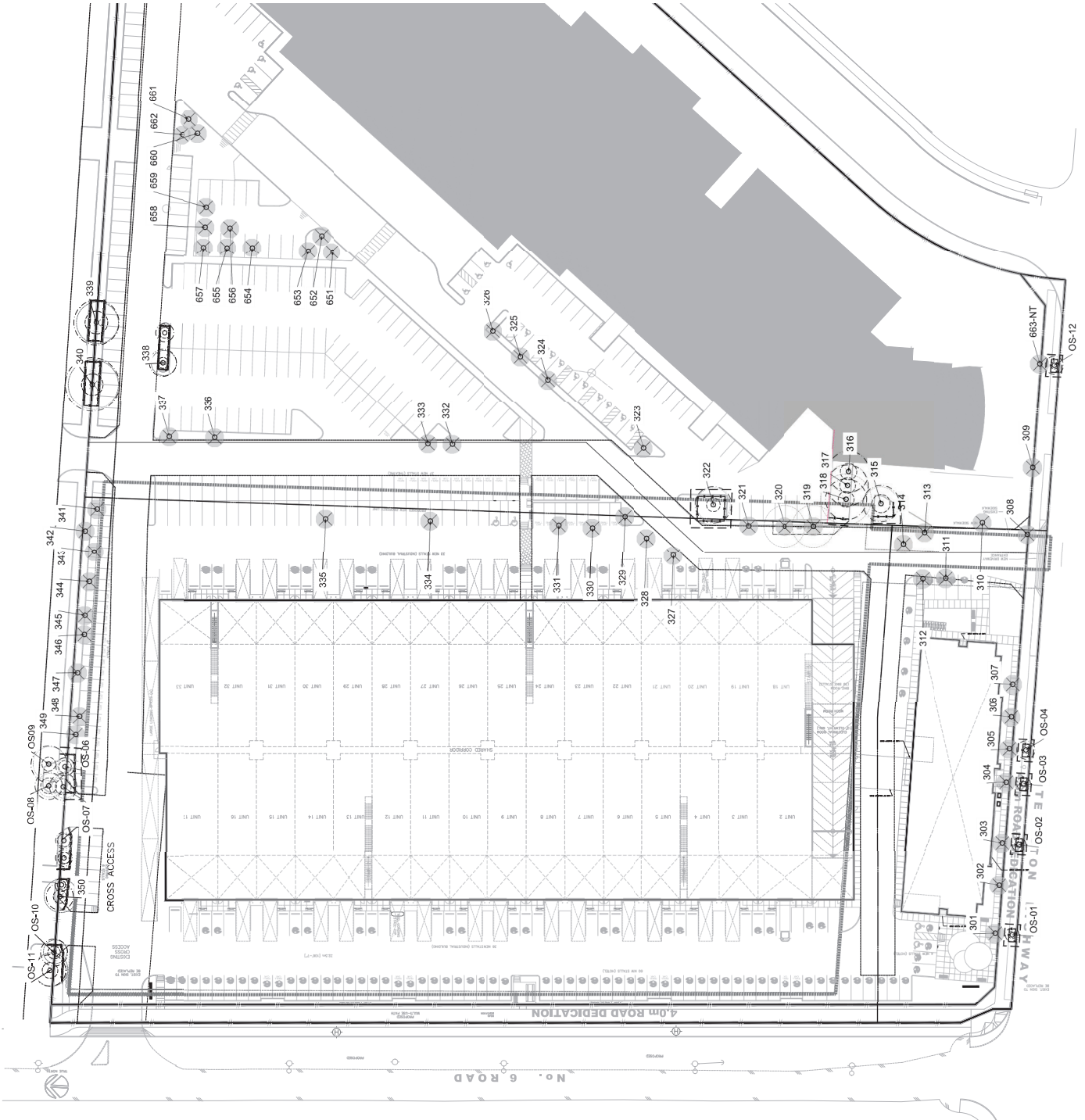
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Ishtar [REDACTED]

Marquee Group [REDACTED]



*"We breathe life into empty spaces."*





**Address:** 14111 Entertainment Boulevard

**File No.:** RZ 24-012103

**Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 10693, the developer is required to complete the following:**

1. **(Development Permit)** The submission and processing of a Development Permit\* completed to a level deemed acceptable by the Director of Development.
2. **(Discharge)** Discharge of SRW BL39570 over PLAN LMP31754.
3. **(Road Dedication)** Approximately 4.0 m road dedication along the entire subject site's south (Steveston Highway and west (No. 6 Road) frontages and 1.65 m dedication at the southwest corner of the site with a 4.0 x 4.0 m corner cut. Note: this may require an overlay of the proposed functional plan with the dedication plan to confirm that the required improvements can be accommodated within the dedication area.
4. **(SRW)** Granting of a network of Statutory Right-of-Way (SRW) for the purposes of cross access and Public Right-of-Passage (PROP) generally consistent with Schedule 1 (attached to these considerations). The SRWs will provide access through the subject site to No. 6 Road and Steveston Highway for the adjacent properties including the site to the north at 10688 No. 6 Road and 14140 Triangle Road. The applicant may need to acquire approval from the neighbouring owner that benefits from easement agreement BA337292, with respect to the new SRW that overlaps with the existing easement area.
5. **(Flood Covenant)** Registration of a flood plain covenant on title identifying a minimum habitable elevation of 3.0 m GSC.
6. **(Noise Indemnity)** Registration of a legal agreement on title stipulating that the development is subject to potential impacts due to other developments including, without limitation, increase ambient noise, and requiring that the owner provide written notification of this through the disclosure statement to all initial purchasers, and erect signage in the initial sales centre advising purchasers of the potential for these impacts.
7. **(Cross Lot Parking Agreement)** Registration of a covenant and/or alternative legal agreement on title outlining the parking areas and number of stalls designated for each lot (proposed Lot 1, Lot 2 and Lot 3), and cross lot parking agreement between the proposed lots, and requiring the owner to provide an acknowledgement of the same in all purchase and sale agreements.
8. **(Temporary Off-site Parking)** Registration of a legal agreement on title restricting the issuance of a Building Permit for Lots 2 and 3 until such time that:
  - a) The owner provides a parking management plan that addresses how the existing building on site (located on proposed Lot 1) will satisfy the parking requirement of no less than 600 stalls throughout the construction phases of the new development on proposed Lot 2 (industrial building) and Lot 3 (hotel), or such lesser amount as otherwise agreed to by the Owner and the City, to the satisfaction of the Director, Transportation; and,
  - b) Confirmation of parking compliance which shall include confirmation of an agreement(s) to use other lands in proximity to the site for temporary parking to the satisfaction of the Director, Transportation.

**Note:** The parking management plans must address how parking will be provided for Lot 1 and the future Lots 2 and 3 should either be constructed prior to other.
9. **(Shared Garbage and Recycling)** Registration of a legal agreement on title outlining the garbage and recycling room on Lot 2 to be shared between Lots 2 and 3, ensuring signage notifying users of the shared use, and requiring the owner to provide an acknowledgement of the same in all purchase and sale agreements. The agreement will require a temporary garbage and recycling room to be provided on Lot 3, should it be constructed prior to Lot 2 to the satisfaction of the Director, Engineering.
10. **(Tree Survival Security)** Submission of a Tree Survival Security to the City in the amount of \$60,000.00 for the nine trees to be retained (tag # 315-318, 322, 338, 339, 340 and 350).

11. **(Arborists Contract)** Submission of a Contract entered into between the applicant and a Certified Arborist for supervision of any on-site works conducted within the tree protection zone of the trees to be retained. The Contract should include the scope of work to be undertaken, including: the proposed number of site monitoring inspections, and a provision for the Arborist to submit a post-construction assessment report to the City for review.
12. **(Tree Protection Fencing)** Installation of appropriate tree protection fencing around all trees to be retained as part of the development prior to any construction activities, including building demolition, occurring on-site.
13. **(Voluntary Tree Contribution)** City acceptance of the developer's offer to voluntarily contribute \$49,500.00 to the City's Tree Compensation Fund for the planting of replacement trees within the City in-lieu of planting the remaining required 66 replacement trees that cannot be accommodated on site. If, through the DP application review process, a greater number of replacement trees can be accommodated on site, then the value of the voluntary contribution may be reduced by the relative amount based on \$750 per tree accommodated.

14. **(Public Art – Cash Contribution)** City acceptance of the developer's offer to make a voluntary cash contribution towards the City's Public Art Fund, the terms of which shall include the following:

- a) The value of the developer's voluntary public art contribution shall be based on the Council-approved rates for non-residential uses and the maximum buildable floor area permitted under the subject site's proposed zoning, as indicated in the table below:

Building Type	Rate	Maximum Permitted Floor Area (after exemptions)	Minimum Voluntary Cash Contribution
Industrial	\$0.31/ft <sup>2</sup>	148,426 ft <sup>2</sup> (13,789 m <sup>2</sup> )	\$ 46,012.06
Commercial	\$0.56/ft <sup>2</sup>	75,548 ft <sup>2</sup> (7,019 m <sup>2</sup> )	\$ 42,306.88

- b) In the event that the contribution is not provided within one year of the application receiving third reading of Council (i.e. Public Hearing), the contribution rate (as indicated in the table in item a) above, shall be increased annually thereafter based on the Statistics Canada Consumer Price Index (All Items) – Vancouver yearly quarter-to-quarter change, where the change is positive.

15. **(Hotel Use and Length of Stay)** Registration on title of a restrictive covenant and/or alternative legal agreement on title to the subject development site, to the satisfaction of the City, to require that:

- a) In compliance with the Zoning Bylaw, hotel shall mean a commercial development providing guest rooms for temporary sleeping accommodation (i.e. not as a dwelling or other residential use);
- b) Guest room shall mean a habitable room wherein accommodation is offered for rent, or rented, to persons on a temporary basis and that does not contain cooking or food preparation facilities, but may include a microwave, coffee maker, tea kettle (or other similar small domestic appliances, as are customary in similar quality hotel properties, used primarily for heating pre-prepared food), a compact refrigerator with a maximum capacity of 0.14 m<sup>3</sup> (5 ft<sup>3</sup>), and a single bowl bar-size sink installed within a counter space having a maximum width of 1.5 m (5 ft.) and a maximum depth of 0.6 m (2 ft.);
- c) Hotel guest length of stay shall be limited to a maximum of six months per year; and
- d) Subdivision of individual hotel guest rooms or suites by way of stratification or air space parcel shall be prohibited.

16. **(Servicing Agreement)** Enter into a Servicing Agreement\* for the design and construction of engineering infrastructure improvements. A Letter of Credit or cash security for the value of the Service Agreement works, as determined by the City, will be required as part of entering into the Servicing Agreement. Works include, but may not be limited to:

**a) Water Works:**

- (1) Using the OCP Model, there is 630 L/s of water available at a 20 psi residual at the No 6 Rd frontage. Based on your proposed development, your site requires a minimum fire flow of 250 L/s.

- (2) At Developer's cost, the Developer is required to:

- (a) Submit Fire Underwriter Survey (FUS) or International Organization for Standardization (ISO) fire flow calculations to confirm development has adequate fire flow for onsite fire protection. Calculations must be signed and sealed by a Professional Engineer and be based on Building Permit Stage building designs.

- (b) Review hydrant spacing on all road frontages and install new fire hydrants as required to meet City spacing requirements for the proposed land use.
  - (c) Provide a right-of-way for the water meter. Minimum right-of-way dimensions to be the size of the meter box (from the City of Richmond supplementary specifications) + any appurtenances (for example, the bypass on W2n-SD) + 0.5 m on all sides. Exact right-of-way dimensions to be finalized during the building permit process (or via the servicing agreement process, if one is required).
  - (d) Additional hydrants are required, one on No 6 Rd between Hydrants 33-4-5-HD-216368 and 33-4-5-HD-216359, and another on the corner of No 6 Rd and Steveston Highway, to achieve minimum 75 meter spacing between hydrants.
- (3) At Developer's cost, the City will:
- (a) Complete all tie-ins for the proposed works to existing City infrastructure.
  - (b) Install one new water service connection off of the existing water main in Steveston Highway frontage, complete with water meter and meter box in a right-of-way which will be provided by the developer as per City's specifications.

**b) Storm Sewer Works:**

- (1) At Developer's cost, the Developer is required to:
- (a) Provide an erosion and sediment control plan for all on-site and off-site works, to be reviewed as part of the servicing agreement design.
  - (b) The farming community utilizes the storm water from the City's drainage system (i.e. ditch and storm sewer) for irrigation purposes; the developer may be required to address the water quality of the onsite runoff. The water quality must meet the standards of the City's Pollution Prevention and Cleanup Bylaw #8475, as well as agricultural standards (Irrigation and Livestock) as per the British Columbia approved water quality guidelines.
  - (c) Install a new storm service connection off of the existing box culvert in No 6 Rd frontage, complete with inspection chamber in a right-of-way, as per City specifications to service the development site. The tie-in shall be to existing manhole STMH7501.
  - (d) Provide a right-of-way for the inspection chamber. Minimum right-of-way dimensions shall be 1.5m by 1.5m. Exact right of way dimensions to be finalized via the servicing agreement process.
- (2) At Developer's cost, the City will:
- (a) Complete all tie-ins for the proposed works to existing City infrastructure.

**c) Sanitary Sewer Works:**

- (1) At Developer's cost, the Developer is required to:
- (a) Obtain approval from the owner(s) of the private sanitary sewer system at 14111 Entertainment Blvd to connect the proposed development. This is required prior to the Engineering Department sign-off on the building permit application for this project.
  - (b) Conduct a capacity analysis to confirm if the existing private sanitary system in 14111 Entertainment Blvd has adequate capacity to service the proposed development. If the existing system is found to be inadequate in the capacity analyses, the developer is required to address the capacity issue. The capacity analyses and addressing inadequate private downstream sanitary pipes are required prior to the Engineering Department sign-off on the building permit application.
    - (i) The purpose of the requested capacity analysis to the existing private sanitary system is to ensure that the proposed development can be adequately serviced. The City cannot approve a proposed building that cannot be adequately serviced.
    - (ii) The City expects the applicant to coordinate with the owner of the private sanitary system to acquire sign off on the proposed sanitary servicing strategy and design the required upgrades if the existing system is found to be inadequate. This will be reviewed by the Building Approvals department during the Building Permit review and approval stage. The applicant may prepare an agreement with the operator of the sanitary system to confirm that the applicant will undertake the required sanitary scope of work prior to hooking up to the system. This agreement shall be provided at the Building Permit review for City review. The agreement shall be between the

Initial: \_\_\_\_\_

development applicant and the owner of the private sanitary system. The City's involvement in the agreement shall be limited to being informed in advance when a party wishes to withdraw from the agreement. This agreement will be subject to review and approval of the City's Law Department.

(iii) Engineering will sign off on the future Building Permit Application after Building Approvals sign off on the upgrades to the private sanitary system, if they are inadequate.

(2) At Developer's cost, the City will:

(a) Complete all tie-ins for the proposed works to existing City infrastructure.

**d) Street Lighting:**

(1) At Developer's cost, the Developer is required to:

(a) Review street lighting levels along all road and lane frontages, and upgrade as required.

**e) General Items:**

(1) At Developer's cost, the Developer is required to:

(2) Complete other frontage improvements as per Transportation requirements including but not limited to:

(a) Interim Cross Section (to be constructed with proposed development):

(i) No.6 Road: Approximately from existing west edge of pavement, 14m pavement width with 4 lane cross section, curb and gutter, min 1.5 m blvd, 4.0 m Multi-use path, ~1.5 m back blvd. Works along No. 6 Road may be eligible for DCC credits.

(ii) Steveston Highway: Protect existing cycling lane at intersections. Repaint existing WB laning to 6.4 m (3.1, 3.3 curb GP vehicle lane), 0.3 m buffer, 1.7 m bike lane, curb and gutter, 1.7 m landscape boulevard, 2.0 m sidewalk, 0.3 m back blvd.

(b) Frontage Intersection Improvements:

(i) At intersection of Steveston Hwy @ No.6 Road. SBR, SBLT, 2 NBT

(ii) At No.6 and site access 1SBT, 1SBL (into site), 1NBT, 1NBR (into site). Tie back into existing roadway north of site

(3) Coordinate with BC Hydro, Telus and other private communication service providers:

(a) To pre-duct for future hydro, telephone and cable utilities along all road frontages.

(b) Before relocating/modifying any of the existing power poles and/or guy wires within the property frontages.

(c) To underground overhead service lines.

(4) Locate/relocate all above ground utility cabinets and kiosks required to service the proposed development and proposed undergrounding works, and all above ground utility cabinets and kiosks located along the development's frontages, within the developments site (see list below for examples). A functional plan showing conceptual locations for such infrastructure shall be included in the development design review process. Please coordinate with the respective private utility companies and the project's lighting and traffic signal consultants to confirm the requirements (e.g., statutory right-of-way dimensions) and the locations for the aboveground structures. If a private utility company does not require an aboveground structure, that company shall confirm this via a letter to be submitted to the City. The following are examples of statutory right-of-ways that shall be shown on the architectural plans/functional plan, the servicing agreement drawings, and registered prior to SA design approval:

- BC Hydro PMT – 4.0 x 5.0 m
- BC Hydro LPT – 3.5 x 3.5 m
- Street light kiosk – 1.5 x 1.5 m
- Traffic signal kiosk – 2.0 x 1.5 m
- Traffic signal UPS – 1.0 x 1.0 m
- Shaw cable kiosk – 1.0 x 1.0 m
- Telus FDH cabinet – 1.1 x 1.0 m

- (5) Provide, prior to start of site preparation works or within the first servicing agreement submission, whichever comes first, a preload plan and geotechnical assessment of preload, dewatering, and soil preparation impacts on the existing utilities fronting the development site and provide mitigation recommendations.
- (6) Conduct pre- and post-preload elevation surveys of all surrounding roads, utilities, and structures. Any damage, nuisance, or other impact to be repaired at the developer's cost. The post-preload elevation survey shall be incorporated within the servicing agreement design.
- (7) Monitor the settlement at the adjacent utilities and structures during pre-loading, dewatering, and soil preparation works per a geotechnical engineer's recommendations, and report the settlement amounts to the City for approval.
- (8) Submit a proposed strategy at the building permit stage for managing excavation de-watering. Note that the City's preference is to manage groundwater onsite or by removing and disposing at an appropriate facility. If this is not feasible due to volume of de-watering, the Developer will be required to apply to Metro Vancouver for a permit to discharge into the sanitary sewer system. If the sanitary sewer does not have adequate capacity to receive the volume of groundwater, the Developer will be required to enter into a de-watering agreement with the City wherein the developer will be required to treat the groundwater before discharging it to the City's storm sewer system.
- (9) Not encroach into City rights-of-ways with any proposed trees, retaining walls, or other non-removable structures. Retaining walls proposed to encroach into rights-of-ways must be reviewed by the City's Engineering Department.
- (10) Enter into, if required, additional legal agreements, as determined through 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, 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.

17. **(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.

**Prior to a Development Permit\* being forwarded to the Development Permit Panel for consideration, the developer is required to:**

1. **(Landscape Plan and Security)** Submission of a Landscape Plan, prepared by a Registered Landscape Architect, to the satisfaction of the Director of Development, and deposit of a Landscaping Security based on 100% of the cost estimate provided by the Landscape Architect, including installation costs and 10% contingency. The Landscape Plan should include at a minimum 42 replacement trees on site with the following minimum sizes:

No. of Replacement Trees	Minimum Caliper of Deciduous Tree	or	Minimum Height of Coniferous Tree
108	8 cm		4 m

2. **(Energy Efficiency Report)** Submission of an energy efficiency report and recommendations prepared by a Registered Professional which demonstrates how the proposed construction will meet or exceed the required industrial/retail energy efficiency standards (minimum of ASHRAE90.1-2019 for industrial and Step 3 with EL-2 for hotel), in compliance with the City's Official Community Plan.
3. **(Site Access and Vehicle Circulation)** Conduct further study and implementation, to the satisfaction of the Director, Transportation, the following:
  - a) Modification of retaining wall along the south edge of the ramp to improve sight lines (e.g. curb with mounted post and rail rather than solid concrete wall).
  - b) Refinement of the parking to the north at the bottom of the ramp to be restricted, improving sight lines to the north drive aisle.
  - c) Consideration of posted speed along the drives aisle to be 10-15 km/h and location of signage.
  - d) Provision of a stop control at the bottom of the ramp.
  - e) Provision of warning signage on the ramp advising of approaching vehicles.
  - f) Provision warning system whereby detectors on the drive aisles approaching the ramp would activate a flashing yellow warning light on the ramp.

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

1. Submission of a Construction Parking and Traffic Management Plan to the Transportation Department. Management Plan shall include location for parking for services, deliveries, workers, loading, application for any lane closures, and proper construction traffic controls as per Traffic Control Manual for works on Roadways (by Ministry of Transportation) and MMCD Traffic Regulation Section 01570.
2. Incorporation of accessibility measures in Building Permit (BP) plans as determined via the Rezoning and/or Development Permit processes.
3. Obtain a Building Permit (BP) for any construction hoarding. If construction hoarding is required to temporarily occupy a public street, the air space above a public street, or any part thereof, additional City approvals and associated fees may be required as part of the Building Permit. For additional information, contact the Building Approvals Department at 604-276-4285.

**Note:**

- \* This requires a separate application.
- Where the Director of Development deems appropriate, the preceding agreements are to be drawn not only as personal covenants of the property owner but also as covenants pursuant to Section 219 of the Land Title Act.

All agreements to be registered in the Land Title Office shall have priority over all such liens, charges and encumbrances as is considered advisable by the Director of Development. All agreements to be registered in the Land Title Office shall, unless the Director of Development determines otherwise, be fully registered in the Land Title Office prior to enactment of the appropriate bylaw.

The preceding agreements shall provide security to the City including indemnities, warranties, equitable/rent charges, letters of credit and withholding permits, as deemed necessary or advisable by the Director of Development. All agreements shall be in a form and content satisfactory to the Director of Development.

- 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.
- If the development will be constructed in phases and stratified, a [Phased Strata Subdivision Application](#) is required. Each phase of a phased strata plan should be treated as a separate parcel, each phase to comply with the Richmond Zoning Bylaw 8500 in terms of minimum lot area, building setback and parking requirements. Please arrange to have the City's Approving Officer review the proposed phased boundaries in the early DP stages. To allow sufficient time for staff review and preparation of legal agreements, the application should be submitted at least 12 months prior to the expected occupancy of development.
- If the development intends to create one or more air space parcels, an [Air Space Parcel Subdivision Application](#) is required. To allow sufficient time for staff review and preparation of legal agreements, the application should be submitted at least 12 months prior to the expected occupancy of development.
- Applicants for all City Permits are required to comply at all times with the conditions of the Provincial *Wildlife Act* and Federal *Migratory Birds Convention Act*, which contain prohibitions on the removal or disturbance of both birds and their nests. Issuance of Municipal permits does not give an individual authority to contravene these legislations. The City of Richmond recommends that where significant trees or vegetation exists on site, the services of a Qualified Environmental Professional (QEP) be secured to perform a survey and ensure that development activities are in compliance with all relevant legislation.

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Signed

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Date

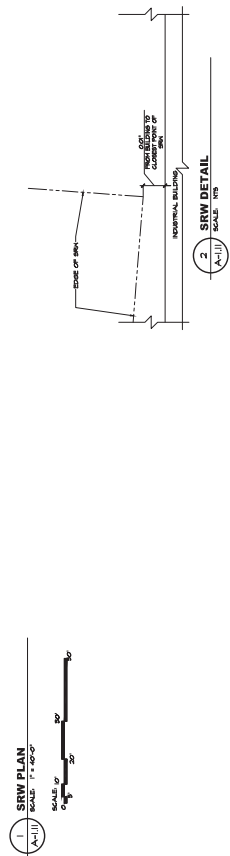
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**ORION**  
CONSTRUCTION  
ORION CONSTRUCTION  
05-19923 80A AVE.  
ANGLEY, BC V3Y 0E2  
PHONE: (604) 362-2994

ENTERTAINMENT  
BLVD  
REDEVELOPMENT

ADDRESS:  
11111 ENTERTAINMENT BLVD, RICHMOND, B.C.

	JOB NO. 22-079	DRAWN DF/VCF	DESIGNED  CHECKED P.L.D. PLOT DATE JUN 25 95	REV <b>4</b>
	PROJECT - DRAWING NUMBER <b>A-1.11</b>			

**CNCL – 276**



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**Richmond Zoning Bylaw 8500  
Amendment Bylaw 10693 (RZ 24-012103)  
14111 Entertainment Boulevard**

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

1. Richmond Zoning Bylaw 8500, as amended, is further amended by inserting the following zone into Section 22 – Site Specific Commercial Zones:

**22.56 Commercial and Light Industrial (ZC56) – Riverport (Fraser Land)**

**22.56.1 Purpose**

The **zone** provides for a limited range of **commercial, light industrial, and compatible uses**.

**22.56.2 Permitted Uses**

- animal daycare
- animal grooming
- animal shelter
- broadcasting, studio
- building or garden supply
- childcare
- commercial storage
- commercial vehicle parking and storage
- contactor service
- education, commercial
- equipment, minor
- government service
- greenhouse & plant nursery
- health service, minor
- industrial, general
- industrial, manufacturing
- industrial, warehouse
- library and exhibit
- manufacturing, custom indoor
- microbrewery, winery and distillery
- office

- parking, non-accessory
- private club
- recreation, indoor
- recreation outdoor
- recycling depot
- recycling drop-off
- religious assembly
- restaurant
- restaurant, drive-through
- retail, convenience
- retail, showroom
- service, business support
- service, financial
- service, household repair
- service, personal
- studio
- utility, minor
- vehicle body repair or paint shop
- vehicle repair
- vehicle rental, convenience
- warehouse sales
- veterinary service

22.56.3 Secondary Uses

- n/a

22.56.4 Additional Uses

- hotel

22.56.5 Permitted Density

1. The maximum **floor area ratio** is 0.7.
2. Notwithstanding Section 22.56.5.1, the maximum **floor area ratio** for **hotel** is 2.3.

22.56.6 Permitted Lot Coverage

1. The maximum **lot coverage** is 55% for **buildings**.

22.56.7 Yards & Setbacks

1. The minimum **front yard** is 3.0 m.

2. The minimum **exterior side yard** is 3.0 m.
3. Notwithstanding Section 22.56.7.1, the minimum **front yard** for **hotel** is 2.0 m.
4. There is no minimum **interior side yard** or **rear yard**.

#### 22.56.8 Permitted Heights

1. The maximum **height** for **buildings** is 12.5 m.
2. Notwithstanding Section 22.56.8.1, the maximum **building height** for **hotel** is 24 m (6 storeys).

#### 22.56.9 Subdivision Provisions/Minimum Lot Size

1. The minimum **lot area** is 3,000 m<sup>2</sup>.

#### 22.56.10 Landscaping & Screening

1. **Landscaping** and **screening** shall be provided according to the provisions of Section 6.0.

#### 22.56.11 On-Site Parking and Loading

1. On-site **vehicle** and bicycle parking and loading shall be provided according to the standards set out in Section 7.0.
2. On-site loading shall be provided according to the provisions of Section 7.0, except that the minimum number of loading spaces for **hotel** shall be: 1 medium **loading space** plus 1 space for each additional 5,000 m<sup>2</sup> over 7,000 m<sup>2</sup>.

#### 22.56.12 Other Regulations

1. **Restaurant use** is limited to a **gross floor area** of 1,300 m<sup>2</sup>.
  2. A **religious assembly** is limited to a **gross floor area** of 700.0 m<sup>2</sup> and a maximum of 300 seats.
  3. **Hotel use** is only permitted on **sites** abutting Steveston Highway and only within 20.0 m of the **property line**.
  4. In addition to the regulations listed above, the General Development Regulations in Section 4.0 and the Specific Use Regulations in Section 5.0 apply.
2. The Zoning Map of the City of Richmond, which accompanies and forms part of the Richmond Zoning Bylaw 8500, as amended, is further amended by repealing the existing

zoning designation of the following area shown cross-hatched on “Schedule A attached to and forming part of Bylaw 10693”, and designating it **“COMMERCIAL AND LIGHT INDUSTRIAL (ZC56) – RIVERPORT (FRASER LAND)”**.

3. This Bylaw may be cited as **“Richmond Zoning Bylaw 8500, Amendment Bylaw 10693”**.

FIRST READING

PUBLIC HEARING

SECOND READING

THIRD READING

OTHER CONDITIONS SATISFIED

ADOPTED

\_\_\_\_\_  
MAYOR

\_\_\_\_\_  
\_\_\_\_\_  
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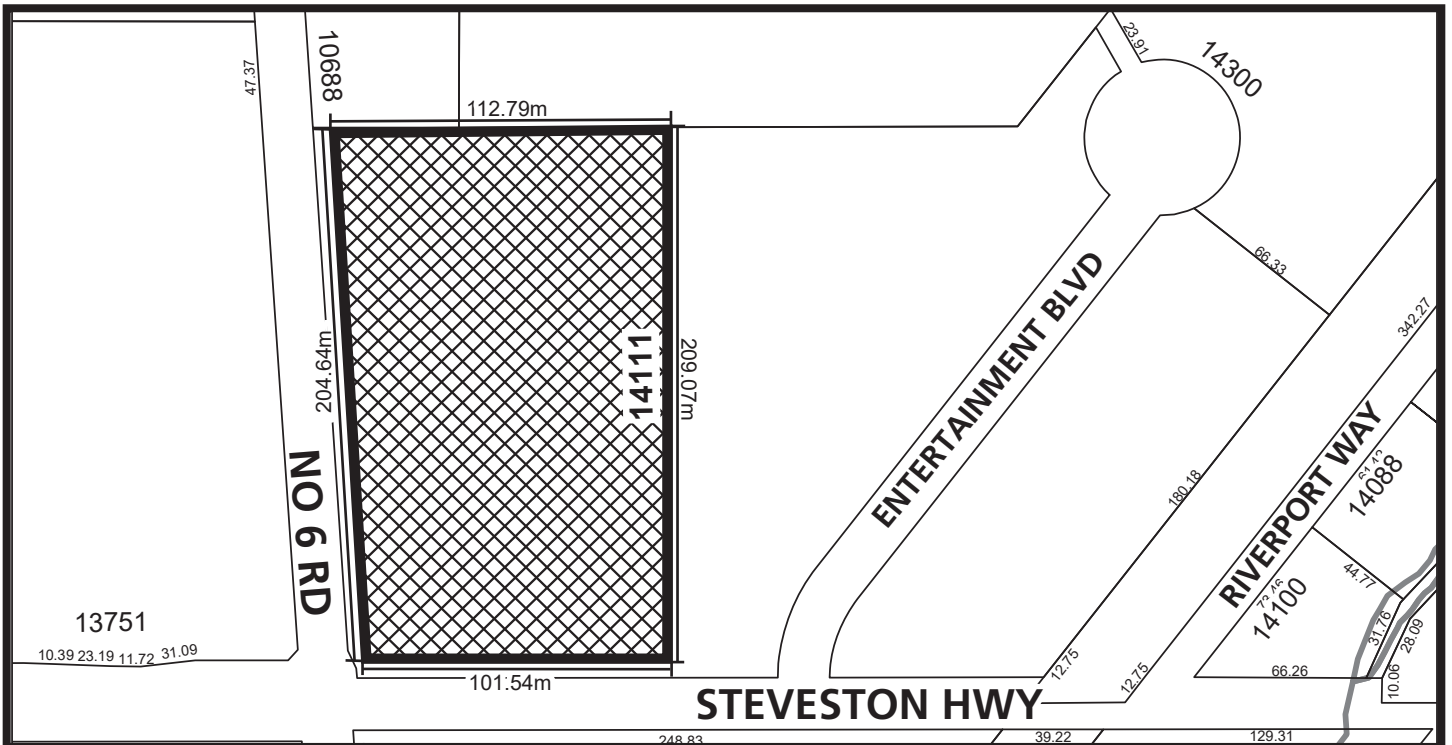
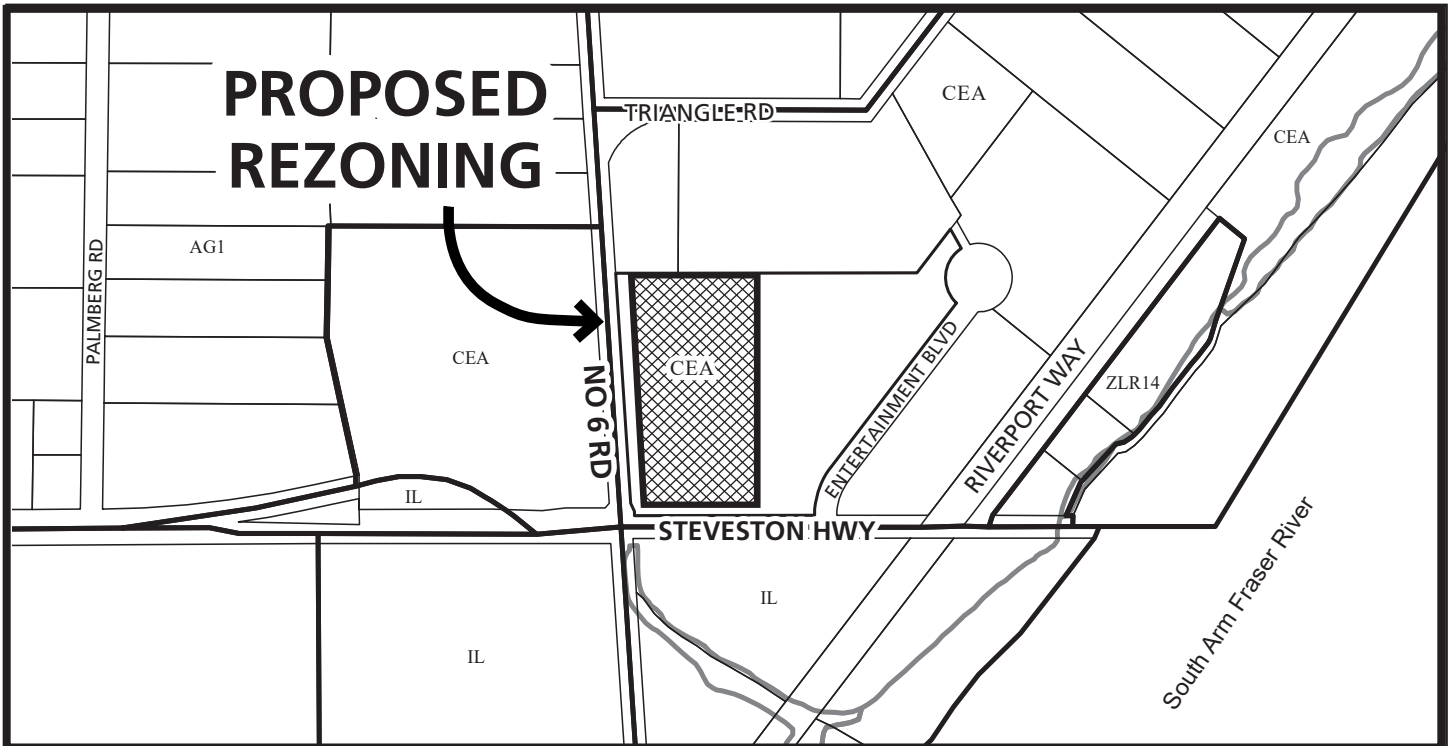


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CORPORATE OFFICER



# City of Richmond

"Schedule A attached to and forming part of Bylaw 10693"



## RZ 24-012103

CNCL – 281

Original date: 05/13/24

Revision Date: 07/02/25

Note: Dimensions are in METRES



# City of Richmond

## Report to Committee

**To:** Planning Committee  
**From:** Joshua Reis  
Director, Development

**Date:** August 18, 2025  
**File:** AG 23-025777

**Re:** Application by Koffman Kalef LLP for an Agricultural Land Reserve Subdivision  
at 14671 Williams Road

### Staff Recommendation

That the Agricultural Land Reserve (ALR) subdivision application at 14671 Williams Road be forwarded to the Agricultural Land Commission (ALC).

Joshua Reis  
Director, Development

JR:jh  
Att. 7

REPORT CONCURRENCE
CONCURRENCE OF GENERAL MANAGER  

## Staff Report

### Origin

Koffman Kalef LLP., on behalf of Sanstor Farms Ltd, has submitted an Agricultural Land Reserve (ALR) subdivision application at 14671 Williams Road, to subdivide a 10.06 m wide portion of land (1,987.1 m<sup>2</sup> in area) along the east property line in order to facilitate future road dedication to the City to complete the ultimate construction width of Savage Road (20.12 m). The future construction of Savage Road to its ultimate construction width and associated road dedication were identified as part of the previously approved Development Permit (DP) (DP 11-566011) for the adjacent Richmond Industrial Centre site at 15111 Williams Road. A location map and aerial photograph of the subject site are provided in Attachment 1.

As per the *Agricultural Land Commission Act* (ALCA), ALR subdivision applications may not proceed to the ALC unless authorized by a resolution of the local government.

### Findings of Fact

The subject property is currently being partially farmed by a local farmer and there is an existing residential building on the property. These uses are not anticipated to be impacted as a result of the proposed ALR subdivision application.

There is a separate Non-Farm Use Application at 14671 Williams Road (AG 25-019652) for a sand storage operation and truck parking which is currently under review. The subject subdivision application is separate from and does not impact the Non-Farm Use Application.

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

### Surrounding Development

Development surrounding the subject site is as follows:

To the North: A no-access “Agriculture (AG1)” zoned parcel located within the ALR.

To the East: Across the Savage Road, road allowance, is the Richmond Industrial Centre Site, on a Parcel zoned “Industrial (I)” and located outside of the ALR. There is ongoing construction as part of the phased development for the Richmond Industrial Centre.

To the South: Across Williams Road there are two parcels; one is an active farm operation on a parcel zoned “Agriculture (AG1)” and located in the ALR and the other is a vacant parcel zoned “Light Industrial (IL)” and located outside of the ALR.

To the West: Two parcels currently being farmed and zoned “Agriculture (AG1)” and located inside of the ALR.

## **Related Policies & Studies**

### Official Community Plan/East Richmond Area Plan

The Official Community Plan (OCP) land use designation for the subject site is “Agriculture (AGR)”, which comprises of those areas of the City where the principal use is agriculture and food production, but may include other land uses as permitted under the ALCA. The proposed ALR subdivision application would comply with this designation. The subject site will remain designated for agricultural purposes, while the subdivided portion of the land will be dedicated as road to complete the ultimate construction width of Savage Road as required by the approved DP (DP 11-566011) for the Richmond Industrial Centre at 15111 Williams Road.

### Environmentally Sensitive Area

The subject site, including the portion to be subdivided and dedicated, is designated as an Environmentally Sensitive Area (ESA). In addition, the southern 5.0m of the subject site is designated as a Riparian Management Area (RMA).

As part of the previously approved DP for the Richmond Industrial Centre, compensation was required to mitigate the impact of development on the ESA and RMA. Given the identified future requirement to construct Savage Road, the previously approved DP proposed a comprehensive ESA package that includes the portion of ESA that is part of the subject subdivision application.

The previously approved ESA compensation package includes the future construction of upland wetlands to be located on 15111 Williams Road, at the Williams Road entrance, and at the No. 7 Road Canal. Overall the compensation provided as part of that application achieved a nearly 2:1 ration of compensation. As part of the previously approved DP considerations, a “no build” covenant was registered on Title over 15111 Williams Road to ensure that the compensation wetland costs are reassessed at that time and securities are provided to ensure the compensation works are completed. The subject application is consistent with the requirements of the approved DP for Richmond Industrial Centre.

## **Analysis**

### Transportation

The subject application is facilitates the ultimate construction width of Savage Road (20.12 m), and is consistent with the previously approved DP for Richmond Industrial Centre. There is an existing legal agreement registered on title over 15111 Williams Road restricting general vehicular access to the Richmond Industrial Centre via Blundell Road. As identified at the time of the development permit for 15111 Williams Road, the Savage Road connection at Williams Road is only intended to provide access for City utility service vehicles, emergency vehicles, transit (bus) vehicles, bicycles and pedestrians.

The restrictions of general vehicular access to Richmond Industrial Centre via Williams Road were secured as part of the previously approved DP, at the time,due to the identified need to

restrict general traffic until additional assessment of improvements could be undertaken including, but not limited to:

- The intersection at Steveston Highway and Highway 99 has been upgraded and;
- Portions of Steveston Highway, Triangle Road and No. 6 Road have been upgraded to accommodate the anticipated additional traffic generated by the Richmond Industrial Centre and other industrial uses located to the East along these routes.

Transportation staff continue to review and assess infrastructure requirements in this area to ensure road infrastructure can meet the demands of industrial uses.

### Phasing

The subject ALR subdivision application proposes to subdivide a total of 1,987.1 m<sup>2</sup> from the eastern edge of 14671 Williams Road. The subdivided parcel is then to be purchased by Montrose Industries Ltd (owner of the industrial land holdings and the Richmond Industrial Centre) and immediately dedicated as road to the City. The proposed subdivision plan is provided in Attachment 3.

The previously approved DP for Richmond Industrial Centre established a development phasing plan for building construction on site (see Attachment 4). Prior to any BP issuance for Phase 5 of the Richmond Industrial Centre, the applicant will be required to enter into a SA to complete construction of Savage Road, including the ALR buffer as previously approved by Council. These works correspond to Phase 4 in the Road Phasing Plan (see Attachment 5).

### Agricultural Land Reserve (ALR) Buffer Zone

Sites abutting the edge of the ALR are required to provide landscape buffers intended to minimize the impacts of new development on agricultural land. These buffers aim to achieve public safety and minimize agricultural-urban land use conflicts and complaints. The subject ALR buffer was secured as part of the DP approval for Richmond Industrial Centre to help reduce potential impacts from industrial activities such as dust, emissions, and noise on adjacent agricultural uses.

The subject ALR buffer will be divided into two halves as follows:

- An approximate 3 m wide strip in the City's right-of-way along the eastern edge of the subject site and western edge of Savage Road. This buffer will consist of a 6 ft high (approximate) fence and a solid planting screen / hedge located between the fence and Savage Road curb edge (see Attachment 6). The ALR buffer on City lands will be maintained by the City after the initial maintenance period has been completed. Details on the maintenance period will be determined in the Servicing Agreement (SA) which the applicant is required to enter into prior to any Building Permit (BP) issuance for Phase 5 of the Richmond Industrial Centre; and
- An approximate 3-4 m wide strip on the top of the slope generally along the western edge of 15111 Williams Road on the Richmond Industrial Centre property. This buffer will consist of a double row of shrubs / groundcovers (trespass inhibiting), a single row of

solid planted screen (hedge or other), and a single row of trees (a mix of deciduous and coniferous) and is to be maintained by Richmond Industrial Centre.

### Agricultural Benefits

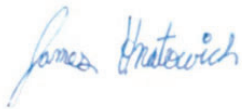
The identified road design incorporates an ALR buffer as required as part of the previously approved DP for Richmond Industrial Centre. This buffer provides agricultural benefits by separating the agricultural lands located to the west of Savage Road from the industrial uses to the east. This separation can help to reduce potential impacts from industrial activities such as dust, emissions, and noise on adjacent agricultural uses.

To further support agricultural uses in the City, the applicant proposes to make a voluntary contribution of \$10,000 to the City, to contribute towards improving drainage for agricultural properties. This contribution will be deposited to the City's Flood Protection Reserve Fund prior to subdivision approval (see Attachment 7).

### **Conclusion**

Koffman Kalef LLP., on behalf of Sanstor Farms Ltd, has submitted an ALR subdivision application at 14671 Williams Road to subdivide a 10.06 m wide portion of land along the east property line of the subject site, in order to dedicate it as road to complete the ultimate width of Savage Road, as required by the previously approved DP for Richmond Industrial Centre.

It is recommended that the ALR Subdivision Application be forwarded to the ALC.



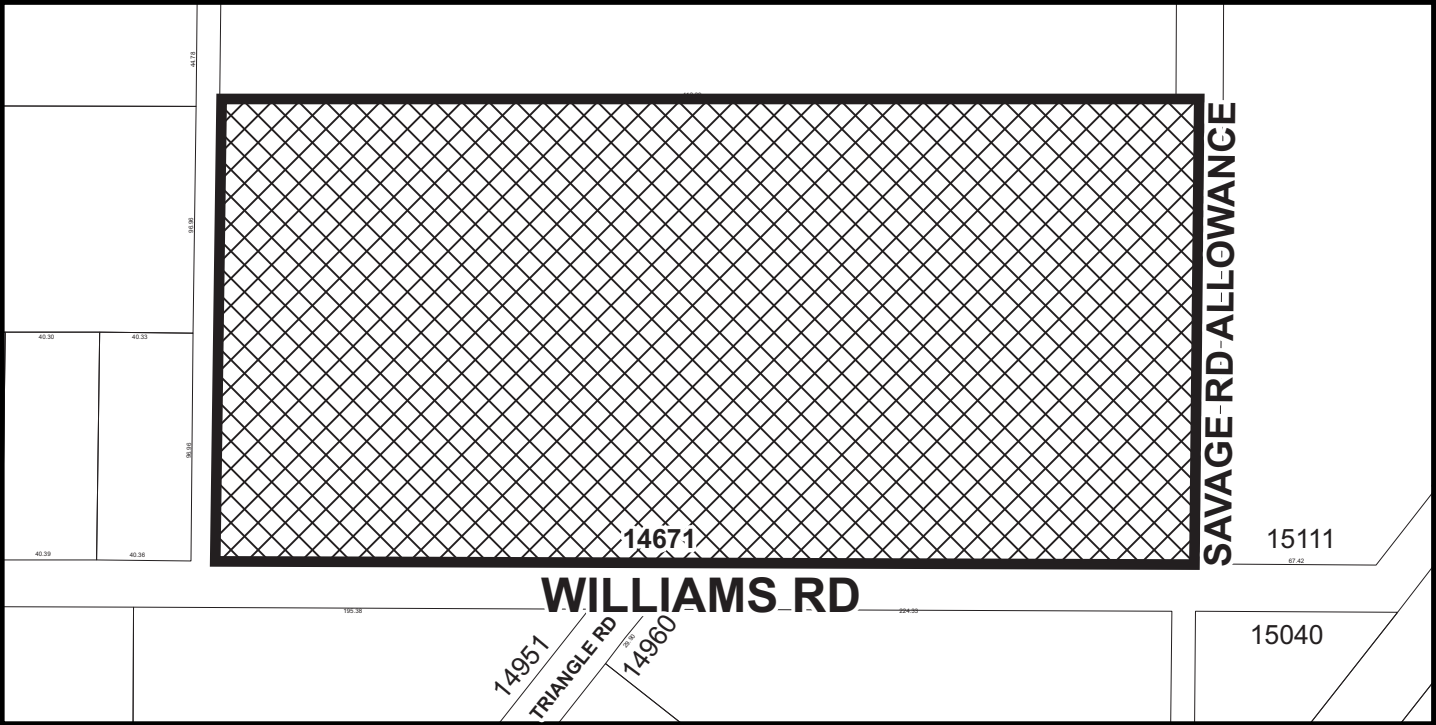
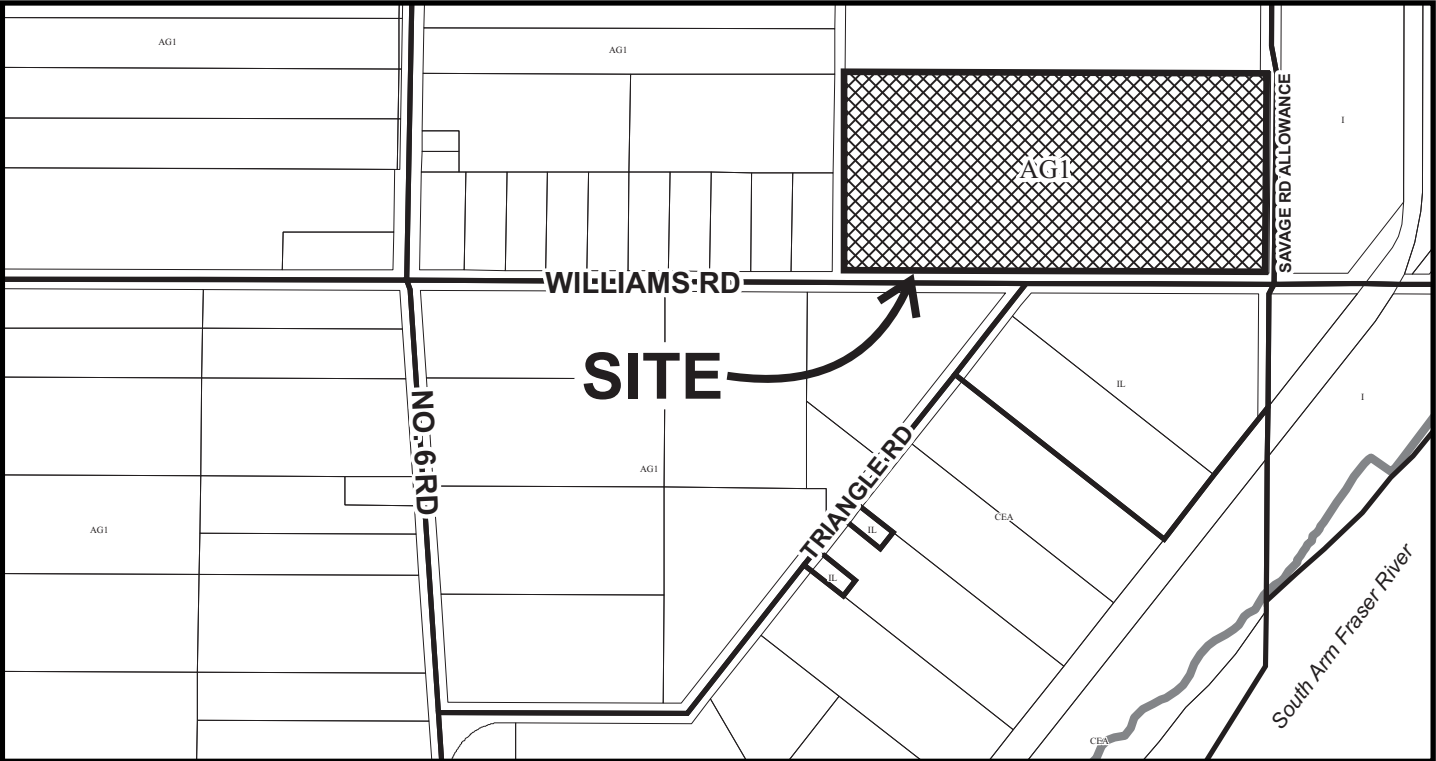
James Hnatowich  
Planner I

JH:cas

- Attachment 1: Location Map
- Attachment 2: Development Application Data Sheet
- Attachment 3: Subdivision Plan
- Attachment 4: Development Phasing Plan
- Attachment 5: Road Phasing Plan
- Attachment 6: Conceptual Development Plans
- Attachment 7: Considerations



City of  
Richmond



	<p><b>AG 23-025777</b></p> <p><b>CNCL – 287</b></p>	<p>Original Date: 08/25/23</p> <p>Revision Date:</p> <p>Note: Dimensions are in METRES</p>
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# City of Richmond



AG 23-025777

CNCL – 288

Original Date: 08/25/23

Revision Date:

Note: Dimensions are in METRES



**AG23-025777**

**Attachment 2**

Address: 14671 Williams Road

Applicant: Koffman Kalef LLP

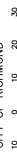
Planning Area(s): East Richmond

	Existing	Proposed
<b>Owner:</b>	Sanstor Farms Ltd.	<ul style="list-style-type: none"><li>14671 Williams: Sanstor Farms Ltd.</li><li>Montrose Industries prior to road dedication</li></ul>
<b>Site Size (m<sup>2</sup>):</b>	8.35 ha (20.62 ac)	<ul style="list-style-type: none"><li>14671 Williams: 8.14 ha (20.13 ac)</li><li>Road Dedication: 0.2 ha (0.49 ac)</li></ul>
<b>Land Uses:</b>	Agriculture	14671 Williams: No Change
<b>OCP Designation:</b>	Agriculture (AGR)	No Change
<b>Zoning:</b>	Agriculture (AG1)	No Change

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Setbacks (m):	Front: Min. 6.0 m Rear: Min. 10.0 m Side: Min. 6.0 m	Complies	None

REFERENCE PLAN OF LOT B SECTION 28 BLOCK 4 NORTH  
RANGE 5 WEST NEW WESTMINSTER DISTRICT PLAN EPP127557

BCGS 92G.015  
PURSUANT TO SECTION 107, LAND TITLE ACT



ALL HORIZONTAL GROUND-LEVEL DISTANCES ARE IN METRES

THE INTENDED PLOT SIZE OF THIS PLAN IS  
864mm IN WIDTH BY 560mm IN HEIGHT (0--SIZE)  
WHEN PLOTTED AT A SCALE OF 1:750.

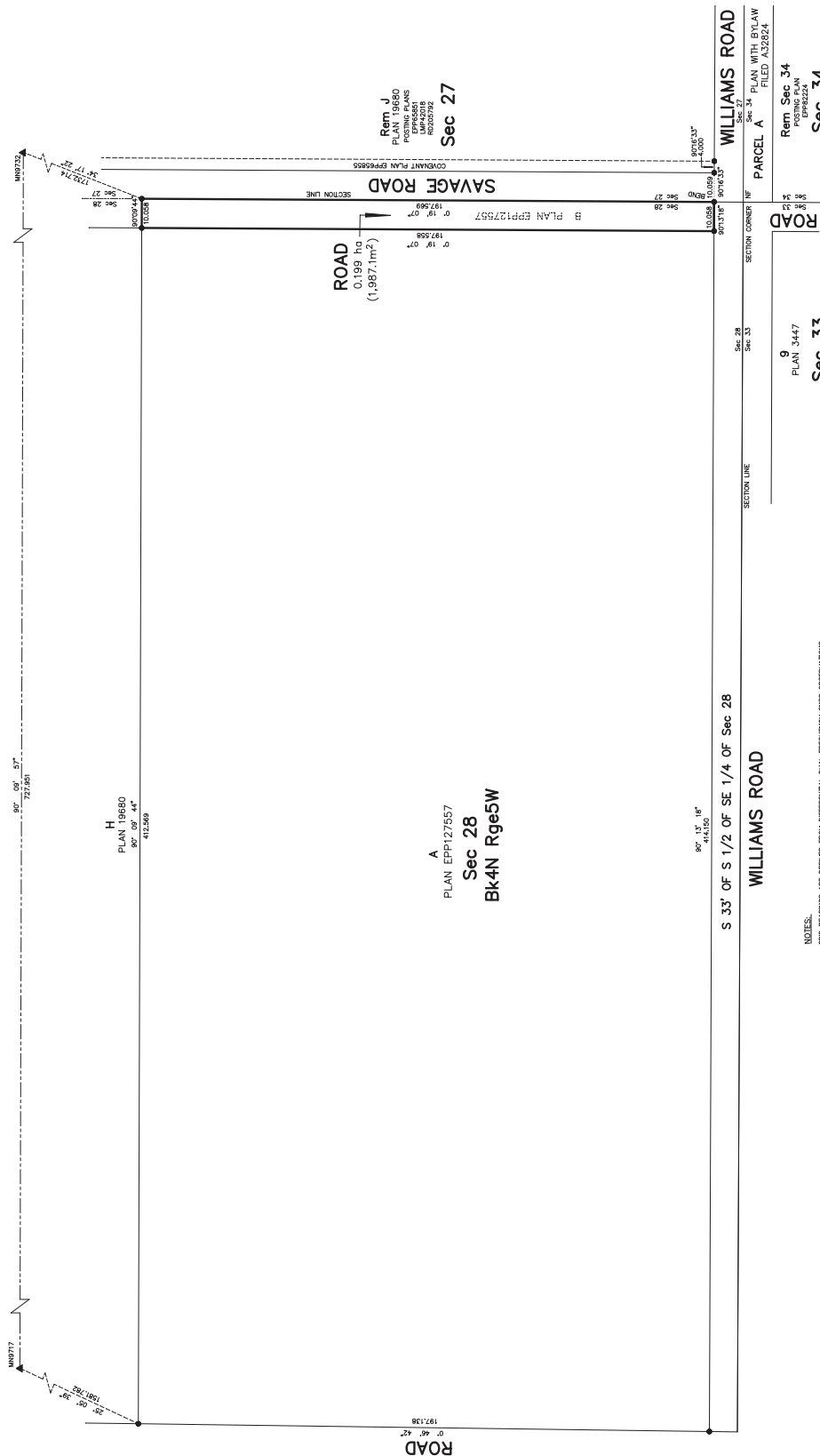
## LEGEND

- ▲ MIN INDICATES CONTROL STATION FOUND (MAGNETIC IRON NAIL)  
● INDICATES STANDARD IRON POST FOUND  
Bk INDICATES BLOCK  
NF INDICATES NOTHING FOUND  
Rgs INDICATES RANGE
- OFFSET SURVEY POSTS ARE ON THE PRODUCTION OF PROPERTY LINES UNLESS INDICATED OTHERWISE.

THIS PLAN LIES WITHIN THE JURISDICTION OF THE APPROVING OFFICER FOR THE CITY OF RICHMOND.  
THIS PLAN LIES WITHIN THE AGRICULTURAL LAND RESERVE.



NA083 (CSRS) 4.0.0.BC.1.MVRO UTM ZONE 10 COORDINATES		
CONTROL POINT	NORTHING	EASTING
MN9717	5,444,741.816	496,038.238
MN9732	5,444,739.710	496,765.898
		0.05
		0.05



**NOTES:**

GRID BEARINGS ARE DERIVED FROM DIFFERENTIAL DUAL FREQUENCY GNSS OBSERVATIONS AND ARE REFERRED TO THE CENTRAL MERIDIAN OF UTM ZONE 10 (13° WEST LONGITUDE). THIS PLAN SHOWS HORIZONTAL, GROUND-LEVEL DISTANCES.

VERTICAL DISTANCES ARE DERIVED FROM A COMBINATION OF GNSS OBSERVATIONS AND MULTIPLE GROUND-LEVEL DISTANCES BY THE AVERAGE COMBINED FACTOR OF 0.9999620. THE AVERAGE COMBINED FACTOR HAS BEEN DETERMINED BASED ON A MEAN ELLIPSOIDAL ELEVATION OF -9 METRES.

THE UTM COORDINATES AND ESTIMATED GEODETIC ALTITUDE ARE DERIVED FROM DIFFERENTIAL DUAL FREQUENCY GNSS OBSERVATIONS TO LULU ISLAND ARP (JGD 60 869790).

MARKS INDICATED, PARTS OF THIS PLAN HAVE BEEN ENLARGED FOR CLARITY PURPOSES.

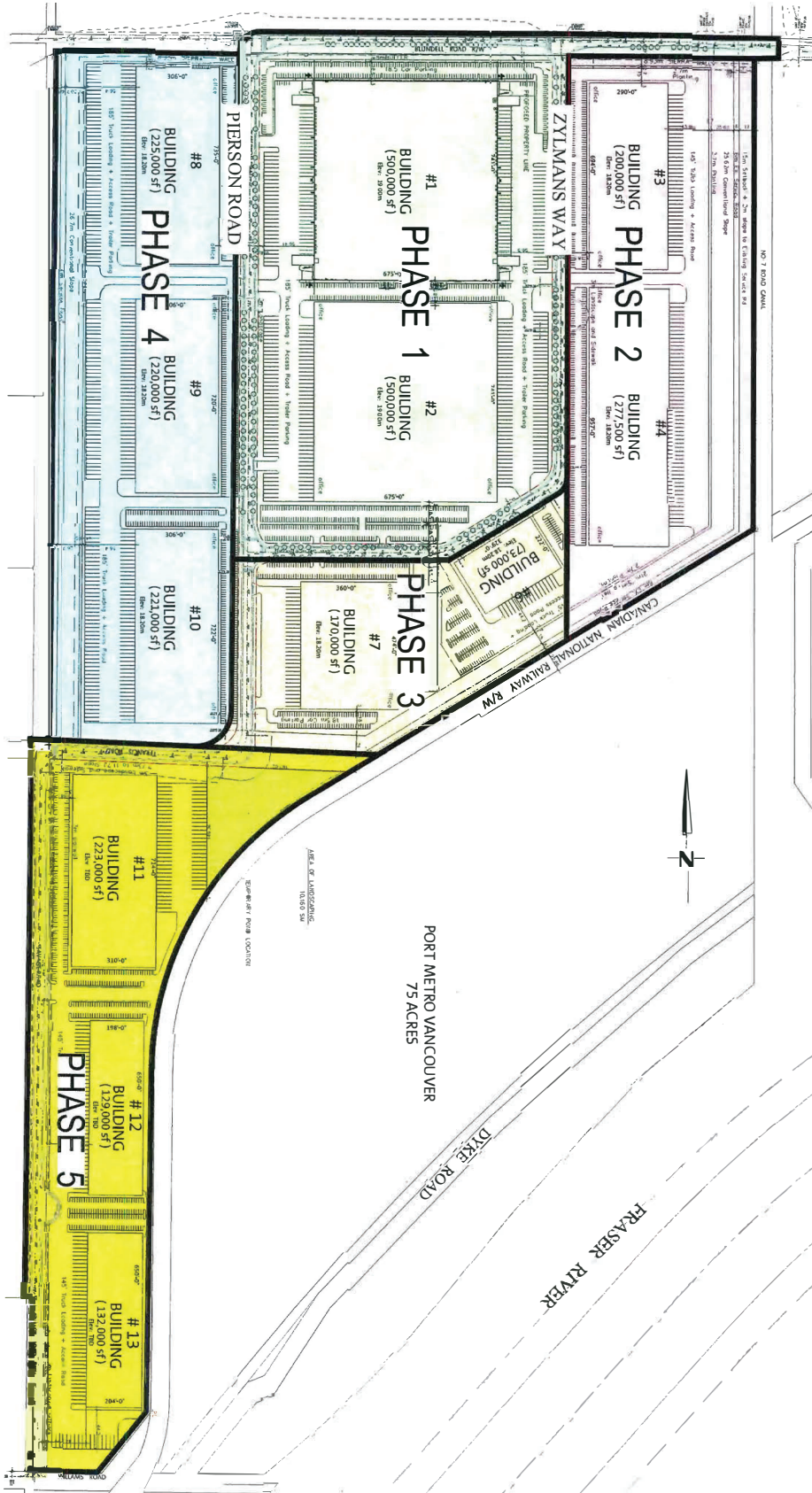
**MATSON PECK & TOPLISS**  
SURVEYORS & ENGINEERS  
#320 - 11120 HORSESHOE WAY  
RICHMOND, B.C. V7A 5H7  
PH: 604-270-9331  
FAX: 604-270-4137  
CADFILE: 16637-050-REF-001.DWG

R-25-16637-REF

THIS PLAN LIES WITHIN THE METRO VANCOUVER REGIONAL DISTRICT

THE FIELD SURVEY REPRESENTED BY THIS PLAN WAS COMPLETED ON THE 30TH DAY OF APRIL, 2025

JOE COELHO, BCLSI(#750)



# DEVELOPMENT PHASING PLAN

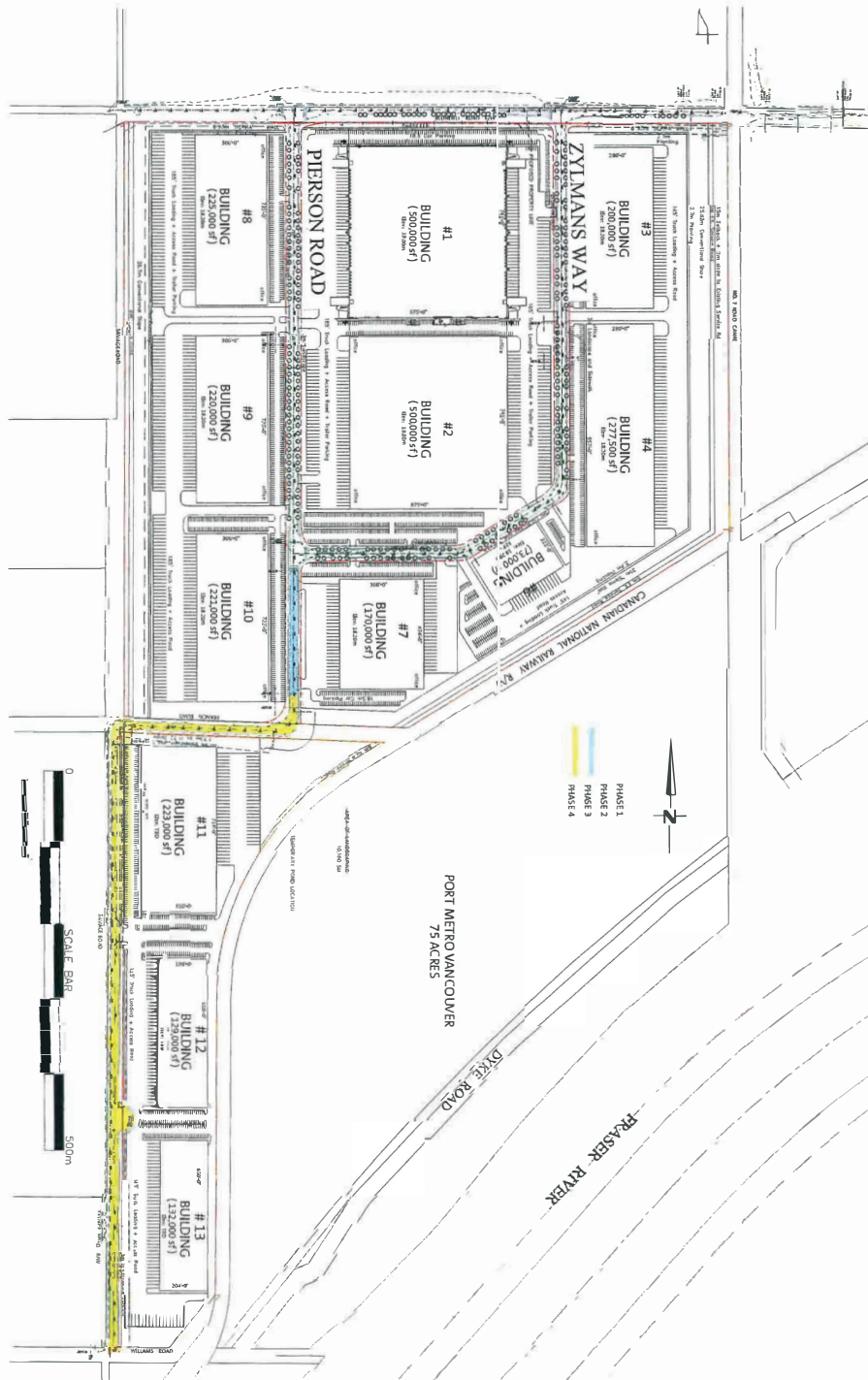
DP 11-566011

RICHMOND INDUSTRIAL CENTRE DEVELOPMENT

FILE NO. DP 11-566011



Richmond  
Industrial  
Centre

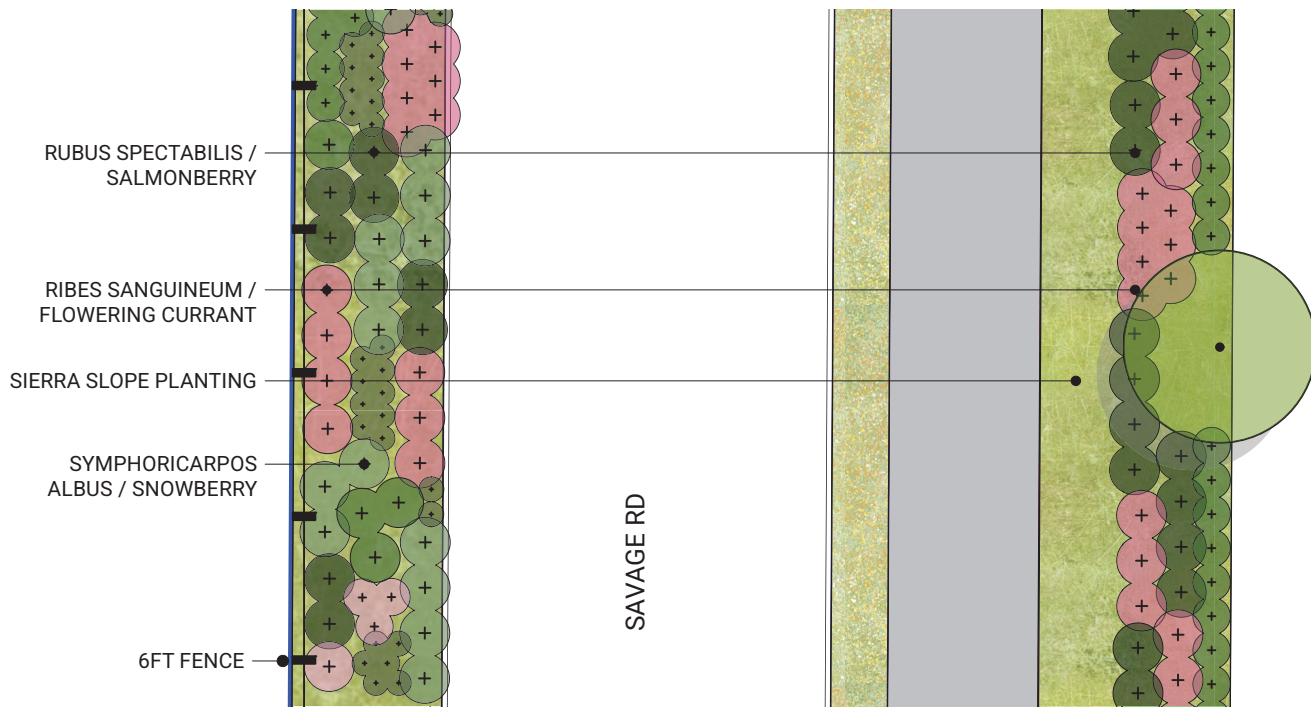


# ROAD PHASING PLAN

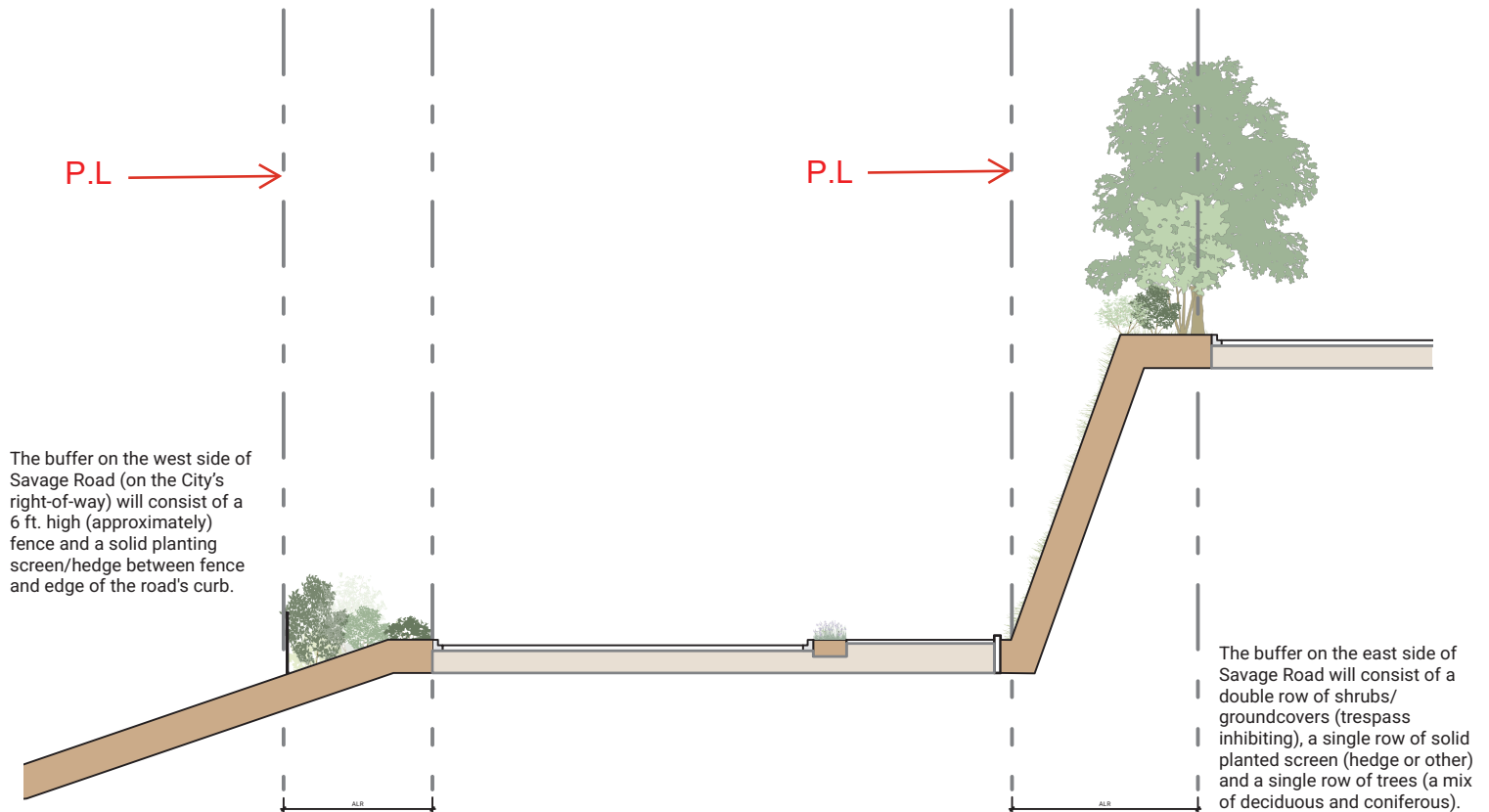
RICHMOND INDUSTRIAL CENTRE DEVELOPMENT



Richmond  
Industrial  
Centre



SOUTH SAVAGE RD - PARTIAL ALR PLANS



SOUTH SAVAGE RD - PARTIAL ALR SECTIONS



**Address:** 14671 Williams Road

**File No.:** AG23- 025777

**Prior to Subdivision\* approval, the developer must complete the following requirements:**

1. Provide a voluntary contribution of \$10,000 towards improving drainage for agricultural properties, to be deposited to the Flood Protection Reserve Fund.

**Note:**

- \* This requires a separate application.
- Where the Director of Development deems appropriate, the preceding agreements are to be drawn not only as personal covenants of the property owner but also as covenants pursuant to Section 219 of the Land Title Act.

All agreements to be registered in the Land Title Office shall have priority over all such liens, charges and encumbrances as is considered advisable by the Director of Development. All agreements to be registered in the Land Title Office shall, unless the Director of Development determines otherwise, be fully registered in the Land Title Office prior to enactment of the appropriate bylaw.

The preceding agreements shall provide security to the City including indemnities, warranties, equitable/rent charges, letters of credit and withholding permits, as deemed necessary or advisable by the Director of Development. All agreements shall be in a form and content satisfactory to the Director of Development.

- 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.
- Applicants for all City Permits are required to comply at all times with the conditions of the Provincial *Wildlife Act* and Federal *Migratory Birds Convention Act*, which contain prohibitions on the removal or disturbance of both birds and their nests. Issuance of Municipal permits does not give an individual authority to contravene these legislations. The City of Richmond recommends that where significant trees or vegetation exists on site, the services of a Qualified Environmental Professional (QEP) be secured to perform a survey and ensure that development activities are in compliance with all relevant legislation.

Signed \_\_\_\_\_

Date \_\_\_\_\_

**Subject:** Steveston Community Centre and Library Capital Project

**Member of Council:** Kash Heed

**Meeting:** General Purposes Committee (Public)

**Notice Provided on:** August 4, 2025

**For Consideration on:** September 2, 2025 in accordance with Procedure By-law No 7560

**Motion**

That the Steveston Community Centre and Library Capital Project be referred to the Major Projects Oversight Committee.



# City of Richmond

## Report to Committee


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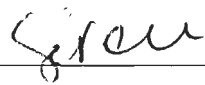
**To:** Finance Committee **Date:** August 11, 2025  
**From:** Mike Ching, CPA, CMA **File:** 03-0900-01/2025-Vol  
Director, Finance 01  
**Re:** **Proposed Development Cost Charges Program and Amenity Cost Charges Program**

---

### Staff Recommendation

That Option 2, as recommended in the staff report dated August 11, 2025, titled "Proposed Development Cost Charges Program and Amenity Cost Charges Program" from the Director, Finance, be endorsed as the basis for public consultation in establishing the amendment Development Cost Charges Imposition Bylaw and a new Amenity Cost Charges Imposition Bylaw.

  
Mike Ching, CPA, CMA  
Director, Finance  
(604-276-4137)  
Att. 8

REPORT CONCURRENCE		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Arts, Culture & Heritage	<input checked="" type="checkbox"/>	
Building Approvals	<input checked="" type="checkbox"/>	
Community Social Development	<input checked="" type="checkbox"/>	
Development Applications	<input checked="" type="checkbox"/>	
Economic Development	<input checked="" type="checkbox"/>	
Engineering	<input checked="" type="checkbox"/>	
Facility Services & Project Development	<input checked="" type="checkbox"/>	
Housing Office	<input checked="" type="checkbox"/>	
Law	<input checked="" type="checkbox"/>	
Parks Services	<input checked="" type="checkbox"/>	
Policy Planning	<input checked="" type="checkbox"/>	
Real Estate Services	<input checked="" type="checkbox"/>	
Recreation & Sport Services	<input checked="" type="checkbox"/>	
Richmond Public Library	<input checked="" type="checkbox"/>	
Transportation	<input checked="" type="checkbox"/>	
<b>SENIOR STAFF REPORT REVIEW</b>	<b>INITIALS:</b> 	<b>APPROVED BY CAO</b> 

## **Staff Report**

### **Origin**

The purpose of this report is to propose the City of Richmond's (City's) updated Development Cost Charges (DCC) program and the City's proposed Amenity Cost Charges (ACC) program. If endorsed by Council, staff will use this report as the basis for consultation with the public and affected persons, public authorities and the development community prior to introducing the respective bylaws for Council's consideration.

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.*

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.*

### **Findings of Fact**

The Province of B.C. has passed the following housing legislation, expecting that this would enable the supply and diversity of housing needed across B.C.:

- New requirements to allow increased density, including the introduction of small-scale, multi-unit housing (SSMUH) in areas currently zoned for single-family or duplex, and to complete an interim housing needs report (Bill 44).
- Expansion of the current DCC framework and the addition of a new ACC development-finance tool to pay for community amenities related to new development (Bill 46).
- Requirement to meet minimum levels of density, size and dimension established by the Province in Transit-Oriented Development Areas (TOA) (Bill 47).
- Introduction of new authority for tenant protection, inclusionary zoning, transportation demand management bylaws, and modifying existing authority for density bonus zoning and the imposition of works and services requirements in connection with the subdivision and development of land (Bill 16).

Due to the legislative changes, the City, in accordance with the Ministry's DCC Best Practices Guide, has undertaken a major DCC update by conducting a full review of its DCC methodologies and underlying assumptions. Staff also drafted the City's proposed ACC program in accordance with the Ministry's ACC Best Practices Guide. Both proposed programs are presented in this staff report for Council's consideration.

## Analysis

### DEVELOPMENT COST CHARGES (DCC)

DCC are monies that municipalities collect from developers to offset the portion of costs related to the services incurred as a direct result of new developments. The *Local Government Act* (LGA) permits DCC to be established for providing, constructing, altering or expanding facilities related only to roads, sewage, water, drainage, highway facilities, acquisition and improvement of parkland, as well as the new fire protection, police, and solid waste and recycling facilities under Bill 46.

#### DCC Update Approaches and Assumptions

This major DCC update takes into consideration the City's current Official Community Plan (OCP), latest census data, Metro Vancouver's Regional Growth Strategy, housing needs, as well as all relevant approved master plans, policies, needs assessments, studies and strategic documents. The timing of this major DCC update does not coincide with the OCP update that is currently underway; however, this DCC update is still recommended as the enactment of the housing bills as mandated by the Province exposes local governments to financial risks (e.g. under-collection of SSMUH developments and financial impact relating to TOA developments).

The following independent reviews of DCC assumptions have been completed:

- Established development and growth forecasts based on available statistics;
- Determined the timing and amount of additional infrastructure required to support the increased density and the anticipated growth;
- Updated the DCC program costs by removing completed projects and updating the programs with current land values and construction costs;
- Reviewed and updated the equivalency factors, benefit allocation, average dwelling unit sizes and average population size for each development type;
- Created a new development type in enabling the City in charging DCC for SSMUH developments; and
- Assessed the requirements and rate impact of the new DCC categories for police, fire, and solid waste and recycling facilities under Bill 46.

#### Balancing Housing Affordability with Rising Infrastructure Costs

Local governments across British Columbia are facing the dual challenge of supporting housing affordability while balancing the increasing cost of delivering infrastructure to support new growth. With construction costs continuing to rise due to inflationary pressures, along with ongoing geopolitical uncertainty and trade disruptions, it is critical for the City to balance the pressures of rising costs against housing affordability. Amid the housing affordability challenge, staff recommend that a prioritized implementation of cost increases be considered in order to avoid creating significant cost barriers to the development industry. Three options are presented in the next section for Council's consideration.

### Options for Consideration

Staff propose three DCC options (Table 1) that take into account the following key DCC update considerations:

1. Assess needs and impact of new DCC categories (fire, police, recycling and solid waste)
2. Update growth projection to reflect housing legislation changes
3. Create DCC charges that will enable the City to assess DCC on SSMUH developments
4. Update the DCC program to reflect infrastructure required to support anticipated growth
5. Update DCC program costs to reflect inflationary adjustments

#### *Option 1 – Comprehensive DCC Update*

This option allows the City to cover all the key elements of a major DCC update review, including the addition of \$225 million in eligible new categories of DCC capital projects (future fire halls, police facilities, recycling facilities) based on the anticipated growth projection. This option includes a full cost update of the proposed DCC programs, which accounts for the building construction price index that has increased at an annual rate of 6% to 7% per year since the last major update. The comprehensive approach adheres to all legislative requirements and past practices.

#### *Option 2 – Prioritized Implementation of DCC Update (Recommended)*

This option takes a prioritization approach by deferring the implementation of the new categories of DCC under Bill 46, delaying projects of lower priority, and adjusting the costs of the DCC programs by only the consumer price index adjustment of 2% to 3% per year. With the deferred implementation of the new DCC categories, any growth-related portion of the capital costs of eligible facilities will continue to be borne by existing population (through municipal fees or reserves) until the new DCC rates are established in the future. The use of general inflation to adjust the program costs, while it can help keep the DCC rates at a level that is in line with general inflation, could lead to the shifting of the costs of growth to existing population or future developments.

#### *Option 3 – Freezing of DCC Rates*

This option keeps the DCC rates unchanged, which requires the City to reduce the size of its proposed DCC program and to forgo all inflationary cost adjustments despite the rising cost.

Table 1: Overview of DCC Options

	<b>Recommended</b>		
	<b>Option 1 (Comprehensive)</b>	<b>Option 2 (Prioritized)</b>	<b>Option 3 (Rate Freeze)</b>
Key DCC Update Considerations:			
1. New DCC Categories Included	Yes	No	No
2. New Growth Projection Included	Yes	Yes	Yes
3. New SSMUH DCC Rate Created	Yes	Yes	Yes
4. DCC Program Cost Updated	Yes	Partial	Partial
5. Cost Inflationary Update Included	Yes	Partial	No
DCC Recoverable Value	\$2.83 billion	\$2.25 billion	\$2.17 billion
Average DCC Rate Increase	33%	5%	0%

Table 2 summarizes the pros and cons of each option presented.

Table 2: Evaluation of DCC Options

	Pros	Cons
Option 1	<p>Allows the DCC program to reflect current construction costs.</p> <p>Supports accurate cost recovery and fairness to ensure growth pays for growth. This would avoid shifting the cost of growth to existing population.</p>	<p>Proposed increase in DCC rates may impact development.</p> <p>High increase in DCC rates during a time of slowdown in development activities may impact housing supply goals.</p>
Option 2 ( <i>Recommended</i> )	<p>Provides a lower and steadier increase of DCC to support the ongoing development of housing supply in the City.</p>	<p>Under-collection of DCC could result in potential funding gaps where growth-related expenditure will be paid by existing population (through taxes) or be shifted to future developments.</p> <p>Timing and delivery of infrastructure to support growth may be impacted.</p>
Option 3	<p>Provides relief to the development industry within a challenging economic environment.</p>	<p>Similar to the consequences of Option 2, this approach will eventually lead to future spikes in DCC rates in order to catch up with cost increases.</p> <p>Future compounded rate increases could disrupt and negatively affect long-term planning for developers.</p>

Any financial shortfall resulting from the under-collection of DCC funds will need to be absorbed by the municipality, or ultimately, the taxpayers through increased property taxes. Under the current economic environment, Option 2 is recommended for the City to support the development industry by creating a stable and predictable development environment that encourages the supply of reasonably priced housing in the City.

#### Recommended DCC Program

Under the recommended Option 2, the estimated capital costs of the City's 30-year DCC program (2025-2054) is \$3.27 billion, as summarized in Table 3, where:

- DCC recoverable value of \$2.25 billion is anticipated to be funded through future developments through DCC collections; and
- Municipal-paid portion amounts to \$1.02 billion (31% of total capital costs), which is comprised of both the City's 1% municipal assist factor and the portion of infrastructure costs that benefits the existing population. The municipal portion is anticipated to be

funded from the City's revenue sources and capital reserves depending on the nature of the projects. The City will include these costs in the City's future DCC capital plans and long-term financial plans.

**Table 3: Recommended DCC Program**

Infrastructure Types	Total Capital Costs (Million)	Benefit Allocation to Growth	Municipal Portion* (Million)	DCC Recoverable (Million)	Att.
Roads	\$ 755	95%	\$ 57	\$ 698	1
Drainage	\$ 1,479	10-100%	\$ 902	\$ 577	2
Park Acquisition	\$ 512	95%	\$ 30	\$ 482	3
Park Development	\$ 364	95%	\$ 22	\$ 342	4
Sanitary Sewer	\$ 113	26-100%	\$ 6	\$ 107	5
Water	\$ 48	95-100%	\$ 2	\$ 46	6
<b>Total</b>	<b>\$ 3,271</b>		<b>\$1,019</b>	<b>\$ 2,252</b>	
<b>% of Total</b>	<b>100%</b>		<b>31%</b>	<b>69%</b>	

\*Includes 1% municipal assist factor and the portion of capital costs that benefits the existing population.

The details of each DCC program are included in Attachments 1 to 6.

#### Estimated DCC Rates

The recommended DCC program (Option 2) will result in an estimated increase of 4.9% in DCC rates that is in line with the general cost inflation adjustments, as summarized in Table 4 below.

**Table 4: Comparison of 2025 Estimated DCC Rates and Current DCC Rates**

Development Type	Unit	2025 DCC Rates (Estimated*)	Current DCC Rates (Bylaw No. 10577)	% Change
Single Family	per lot	\$ 66,913.79	\$63,767.14	4.9%
SSMUH	per unit	\$ 47,187.18	n/a**	-
Townhouse	per ft <sup>2</sup>	\$ 35.46	\$ 33.79	4.9%
Apartment	per ft <sup>2</sup>	\$ 37.55	\$ 35.79	4.9%
Commercial/Institutional	per ft <sup>2</sup>	\$ 24.24	\$ 23.10	4.9%
Light Industrial	per ft <sup>2</sup>	\$ 19.90	\$ 18.97	4.9%
Major Industrial	per acre	\$225,675.87	\$215,118.05	4.9%

\*DCCs are applied to net new lots created through subdivision, net new residential units from SSMUH, or net new building floor area for industrial development

\*\*new development type under Bill 44

Table 4 is intended to provide an estimate of the potential DCC rate impact to each development type based on the recommended DCC program. The final proposed DCC rates and unit of measurement may still be subject to change. Should Council endorse this report as the basis for public consultation, staff will obtain feedback from interested parties and the development industry in areas such as DCC administration and technical definitions (e.g. unit of measurement, building typology of each development type, etc.). Once the relevant feedback from the public has been obtained, staff will present a future staff report with the amendment DCC Imposition Bylaw for Council's consideration.

**AMENITY COST CHARGES (ACC)**

ACC is a new development-finance tool under Bill 46 that allows local governments to collect funds for growth-related amenities, such as community centres, recreational facilities, child care facilities, libraries, etc., that support livable, thriving and connected communities in areas of growth. Similar to DCC, ACC also uses a benefiter-pay framework where new developments will pay for the cost of amenities that serve the growing population.

The Province introduced ACC with an aim to improve fairness, transparency and predictability for both municipalities and developers and is intended to off-set the inability to use density bonusing within the minimum densities imposed by Bill 47 (TOA) and ad hoc negotiated Community Amenity Contributions (CAC) by moving to standardized contribution rates. The belief is that the development process can be streamlined if municipalities cannot negotiate amenity fees, while developers would have lower upfront costs, theoretically passing some savings to buyers and/or renters.

However, ACC reduces the flexibility for municipalities to tailor contributions to the unique circumstances of each project and community priorities. ACC is more rigid and will take longer to collect from all new developments. It could limit municipalities' ability to fund large or critical amenities and there may be less motivation for developers to provide additional amenities or enhancements beyond the required ACC. This may result in tax impacts as the City will need to fund the required municipal assist portion as well as all other associated growth-related costs that are not covered by ACC collected from developments.

The introduction of ACC does not represent an added cost to development overall, but rather a provincially mandated shift in how the funding is distributed and calculated compared to the existing density bonus and CAC framework. The City has traditionally not used ad hoc negotiated CACs, and has primarily relied on a well-established density bonusing framework within the Official Community Plan to achieve community amenities. The inability to use density bonusing within the minimum densities established by Bill 47 creates significant implications for how the City secures growth related amenities. ACC is an alternative development-financing tool that allows the City to collect from all new developments throughout the City to ensure that growth continues to pay for growth.

**ACC Update Approaches and Assumptions**

While ACC is distinct from DCC in its purpose and usage, the ACC framework is rooted in the foundational principles of the DCC framework in how assumptions are derived.

Unlike DCC, which has a longer 30-year planning horizon, staff at this time is proposing an interim introduction of an ACC program based on a 10-year planning period. As more information becomes available about the impact the housing legislation changes have on the funding of growth-related amenities, staff will monitor and review the ACC program on at least an annual basis to ensure that the City will continue to have the necessary tools to finance amenities required by growth.

### Proposed ACC Program

The proposed ACC program is summarized in Table 5. The proposed ACC program will enable the City to collect ACC from new developments on a city-wide basis to fund community amenities that were previously funded through the CAC and density bonus programs.

**Table 5: Proposed ACC Program Overview**

Amenities	Total Capital Costs (Million)	Benefit Allocation to Growth	Municipal Portion* (Million)	ACC Recoverable (Million)
Library	\$ 86.1	100%	\$ 0.9	\$ 85.2
Community Centre	\$ 76.1	100%	\$ 0.8	\$ 75.3
Performing Arts Space	\$ 65.2	20%	\$ 52.3	\$ 12.9
Child Care Centres	\$ 22.7	100%	\$ 0.2	\$ 22.5
<b>Total</b>	<b>\$ 250.1</b>		<b>\$ 54.2</b>	<b>\$ 195.9</b>
<b>% of Total</b>	<b>100%</b>		<b>22%</b>	<b>78%</b>

\*Includes 1% municipal assist factor and the portion of capital costs that benefits the existing population.

Additional details of the proposed ACC amenities can be found in Attachment 7.

### Estimated ACC Rates

The proposed ACC program will require the establishment of an ACC Imposition Bylaw to allow the City to collect ACC funds from new developments on a city-wide basis. As shown in Table 6, Richmond's ACC rates (estimated) will be one of the lowest rates in the region.

**Table 6: Municipal Comparison of ACC Rates**

Development Type	Unit	Richmond (Estimated**)	D. North Van (Feb 2025)	Burnaby (Jul 2024)	Coquitlam (Jul 2025)
Single Family	per lot	\$21,962	\$41,368	\$26,963	\$21,205
SSMUH	per unit	\$12,079	\$37,221	\$18,874	\$21,205
Townhouse	per ft <sup>2</sup>	\$12.25	\$28.63	\$14.52	\$21.31
Apartment	per ft <sup>2</sup>	\$12.92	\$30.82	\$15.86	\$38.53
Commercial/ Institutional	per ft <sup>2</sup>	\$4.68	\$1.73	\$5.64	-
Light Industrial	per ft <sup>2</sup>	\$3.90	\$1.73	\$3.76	-
Major Industrial	per acre	\$ 3,555	-	-	-

\*\*Table 6 is intended to provide an estimate of the potential ACC rate for each development type based on the proposed ACC program. The final proposed ACC rates and unit of measurement may still be subject to change. Should Council endorse this report as the basis for public consultation, staff will obtain feedback from interested parties and the development industry in areas such as ACC administration and technical definitions (e.g. unit of measurement, building typology of each development type, etc.). Once the relevant feedback from the public has been obtained, staff will present a future staff report with a proposed ACC Imposition Bylaw for Council's consideration.

See Attachment 8 for the combined DCC and ACC comparison charts with other municipalities.

### Financial Feasibility Study

The LGA requires that local governments consider whether ACC will deter development or discourage the construction of reasonably priced housing. Although the legislation does not specify the type of analysis required, the ACC Best Practices Guide offers guidance and recommended approaches for local governments to assess the potential impact on development. One such approach is to conduct financial feasibility evaluations to ensure that ACC does not materially impact profit margins. Table 7 shows a modest impact to development when evaluating the estimated ACC rates as a percentage of average home sale price (as published by the Greater Vancouver Realtors).

**Table 7: Estimated Residential ACC Payable as a Percentage of Average Home Sale Price**

	Single Family	Townhouse	Apartment
June 2025 Home Sale Price	\$2,117,100	\$1,098,300	\$708,800
Estimated ACC Payable	\$21,962	\$15,925	\$10,982
As % of Home Sale Price	1.0%	1.4%	1.5%

### DCC and ACC Waiver/Reduction

Under the LGA, local governments cannot impose ACC for inclusionary zoning units and developments that fall under prescribed affordable housing, including not-for-profit affordable rental units, supportive housing, cooperative housing and other publicly funded transition housing and emergency shelters. Beyond the statutory exemptions, local governments may, through adoption of a DCC or ACC Waiver or Reduction Bylaw, waive or reduce charges for certain eligible affordable housing developments.

Any DCC or ACC waived or reduced through a DCC or ACC Waiver or Reduction Bylaw will require alternative revenue sources to cover any shortfall in reserve funds to ensure the local government remains capable of funding planned infrastructure and amenities. To date, three site-specific DCC Waiver Bylaws for Affordable Housing under the Housing Priorities Grant Program have been introduced and given three readings by Council. The DCC waived under these bylaws will be paid by the Housing Accelerator Fund that the City received from the Canada Mortgage and Housing Corporation.

Among Metro Vancouver municipalities, Richmond continues to be a leader in addressing affordable housing issues. Through Council's strategic direction under the Affordable Housing Strategy, the City has partnered with B.C. Housing in enabling a number of affordable housing projects and contributing to these projects by using the City's Affordable Housing Reserve to pay for the DCC and certain development-related municipal fees. The City will continue to review opportunities and assess financial feasibility of such waiver or reduction programs in the future.

### In-Stream Protection

The LGA includes provisions to protect development applications that are already in progress (“in-stream” or “precursor applications”) from new or updated charges. When a local government adopts an ACC Imposition Bylaw or an amended DCC Imposition Bylaw, the new charges do not apply to any development for which the local government has received a complete application for a building permit, subdivision, development permit or zoning bylaw amendment prior to the bylaw’s adoption.

In-stream and precursor applications are granted a 12-month exemption from the new rates as long as the applicant obtains their building permit within the 12-month period. Should Council endorse proceeding to public consultation, targeted consultation with all in-stream applicants will be undertaken as part of the consultation process.

### **NEXT STEPS**

If Council endorses the recommended DCC and ACC programs, staff will undertake the necessary public consultation processes that include, but not limited to, posting the information on the City’s website and social media platforms, and the hosting of general and/or audience-specific information sessions, etc. Comments and feedback from interested parties such as the Urban Development Institute, NAIOP, Homebuilders Association (HAVAN), Economic Advisory Committee, individual developers, builders and general public will be received prior to staff presenting the DCC and ACC Imposition Bylaws for Council’s consideration.

Although public consultation for the DCC Imposition Bylaw amendment is not required by legislation, staff will continue to follow best practices in receiving feedback from the public prior to preparing the amendment DCC Imposition Bylaw for three readings by Council. After which, all supporting documentation will be sent to the Ministry for review and statutory approval. The approval process may take between two to four months for the Ministry to complete. Once inspector approval is obtained, the DCC Imposition Bylaw can be adopted by Council.

It is a requirement under the ACC legislation to conduct public consultation prior to the adoption of the ACC Imposition Bylaw. In conjunction with the DCC consultation sessions above, staff will receive feedback from the public prior to preparing an ACC Imposition Bylaw to Council for approval and adoption. No inspector approval is required.

### **Financial Impact**

None.

## **Conclusion**

The recommended DCC rate update and the proposed ACC rate establishment will allow the City to continue to effectively use the available development-financing tools to ensure that the capital costs directly attributed to growth will continue to be fairly and equitably allocated to and paid for by growth. If endorsed by Council, staff will use this report as the basis for consultation with the public and affected persons, public authorities and the development community prior to introducing the respective bylaws for Council's consideration.



Venus Ngan, CPA, CA  
Manager, Treasury and Financial Services  
(604-276-4217)

- Att. 1: Proposed Roads DCC Program  
2: Proposed Drainage DCC Program  
3: Proposed Park Acquisition DCC Program  
4: Proposed Park Development DCC Program  
5: Proposed Sanitary DCC Program  
6: Proposed Water DCC Program  
7: Proposed ACC Program  
8: DCC and ACC Comparison Charts By Development Type

## **PROPOSED ROADS DCC PROGRAM**

### ***Purpose of Program***

The Roads DCC Program provides a dedicated source of funding for upgrading or constructing new transportation infrastructure. This includes construction of new road extensions, road widening, traffic signals, sidewalks, pathways, crosswalks, cycling and rolling (active transportation) infrastructure, transit-related road infrastructure and traffic safety upgrades.

### ***Overview of Proposed Program Changes***

	Roads DCC Program Recoverable Value (Million)	Number of Projects
2023 Approved DCC Program	\$ 665	115
Less: Completed Projects	\$ 33	15
Less: Deleted/Deferred Projects	\$ 8	2
Add: Inflationary Adjustment	\$ 48	98
Add: New / Enhanced Existing Projects	\$ 26	8
<b>2025 Proposed DCC Program</b>	<b>\$ 698</b>	<b>106</b>

### ***Overview of Proposed Program***

In correspondence with the goals and objectives of the Official Community Plan, these projects focus on accommodating and encouraging sustainable transportation.

Project Type	Description of Project Type	Proposed DCC Program Allocation by Project Type
Complete Streets	New/upgrade existing roads to accommodate all travel modes	65%
Sustainable Transportation	Active transportation, pedestrian and transit infrastructure	16%
Road Safety	Arterial road crosswalks, major intersection improvements, neighbourhood traffic safety improvements, and traffic signals	17%
Others	Project partnership funding, Transportation modelling	2%
<b>Total Proposed DCC Program</b>		<b>100%</b>

### ***Proposed Roads DCC Projects***

See Attachment 1.1 for complete details of the proposed Roads DCC projects.

**DETAILS OF PROPOSED ROADS DCC PROGRAM**

Project Number	Project Description	Location	Proposed Roads DCC Recoverable
Gen-01	Traffic Signal Installation Program	various locations	\$ 29,979,362
Gen-02	Cycling Infrastructure Improvement Program	various locations	\$ 8,993,469
Gen-03	Sidewalk, annual program	various locations (non-development frontage)	\$ 5,995,646
Gen-04	Transit Plan Infrastructure Improvements	various locations	\$ 5,995,646
Gen-05	Neighbourhood Traffic Calming Program	various locations	\$ 4,796,517
Gen-06	Arterial Road Crosswalk Improvement Program	various locations	\$ 8,993,469
Gen-07	Minor Traffic Safety Improvements	various locations	\$ 1,199,129
Gen-08	Project Partnership Funding	various locations	\$ 11,991,292
Gen-09	Major Intersection Improvements	various locations	\$ 29,979,362
Gen-10	Transportation Modelling	various locations	\$ 2,398,258
CW- 55	Roadworks - Off Street bike way	Alderbridge Way	\$ 113,125
CC-1	Roadworks - Urban Greenway including sidewalk and boulevard	Alderbridge Way	\$ 7,383,695
CC-2	Roadworks - Sidewalk Improvements	Alderbridge Way	\$ 682,146
CC-3	Roadworks - Widen to 4 lanes	Beckwith Street	\$ 8,598,037
CC-4	Roadworks - Widen to 4 lanes	Beckwith Street	\$ 3,443,537
CW- 03	Roadworks - Collector, Commercial Cross-section	Blundell Road	\$ 12,748,731
CW-05	Roadworks - Arterial, Undivided, Widening	Bridgeport Road	\$ 2,757,997
CC-5	Roadworks - Extension of Major Street, with Cycling	Brown Road	\$ 14,166,908
CC-7	Roadworks - Widen, Add cycling Lanes, new sidewalk	Brown Road	\$ 15,289,264
CC-6	Roadworks - Extension of Major Street, with Cycling	Brown Road	\$ 10,636,364
CC-8	Roadworks - Widen, Add cycling Lanes, new sidewalk	Browngate Road	\$ 5,692,411
CW- 06	Roadworks - Local, Residential Cross-section	Browngate Road	\$ 253,401
CC-9	Roadworks - New Major Street Segment with Cycling	Browngate Road	\$ 20,554,511
CC-10	Roadworks - Urban Greenway including sidewalk and boulevard	Cambie Road	\$ 1,158,404
CC-11	Roadworks - Major street with median in new corridor	Cambie Road	\$ 7,845,921
CC-12	Roadworks - Widen, Add cycling Lanes, new sidewalk	Capstan Way	\$ 24,546,046
CW- 07	Roadworks - Sidewalk Installation	Cedarbridge Way - Sidewalk	\$ 703,640
CCS- 2	Traffic Signal - Upgrade	Various locations in City Centre	\$ 8,116,747
CCS- 1	Traffic Signal - New	Various locations in City Centre	\$ 18,411,159
CCS- 3	Traffic Signal - add 4th leg	Various locations in City Centre	\$ 2,276,649
CC-13	Roadworks - Cycling Lanes	Cook Road	\$ 4,655,110
CC-14	Roadworks - Extension of Major Street, with Cycling	Cooney Road	\$ 42,250,935
CC-15	Roadworks - Cycling Lanes	Cooney Road	\$ 3,849,657
CW-08	Roadworks - Local, Residential Cross-section Construction	Corvette Way	\$ 1,291,892

Project Number	Project Description	Location	Proposed Roads DCC Recoverable
CW-09	Roadworks - Overpass Structure	No. 2 Road	\$ 359,739
CW-10	Roadworks - Collector, Residential, Cross-section Construction	Ferndale Road	\$ 869,934
CW-11	Roadworks - Arterial, Undivided, Widening	Francis Road	\$ 2,514,778
CW-12	Roadworks - Local, Commercial/Industrial, Construction	Fraserwood Way	\$ 10,805,738
CW-13	Roadworks - Sidewalk Installation	Garden City Road	\$ 211,544
CC-16	Roadworks - Ped/cyc crossing enhancements, on Garden City, between Alderbridge and Westminster	Garden City Road	\$ 359,739
CW-52	Roadworks - Left turn bay	Garden City Road	\$ 387,643
CC-18	Roadworks - Ped/cyc crossing enhancements, on Garden City, between Sea Island and Cambie	Garden City Road	\$ 359,739
CW-14	Roadworks - Arterial, Divided, Widening	Garden City Road	\$ 4,041,971
CC-17	Roadworks - Ped/cyc crossing enhancements, on Garden City, between Westminster and Granville	Garden City Road	\$ 359,739
CC-23	Roadworks, - Widen to 4 lanes, Upgrade Cycling, Urban Greenway	Gilbert Road	\$ 8,873,324
CW-15	Roadworks - Arterial, Undivided (widening)	Granville Avenue	\$ 3,720,694
CC-24	Roadworks - Urban Greenway including sidewalk and boulevard	Granville Avenue	\$ 4,091,746
CC-25	Roadworks - Urban Greenway	Great Canadian Way	\$ 108,600
CW-18	Roadworks - Collector, Commercial	Hazelbridge Way	\$ 151,588
CC-26	Roadworks - Extend Minor Street - Commercial	Hazelbridge Way	\$ 1,626,743
CW- 19	Roadworks - Bike Lane	Jacombs Road	\$ 97,288
CW- 21	Roadworks - New Local, Commercial/Industrial, Construction	Knox Way	\$ 13,605,592
CW- 22	Roadworks - Local, Commercial, Widening	Kwantlen Street	\$ 6,450,017
CC-27	Roadworks - Cycling, Urban Greenway	Lansdowne Road	\$ 12,175,518
CC-28	Roadworks - Extend Major Street, Include Cycling, Urban Greenway	Lansdowne Road	\$ 20,357,782
CC-29	Roadworks - Cycling, Urban Greenway	Lansdowne Road	\$ 7,798,897
CC-30	Roadworks - Extend Major Street, Include Cycling, Urban Greenway	Lansdowne Road	\$ 8,307,341
CC-31	Roadworks - Widen, new sidewalk, Bicycle Friendly Street (Shared Lane)	Leslie Road	\$ 4,802,447
CC-32	Roadworks - Realign and upgrade, Bicycle Friendly Street (Shared lane)	Leslie Road	\$ 2,528,230
CC-33	Roadworks - Sidewalk Improvements, Bicycle Friendly Street	Leslie Road	\$ 815,634
CC-34	Roadworks - Widen, new sidewalk, Bicycle Friendly Street (Shared Lane)	Leslie Road	\$ 8,206,148
CC-37	Roadworks - Extend Major Street, Include Cycling, Urban Greenway	Minoru Blvd	\$ 21,908,092
CC-38	Roadworks - Sidewalk Improvements	Minoru Blvd	\$ 979,666
CC-39	Roadworks - Cycling, Urban Greenway	Minoru Blvd	\$ 1,876,750
CW- 24	Roadworks - New Local, Commercial/Industrial, Construction	Mitchell Road	\$ 4,874,573
NSC-5	Neighbourhood Centre Active Transportation Improvements	various locations	\$ 2,885,829
NSC-7	Neighbourhood Centre Active Transportation Improvements	Cambie Road	\$ 5,355,356
CW- 25	Roadworks - Arterial, Undivided, Widening	Nelson Road	\$ 4,073,630

Project Number	Project Description	Location	Proposed Roads DCC Recoverable
CW- 27	Roadworks - Minor Arterial, Commercial, Widening	No. 5 Road	\$ 2,676,547
CW- 28	Roadworks - Arterial, Undivided, Widening	No. 6 Road	\$ 5,913,065
CW- 29	Roadworks - Arterial, Undivided, Widening	No. 6 Road	\$ 1,798,694
CW- 30	Roadworks - Arterial, Undivided, Widening	No. 6 Road	\$ 3,431,093
CC-40	Roadworks - Realign and upgrade, Urban Greenway including sidewalk and boulevard, west side (include future widening for raised bikelane on west side)	No. 3 Road	\$ 1,354,111
CC-41	Roadworks - Urban Greenway including sidewalk and boulevard, west side	No. 3 Road	\$ 326,932
CC-42	Roadworks - Realign and upgrade, Urban Greenway including sidewalk and boulevard, west side (include future widening for raised bikelane on west side)	No. 3 Road	\$ 6,312,425
CC-43	Roadworks - Realign and upgrade (Future widening/realignment)	No. 3 Road	\$ 4,047,070
CC-44	Roadworks - Urban Greenway including sidewalk and boulevard, west side	No. 3 Road	\$ 2,329,252
CC-45	Roadworks - Realign and upgrade to major street with cycling	Odlin Road	\$ 16,541,980
CC-46	Roadworks - Realign and upgrade to major street with cycling	Odlin Road	\$ 4,189,613
CC-48	Roadworks - Major street with median in new corridor	River Parkway	\$ 18,814,939
CC-49	Roadworks - Road extension to interim standards	River Parkway	\$ 4,950,368
CC-50	Roadworks - Major street with median in new corridor	River Parkway	\$ 7,530,758
CC-53	Roadworks - Widen to 4 lanes, cycling, median	River Parkway	\$ 5,285,219
CW-32	Land Acquisition (CP Road)	River Parkway	\$ 2,226,290
CW-34	Roadworks - Local, Commercial/Industrial, Construction	Savage Road	\$ 1,890,325
CC-54	Roadworks - Widen to 4 lanes, Shared Cycling	Sexsmith Road	\$ 1,497,780
CC-55	Roadworks - Extension of Major Street, with Cycling	Sexsmith Road	\$ 1,576,968
CC-56	Roadworks - Widen, Add cycling Lanes, new sidewalk	Sexsmith Road	\$ 12,080,269
CW-35	Roadworks - Arterial, Undivided, Widening	Shell Road	\$ 15,465,373
CW-36	Roadworks - Arterial, Undivided, Widening	Shell Road	\$ 6,491,135
CW-37	Roadworks - Arterial, Undivided, Widening - (cycling network upgrade)	Shell Road	\$ 218,332
CW-38	Roadworks - Arterial, Undivided, Widening	Shell Road (west)	\$ 7,874,659
CC-57	Roadworks - Extend Minor Street - Residential	Sorenson Crescent	\$ 730,790
CW-39	Roadworks - Local, Residential Cross-section Construction	Sills Avenue, Turnill Street, Keefer Avenue, Lechow Street	\$ 11,029,805
CW-40	Roadworks - Arterial, Rural Undivided, Widening	Steveston Hwy	\$ 10,052,323
CW-41	Roadworks - Local, Commercial/Industrial, Construction to new Cross-section	Triangle Road	\$ 5,415,313
CW-42	Roadworks - Collector, Commercial, Construction to Cross-section	Viking Way	\$ 1,898,244
CW-43	Roadworks - New Collector, Commercial Cross-section	Vulcan Way	\$ 7,507,002

Project Number	Project Description	Location	Proposed Roads DCC Recoverable
CW-44	Roadworks - New Collector, Commercial Cross-section	Vulcan Way	\$ 7,109,931
CW-45	Roadworks - Arterial, Divided, Widening	Westminster Highway	\$ 3,047,598
CW-46	Roadworks - Arterial, Undivided, Widening	Westminster Highway	\$ 12,292,206
CW-47	Roadworks - Arterial, Undivided, Widening	Westminster Highway	\$ 2,425,409
CC-60	Roadworks - Urban Greenway including sidewalk and boulevard	Westminster Highway	\$ 3,246,699
CC-61	Roadworks - Ped/cyc crossing enhancements, on Westminster, between No. 3 and Garden City	Westminster Highway	\$ 359,739
CC-62	Roadworks - Urban Greenway including sidewalk and boulevard	Westminster Highway	\$ 2,649,397
CW-48	Roadworks - New Local, to Residential Cross-section Construction.	Willet Avenue	\$ 2,091,689
<b>Total Proposed DCC Program</b>			<b>\$ 698,369,834</b>

## **PROPOSED DRAINAGE DCC PROGRAM**

### ***Purpose of Program***

The Drainage (Flood Protection) DCC Program provides a dedicated source of funding for upgrading existing infrastructure as well as installing new infrastructure to support growth. The drainage and diking systems manage storm water runoff and provide protection against flooding. As the City's population and population density increase, the significance of the City's flood protection increases. In addition, the increased impervious land area associated with densification through redevelopment increases the amount of surface runoff into the drainage system. As such, more robust flood protection infrastructure with increased capacity is required.

### ***Overview of Proposed Program Changes***

	Drainage DCC Program Recoverable Value (Million)	Number of Projects
2023 Approved DCC Program	\$ 550	379
Less: Completed Projects	-	-
Less: Deleted/Deferred Projects	-	-
Add: Inflationary Adjustment	\$ 27	379
Add: New / Enhanced Existing Projects	-	-
<b>2025 Proposed DCC Program</b>	<b>\$ 577</b>	<b>379</b>

### ***Overview of Proposed Program***

The Drainage DCC Program aligns with the City's 2041 Official Community Plan objectives to:

- Improve drainage systems and flood protection measures.
- Enhance community resilience against storm water and flood risks.

Project Type	Description of Project Type	Proposed DCC Program Allocation by Project Type
Drainage Pipes	Installation or upgrade of pipes	68%
Dikes	Installation or upgrade of dikes	30%
Pump Stations	Installation or upgrade of pump systems	2%
<b>Total Proposed DCC Program</b>		<b>100%</b>

### ***Proposed Drainage DCC Projects***

See Attachment 2.1 for complete details of the proposed Drainage DCC projects.

**DETAILS OF PROPOSED DRAINAGE DCC PROGRAM**

Type of Infrastructure	Location	Proposed Drainage DCC Recoverable
Box Culvert	Francis Road	\$ 7,360,720
Pump Station	No. 1 Road North Drainage Pump Station	\$ 1,435,601
Box Culvert	No. 1 Road	\$ 12,020,056
Box Culvert	McCallan Road	\$ 7,507,805
Box Culvert	Francis Road	\$ 5,998,987
Drainage Main	Lynas Lane	\$ 212,893
Drainage Main	Granville	\$ 266,826
Box Culvert	Steveston Highway	\$ 9,349,522
Box Culvert	Railway Avenue and Moncton Street	\$ 38,108,070
Box Culvert	Gilbert Road (including connections to parallel system at Gilhurst Gate and Gainsborough Drive)	\$ 67,342,830
Box Culvert	Williams Road	\$ 3,866,736
Box Culvert	No. 2 Road	\$ 6,543,994
Box Culvert	No. 2 Road	\$ 1,958,022
Box Culvert	No. 2 Road	\$ 2,906,810
Box Culvert	Railway Avenue	\$ 84,996
Drainage Main	Garry Street	\$ 171,800
Drainage Main	Garry Street	\$ 138,645
Box Culvert	Steveston Highway	\$ 4,215,887
Box Culvert	South of Williams Road	\$ 5,468,054
Box Culvert	Steveston Highway Culvert	\$ 5,852,616
Drainage Main	Shell Road Canal	\$ 363,794
Drainage Main	Williams Road - south side	\$ 36,059
Drainage Main	Railway Avenue	\$ 1,262,993
Drainage Main	Blundell Road	\$ 62,370
Drainage Main	Housman Street	\$ 42,230
Pump Station	No. 2 Road South Drainage Pump Station	\$ 1,143,450
Drainage Main	Constable Gate	\$ 43,919
Pump Station	Gilbert Road South Drainage Pump Station	\$ 1,429,313
Drainage Main	Ransford Gate	\$ 4,015
Drainage Main	4th Avenue	\$ 4,257
Drainage Main	Fortune Avenue	\$ 8,718
Drainage Main	Fortune Avenue	\$ 13,411
Drainage Main	Bonavista Drive	\$ 15,927
Drainage Main	Fortune Avenue	\$ 17,781
Drainage Main	Fortune Avenue	\$ 15,234
Drainage Main	Bonavista Drive	\$ 18,802
Drainage Main	Bonavista Drive	\$ 25,428
Drainage Main	Azure Road	\$ 22,898
Drainage Main	Azure Road	\$ 23,531
Drainage Main	Minoru Boulevard	\$ 24,190
Drainage Main	Azure Road	\$ 25,463
Drainage Main	Azure Road	\$ 28,420
Drainage Main	River Road	\$ 43,621
Drainage Main	River Road	\$ 45,056
Drainage Main	River Road	\$ 47,982
Drainage Main	Blundell Road	\$ 49,394
Drainage Main	Blundell Road	\$ 53,263
Drainage Main	Blundell Road	\$ 50,028
Drainage Main	Azure Road	\$ 51,765
Drainage Main	Azure Road	\$ 51,969

Type of Infrastructure	Location	Proposed Drainage DCC Recoverable
Drainage Main	Azure Road	\$ 51,972
Drainage Main	Azure Road	\$ 64,879
Drainage Main	Minoru Boulevard	\$ 81,581
Drainage Main	Blundell Road	\$ 79,245
Drainage Main	Azure Road	\$ 91,841
Drainage Main	Azure Road	\$ 102,603
Drainage Main	Garden City Road	\$ 1,137
Drainage Main	Amethyst Avenue	\$ 1,321
Drainage Main	No. 4 Road	\$ 1,353
Drainage Main	Tweedsmuir Avenue	\$ 2,283
Drainage Main	Dixon Avenue	\$ 3,172
Drainage Main	Bakerview Drive	\$ 3,498
Drainage Main	Steveston Highway	\$ 3,655
Drainage Main	Greenless Road	\$ 3,747
Drainage Main	Steveston Highway	\$ 3,812
Drainage Main	Ash Street	\$ 3,904
Drainage Main	Francis Road	\$ 4,346
Drainage Main	Bakerview Drive	\$ 5,288
Drainage Main	Bakerview Drive	\$ 5,288
Drainage Main	Francis Road	\$ 5,770
Drainage Main	Dolphin Avenue	\$ 5,866
Drainage Main	Saunders Road	\$ 6,003
Drainage Main	No. 4 Road	\$ 6,018
Drainage Main	Williams Road	\$ 6,035
Drainage Main	Francis Road	\$ 8,088
Drainage Main	Amethyst Avenue	\$ 8,208
Drainage Main	Rosehill Drive	\$ 8,219
Drainage Main	Francis Road	\$ 10,711
Drainage Main	Bakerview Drive	\$ 10,580
Drainage Main	Saunders Road	\$ 11,542
Drainage Main	Saunders Road	\$ 11,491
Drainage Main	Greenfield Drive	\$ 12,451
Drainage Main	Wagner Drive	\$ 12,928
Drainage Main	Francis Road	\$ 12,984
Drainage Main	Goldstream Drive	\$ 13,025
Drainage Main	Tweedsmuir Avenue	\$ 12,381
Drainage Main	Dixon Avenue	\$ 14,594
Drainage Main	Tweedsmuir Avenue	\$ 13,700
Drainage Main	Greenless Road	\$ 13,781
Drainage Main	Rosehill Drive	\$ 13,931
Drainage Main	Williams Road	\$ 16,403
Drainage Main	Goldstream Drive	\$ 16,737
Drainage Main	Francis Road	\$ 16,819
Drainage Main	Amethyst Avenue	\$ 16,967
Drainage Main	Williams Road	\$ 17,726
Drainage Main	Ash Street	\$ 17,505
Drainage Main	Steveston Highway	\$ 17,776
Drainage Main	Francis Road	\$ 17,813
Drainage Main	Steveston Highway	\$ 18,050
Drainage Main	Francis Road	\$ 19,746
Drainage Main	Steveston Highway	\$ 18,342
Drainage Main	Steveston Highway	\$ 18,645
Drainage Main	Steveston Highway	\$ 19,067

Type of Infrastructure	Location	Proposed Drainage DCC Recoverable
Drainage Main	Ryan Road	\$ 20,683
Drainage Main	Ash Street	\$ 19,104
Drainage Main	Steveston Highway	\$ 19,552
Drainage Main	St Albans Road	\$ 21,641
Drainage Main	Dolphin Avenue	\$ 22,027
Drainage Main	Francis Road	\$ 22,994
Drainage Main	Heather Street	\$ 23,454
Drainage Main	Glenallan Gate	\$ 23,538
Drainage Main	Williams Road	\$ 23,661
Drainage Main	St Albans Road	\$ 24,279
Drainage Main	Bakerview Drive	\$ 25,118
Drainage Main	Rosewell Avenue	\$ 27,361
Drainage Main	St Albans Road	\$ 23,400
Drainage Main	Dolphin Avenue	\$ 28,414
Drainage Main	Francis Road	\$ 28,564
Drainage Main	Williams Road	\$ 29,466
Drainage Main	Dolphin Avenue	\$ 29,668
Drainage Main	Ryan Road	\$ 30,414
Drainage Main	Francis Road	\$ 31,354
Drainage Main	Williams Road	\$ 2,236
Drainage Main	No. 5 Road	\$ 2,767
Drainage Main	Steveston Highway	\$ 4,200
Drainage Main	Williams Road	\$ 4,206
Drainage Main	No. 5 Road	\$ 4,615
Drainage Main	Williams Road	\$ 5,478
Drainage Main	Shell Road	\$ 6,059
Drainage Main	Coppersmith Way	\$ 7,022
Drainage Main	Steveston Highway	\$ 8,580
Drainage Main	No. 5 Road	\$ 6,217
Drainage Main	Shell Road	\$ 10,286
Drainage Main	Steveston Highway	\$ 10,313
Drainage Main	Williams Road	\$ 9,649
Drainage Main	Williams Road	\$ 9,701
Drainage Main	Horseshoe Way	\$ 12,885
Drainage Main	Steveston Highway	\$ 14,445
Drainage Main	Williams Road	\$ 16,263
Drainage Main	Shell Road	\$ 16,684
Drainage Main	Steveston Highway	\$ 16,709
Drainage Main	No. 5 Road	\$ 18,509
Drainage Main	Williams Road	\$ 18,796
Drainage Main	Steveston Highway	\$ 18,958
Drainage Main	Williams Road	\$ 21,851
Drainage Main	Seacote Road	\$ 20,412
Drainage Main	Horseshoe Way	\$ 24,752
Drainage Main	Williams Road	\$ 21,570
Drainage Main	No. 5 Road	\$ 22,672
Drainage Main	No. 5 Road	\$ 23,427
Drainage Main	Horseshoe Way	\$ 27,965
Drainage Main	Horseshoe Way	\$ 27,965
Drainage Main	Horseshoe Place	\$ 31,429
Drainage Main	No. 5 Road	\$ 27,538
Drainage Main	Horseshoe Way	\$ 33,847
Drainage Main	Horseshoe Way	\$ 27,077

Type of Infrastructure	Location	Proposed Drainage DCC Recoverable
Drainage Main	Horseshoe Way	\$ 34,192
Drainage Main	No. 5 Road	\$ 29,932
Drainage Main	Seacote Road	\$ 27,630
Drainage Main	No. 5 Road	\$ 5,298
Drainage Main	Williams Road	\$ 29,768
Drainage Main	King Road	\$ 41,221
Drainage Main	Williams Road	\$ 28,299
Drainage Main	Williams Road	\$ 28,302
Drainage Main	King Road	\$ 30,721
Drainage Main	Albion Road	\$ 32,702
Drainage Main	Albion Road	\$ 30,186
Drainage Main	Coppersmith Way	\$ 32,750
Drainage Main	Horseshoe Way	\$ 33,001
Drainage Main	Coppersmith Way	\$ 30,984
Drainage Main	Dixon Avenue	\$ 31,964
Drainage Main	Dolphin Avenue	\$ 33,056
Drainage Main	Dixon Avenue	\$ 45,061
Drainage Main	Glendower Gate	\$ 90,304
Drainage Main	Dolphin Avenue	\$ 110,493
Drainage Main	Dixon Avenue	\$ 163,851
Drainage Main	Williams Road	\$ 11,559
Drainage Main	King Road	\$ 15,030
Drainage Main	Shell Road	\$ 19,649
Drainage Main	Steveston Highway	\$ 59,140
Drainage Main	Shell Road	\$ 117,334
Drainage Main	Sealord Road	\$ 110,471
Drainage Main	King Road	\$ 243,594
Drainage Main	ROW between 7400 Minoru Boulevard and 7500 Minoru Boulevard (going east)	\$ 111,472
Drainage Main	Ackroyd Road - south side	\$ 253,786
Drainage Main	Ackroyd Road - north side	\$ 195,300
Drainage Main	Ackroyd Road - south side	\$ 74,922
Drainage Main	Ackroyd Road - south side	\$ 174,718
Drainage Main	Ackroyd Road - north side	\$ 269,111
Drainage Main	Blundell Road - north side	\$ 706,610
Drainage Main	Blundell Road - north side	\$ 328,300
Drainage Main	Blundell Road	\$ 197,003
Drainage Main	Bridge Street - west side	\$ 120,378
Drainage Main	Cooney Road	\$ 151,768
Drainage Main	Cooney Road (east side) & Westminster Highway (south side) (twin ex. box culvert)	\$ 529,060
Drainage Main	Gilbert Road - ROW approx. 185m north of Blundell Road	\$ 41,029
Drainage Main	Garden City Road - east side	\$ 13,921
Drainage Main	General Currie Road - south side	\$ 11,019
Drainage Main	Elmbridge Way	\$ 80,696
Drainage Main	Elmbridge Way	\$ 167,623
Drainage Main	Gilbert Road North PS outfall	\$ 31,094
Drainage Main	Granville Avenue - south side	\$ 159,909
Drainage Main	Granville Avenue - additional new pipe	\$ 134,296
Drainage Main	Granville Avenue - south side	\$ 388,952
Drainage Main	Granville Avenue - south side	\$ 1,565,969
Drainage Main	Heather Street	\$ 138,681
Drainage Main	Heather Street	\$ 52,789

Type of Infrastructure	Location	Proposed Drainage DCC Recoverable
Drainage Main	Lansdowne Road & ROW - additional new pipe	\$ 1,222,436
Drainage Main	Minoru Boulevard	\$ 524,488
Drainage Main	Minoru Boulevard - replace and new segment	\$ 114,011
Drainage Main	Minoru Boulevard at Acheson Road	\$ 4,496
Drainage Main	Minoru Boulevard	\$ 28,684
Drainage Main	Minoru Boulevard	\$ 70,136
Drainage Main	Minoru Boulevard	\$ 44,380
Drainage Main	No. 3 Road - west side	\$ 170,276
Drainage Main	No. 3 Road - additional new pipe	\$ 1,811,740
Drainage Main	Westminster Highway - north side	\$ 198,100
Drainage Main	Park Road - north side	\$ 117,219
Drainage Main	Pimliko Way/Citation Drive	\$ 182,030
Drainage Main	Railway ROW near Browngate Road ROW and No. 3 Road	\$ 65,606
Drainage Main	River Road - south side	\$ 53,736
Drainage Main	River Road	\$ 3,048
Drainage Main	River Road	\$ 20,341
Drainage Main	River Road	\$ 215,103
Drainage Main	River Road	\$ 359,147
Drainage Main	River Road	\$ 48,640
Drainage Main	Sexsmith Road near Sea Island Way - connect East to West drainage system, additional new pipe	\$ 11,179
Drainage Main	Westminster Highway - additional new pipe	\$ 286,323
Drainage Main	Garden City Road - west side	\$ 16,570
Drainage Main	Garden City Road - west side	\$ 66,181
Drainage Main	Garden City Road - west side	\$ 192,000
Drainage Main	St. Albans Road - west side	\$ 83,319
Drainage Main	Acheson Road - south side	\$ 429,054
Drainage Main	Acheson Road - north side	\$ 35,863
Drainage Main	Acheson Road - north side (existing culverts only)	\$ 103,378
Drainage Main	Acheson Road - north side	\$ 70,790
Drainage Main	Alderbridge Way	\$ 24,324
Drainage Main	Anderson Road	\$ 61,902
Drainage Main	Ash Street	\$ 136,045
Drainage Main	Ash Street	\$ 262,214
Drainage Main	Ash Street	\$ 140,462
Drainage Main	Ash Street	\$ 377,806
Drainage Main	Ash Street - west side	\$ 45,062
Drainage Main	Heather Street - west side	\$ 25,104
Drainage Main	Bridge Street - west side	\$ 545,738
Drainage Main	Sills Avenue	\$ 152,339
Drainage Main	Bridge Street - east side	\$ 662,162
Drainage Main	General Currie Road - north side	\$ 8,446
Drainage Main	Buswell Street	\$ 190,229
Drainage Main	Cambie Road PS outfall	\$ 76,403
Drainage Main	Cooney Road	\$ 292,827
Drainage Main	Gilbert Road - ROW at rear	\$ 65,177
Drainage Main	Keefer Avenue	\$ 108,524
Drainage Main	Garden City Road	\$ 869,360
Drainage Main	Garden City Road	\$ 498,492
Drainage Main	Garden City Road	\$ 8,576
Drainage Main	Garden City Road	\$ 192,918
Drainage Main	General Currie Road	\$ 335,979
Drainage Main	General Currie Road	\$ 261,694

Type of Infrastructure	Location	Proposed Drainage DCC Recoverable
Drainage Main	General Currie Road	\$ 338,513
Drainage Main	Granville Avenue	\$ 105,717
Drainage Main	Granville Avenue	\$ 5,769
Drainage Main	Granville Avenue	\$ 9,356
Drainage Main	Abercrombie Drive	\$ 91,086
Drainage Main	Minoru Boulevard	\$ 165,709
Drainage Main	Granville Avenue - north side	\$ 513,643
Drainage Main	Granville Avenue - north side	\$ 161,382
Drainage Main	Bennett Road - north side	\$ 1,214,188
Drainage Main	Bennett Road - north side	\$ 208,862
Drainage Main	General Currie Road - north side	\$ 175,883
Drainage Main	General Currie Road - north side	\$ 304,054
Drainage Main	General Currie Road - north side	\$ 189,605
Drainage Main	General Currie Road - north side	\$ 77,703
Drainage Main	Westminster Highway - north side	\$ 13,410
Drainage Main	Westminster Highway - north side	\$ 10,473
Drainage Main	Granville Avenue - south side	\$ 318,399
Drainage Main	Granville Avenue - south side	\$ 296,258
Drainage Main	Bennett Road - south side	\$ 1,191,891
Drainage Main	Bennett Road - south side	\$ 138,072
Drainage Main	Bennett Road - south side	\$ 289,241
Drainage Main	General Currie Road - south side	\$ 238,877
Drainage Main	General Currie Road - south side	\$ 595,945
Drainage Main	Jones Road - south side	\$ 120,972
Drainage Main	Jones Road - south side	\$ 355,509
Drainage Main	Blundell Road	\$ 511,754
Drainage Modelling	General	\$ 779,625
Pump Station	Cambie Road West Drainage Pump Station	\$ 1,429,313
Drainage Main	Cambie Road West of Garden City Road - south side	\$ 53,794
Drainage Main	Dallyn Road	\$ 9,270
Drainage Main	Dallyn Road	\$ 345,323
Drainage Main	Danforth Drive	\$ 40,790
Drainage Main	River Road	\$ 206,112
Drainage Main	St Edwards Drive	\$ 111,245
Drainage Main	Bridgeport Road North Side	\$ 194,293
Drainage Main	No. 5 Road	\$ 528,414
Drainage Main	Bathgate Way	\$ 265,675
Drainage Main	River Road	\$ 162,850
Drainage Main	Bath Slough	\$ 183,358
Drainage Main	Vulcan Way	\$ 560,474
Drainage Main	Bridgeport Road	\$ 239,177
Drainage Main	Viking Way (with new connection)	\$ 133,649
Pump Station	No. 6 Road North Drainage Pump Station	\$ 1,429,313
Drainage Main	Burrows Road	\$ 311,950
Drainage Main	Bargen Drive	\$ 206,081
Drainage Main	No. 5 Road (New Connection)	\$ 25,338
Box Culvert	Blundell Road	\$ 17,588,091
Box Culvert	Francis Road	\$ 408,628
Box Culvert	Mccallan Road	\$ 13,015,187
Box Culvert	No. 3 Road	\$ 28,496,963
Box Culvert	Cambie Road	\$ 23,787,160
Box Culvert	Gilbert Road	\$ 11,926,155
Box Culvert	Granville Avenue - north side	\$ 7,119,079

Type of Infrastructure	Location	Proposed Drainage DCC Recoverable
Box Culvert	Cambie Road - south side	\$ 2,456,470
Box Culvert	Cambie Road - south side	\$ 4,285,631
Box Culvert	Cambie Road	\$ 8,401,708
Box Culvert	Shell Road	\$ 742,842
Box Culvert	Shell Road	\$ 2,849,592
Box Culvert	Cambie Road	\$ 10,025,212
Box Culvert	Bird Road	\$ 13,067,951
Box Culvert	Bath Slough	\$ 1,400,440
Box Culvert	Bath Slough	\$ 897,094
Box Culvert	Bath Slough	\$ 893,034
Box Culvert	Bath Slough	\$ 1,311,137
Box Culvert	No. 6 Road North	\$ 22,923,145
Box Culvert	Bridgeport Road - south side and cross over to north at Viking Way	\$ 9,468,255
Pump Station	No. 3 Road South Drainage Pump Station	\$ 2,858,625
Dike	South Dike – No. 4 Road to No. 5 Road	\$ 1,975,050
Dike	North Dike - Lynas Lane to No. 2 Road	\$ 1,195,425
Dike	South Dike - Fraserwood Way to Queens Road	\$ 3,352,388
Dike	South Dike - Graybar Road to Fraserwood Way	\$ 3,014,550
Dike	South Dike - Port of Vancouver to Nelson Road	\$ 1,533,263
Dike	South Dike – No. 7 Road to Port of Vancouver	\$ 2,494,800
Dike	South Dike - VAFFC to No. 7 Road	\$ 2,390,850
Dike	South Dike - Riverport Way Park	\$ 1,013,513
Dike	South Dike – No. 2 Road to Gilbert Road	\$ 4,443,863
Dike	Terra Nova West	\$ 1,961,017
Dike	Terra Nova North	\$ 2,601,349
Dike	North Dike – No. 1 Road to McCallan Road Pump Station	\$ 3,241,681
Dike	North Dike - McCallan Road Pump Station to Lynas Lane	\$ 1,600,830
Dike	North Dike - Queens Road to Tree Island Steel	\$ 4,521,825
Dike	South Dike - 7500 No. 9 Road, 20455 Dyke Road, PID 004-101-235 and 6831 Graybar Road	\$ 3,041,577
Dike	7850 River Road to Capstan Way	\$ 1,240,643
Dike	South Dike - Rice Mill Road (Canadian Fishing Company)	\$ 1,351,350
Dike	12280 No. 5 Road and 12800 Rice Mill Road	\$ 4,842,511
Dike	South Dike - 13911 Garden City Road (Crown Packaging)	\$ 935,550
Dike	7780 River Road to 7840 River Road	\$ 800,415
Dike	Duck Island	\$ 4,002,075
Dike	3500 Cessna Drive	\$ 1,000,519
Dike	8211 River Road (between Moray Channel Bridge and Sea Island Connector)	\$ 340,176
Dike	South Dike - Queens Road to Boundary Road	\$ 6,211,013
Dike	South Dike - Finn Slough	\$ 4,911,638
Dike	Steveston Island Phase 1	\$ 4,402,283
Dike	North Dike - Shell Road to Bath Slough Drainage Pump Station	\$ 3,841,992
Dike	North Dike - Bath Slough Drainage Pump Station to Knight Street	\$ 3,761,951
Dike	North Dike - Knight Street to No. 6 Road	\$ 2,401,245
Dike	West Dike - Garry Point Park to Steveston Highway	\$ 4,242,200
Dike	West Dike - Steveston Highway to Williams Road	\$ 3,241,681
Dike	West Dike - Williams Road to Francis Road	\$ 3,241,681
Dike	West Dike - Francis Road to Blundell Road	\$ 3,321,722
Dike	West Dike - Blundell Road to Granville Avenue	\$ 3,321,722

Type of Infrastructure	Location	Proposed Drainage DCC Recoverable
Dike	West Dike - Granville Avenue to Westminster Highway	\$ 3,241,681
Dike	North Dike - River Road to No 1 Road	\$ 2,921,515
Dike	Sea Island	\$ 1,689,188
Dike	North Dike - Dinsmore Bridge to Cambie Road Drainage Pump Station	\$ 4,082,117
Dike	3399 Corvette Way to Morray Channel Bridge	\$ 600,311
Dike	Oak Street Bridge	\$ 1,320,685
Dike	North Dike – No. 6 Road to No. 7 Road	\$ 8,913,713
Dike	North Dike – No. 7 Road to No. 8 Road	\$ 9,303,525
Dike	North Dike – No. 8 Road to 19500 River Road	\$ 8,419,950
Dike	North Dike - 19500 River Road to CN Rail Trestle Bridge	\$ 8,731,800
Dike	North Dike - CN Rail Trestle Bridge to 22040 River Road	\$ 4,235,963
Dike	North Dike - 22040 River Road to Queens Road	\$ 4,365,900
Dike	South Dike - Nelson Road to Dyke Road (Lafarge)	\$ 3,882,013
Dike	South Dike – No. 5 Road to 12280 No. 5 Road and 12800 Rice Mill Road	\$ 2,681,390
Dike	North Dike - Oak Street Bridge to Canada Line SkyTrain (Foody World)	\$ 1,120,581
Dike	8811 River Road (River Rock Casino Resort)	\$ 2,001,038
Dike	South Dike - Rice Mill Road to Port of Vancouver (MoTI)	\$ 701,663
Dike	South Dike - Port of Vancouver to Steveston Highway	\$ 2,988,563
Dike	South Dike - 16200 Portside Road to 16280 Portside Road	\$ 4,562,366
<b>Total Proposed DCC</b>		<b>\$ 577,404,720</b>

## **PROPOSED PARK ACQUISITION DCC PROGRAM**

### ***Purpose of Program***

The Park Acquisition DCC Program enables the City to expand parks services and provides a dedicated source of funding to increase the provision of the parks and open space system in response to population growth.

### ***Overview of Proposed Program***

In correspondence with the goals and objectives of the Official Community Plan (OCP), the Park Acquisition DCC Program enables the City to acquire parklands as identified in the OCP for park purposes in order to ensure sufficient parks and open spaces are provided to meet growing population in corresponding neighbourhoods.

Project Area	Acres by Park Type*				Park Acq. DCC Recoverable Value (Million)
	N	C	CW	T&NA	
Blundell	0.054	-	-	-	\$ 1
Bridgeport	-	-	-	13.65	\$ 44
Broadmoor	0.45	-	-	-	\$ 3
City Centre	3.76	1.53	166.11	-	\$ 298
East Cambie	-	1.59	-	19.39	\$ 21
East Richmond	-	-	-	79.06	\$ 16
Gilmore	-	-	-	19.78	\$ 23
Hamilton	-	4.89	-	1.7	\$ 26
Thompson	-	0.18	2.28	0.83	\$ 24
General	-	-	-	-	\$ 26
<b>Total Proposed DCC Program</b>					<b>\$ 482</b>

\*Park Type: N=Neighbourhood, C=Community, CW=City-Wide, T&NA=Trail & Natural Area

### ***Highlights of Proposed Park Acquisition DCC Program***

In order to meet the growth projected by the OCP, the updated DCC program will enable the City to meet the city-wide park quantity standard of the OCP at 7.66 acres/1,000 population (3.1 hectares/1,000 population) and 3.25 acres/1,000 population (1.3 hectares/1,000 population) at City Centre. The following are highlights of the projects in the updated Parkland Acquisition Program:

- Land acquisition of properties in Broadmoor and City Centre have been completed.
- The land assessment values have been updated.
- All properties identified in the OCP for park purposes are now included in the Park Acquisition DCC Program. These include Bridgeport Industrial Trail, Bridgeport Recreational Trail, various city trails, Terra Nova Rural Park, King George/Cambie Community Park and others.

## **PROPOSED PARK DEVELOPMENT DCC PROGRAM**

### ***Purpose of Program***

The Parks Development DCC Program enables the City to increase and to improve parks services in response to growth. The Parks Development DCC Program provides a dedicated funding source for the construction of new parks to meet the growth demands.

### ***Overview of Proposed Program***

The parks and open space system in Richmond currently consists over 871 hectares (2,153 acres) of park land and over 136 kilometres of trails. The proposed park development projects include construction of new parks as well as improvements to existing parks.

Planning Area	Size (acres)	DCC Recoverable Cost by Park Type*					Park Dev. DCC Recoverable Value (Million)
		N	C	CW	NA	T/GW	
Blundell	106.35	\$ 2.1	-	-	-	\$ 0.2	\$ 2.3
Bridgeport	20.99	\$ 0.2	-	-	\$ 0.2	\$ 1.2	\$ 1.6
Broadmoor	69.58	\$ 1.4	\$ 7.9	-	-	-	\$ 9.3
City Centre	314.12	\$ 9.0	\$ 4.0	\$ 167.7	-	-	\$ 180.7
East Cambie	260.69	\$ 0.1	\$ 8.8	-	\$ 4.0	\$ 1.8	\$ 14.7
East Richmond	91.26	-	-	\$ 5.7	\$ 8.3	-	\$ 14.0
Fraser Lands	17.41	-	-	-	\$ 0.8	\$ 1.4	\$ 2.2
Gilmore	94.42	-	-	-	\$ 6.9	-	\$ 6.9
Hamilton	79.93	\$ 1.2	\$ 1.4	\$ 11.4	\$ 0.1	\$ 0.2	\$ 14.3
Sea Island	26.14	-	-	-	\$ 1.2	-	\$ 1.2
Seafair	91.93	\$ 0.8	\$ 5.8	-	\$ 4.7	\$ 0.1	\$ 11.4
Shellmont	48.08	\$ 0.8	-	-	\$ 0.7	\$ 2.4	\$ 3.9
Steveston	193.43	\$ 1.2	\$ 6.3	\$ 15.9	-	\$ 0.2	\$ 23.6
Thompson	251.07	\$ 0.8	\$ 2.4	\$ 17.0	\$ 6.4	\$ 0.2	\$ 26.8
West Cambie	30.62	\$ 1.1	-	-	\$ 0.1	\$ 0.3	\$ 1.5
City-Wide Trails	-	-	-	-	-	\$ 6.5	\$ 6.5
General	-	-	-	\$ 20.9	-	-	\$ 20.9
<b>Total Proposed DCC Program</b>							<b>\$ 341.8</b>

\*Park Type: N=Neighbourhood, C=Community, CW=City-Wide, T&NA=Trail & Natural Area

### ***Highlights of Proposed Park Development DCC Program***

- The value of park development continues to increase due to escalations in construction costs. The program costs have been updated to reflect the average construction cost of similar parks recently constructed in the region.
- Various projects have been removed from the DCC program upon completion. Some of these completed projects include Tait Waterfront Park, Railway Greenway Community Gardens, London Steveston Neighbourhood Park, Minoru Park, Alexandra Neighbourhood Park, Aberdeen Neighbourhood Park, King George/Cambie Community Park, No. 3 Road Bark Park, Hamilton and Alexandra Community Gardens, etc.
- New park development will continue to be a focus for the rapidly densifying City Centre. Upcoming park development projects will include Lulu Island Park along the Middle Arm waterfront, Lansdowne Park near the Canada Line Lansdowne station, etc.

## **PROPOSED SANITARY DCC PROGRAM**

### ***Purpose of Program***

The Sanitary DCC Program provides a dedicated source of funding for upgrading existing sanitary sewer infrastructure as well as installing new infrastructure to support growth. As the City's population and density increase, the demand for a reliable and efficient sanitary system grows. The program focuses on ensuring sufficient capacity and sustainable waste management to meet future needs.

### ***Overview of Proposed Program Changes***

	Sanitary DCC Program Recoverable Value (Million)	Number of Projects
2023 Approved DCC Program	\$ 102	269
Less: Completed Projects	-	-
Less: Deleted/Deferred Projects	\$ 4	19
Add: Inflationary Adjustment	\$ 9	250
Add: New / Enhanced Existing Projects	-	-
<b>2025 Proposed DCC Program</b>	<b>\$ 107</b>	<b>250</b>

### ***Overview of Proposed Program***

The Sanitary DCC Program aligns with the City's goals to maintain and improve the sanitary sewer network to meet the public's needs. The program focuses on:

- Upgrading and installing sanitary sewer mains, pump stations and forcemains to ensure system reliability.
- Addressing growth demands by increasing system capacity.
- Promoting sustainability through efficient infrastructure upgrades.

Project Type	Description of Project Type	Proposed DCC Program Allocation by Project Type
Gravity Mains	Installation or upgrade of sewer pipes	50%
Pump stations	Installation or upgrade of pump systems	42%
Forcemains	Construction of pressure pipelines	8%
<b>Total Proposed DCC Program</b>		<b>100%</b>

### ***Proposed Sanitary DCC Projects***

See Attachment 5.1 for complete details of the proposed Sanitary DCC projects.

**DETAILS OF PROPOSED SANITARY DCC PROGRAM**

Project ID	Type of Infrastructure	Location	Proposed Sanitary DCC Recoverable
2006-BP-1066	Gravity Mains- ROW	Leslie	\$ 133,316
2006-BP-1083	Gravity Mains	Walford	\$ 193,590
2006-BP-1084	Gravity Mains	Walford	\$ 105,595
2006-BP-1088	Gravity Mains	Odlin	\$ 293,905
2006-BP-1089	Gravity Mains	Odlin	\$ 350,222
2006-BP-1090	Gravity Mains- ROW	Odlin	\$ 332,623
2006-BP-1091	Gravity Mains- ROW	Odlin	\$ 72,903
2006-BP-1092	Gravity Mains	Odlin	\$ 197,110
2006-BP-1093	Gravity Mains	Viscount	\$ 336,143
2006-BP-1094	Gravity Mains	Viscount	\$ 78,814
2006-BP-1095	Gravity Mains	Dominion	\$ 414,761
2006-BP-1096	Gravity Mains	Dominion	\$ 239,122
2006-BP-1097	Gravity Mains	Dominion	\$ 23,277
2006-BP-1098	Gravity Mains	Dominion	\$ 159,598
2006-BP-1099	Gravity Mains	Dominion	\$ 124,132
2006-BP-1102	Gravity Mains	Gilley West	\$ 357,262
2006-BP-1103	Gravity Mains	Gilley West	\$ 650,215
2006-BP-1104	Gravity Mains	Crestwood	\$ 202,946
2006-BP-1105	Gravity Mains	Burrows	\$ 172,471
2006-BP-1106	Gravity Mains	Burrows	\$ 212,949
2006-BP-1107	Gravity Mains	Gilley East	\$ 885,235
2006-BP-1108	Gravity Mains	Gilley East	\$ 120,191
2006-BP-1109	Gravity Mains	Gilley East	\$ 411,803
2006-BP-1110	Gravity Mains	Gilley East	\$ 396,040
2006-BP-1111	Gravity Mains	Gilley East	\$ 211,189
2008-CCAP-1303	Gravity Mains- ROW	Minoru Park behind 6611 Minoru Boulevard	\$ 739,162
2008-CCAP-1304	Gravity Mains- ROW	Minoru Park, 85m N of Granville Avenue	\$ 81,056
2008-CCAP-1309	Gravity Mains	Minoru Blvd	\$ 20,378
2008-CCAP-1310	Gravity Mains- ROW	ROW between 7400 Gilbert Road & 7437 Moffatt Road	\$ 155,628
2008-CCAP-1319	Gravity Mains	Brown Road	\$ 141,038
2008-CCAP-1322	Gravity Mains	Capstan Way	\$ 477,799
2008-CCAP-1323	Gravity Mains	Crossing Capstan Way	\$ 43,436
2008-CCAP-1324	Gravity Mains	Capstan Way	\$ 157,628
2008-CCAP-1325	Gravity Mains- ROW	ROW between 8151 Capstan Way & 3331 No. 3 Road	\$ 100,238
2008-CCAP-1328	Gravity Mains	Garden City Road	\$ 98,184
2008-CCAP-1329	Gravity Mains	Corvette Way	\$ 348,277
2008-CCAP-1331	Gravity Mains	Hazelbridge Way	\$ 581,697
2008-CCAP-1333	Gravity Mains	Leslie Road	\$ 236,442
2008-CCAP-1336	Gravity Mains	No. 3 Road	\$ 311,226
2008-CCAP-1338	Gravity Mains- ROW	8671 Odlin Crescent - ROW along SPL	\$ 333,952
2008-CCAP-1339	Gravity Mains	River Drive	\$ 187,106
2008-CCAP-1340	Gravity Mains	River Road	\$ 426,356
2008-CCAP-1342	Gravity Mains	Sexsmith Road - ROW along W side	\$ 146,350
2008-CCAP-1344	Gravity Mains	9800 Van Horne Way	\$ 462,513

Project ID	Type of Infrastructure	Location	Proposed Sanitary DCC Recoverable
2008-CCAP-1345	Gravity Mains- ROW	ROW between 9500 & 9800 Van Horne Way	\$ 301,529
2008-CCAP-1348	Gravity Mains	ROW between 7360 Elmbridge Way & 7371 Westminster Highway	\$ 181,566
2008-CCAP-1350	Gravity Mains- ROW	90m North of Granville Avenue	\$ 196,156
2008-CCAP-1351	Gravity Mains- ROW	Minoru Park	\$ 105,373
2008-CCAP-1353	Gravity Mains- ROW	Westminster Highway- ROW at rear	\$ 515,518
2008-CCAP-1354	Gravity Mains- ROW	Minoru Park	\$ 220,452
2008-CCAP-1355	Gravity Mains- ROW	NE corner of 6551 No. 3 Road	\$ 13,365
2008-CCAP-1363	Gravity Mains	Westminster Highway	\$ 301,529
2008-CCAP-1364	Gravity Mains	Westminster Highway & Elmbridge Way	\$ 577,992
2008-CCAP-1365	Gravity Mains	Elmbridge Way	\$ 169,290
2008-CCAP-1366	Gravity Mains	Gilbert Road - ROW along W side	\$ 192,664
2008-CCAP-1367	Gravity Mains	Azure Road - ROW at rear	\$ 144,280
2008-CCAP-1368	Gravity Mains- ROW	Minoru Park behind 6611 Minoru Boulevard	\$ 107,447
2008-CCAP-1369	Gravity Mains- ROW	Gilbert Road - ROW along W side	\$ 192,664
2008-CCAP-1370	Gravity Mains- ROW	Brighthouse School	\$ 516,438
2008-CCAP-1371	Gravity Mains- ROW	Brighthouse School	\$ 394,268
2008-CCAP-1372	Gravity Mains- ROW	Brighthouse Pump Station	\$ 361,969
2008-CCAP-1374	Gravity Mains- ROW	Minoru Park S of 7000 Westminster Highway	\$ 38,981
2008-CCAP-1375	Gravity Mains	Heather Street	\$ 157,466
2008-CCAP-1376	Gravity Mains	Heather Street	\$ 18,525
2008-CCAP-1378	Gravity Mains	Lane N of Elmbridge Way	\$ 252,896
2008-CCAP-1379	Gravity Mains- ROW	Crossing Elmbridge Way	\$ 139,417
2008-CCAP-1383	Gravity Mains	Kwantlen Street	\$ 190,813
2008-CCAP-1386	Gravity Mains	Ackroyd Road - ROW along S side	\$ 157,628
2008-CCAP-1387	Gravity Mains	Crossing Ackroyd Road	\$ 31,111
2008-CCAP-1390	Gravity Mains	Alderbridge Way - ROW along N side	\$ 176,703
2008-CCAP-1391	Gravity Mains	Between 7771 & 7811 Alderbridge Way	\$ 652,658
2008-CCAP-1393	Gravity Mains	Lane S of Alderbridge Way	\$ 178,200
2008-CCAP-1394	Gravity Mains	ROW along NPL of 5891 No. 3 Road	\$ 152,386
2008-CCAP-1396	Gravity Mains	Lane West of No. 3 Road	\$ 599,400
2008-CCAP-1397	Gravity Mains- ROW	7080 River Road - ROW at rear	\$ 442,567
2008-CCAP-1399	Gravity Mains	Ferndale Road	\$ 20,378
2008-CCAP-1400	Gravity Mains	Katsura Street	\$ 124,827
2008-CCAP-1403	Gravity Mains- ROW	8151 Bennett Road - ROW along W side	\$ 87,069
2008-CCAP-1404	Gravity Mains	Bennett Road	\$ 80,888
2008-CCAP-1405	Gravity Mains- ROW	8631 Bennett Road - ROW along W side	\$ 155,613
2008-CCAP-1409	Gravity Mains- ROW	Cook Road & Eckersley Road - ROW at rear, Park Road and ROW between Park Place & Citation Drive	\$ 1,001,766
2008-CCAP-1410	Gravity Mains- ROW	Cook Road & Eckersley Road	\$ 56,739
2008-CCAP-1411	Gravity Mains	Cook Gate	\$ 151,406
2008-CCAP-1413	Gravity Mains- ROW	ROW between Cook Road & Spires Road	\$ 273,970

Project ID	Type of Infrastructure	Location	Proposed Sanitary DCC Recoverable
2008-CCAP-1414	Gravity Mains- ROW	ROW between Cooney Road & Spires Road	\$ 155,628
2008-CCAP-1419	Gravity Mains	Jones Road	\$ 155,628
2008-CCAP-1420	Gravity Mains	Jones Road	\$ 205,632
2008-CCAP-1421	Gravity Mains- ROW	8535 Jones Road - ROW along W side	\$ 68,544
2008-CCAP-1422	Gravity Mains	Crossing Jones Road	\$ 25,936
2008-CCAP-1412	Gravity Mains- ROW	ROW between Cook Road & Spires Road	\$ 109,300
2008-CCAP-1415	Gravity Mains- ROW	Cook Road & Spires Road	\$ 304,772
2008-TN-1505	Gravity Mains	Granville Avenue	\$ 337,194
2008-TN-1506	Gravity Mains	Lynas Lane (U/S Lynas PS)	\$ 317,741
2008-TN-1507	Gravity Mains	Lynas Lane (South of Lynas PS)	\$ 370,508
2008-TN-1511	Gravity Mains	Tiffany Bouelvard (U/S of Lynas PS)	\$ 351,982
2008-TN-1514	Gravity Mains	Colonial Drive	\$ 470,545
2008-TN-1515	Gravity Mains	Francis Road - N side	\$ 132,932
2008-TN-1516	Gravity Mains- ROW	U/S of Youngmore PS	\$ 210,746
2008-TN-1517	Gravity Mains- ROW	Quilchena School Park - ROW along E side and Anvil Crescent - ROW at rear	\$ 656,556
2008-TN-1518	Gravity Mains- ROW	ROW between Quilchena School Park & Decourcy Crescent	\$ 209,125
2008-TN-1519	Gravity Mains	Barnard Drive & Richards Drive Intersection	\$ 209,125
2008-TN-1520	Gravity Mains	U/S of Barnard PS	\$ 226,010
2008-TN-1521	Gravity Mains	Immediately U/S of Barnard PS	\$ 31,493
2008-TN-1522	Gravity Mains- ROW	2nd pipe U/S of Terra Nova East PS	\$ 89,162
2008-ST-1602	Gravity Mains	Elsmore Road	\$ 823,398
2008-ST-1603	Gravity Mains	Elsmore Road	\$ 347,490
2008-ST-1604	Gravity Mains	Kirkmond Road	\$ 118,058
2008-ST-1610	Gravity Mains- ROW	3088 Francis Road - ROW along E side	\$ 251,274
2008-ST-1611	Gravity Mains	Wellmond Road	\$ 75,954
2008-ST-1612	Gravity Mains	Wellmond Road	\$ 161,171
2008-ST-1613	Gravity Mains	Barmond Avenue	\$ 133,383
2008-ST-1614	Gravity Mains	Barmond Avenue	\$ 237,125
2008-ST-1615	Gravity Mains	Barmond Avenue	\$ 309,033
2008-ST-1616	Gravity Mains	Truro Drive - at rear	\$ 339,014
2008-ST-1617	Gravity Mains- ROW	10371 4th Avenue - SW corner	\$ 98,889
2008-ST-1618	Gravity Mains- ROW	10760 Springmont Drive - ROW along the EPL	\$ 223,997
2008-ST-1619	Gravity Mains	7th Avenue	\$ 255,650
2008-ST-1620	Gravity Mains	Lane between Richmond Street & Broadway Street	\$ 719,695
2008-ST-1621	Gravity Mains	Richmond Street	\$ 278,438
2008-ST-1623	Gravity Mains	Immediate U/S of Richmond Park PS	\$ 38,981
2008-ST-1625	Gravity Mains- ROW	10111 4th Avenue - ROW along SPL	\$ 431,402
2008-ST-1627	Gravity Mains- ROW	Princeton Avenue - ROW at rear	\$ 262,622
2008-ST-1628	Gravity Mains- ROW	9751 Parksville Drive - ROW along EPL	\$ 144,498

Project ID	Type of Infrastructure	Location	Proposed Sanitary DCC Recoverable
2008-ST-1629	Gravity Mains- ROW	ROW between Woodpecker Drive & Kingfisher Drive	\$ 434,462
2008-ST-1632	Gravity Mains	Lane W of 3rd Avenue	\$ 196,156
2008-ST-1637	Gravity Mains- ROW	Springfield Drive - ROW at rear	\$ 63,224
2008-ST-1638	Gravity Mains	Springfield Drive & 4th Avenue	\$ 343,679
2008-ST-1640	Gravity Mains	Kirkmond Crescent	\$ 121,584
2008-ST-1641	Gravity Mains	Gormond Road	\$ 637,273
2008-ST-1642	Gravity Mains	Ullsmore Avenue	\$ 487,959
2008-ST-1644	Gravity Mains	Francis Road	\$ 51,233
2008-ST-1645	Gravity Mains- ROW	9780 Pendleton Road & Crossing Pendleton Road	\$ 89,162
2008-ST-1647	Gravity Mains	Lane between Pleasant Street & 4th Avenue	\$ 100,037
2008-SH-1702	Gravity Mains	Lane between Sealily Place & Seacote Road	\$ 188,739
2008-SH-1704	Gravity Mains	No. 5 Road - ROW along W side	\$ 181,549
2008-SH-1705	Gravity Mains	No. 5 Road - ROW along W side	\$ 922,952
2008-SH-1706	Gravity Mains	Horseshoe Way (N) - ROW along N side	\$ 578,660
2008-SH-1707	Gravity Mains	Horseshoe Way	\$ 102,465
2008-SH-1708	Gravity Mains	Horseshoe Way - ROW along S side	\$ 458,778
2008-SH-1709	Gravity Mains	Horseshoe Place - ROW along E side	\$ 170,433
2008-SH-1710	Gravity Mains- ROW	South of Horseshoe PS	\$ 290,181
2008-SH-1711	Gravity Mains	Coppersmith Way - ROW along N & S side	\$ 319,362
2008-SH-1712	Gravity Mains	Crossing Horseshoe Way (50m N of Blacksmith Pl)	\$ 29,180
2008-SH-1713	Gravity Mains	Horseshoe Way	\$ 546,499
2008-SH-1714	Gravity Mains	Horseshoe Way	\$ 331,848
2008-SH-1715	Gravity Mains- ROW	Glenacres Drive - ROW at rear	\$ 301,529
2008-SH-1716	Gravity Mains- ROW	9540 Glenacres Drive - along WPL	\$ 437,625
2008-SH-1717	Gravity Mains	Ash Street	\$ 284,145
2008-SH-1718	Gravity Mains	Ash Street	\$ 204,930
2008-SH-1719	Gravity Mains	Ash Street	\$ 209,385
2008-SH-1720	Gravity Mains	Ash Street & Williams Road	\$ 318,533
2008-SH-1725	Gravity Mains- ROW	ROW between Ryan Road & Mortfield Place	\$ 525,245
2008-SH-1726	Gravity Mains- ROW	ROW between 9111 Kingsbridge Drive & 11751 King Road	\$ 94,025
2008-SH-1727	Gravity Mains- ROW	11751 King Road - Row along WPL & King Road - ROW at rear	\$ 755,835
2008-SH-1728	Gravity Mains	Seacote Road	\$ 184,590
2008-SH-1729	Gravity Mains- ROW	Seaport Avenue & Seacote Road - ROW at rear	\$ 238,516
2008-SH-1730	Gravity Mains	Lane between Seaton Place & Seacote Road	\$ 147,015
2008-SH-1731	Gravity Mains	Lane between Seaton Place & Seacote Road and lane between Seaton Road & Williams Roa	\$ 376,448
2008-SH-1734	Gravity Mains- ROW	Seaway Road - ROW at rear	\$ 238,305
2008-SH-1735	Gravity Mains- ROW	Aquila Road - ROW at rear	\$ 264,913
2008-SH-1736	Gravity Mains- ROW	Aquila Road - ROW at rear	\$ 607,697

Project ID	Type of Infrastructure	Location	Proposed Sanitary DCC Recoverable
2008-SH-1738	Gravity Mains	Lane between Aquila Road & Aragon Road and lane between Dennis Crescent & Aintree Crescent	\$ 871,101
2008-SH-1739	Gravity Mains	Lane between Aquila Road & Aragon Road and lane between Dennis Crescent & Aintree Crescent	\$ 187,106
2008-SH-1740	Gravity Mains	Riverside Way - ROW along E side	\$ 296,666
2008-SH-1741	Gravity Mains	Crossing Riverside Way	\$ 42,608
2015-OCP-1002	Gravity Mains	8971 Beckwith Road to 8960 Charles Street	\$ 181,272
2015-OCP-1003	Gravity Mains	Gilbert and Elmbridge Way	\$ 130,014
2015-OCP-1004	Gravity Mains	7111 Elmbridge Way	\$ 210,422
2015-OCP-1005	Gravity Mains	6551 No. 3 Road	\$ 249,716
2015-OCP-1006	Gravity Mains	8120 Cook Road (east side lane)	\$ 147,832
2015-OCP-1007	Gravity Mains	8121 Cook Road (east side lane)	\$ 18,155
2015-OCP-1008	Gravity Mains	6091 No. 3 Road (Lane to the south west)	\$ 72,434
2015-OCP-1009	Gravity Mains	6092 No. 3 Road (Lane to the south west)	\$ 104,483
2015-OCP-1010	Gravity Mains	6093 No. 3 Road (Lane to the south west)	\$ 13,709
2015-OCP-1011	Gravity Mains	6094 No. 3 Road (Lane to the south west)	\$ 61,504
2015-OCP-1012	Gravity Mains	6095 No. 3 Road (Lane to the south west)	\$ 29,085
2021-OCP-1006	Gravity Mains	River Road NE of West Road	\$ 217,454
2021-OCP-1007	Gravity Mains	River Road NE of West Road	\$ 217,843
2021-OCP-1008	Gravity Mains	No. 3 Road SE of River Road	\$ 121,709
2021-OCP-1009	Gravity Mains	Beckwith Road E of No. 3 Road	\$ 189,479
2021-OCP-1010	Gravity Mains	Beckwith Road E of No. 3 Road	\$ 38,376
2021-OCP-1011	Gravity Mains	Beckwith Road E of No. 3 Road	\$ 140,850
2021-OCP-1012	Gravity Mains	Beckwith Road E of No. 3 Road	\$ 181,611
2021-OCP-1013	Gravity Mains	Laneway N of Beckwith Road	\$ 200,454
2021-OCP-1014	Gravity Mains	Laneway N of Beckwith Road	\$ 54,286
2021-OCP-1015	Gravity Mains	Charles Street E of Laneway	\$ 119,371
2021-OCP-1016	Gravity Mains	Easement E of Northey Road	\$ 107,764
2021-OCP-1017	Gravity Mains	Easement E of Northey Road	\$ 128,099
2021-OCP-1018	Gravity Mains	Easement E of Northey Road	\$ 129,458
2021-OCP-1023	Gravity Mains	Murdoch Avenue at Minoru Boulevard	\$ 46,047
2021-OCP-1024	Gravity Mains	Cook Gate S of Easement	\$ 9,700
2021-OCP-1025	Gravity Mains	Cook Gate S of Easement	\$ 80,339
2006-BP-1014	Pump Stations	Burkeville	\$ 888,410
2006-BP-1017	Pump Stations	Woodhead East	\$ 888,410
2006-BP-1018	Pump Stations	Kilby	\$ 888,410
2006-BP-1019	Pump Stations	Gilley East	\$ 888,410
2006-BP-1010	Pump Stations	Dominion	\$ 628,372
2006-BP-1013	Pump Stations	Skyline	\$ 1,193,906
2006-BP-1023	Pump Stations	Pinnacle	\$ 1,885,115
2006-BP-1012	Pump Stations	Leslie	\$ 1,885,115
2006-ER-1214	Pump Stations	East Richmond	\$ 2,665,232
2006-ER-1213	Forcemains	East Richmond	\$ 3,526,875
2006-CC-1037	Pump Stations	Eckersley A	\$ 888,410

Project ID	Type of Infrastructure	Location	Proposed Sanitary DCC Recoverable
2006-CC-1038	Pump Stations	Heather N	\$ 888,410
2006-CC-1040	Pump Stations	Acheson	\$ 888,410
2006-CC-1041	Pump Stations	Ackroyd	\$ 888,410
2006-CC-1042	Pump Stations	Alberta	\$ 888,410
2006-CC-1044	Pump Stations	Arcadia	\$ 888,410
2006-CC-1045	Pump Stations	Brighthouse	\$ 888,410
2006-CC-1047	Pump Stations	Ferndale	\$ 888,410
2006-CC-1048	Pump Stations	Foster N	\$ 888,410
2006-CC-1049	Pump Stations	Alderbridge West	\$ 888,410
2006-CC-1050	Pump Stations	Jones	\$ 888,410
2006-CC-1053	Pump Stations	Moffatt	\$ 888,410
2008-BM-1762	Pump Stations	Montrose	\$ 748,136
2008-BM-1763	Pump Stations	Oeser	\$ 748,136
2008-BM-1765	Pump Stations	Woodwards	\$ 748,136
2008-CCAP-1441	Pump Stations (Major)	Alderbridge (Includes new wet well)	\$ 2,244,407
2008-CCAP-1444	Pump Stations	Elmbridge	\$ 748,136
2008-CCAP-1445	Pump Stations (Major)	Minoru (Includes new wet well)	\$ 2,244,407
2008-TN-1525	Pump Stations	Lynas	\$ 748,136
2008-TN-1527	Pump Stations	Works Yard	\$ 748,136
2008-ST-1649	Pump Stations	Ivy	\$ 748,136
2008-ST-1650	Pump Stations	Pendlebury	\$ 748,136
2008-ST-1651	Pump Stations	Ransford	\$ 748,136
2008-ST-1652	Pump Stations	Regent	\$ 748,136
2008-ST-1654	Pump Stations	Trites	\$ 748,136
2008-ST-1655	Pump Stations	Boyd	\$ 748,136
2008-SH-1743	Pump Stations	Horseshoe	\$ 748,136
2008-SH-1744	Pump Stations	Riverside	\$ 748,136
2008-CCAP-1426	Forcemain	Capstan Way	\$ 356,400
2008-CCAP-1427	Forcemain	ROW between 7400 & 7600 River Roa	\$ 290,367
2008-CCAP-1428	Forcemain	ROW between 4411 & 4551 No. 3 Roa	\$ 402,366
2008-CCAP-1429	Forcemain	4551 No. 3 Road	\$ 282,071
2008-CCAP-1430	Forcemain	Elmbridge Way	\$ 696,881
2008-CCAP-1431	Forcemain	Gilbert Road	\$ 171,518
2008-CCAP-1432	Forcemain	Cedarbridge Way	\$ 236,115
2008-CCAP-1434	Forcemain	Lansdowne Road	\$ 754,954
2008-CCAP-1448	Pump Stations	9080 Van Horne Way	\$ 967,877
2008-TN-1523	Pump Stations	Barnard	\$ 748,136
2008-TN-1524	Pump Stations	Claysmith	\$ 748,136
2008-TN-1526	Pump Stations	Terra Nova East	\$ 748,136
2008-ST-1653	Pump Stations	Richmond Park	\$ 748,136
2008-SH-1742	Pump Stations	Edgemere	\$ 748,136
2008-SH-1745	Pump Stations	Riverside East	\$ 748,136
2008-SH-1746	Pump Stations	Sherman	\$ 748,136
2008-BM-1761	Pump Stations	Maple	\$ 748,136
2008-BM-1764	Pump Stations	Saunders	\$ 748,136
2015-OCP-1001	Pump Stations and Forcemain	Pump Station Williams and Triangle Road Area, 2000m Forcemain	\$ 4,516,875
2021-OCP-1001	Pump Stations	17002 Blundell Road	\$ 3,290,154
<b>Total Proposed DCC</b>			<b>\$ 107,340,198</b>

## **PROPOSED WATER DCC PROGRAM**

### ***Purpose of Program***

The Water DCC Program provides a dedicated funding source for upgrading and expanding water infrastructure to support population growth, ensure a reliable water supply and meet future demands sustainably. The program focuses on upgrading watermains and ensuring sufficient capacity to meet future needs.

### ***Overview of Proposed Program Changes***

	Water DCC Program Recoverable Value (Million)	Number of Projects
2023 Approved DCC Program	\$ 44	178
Less: Completed Projects	-	-
Less: Deleted/Deferred Projects	\$ 9	44
Add: Inflationary Adjustment	\$ 11	134
Add: New / Enhanced Existing Projects	-	-
<b>2025 Proposed DCC Program</b>	<b>\$ 46</b>	<b>134</b>

### ***Overview of Proposed Program***

The Water DCC Program aligns with the City's goals to maintain and improve the water infrastructure, and focuses on:

- Addressing growth demands by upgrading and installing watermains to meet increased population density.
- Improving resilience through infrastructure capable of supporting future growth.

The program consists of installation or upgrade of watermains.

Project Type	Description of Project Type	% of Total
Watermain Upgrades	Installation or upgrade of watermains	100%

### ***Proposed Water DCC Projects***

See Attachment 6.1 for complete details of the proposed Water DCC projects.

**DETAILS OF PROPOSED WATER DCC PROGRAM**

Project ID	Location	Proposed Water DCC Recoverable
2006-BL-22	Livingstone Place	\$ 155,776
2006-BL-35	Dorval Road	\$ 121,056
2006-BL-36	Dunsany Place	\$ 25,470
2006-BL-37	Dorval Road	\$ 197,974
2006-BL-371	Woodwards Road	\$ 211,624
2006-BL-372	Woodwards Road	\$ 166,264
2006-BL-373	Woodwards Road	\$ 206,693
2006-BM-77	Lucas Road	\$ 265,009
2006-BM-78	Lucas Road	\$ 132,997
2006-BM-79	Lucas Road	\$ 262,781
2006-BM-80	Sunnycroft Road	\$ 182,425
2006-BM-81	Sunnycroft Road	\$ 143,444
2006-BM-82	Sunnycroft Road	\$ 154,408
2006-BM-116	Ash Street	\$ 125,137
2006-BM-118	Ash Street	\$ 315,838
2006-CC-136	Bennett Road	\$ 281,410
2006-CC-137	Park Road	\$ 570,354
2006-CC-151	Pimlico Way	\$ 291,281
2006-CC-132	Sexsmith Road	\$ 852,531
2006-CC-156	Cook Road	\$ 157,687
2006-CC-157	Cook Road	\$ 174,516
2006-CC-158	Cook Road	\$ 218,999
2006-CC-159	Cook Road	\$ 243,932
2006-EC-161	Bird Road	\$ 623,427
2006-EC-162	Bird Road	\$ 392,949
2006-EC-163	Bird Road	\$ 95,237
2006-EC-166	Daniels Road	\$ 153,049
2006-EC-167	Daniels Road	\$ 115,092
2006-EC-168	Daniels Road	\$ 173,274
2006-EC-169	Daniels Road	\$ 110,349
2006-EC-170	Daniels Road	\$ 322,251
2006-EC-171	Bamfield Drive	\$ 337,574
2006-EC-172	Bamfield Drive	\$ 426,362
2006-EC-173	Mellis Drive	\$ 316,932
2006-EC-174	Mellis Drive	\$ 78,302
2006-EC-175	Mellis Drive	\$ 337,319
2006-EC-176	Mellis Drive	\$ 87,448
2006-EC-180	Dewsbury Drive	\$ 429,034
2006-EC-181	Dewsbury Drive	\$ 133,370
2006-EC-182	Dewsbury Drive	\$ 137,611
2006-EC-184	Bath Road	\$ 432,116
2006-EC-185	Bamfield Gate	\$ 172,525
2006-EC-186	Bamfield Gate	\$ 29,167
2006-EC-187	Bargen Drive	\$ 219,540
2006-EC-188	Cambie Connector	\$ 17,269
2006-EC-189	Cambie Road	\$ 102,494
2006-EC-191	Dallyn Road	\$ 259,249
2006-HA-210	Smith Crescent	\$ 502,950
2006-HA-214	Willett Avenue	\$ 305,785
2006-SF-234	Colonial Drive	\$ 705,321
2006-SF-235	Colonial Drive	\$ 282,488

Project ID	Location	Proposed Water DCC Recoverable
2006-SF-241	Mahood Drive	\$ 422,967
2006-SF-242	Groat Avenue	\$ 121,515
2006-SF-243	Geal Road	\$ 215,862
2006-SF-244	Francis Road	\$ 74,854
2006-SF-246	Francis Road	\$ 61,456
2006-SF-247	Francis Road	\$ 345,365
2006-SF-248	Francis Road	\$ 407,177
2006-SF-249	Francis Road	\$ 136,396
2006-SF-398	Francis Road	\$ 308,683
2006-SF-399	Francis Road	\$ 235,991
2006-SH-264	Kingcome Avenue	\$ 390,371
2006-SH-265	Kingcome Avenue	\$ 378,595
2006-SH-268	Seacote Road	\$ 174,171
2006-SH-272	Kingsbridge Drive	\$ 137,682
2006-SH-273	Kingsbridge Drive	\$ 331,005
2006-SH-274	Kingsbridge Drive	\$ 283,477
2006-SH-275	King Road	\$ 484,502
2006-SH-276	King Road	\$ 468,074
2006-SH-277	King Road	\$ 102,928
2006-SH-278	King Road	\$ 196,263
2006-ST-296	Fortune Avenue	\$ 220,091
2006-ST-297	Fortune Avenue	\$ 91,593
2006-ST-298	Fundy Drive	\$ 191,710
2006-ST-299	Fundy Drive	\$ 321,953
2006-ST-300	Fundy Drive	\$ 377,292
2006-ST-302	Fundy Drive	\$ 122,027
2006-ST-303	Fundy Drive	\$ 127,827
2006-ST-304	Fundy Drive	\$ 101,179
2006-ST-305	Bonavista Drive	\$ 271,555
2006-ST-310	Garry Street	\$ 162,522
2006-ST-311	Garry Street	\$ 211,753
2006-ST-312	Windward Gate	\$ 125,658
2006-ST-313	Garry Street	\$ 212,878
2006-ST-314	Garry Street	\$ 277,739
2006-ST-315	Leeward Gate	\$ 150,007
2006-ST-324	Kingfisher Drive	\$ 434,057
2006-ST-325	Kingfisher Drive	\$ 119,622
2006-ST-326	Plover Drive	\$ 228,602
2006-ST-327	Pintail Drive	\$ 1,016,009
2006-ST-330	Kittiwake Drive	\$ 151,890
2006-ST-331	Kittiwake Drive	\$ 230,781
2006-ST-332	Kittiwake Drive	\$ 155,700
2006-TH-341	Westminster Highway/Lynas Lane	\$ 72,533
2006-TH-346	Garrison Road	\$ 4,819
2006-TH-349	Skaha Crescent	\$ 90,788
2006-TH-353	Tiffany Boulevard	\$ 318,548
2006-TH-354	Tiffany Boulevard	\$ 210,886
2006-TH-355	Tiffany Boulevard	\$ 109,867
2006-TH-356	Tiffany Boulevard	\$ 203,704
2006-TH-358	Granville Crescent	\$ 586,462
2006-TH-408	Redfern Crescent	\$ 266,897
2006-WC-361	Patterson Road	\$ 595,664
2006-WC-360	Patterson Road	\$ 312,516

Project ID	Location	Proposed Water DCC Recoverable
2006-WC-409	Westminster Highway between No. 4 Road and Shell Road	\$ 3,216,773
2006-CC-381	Spires Gate	\$ 169,036
2006-CC-382	Cooney Road	\$ 78,239
2006-SF-401	Pendleton Road	\$ 488,244
2008-CCAP-411	Capstan Way	\$ 728,848
2008-CCAP-418	Minoru Boulevard	\$ 309,583
2008-CCAP-421	Acheson Road	\$ 455,490
2008-CCAP-422	Bennett Road	\$ 165,101
2008-CCAP-436	Spires Road	\$ 329,092
2008-CCAP-437	Cook Crescent	\$ 465,757
2008-CCAP-431	South of Granville Avenue (w/ St. Albans & Garden City)	\$ 341,534
2008-CCAP-433	No. 4 Road	\$ 1,567,085
2008-CCAP-439	Citation Drive	\$ 458,993
2008-CCAP-443	No. 3 Road	\$ 1,258,868
2008-CCAP-441	Cook Road	\$ 740,933
2015-OCP-1	Dunford Road	\$ 169,144
2015-OCP-2	Garry Street	\$ 603,099
2015-OCP-3	Windjammer Drive	\$ 913,379
2015-OCP-4	Beckwith Road	\$ 659,663
2015-OCP-5	Kingcome Avenue	\$ 133,360
2015-OCP-7	East of No. 4 Road & Saunders Road Intersection	\$ 186,059
2015-OCP-8	Blundell Road	\$ 1,547,955
2015-OCP-9	Bowen Gate	\$ 135,315
2015-OCP-10	Gabriola Gate	\$ 201,033
2015-OCP-11	Ruskin Road loop to Ryan Road	\$ 338,289
2015-OCP-12	Blundell Road	\$ 2,948,655
2021-OCP-1	Boundary Road	\$ 55,181
2021-OCP-2	Boundary Road	\$ 538,307
2021-OCP-4	Thompson Road	\$ 505,835
2021-OCP-5	Thompson Road	\$ 430,690
<b>Total Proposed DCC</b>		<b>\$ 46,248,088</b>

## **PROPOSED ACC PROGRAM**

### ***Purpose of Program***

ACCs are a development-financing tool that enables local governments to collect funds for amenities such as community centres, recreational facilities, libraries, child care facilities and public spaces. These amenities play a vital role in creating liveable, thriving and connected communities in areas experiencing growth. ACCs are intended to offset the capital costs associated with the increased need for local government services arising from new developments.

### ***Overview of Proposed Program***

The proposed ACC program is derived based on the City's OCP and projected population growth for the next ten years. The demand for these identified growth-driven community amenities is further summarized and explained below.

Amenities	Total Capital Costs (Million)	Benefit Allocation to Growth	ACC Recoverable (Million)	Comments
Library	\$ 86.1	100%	\$ 85.2	A
Community Centre	\$ 76.1	100%	\$ 75.3	B
Performing Arts Space	\$ 65.2	20%	\$ 12.9	C
Child Care Centres	\$ 22.7	100%	\$ 22.5	D
<b>Total Proposed ACC</b>	<b>\$ 250.1</b>		<b>\$ 195.9</b>	

#### **A. Library**

Projected population growth, especially in the rapidly growing City Centre, will place increasing infrastructure pressure on Richmond's existing four libraries. The North American benchmark for assessing library facility needs is noted to be between 0.5–1.0 ft<sup>2</sup> per capita. The present 8,000 ft<sup>2</sup> expansion of the Steveston Library will bring Richmond's current library space to 78,000 ft<sup>2</sup>, or 0.32 ft<sup>2</sup> per capita, providing increased access at a neighbourhood and city-wide level.

A Library Programming Study (2017), initiated by the City and the Richmond Public Library, identified three models for future library facilities including a Main Central Library in the City Centre Area Plan. The proposed ACC program incorporates an addition of 75,000 ft<sup>2</sup> of library space within the City Centre area over the next ten years. This proposed addition would increase the City's total library space to 153,000 ft<sup>2</sup> or 0.63 ft<sup>2</sup> per capita.

Investment in this facility would enhance learning, collaboration and community engagement in addition to supporting a wider range of programs and services, social inclusion and community vitality to the benefit of all residents. A Strategic Facilities Plan project (Q1 2026) will aim to identify new and alternative opportunities to increase library space per capita across Richmond.

**B. Community Centre**

The current population of the City Centre planning area is approximately 66,231 (2021), with forecasts projecting an increase of nearly 100,000 additional residents by 2035. The existing City Centre Community Centre provides 28,500 ft<sup>2</sup> of community centre space. The Capstan Community Centre, expected to open in approximately three years, will add 33,000 ft<sup>2</sup>, bringing the total community centre space in the City Centre planning area to 61,500 ft<sup>2</sup>.

Based on the City's service level target of one square foot of community centre space per resident, an additional 35,000 ft<sup>2</sup> community centre is proposed in the City Centre area to serve the rapidly growing population. Without further investment in a new community centre, the anticipated growth over the next decade will place increasing pressure on existing spaces to meet the needs of the increasing population.

The proposed facility will include multipurpose spaces offering core recreation services, while also functioning as a social and wellness hub for the community. Anticipated population growth, along with shifting demographics and increasingly diverse community needs, will place growing pressure on existing services. The proposed facility is essential to maintain service levels and support the long-term well-being of the community.

**C. Performing Arts Space**

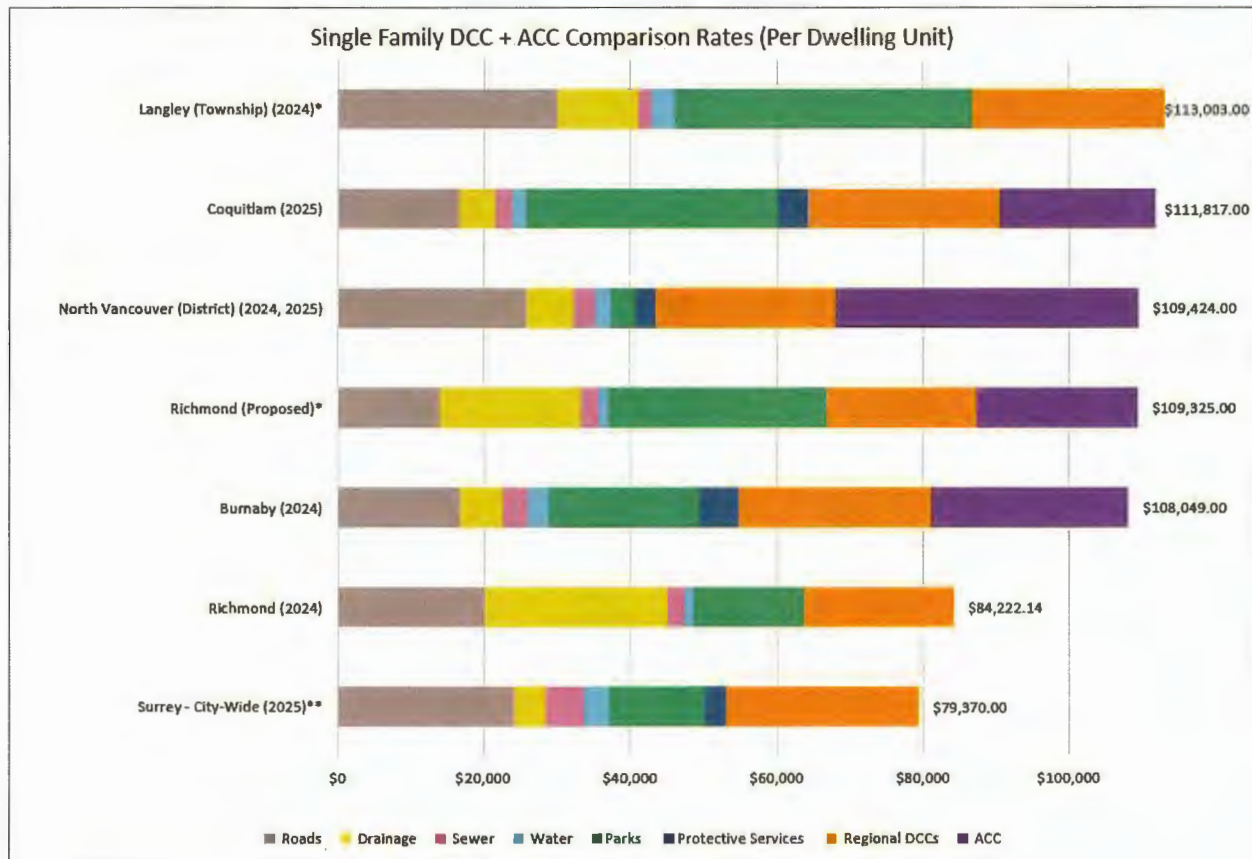
An early estimate for an additional 20,000 ft<sup>2</sup> of performing arts space (with 20% attributed to growth) has been identified. Based on projected population growth, current infrastructure will face increasing pressure in the years ahead. This figure will be refined upon completion of the Richmond Arts Facilities Needs Assessment, which will provide insight into the type and capacity of performing arts infrastructure required to meet current and future community needs. The need for a Visual and Performing Arts Centre is recognized in the City Centre Area Plan, highlighting a long-standing objective to enhance cultural infrastructure in the area. To sustain cultural vibrancy and ensure continued access to diverse artistic experiences, investment in new, purpose-built performing arts space is required. This proposed facility would help foster a more dynamic, inclusive cultural environment.

**D. Child Care Centres (Two Facilities)**

In 2024, Richmond City Council endorsed the Richmond Child Care Strategy 2024-2034 (Strategy). The vision of the Strategy is that "The community has access to a range of affordable, accessible, inclusive and quality child care options, that support and enhance child development, learning and growth, and meets the needs of families who work or live in Richmond." To support the Strategy, actions have been developed under five strategic directions, including to Create and Maintain Child Care Spaces.

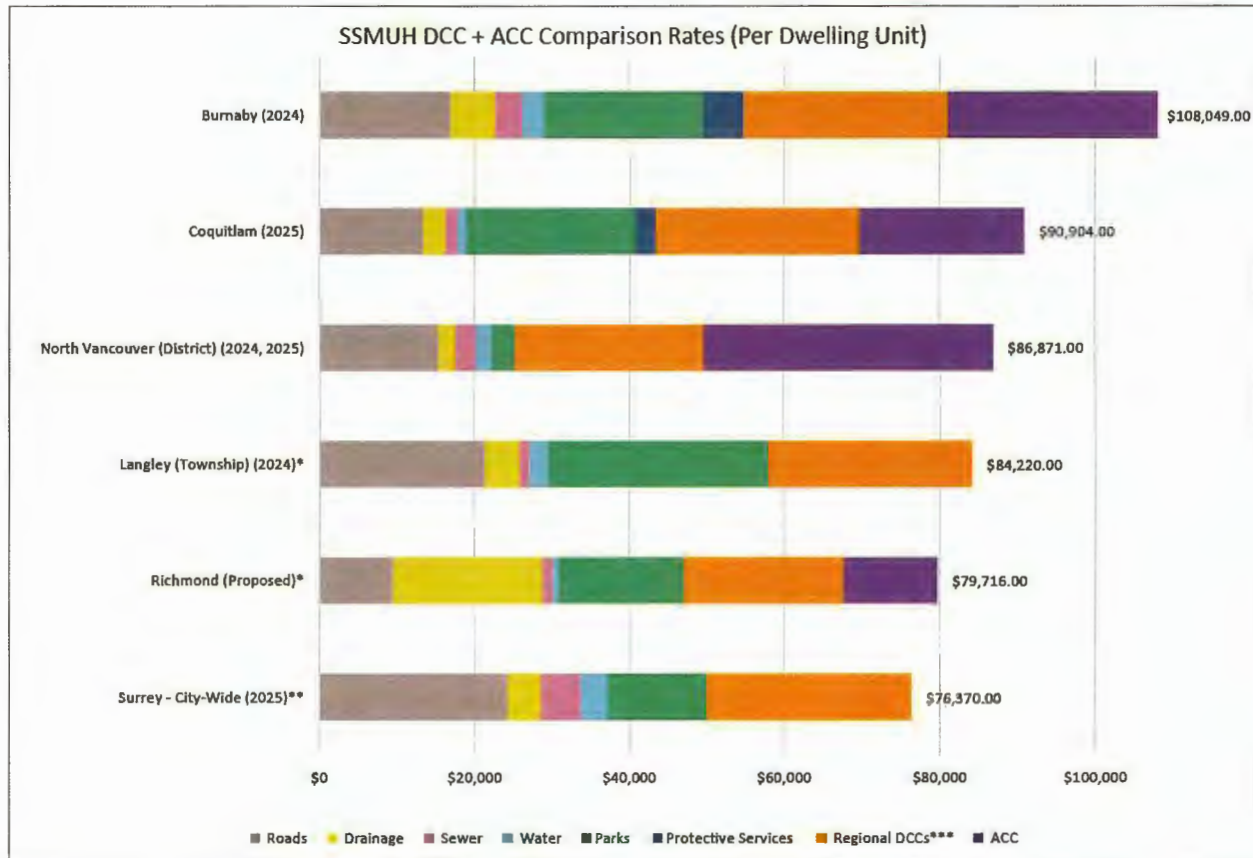
The City is committed to creating and maintaining child care spaces in partnership with senior levels of government, child care operators and community organizations to address child care demands. New spaces should align with the vision to be affordable, accessible, inclusive and high quality. There are currently 34.8 child care spaces per 100 children ages 0-12 years in Richmond. The proposed child care facilities will provide the necessary spaces to support the predicted population growth in the City Centre while maintaining the current ratio of spaces to children and will provide the greatest range of spaces across the child care continuum for families.

### DCC AND ACC COMPARISON CHARTS BY DEVELOPMENT TYPE



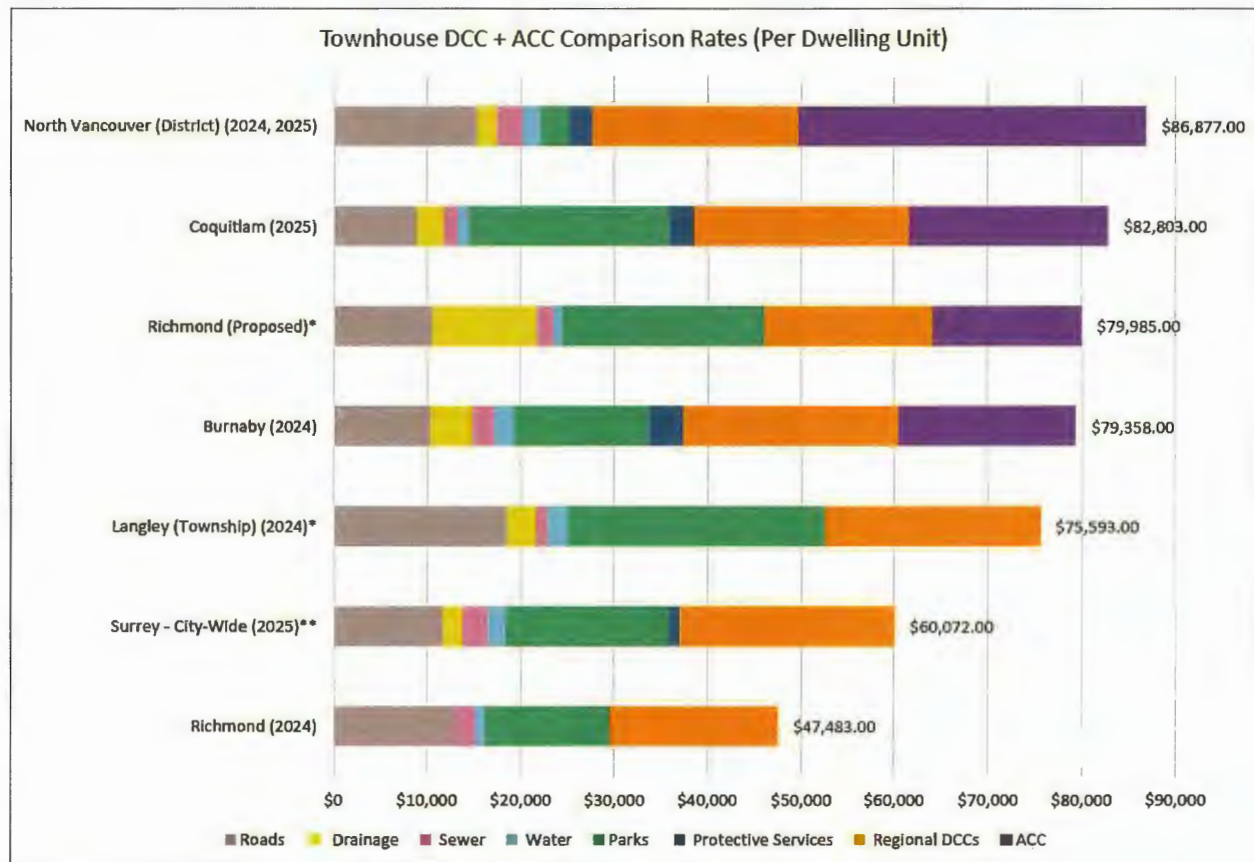
\* Communities undertaking update

\*\* Rates awaiting Ministry approval



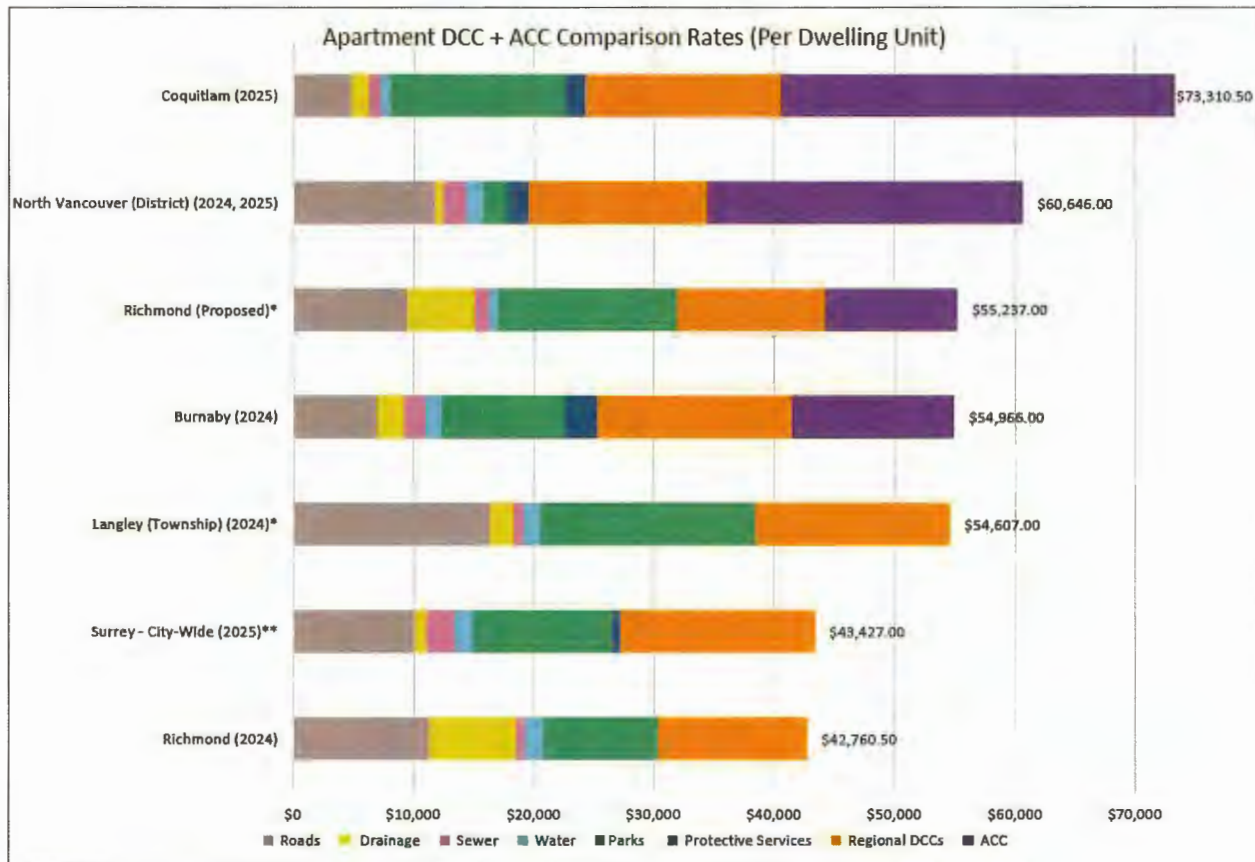
\* Communities undertaking update

\*\* Rates awaiting Ministry approval



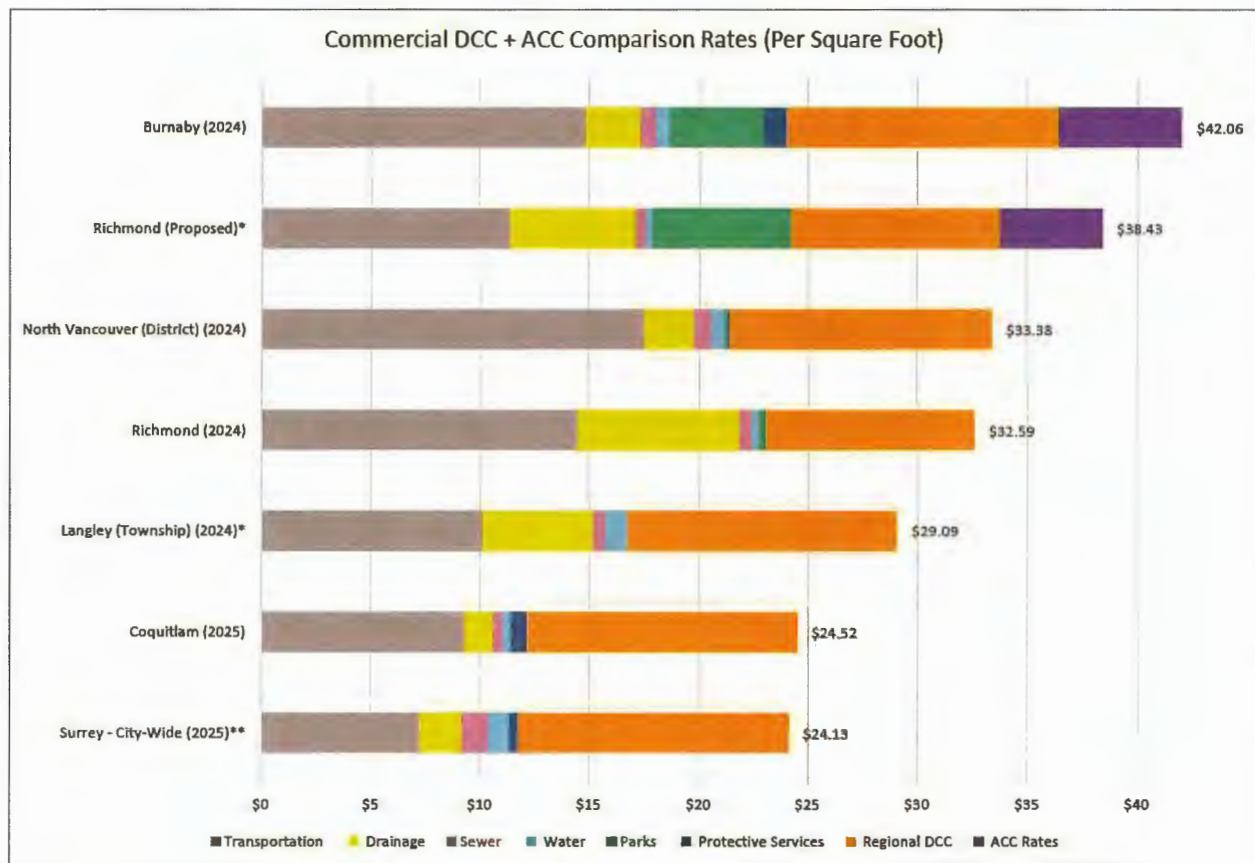
\* Communities undertaking update

\*\* Rates awaiting Ministry approval



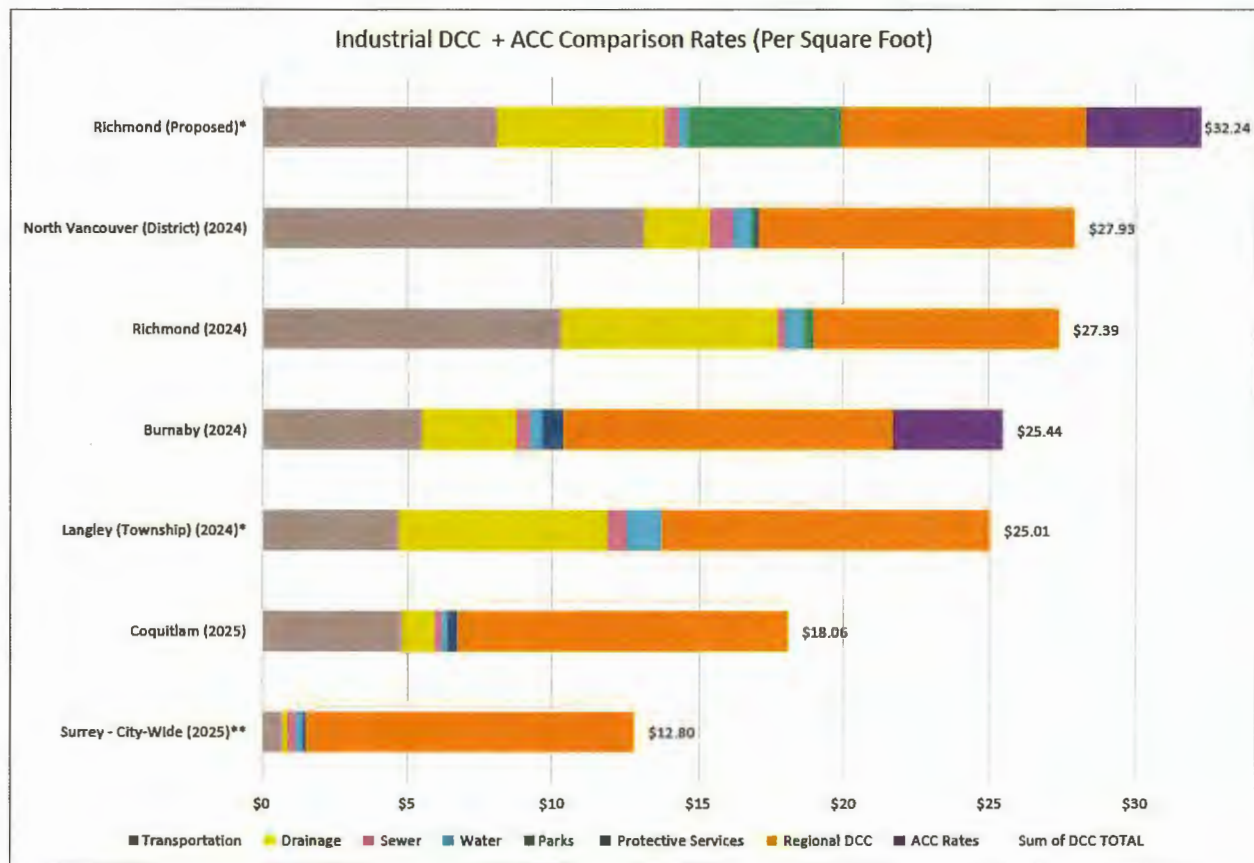
\* Communities undertaking update

\*\* Rates awaiting Ministry approval



\* Communities undertaking update

\*\* Rates awaiting Ministry approval



\* Communities undertaking update

\*\* Rates awaiting Ministry approval



# City of Richmond

## Bylaw 10694

### Consolidated Fees Bylaw No. 8636, Amendment Bylaw No. 10694

The Council of the City of Richmond enacts as follows:

1. Consolidated Fees Bylaw No. 8636, as amended, is further amended at SCHEDULE – PARKING (OFF-STREET) REGULATION by deleting the table labeled “Parking (Off-Street) Regulation Bylaw No. 7403 Section 5.1.3, 6.1.2” and replacing it with the table attached as Schedule A to this bylaw:
2. This Bylaw is cited as “**Consolidated Fees Bylaw No. 8636, Amendment Bylaw No. 10694**”.

FIRST READING

SECOND READING

THIRD READING

ADOPTED

JUL 28 2025

JUL 28 2025

JUL 28 2025

CITY OF RICHMOND
APPROVED for content by originating Division M.C
APPROVED for legality by Solicitor BRB

\_\_\_\_\_  
MAYOR

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

**Schedule A to Bylaw No. 10694**

**PARKING (OFF-STREET) REGULATION Bylaw No. 7403**

Section 5.1.3, 6.1.2

<b>Description</b>	<b>Fee</b>
<i>Pay Parking Fees:</i>	
All Off-Street City Property Locations, other than those set out below	\$3.50 per hour, plus applicable taxes – 7:00 am to 9:00 pm
6131 Bowling Green Road	\$3.50 per hour, plus applicable taxes – 7:00 am to 9:00 pm
6500 Gilbert Road	\$3.50 per hour, plus applicable taxes – 7:00 am to 9:00 pm Gateway Theater Productions - \$6.50 plus applicable taxes for maximum stay
7840 Granville Avenue	\$3.00 per hour, plus applicable taxes – 7:00 am to 4:00 pm
5540 Hollybridge Way	\$3.00 per hour, plus applicable taxes – 7:00 am to 9:00 pm \$9.75 per day, plus applicable taxes
3500 McDonald Road	\$25.50 first day (vehicle towing watercraft trailer only), inclusive of applicable taxes Plus \$12.50 per additional day (to a maximum of 5 days), inclusive of applicable taxes
<i>Parking Permit / Decal Fees:</i>	
All Off-Street City Property Locations, other than those set out below.	\$55.25 per calendar month plus applicable taxes, subject to discounts of:  - 10% for groups of 11 or more permit decals
Gateway Theater Staff Parking (6500 Gilbert Road)	\$6.25 per calendar year, plus applicable taxes
Richmond Lawn Bowling Club Members Parking (6131 Bowling Green Road)	\$6.25 per calendar year, plus applicable taxes
Richmond Seniors' Centre Members Parking (Minoru Park)	\$9.25 per calendar year, plus applicable taxes
Richmond Tennis Club Members Parking (Minoru Park)	\$6.25 per calendar year, plus applicable taxes
Richmond Winter Club Members Parking (5540 Hollybridge Way)	\$6.25 per calendar year, plus applicable taxes

McDonald Beach – Watercraft Trailer Parking (3500 McDonald Road)	\$110.00 Richmond Residents, per calendar year, plus applicable taxes  \$165.00 Non-Richmond Residents, per calendar year, plus applicable taxes
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**Development Permit Panel  
Wednesday, July 30, 2025**

Time: 3:30 p.m.  
Place: Remote (Zoom) Meeting  
  
Present: Roeland Zwaag, General Manager, Engineering and Public Works, Chair  
Marie Fenwick, Director, Arts, Culture and Heritage  
James Cooper, Director, Building Approvals

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 July 16, 2025 be adopted.*

**CARRIED**

**1. DEVELOPMENT PERMIT 23-016633**  
(REDMS No. 7770338)

APPLICANT: Andrew Cheung Architects Inc.

PROPERTY LOCATION: 3600 Lysander Lane

INTENT OF ESA DEVELOPMENT PERMIT:

1. Facilitate the subdivision of the site into two lots (Lot A and Lot B) and the construction of two, three-storey multi-tenant mixed office/industrial buildings on Lot B; and

**Development Permit Panel**  
**Wednesday, July 30, 2025**

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2. Vary the provisions of Richmond Zoning Bylaw 8500 to:
- (a) reduce the required number of large loading bays for a non-residential use from one space to zero for Lot B; and
  - (b) reduce the minimum required parking spaces for Lot A from 259 spaces to 84 spaces.

**Applicant's Comments**

Kassra Tavakoli, of Andrew Cheung Architects, Inc., with the aid of a visual presentation (attached to and forming part of these minutes as Schedule 1), provided background information on the proposed development, including its site context and the architectural and sustainability aspects of the project, highlighting the following:

- the proposed subdivision of the subject property at 3600 Lysander Lane will result in two lots (Lot A and Lot B), with Lot A containing the existing five-storey office building and Lot B to be occupied by the two proposed three-storey mixed office/industrial buildings;
- shared parking is proposed between Lot A and Lot B;
- the two mixed industrial/office buildings on Lot B are accessed from the shared drive aisle between the two buildings and each building will contain seven light industrial units occupying the first two levels and seven office strata units located on the third level;
- individual garage and entry doors are proposed for each mixed industrial/office unit and access to the second floor of the industrial unit is provided by stairs and the third floor office space can be accessed from the ground floor via an elevator;
- the proposed design of the two mixed industrial/office buildings takes into consideration its site context and neighbouring developments; and
- sustainability features of the proposed development include, among others, the passive design of the buildings, use of local and recycled building materials, use of energy efficient materials and high-efficiency energy systems, installation of solar panels on the roof, and provision of electric vehicle charging.

## Development Permit Panel

### Wednesday, July 30, 2025

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Andrew Briggs, of Durante Kreuk Ltd. Landscape Architects, with the aid of the same visual presentation, briefed the Panel on the landscape aspect of the project, noting that (i) tree islands are proposed throughout the existing surface parking area, (ii) some existing on-site trees are proposed to be removed due to conflicts with site servicing and frontage improvements and replacement trees are proposed to be installed in new locations to restore the canopy cover and enhance the site's biodiversity, (iii) improvements to the dike and trail interface are proposed, including installation of planting, and (iv) the proposed landscape improvements on the subject property and along the riverbank would increase the greenery, break up the hardscape, provide potential habitat to birds and small wildlife, provide visual interest to dike trail users and enhance the ecological function of areas along the riverbank.

Thibault Doix, of ROE Environmental, with the aid of the same visual presentation, spoke about the environmental aspect of the project, noting that (i) there is an Environmentally Sensitive Area (ESA) adjacent to the existing building extending to the shoreline of the Fraser River which partially overlaps the northeast corner of the subject property, (ii) the dike footprint is permanent and will include riparian planting as part of the ESA compensation strategy, (iii) a replacement multi-use path is proposed on the dike, (iv) the existing habitat within the ESA includes a maintained lawn and a few trees that do not provide habitat to species at risk, (v) no species have been identified to be potentially impacted or disturbed during and after construction of the dike, (vi) the proposed ESA restoration area is approximately 832 square meters and will be planted with native species, and (vii) the proposed development on Lot B will not impact the ESA.

Aaron Chan, CTS Traffic Engineering Specialists, with the aid of the same visual presentation, presented the transportation aspect of the project, noting that (i) the traffic impact assessment for the proposed development on Lot B indicated that the volume of traffic that will be generated by the proposed development is minimal and its impact to the adjacent road network would be insignificant, (ii) given the proposed parking variance for Lot A, the proposed number of shared parking spaces for both Lot A and Lot B would still be in excess of the combined parking demand for both lots, and (iii) a number of Transportation Demand Management (TDM) measures are proposed to further reduce the parking demand and support the proposed parking variance.

## **Development Permit Panel**

### **Wednesday, July 30, 2025**

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#### **Staff Comments**

Andrew Norton, Manager, Development -West, noted that (i) a comprehensive package of TDM measures will be provided by the applicant to support the proposed parking variance including one year two-zone monthly transit passes, a shuttle bus program, end of trip facility, Class 1 bicycle parking and maintenance facilities and one car share parking space with provision for electric vehicle (EV) charging for Lot B, (ii) the City's Transportation Department has reviewed and supported the proposed parking variance, the applicant's traffic impact assessment and proposed TDM measures, (iii) the proposed development will include dike design and construction to a dike elevation 4.7 m GSC taking into consideration the ultimate future dike elevation of 5.5 m GSC, (iv) the existing dike trail will be reconstructed by the applicant with a required minimum width of 5 metres, (v) 20 on-site trees are proposed to be retained and protected, (vi) 37 replacement trees are proposed to be planted on the site which would result in a net increase of on-site trees, (vii) a comprehensive riparian ESA planting plan has been provided by the applicant, including removal of existing invasive species on site, (viii) the applicant will be providing tree survival and landscape securities prior to Development Permit issuance, and (ix) the applicant will provide frontage and site servicing improvements on all site frontages including along Hudson Avenue, Lysander Lane and Cessna Drive.

#### **Panel Discussion**

In reply to queries from the Panel, the applicant noted that (i) the grade difference between the existing building and the proposed multi-use pathway will be addressed through the installation of retaining wall, stairs and handrails, (ii) storage of excess energy generated by the proposed solar panels would be determined at a later stage of the project, (iii) the light industrial units in the proposed development are intended to be occupied by small scale manufacturing/assembly and offices which only require medium loading bays and not a large loading bay given the size of their operations, (iv) individual office units on the third floor can be accessed via a common corridor and only the third level office units will be served by the elevator from the ground floor, (v) potential installation of stairs to access the third floor office units from the second floor industrial space is provided should all three levels of one unit be occupied by a single owner to meet their demand for additional space for their operations, (vi) appropriate fire protection measures for each of the three levels of the proposed units will be undertaken with consideration of their proposed uses, and (vii) the concrete material that will be used for the construction of the proposed buildings will be sourced locally, including recycled concrete.

#### **Correspondence**

None.

#### **Gallery Comments**

None.

## Development Permit Panel

### Wednesday, July 30, 2025

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#### Panel Discussion

The Panel requested the applicant to (i) provide additional information and documentation regarding how the applicant will address future grade transitions between the new dike and some of the existing adjacent features, and (ii) look at the accessibility of the second floor of the industrial unit as only a stair connection from the ground floor is provided. Also, the Panel encouraged the applicant to work with the Sea Island Heritage Society when the proposed multi-use pathway is constructed as they would be able to assist in providing interpretation about Sea Island.

The Panel then expressed support for the project, noting the modern design of the proposed mixed office/industrial buildings and the potential for significant improvements to the landscaping of the subject site.

#### Panel Decision

It was moved and seconded

*That an Environmentally Sensitive Area Development Permit be issued at 3600 Lysander Lane, which would:*

1. *facilitate the subdivision of the site into two lots (Lot A and Lot B) and the construction of two, three-storey multi-tenant mixed office/industrial buildings on Lot B; and*
2. *vary the provisions of Richmond Zoning Bylaw 8500 to:*
  - (a) *reduce the required number of large loading bays for a non-residential use from one space to zero for Lot B; and*
  - (b) *reduce the minimum required parking spaces for Lot A from 259 spaces to 84 spaces.*

**CARRIED**

#### 2. DEVELOPMENT PERMIT 23-030760 (REDMS No. 8096383)

APPLICANT: Kenneth Kim Architecture Inc.

PROPERTY LOCATION: 8240 Williams Road

INTENT OF DEVELOPMENT PERMIT:

1. Permit the construction of three townhouse units at 8240 Williams Road on a site zoned "Low Density Townhouses (RTL4)"; and

## Development Permit Panel

### Wednesday, July 30, 2025

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2. Vary the provisions of Richmond Zoning Bylaw 8500 to:
  - (a) reduce the minimum required lot width from 40.0 m to 18.0 m;
  - (b) reduce the minimum exterior side yard setback along Leonard Road from 6.0 m to 4.5 m; and
  - (c) allow three small vehicle parking spaces.

#### **Applicant's Comments**

Kenneth Kim, of Kenneth Kim Architecture Inc., with the aid of a visual presentation (attached to and forming part of these minutes as Schedule 2), provided background information on the proposed development, highlighting the following:

- the proposed three-unit townhouse development has been designed with consideration of its surrounding low-density residential neighbourhood and the future redevelopment of the adjacent property to the east and to provide livable townhouse units on a narrow site;
- the owner of the subject property was unsuccessful in acquiring the adjacent property to the east to build a larger townhouse development;
- a full width driveway is proposed along the eastern edge of the site to provide shared vehicle access to the proposed development and the adjacent property to the east should it redevelop in the future;
- an exterior side yard setback variance is proposed along Leonard Road due to the provision of the shared driveway and to accommodate a building footprint that would provide livable townhouse units;
- all townhouse units will have four bedrooms and a den and will be provided with aging-in-place features;
- the project includes one convertible unit with potential for future installation of a stair lift;
- the development will provide two resident vehicle parking spaces (one regular and one small parking space) in the garage of each townhouse unit arranged in a side-by-side configuration and one visitor surface parking stall; and
- the project has been designed to achieve BC Energy Step Code 3 + Emission Level (EL) - 4 and its proposed environmental sustainability features include, among others, the provision of electric vehicle (EV) charging for each resident parking stall and installation of individual heat pumps for heating and cooling.

## **Development Permit Panel**

### **Wednesday, July 30, 2025**

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Yong Xu Yu, Point Landscape Studio Inc., with the aid of the same visual presentation, briefed the Panel on the main landscape features of the project, noting that (i) the proposed common outdoor amenity space includes a playhouse, benches, and a shade tree, (ii) cedar hedges are proposed to be installed on the site to provide screening to the visitor parking stall and mail box and a buffer along the east property line, (iii) proposed planting for the site includes a variety of plants and trees to provide year-round interest and enhance the biodiversity of the site, (iv) twelve replacement trees are proposed to be planted on-site, and (v) permeable pavers are proposed on strategic areas of the site.

#### **Staff Comments**

Mr. Norton noted that (i) there is an associated rezoning bylaw for the subject property granted third reading by Council, (ii) the proposed variances to the Zoning Bylaw support site functionality and meet the Official Community Plan (OCP) design guidelines, (iii) the proposed shared vehicle access over the drive aisle provides for future access to the neighbouring property to the east should it redevelop in the future, (iv) the applicant is proposing to increase bicycle parking on the site as a Transportation Demand Management (TDM) measure to support the proposed variance to allow three small vehicle parking spaces, (v) the size of the proposed common outdoor amenity area exceeds the minimum OCP design guideline, (vi) each townhouse unit is provided with private outdoor amenity space, (vii) one convertible unit is proposed with conversion requiring the installation of a stair lift, (viii) all units will be provided with aging-in-place features, (ix) the applicant was proposing eight replacement trees at rezoning but staff worked with the applicant to increase the number of replacement trees to 12, (x) the applicant is required to submit a landscape security prior to Development Permit issuance, (xi) the project has been designed to meet BC Energy Step Code 3, and (xii) the applicant will be required to enter into a Servicing Agreement prior to rezoning bylaw adoption which includes storm and sanitary sewer upgrades and frontage improvements along Williams Road and Leonard Road.

#### **Panel Discussion**

In reply to queries from the Panel, the applicant noted that (i) there is adequate manoeuvring space on the drive aisle for a car exiting the visitor parking stall, (ii) the proposed convertible unit is consistent with the City's convertible unit guidelines, (iii) individual heat pump units will be installed on the ground floor of townhouse units fronting Leonard Road, (iv) the project's acoustical consultant has advised that the noise generated by the proposed heat pumps will comply with the City's Noise Bylaw, and (iv) the Servicing Agreement associated with the project includes an upgrade to street lighting.

In reply to a query from the Panel, staff noted that a stair lift is considered an appropriate accessibility feature for a convertible unit. In addition, staff noted that there will be further discussion with the applicant at the Building Permit stage to ensure compliance with any recent changes to the Building Code.

## Development Permit Panel

### Wednesday, July 30, 2025

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#### Correspondence

None.

#### Gallery Comments

None.

#### Panel Discussion

The Panel expressed support for the project, noting that (i) the project is well designed given the constraints of the site, (ii) the project fits well with its surrounding neighbourhood and provides an appropriate interface with adjacent single-family residential homes, (iii) the visitor parking stall is nicely screened with planting, and (iv) the proposed common outdoor amenity is a good feature of the project.

#### Panel Decision

It was moved and seconded

*That a Development Permit be issued which would:*

1. *permit the construction of three townhouse units at 8240 Williams Road on a site zoned “Low Density Townhouses (RTL4)”;* and
2. *vary the provisions of Richmond Zoning Bylaw 8500 to:*
  - (a) *reduce the minimum required lot width from 40.0 m to 18.0 m;*
  - (b) *reduce the minimum exterior side yard setback along Leonard Road from 6.0 m to 4.5 m; and*
  - (c) *allow three small vehicle parking spaces.*

**CARRIED**

**Development Permit Panel**  
**Wednesday, July 30, 2025**

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**3. New Business**

It was moved and seconded

*That the Development Permit Panel meeting tentatively scheduled on Wednesday, August 13, 2025 be cancelled.*

**4. Date of Next Meeting: August 27, 2025**

**ADJOURNMENT**

It was moved and seconded

*That the meeting adjourn (4:36 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  
Wednesday, July 30, 2025.

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Roeland Zwaag  
Chair

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Rustico Agawin  
Committee Clerk





HOTEL AND MARINA TO THE NORTH



GYM & OFFICES TO THE SOUTH



EXISTING OFFICE BUILDING ON SITE



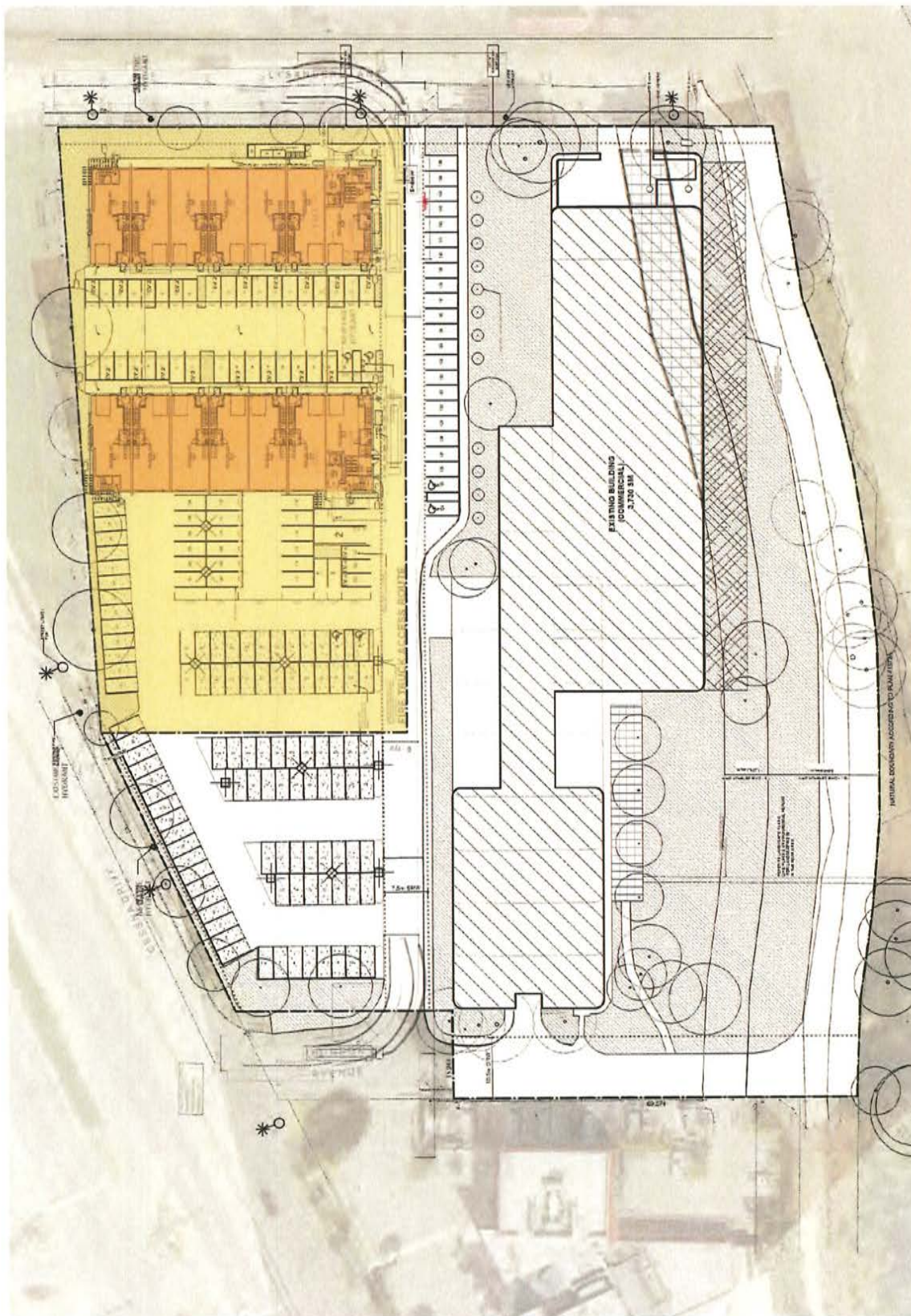
FRASER RIVER SHORELINE TO THE EAST



MAIN ROAD AND RESIDENTIAL BEYOND TO THE WEST

## 3600 LYSANDER LANE - DPP REVIEW

## NEIGHBORING SITES



3600 LYSANDER LANE - DPP REVIEW

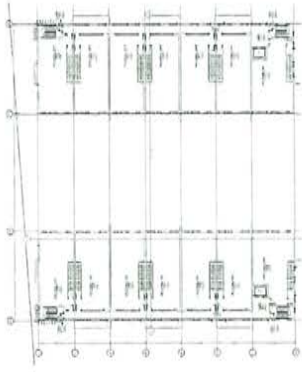
SITE PLAN



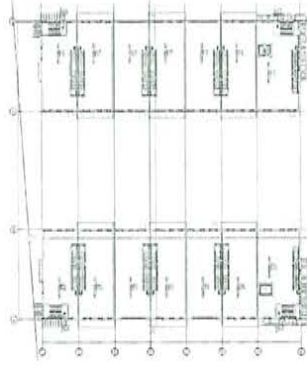
PROPOSED BUILDINGS- VIEW FROM EAST



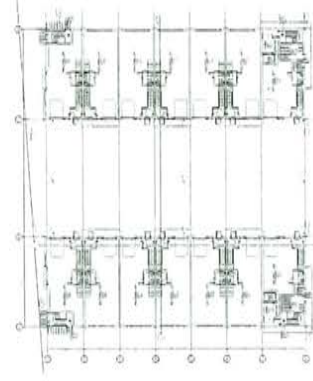
PROPOSED BUILDINGS- VIEW FROM WEST



LEVEL 3



LEVEL 2



LEVEL 1

### **1. Passive Design : Tilt Up Construction**

- Reduced Waste
- Local Materials
- Recyclability
- Thermal Mass
- Insulation
- Efficient Construction
- Economical
- Long Lifespan
- Low Maintenance
- Adaptability
- Low Emissions
- Minimal Site Disruption
- On-Site Production


### **2. Green Building Standards**

- Energy Efficiency: Step Code, HVAC systems, high-performance glazing, and LED lighting
- Building Design elements: Sunshade elements built in
- Renewable Energy: Solar panels on the roof,
- Electric Vehicle Charging: more than 50 % level 2 charging stations    10%with opportunity charging
- Rainwater Harvesting
- Low-Flow Fixtures
- Local and Recycled Materials
- Eco-Friendly Landscaping







### **3.Social & Economic Sustainability**

- Public Spaces
- Local Partnerships
- Universal Design
- Job Creation
- Economic Growth
- Sustainable Transportation



	3600 Lysander Lane, Richmond, BC ESA Development Permit Application	
	DATE: 2025-06-26	Figure 5: Impact and Restoration Areas
	DRAWN BY: T.D.   REV. 03	SCALE: 1:750

LEGEND:	
	Property Boundary
	Existing Building
	Dike Footprint ( permanent footprint, not to be replanted)
	Proposed Multi-use Path
	Proposed Restoration Area ( including temporary disturbance areas)
	ESA



# TRANSPORTATION DEMAND MANAGEMENT

- a) Shared Parking / No Parking Assignment
- b) Provide one year of two-zone monthly transit passes for 50% of employees at Lot A
- c) Shuttle Bus Program: Submission of an operations plan detailing the intended operator
- d) End of Trip Facility: Registration of a legal agreement on title to secure the owner's commitment to provide an end of trip facility including showers, toilets, sinks and lockers.
- e) Enhanced Bicycle Parking: provide all Class 1 bicycle parking indoors, and provide bicycle maintenance facilities on Lot B.
- f) Car Share: provide one car share parking stall equipped with electric vehicle (EV) charging stations, Secured via a statutory right-of-way(s) and easement(s) registered on title,

## TRAFFIC IMPACT ASSESSMENT

Time	Lysander		Hudson		Total Site	
	In	Out	In	Out	Change	Accumulation
7:00	-	-	-	-	-	13
7:30	3	3	4	0	4	17
8:00	12	4	10	1	17	34
8:30	13	3	10	3	17	51
9:00	21	13	28	5	31	82
9:30	24	13	22	16	17	99
10:00	17	9	7	10	5	104
10:30	8	5	8	5	6	110
11:00	10	4	4	3	7	117
11:30	6	10	2	7	-9	108
12:00	5	7	5	12	-9	99
12:30	4	10	8	5	-3	96
13:00	2	1	5	5	1	97
13:30	4	11	8	5	-4	93
14:00	7	1	0	2	4	97
14:30	3	1	4	5	1	98
15:00	1	2	0	3	-4	94
15:30	2	5	4	4	-3	91
16:00	7	5	2	9	-5	86
16:30	15	10	7	20	-8	78
17:00	16	14	10	20	-8	70
17:30	13	21	6	33	-35	35
18:00	2	7	1	14	-18	17
18:30	2	1	0	5	-4	13
19:00	0	1	1	2	-2	11

CNCL – 361

TABLE 2  
SUMMARY OF SITE GENERATED TRAFFIC

Land Use	Trip Rate Source	Trip Generation Variables	Scope of Development	Peak Hour	Vehicle Trip Generation Rate	Directional Split		Peak Hour Volumes (vph)	
						% in	% out	in	out
Industrial Park	ITE 11th Edition Code 130	1,000 Sq. ft. GFA	53.21677	Weekday Morning	0.34	81%	19%	15	3
				Weekday Afternoon	0.34	22%	78%	4	14

LOT A)

VARIANCE REQUESTED: REDUCE PARKING PROVIDED FROM 259 TO 84.

LOT B)

VARIANCE REQUESTED: REDUCE LARGE LOADING BAY FROM 1 TO 0

3600 LYSANDER LANE - DPP REVIEW

TRAFFIC STUDY

# 8240 WILLIAMS RD - 3-UNIT TOWNHOUSE DEVELOPMENT

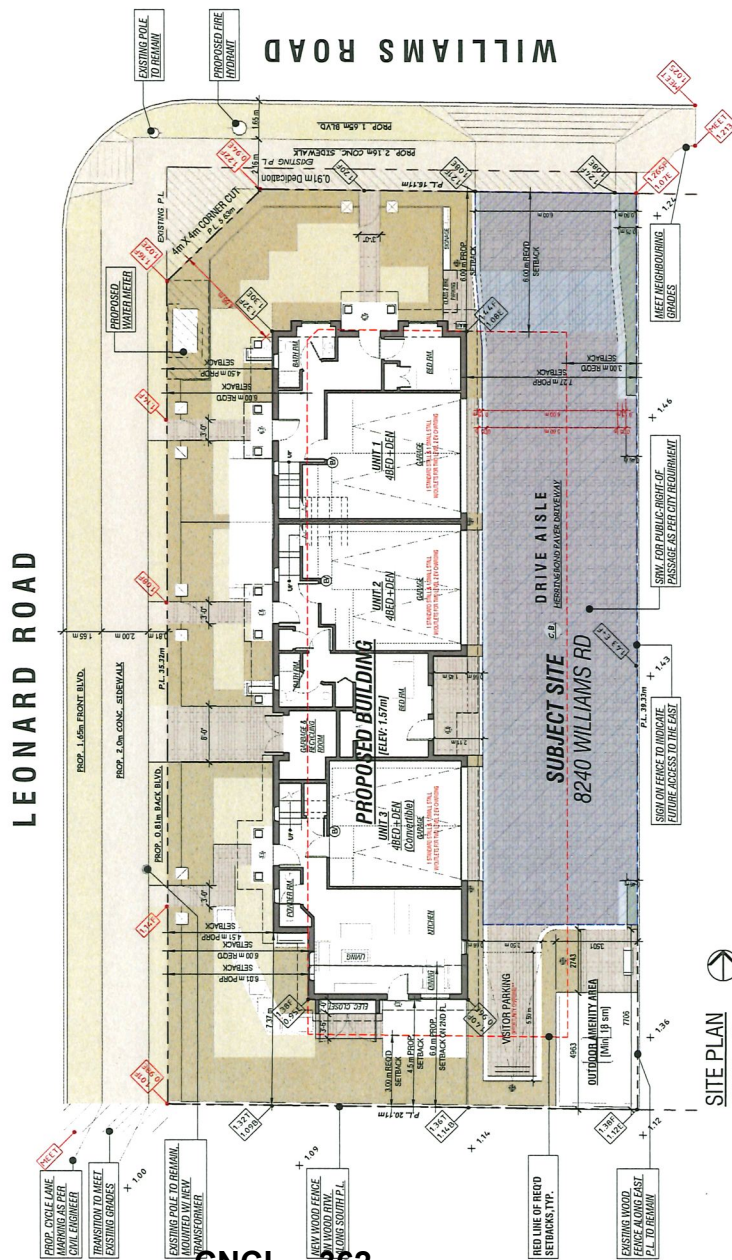
## PROJECT DATA

6240 William Road, Richmond BC (LOT 3 SECTION 33 BLOCK 4 NORTH RANGE 6 WEST NEW WESTMINSTER DISTRICT PLAN 14066)	Chic Address
001-497-338	Legal Description
700	Area
899.02 sqm (8708.18 sq ft)	Site Area
4m X 4m Corner Cal & 0.91m Front Road Dedication - 26.47 sqm (284.94 sq ft)	Dedications
702.54 sqm (8423.23 sq ft)	Net Site Area

	Existing	Proposed
Land Uses	Single-Family	Townhouses
DCP Designation	Neighbourhood Residential	Neighbourhood Residential
Zoning	RSML Small-Scale Multi-Unit Housing	RLT 4 Low Density Townhouses
Number of Units	1	3

[illegible]

\* Opportunity charging is defined as Level 2 charging (or higher) for an electric vehicle supported by a minimum 40A with dedicated electrical circuit for the parking space.

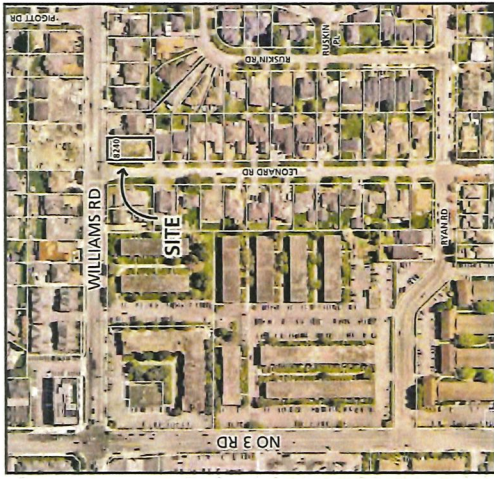


**SITE PLAN**  
SCALE: 1/8" = 1'-0"

**NOTE:**  
THE DESIGN OF FRONTAGE IMPROVEMENTS IS TO  
BE FINALIZED THROUGH THE SA REVIEW PROCESS

SITE AERIAL PHOTO

 <b>Kenneth Kim Architecture Inc.</b> <small>100-10397-114-0000/0075 100-10397-114-0000/0075 100-10397-114-0000/0075 100-10397-114-0000/0075 100-10397-114-0000/0075</small>	THIS DOCUMENT HAS NOT BEEN REVIEWED BY THE GENERAL COORDINATOR OF THE PROJECT. THE GENERAL COORDINATOR OF THE PROJECT SHALL BE RESPONSIBLE FOR THE GENERAL COORDINATION OF THE PROJECT. ALL REVIEWS AND COMMENTS SHALL BE REVERTED TO THE GENERAL COORDINATOR OF THE PROJECT.										CONSULTANTS		PROJECT TITLE <b>3-UNIT TOWNHOUSE</b> 8240 Williams Rd. Richmond 44-22-2025		SHEET TITLE <b>PROJECT DATA</b>		FILE NUMBER: Exam Draw no. CK RK Per date:	SCALE 1/8" = 1'-0"
	Revision		No.		Date		Revision		No.		Date		Revision		No.		Date	
	1		2		3		4		5		6		7		8		9	
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	1		2		3		4		5		6		7		8		9	

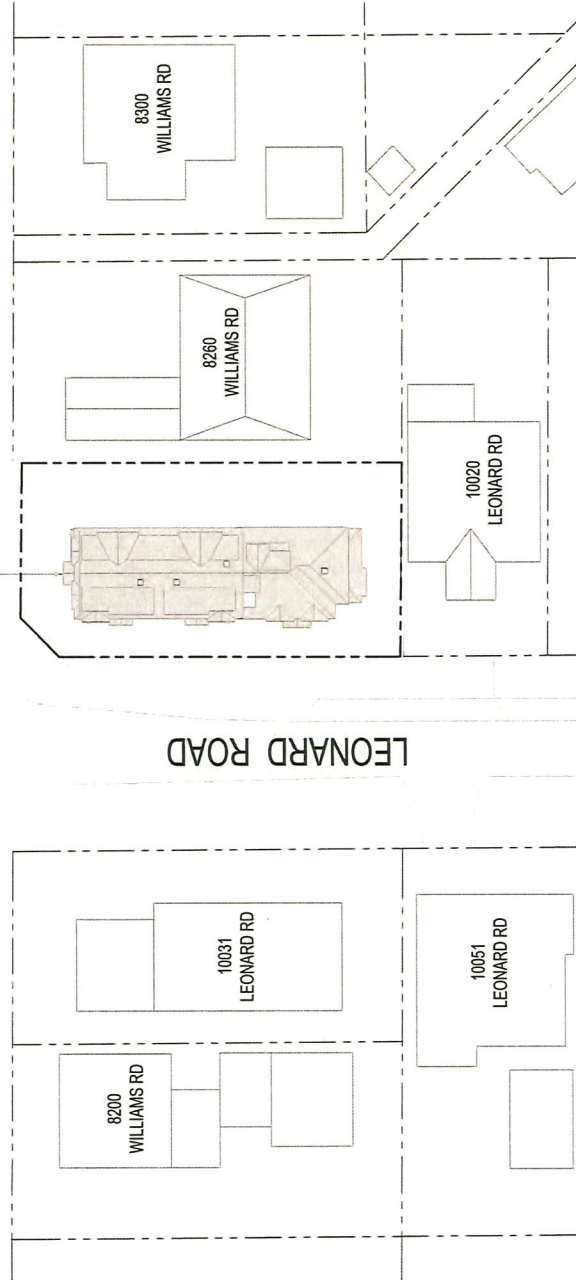


LOCATION PLAN  
N.T.S.

SITE CONTEXT PLAN  
N.T.S.

WILLIAMS ROAD

SUBJECT SITE



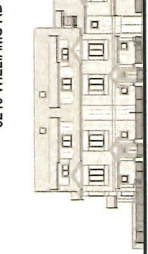
LEONARD ROAD

LEONARD ROAD

WILLIAMS ROAD

SUBJECT SITE

8240 WILLIAMS RD



10031 LEONARD RD

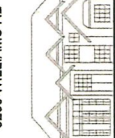


SUBJECT SITE

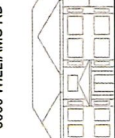
8240 WILLIAMS RD



8260 WILLIAMS RD



8300 WILLIAMS RD

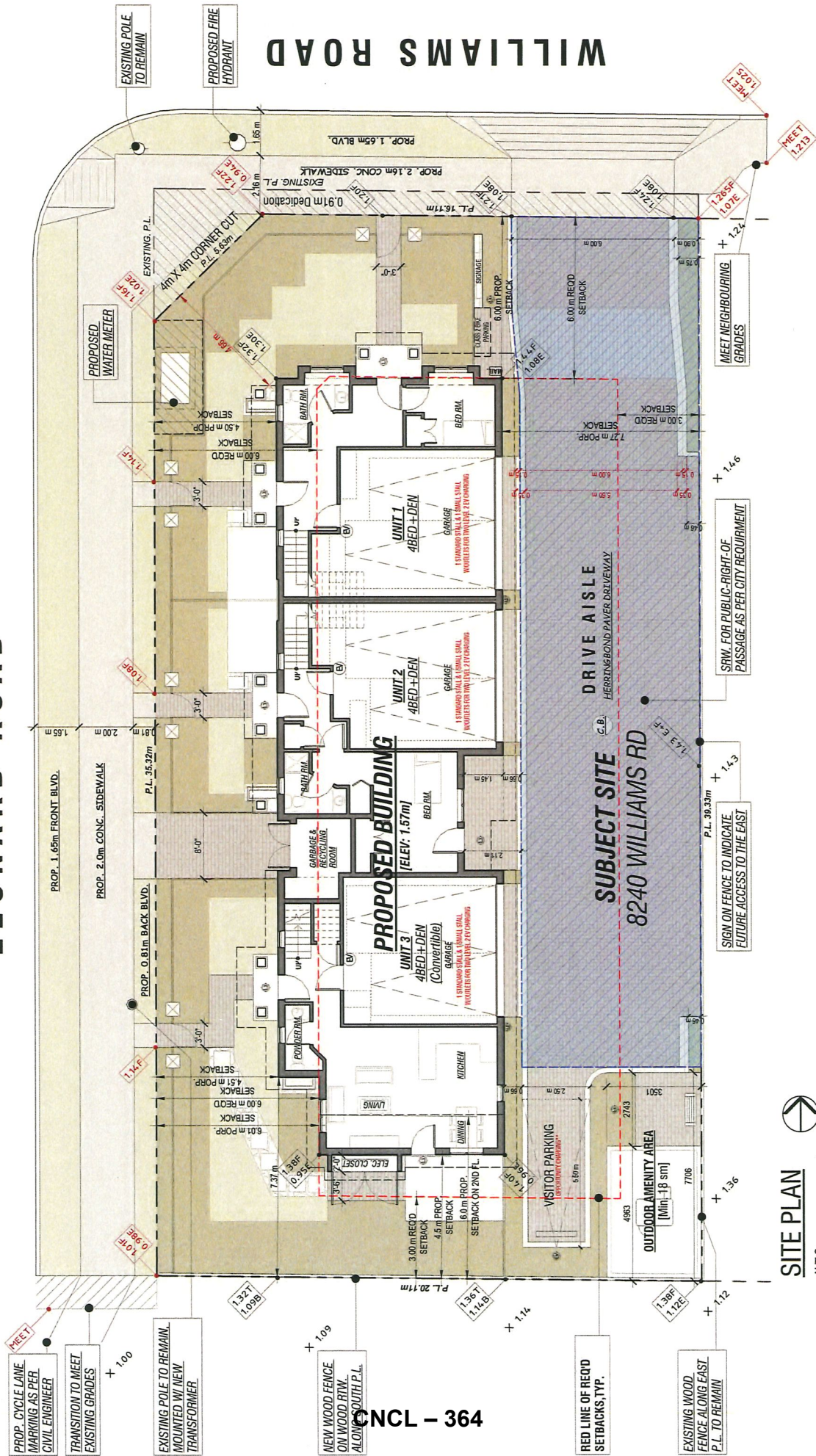


STREETSCAPE ELEVATION (LEONARD RD)  
N.T.S.

STREETSCAPE ELEVATION (WILLIAMS RD)  
N.T.S.

# LEONARD ROAD

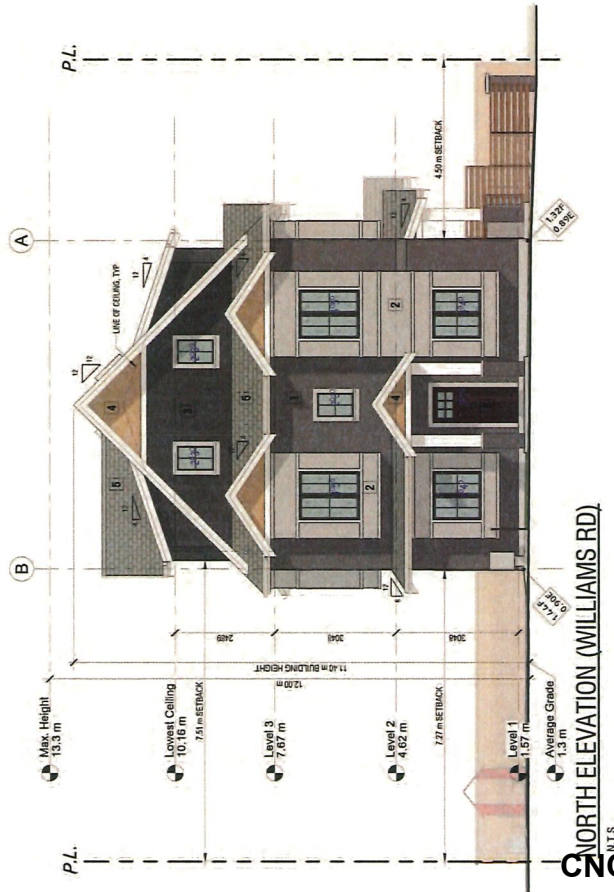
WILLIAMS ROAD



**CNCL – 364**

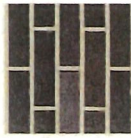
## SITE PLAN

N.T.S.



# **MATERIAL LEGEND**

**1** Thin Brick, Reddish Charcoal, Endicott Shima Ironspot Velour, or Similar



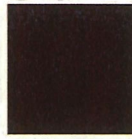
**5** Asphalt Shingles, Charcoal



**2** Hardie Board with Trims, Grey Benjamin Moore 2112-50, or Similar



**8** Unit Exterior door, Dark brown Benjamin Moore CC-2, or Similar



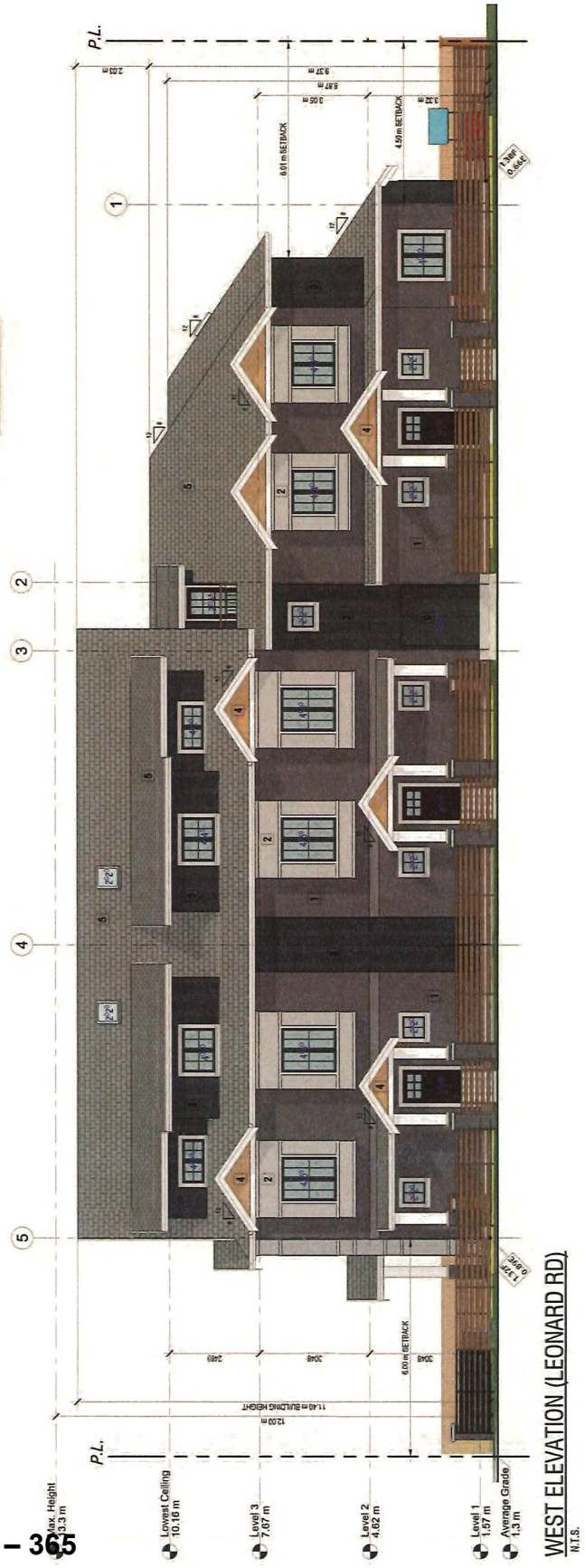
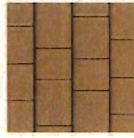
**3** Board & Batten Siding, Charcoal Benjamin Moore 2130-30, or Similar

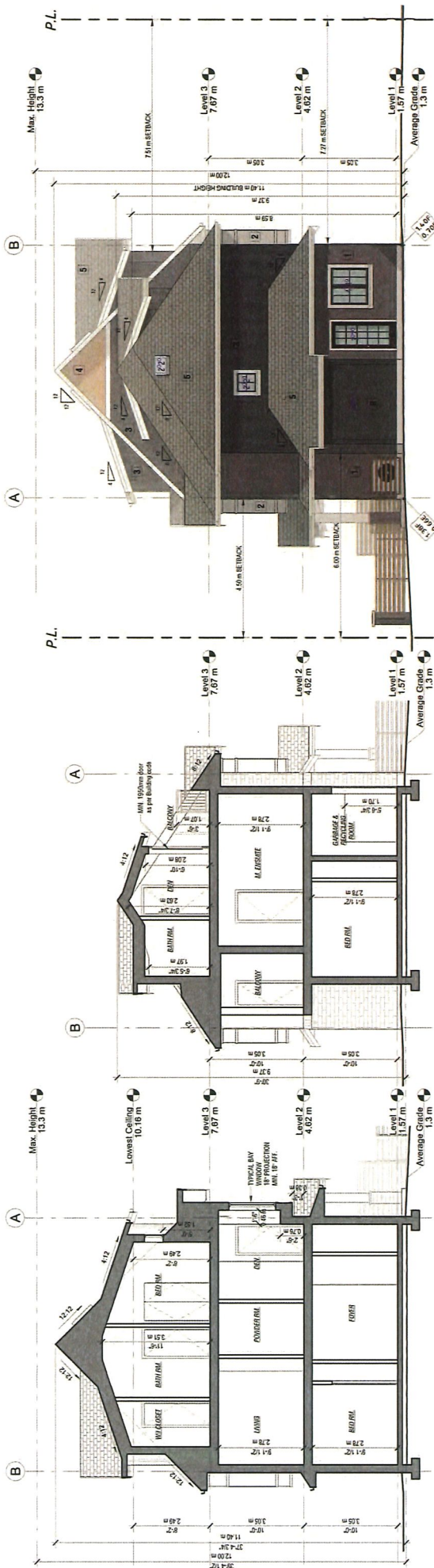


**9** Utility Door & Door trim, Charcoal Benjamin Moore 2129-30, or Similar



**4** Hardie Shingle Siding, Tan Brown Benjamin Moore HC-37, or Similar





# **CNCL - 366**

## **ELEVATION NOTES**

- Thin Brick, Reddish Charcoal, Endicott Stone Ironpot Velour, or Similar
- Hardie Board with Trim, Gray Benjamin Moore 2112-50, or Similar
- Board & Batten Siding, Charcoal Benjamin Moore 2130-30, or Similar
- Hardie Shingle Siding, Tan Brown Benjamin Moore HC-37, or Similar
- Asphalt Shingles, Charcoal
- Unit Exterior door, Dark brown Benjamin Moore CC-2, or Similar
- Utility Door & Door Trim, Charcoal Benjamin Moore 2123-30, or Similar



**Street View from Road Intersection**



**Aerial View from Road Intersection**



**Aerial View from Leonard Rd**



**Aerial View from Williams Rd**



**Aerial View from the Eastern Neighboring Property**

CNCL - 371







# City of Richmond

## Report to Council

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**To:** Richmond City Council

**Date:** August 27, 2025

**From:** Wayne Craig  
Chair, Development Permit Panel

**File:** DP 17-768248

**Re:** Development Permit Panel Meeting Held on September 25, 2024

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### Staff Recommendation

That the recommendation of the Panel to authorize changes to the Development Permit (DP 17-768248) issued for the property at 6551 No. 3 Road, be endorsed and the changes be deemed in General Compliance with the Permit.

A handwritten signature in black ink, appearing to read "Wayne Craig".

Wayne Craig  
General Manager, Planning and Development

### **Panel Report**

The Development Permit Panel considered the following item at its meetings held on September 25, 2024.

#### DP 17-768248 – GBL ARCHITECTS – 6551 NO. 3 ROAD (September 25, 2024)

The Panel considered whether the changes to the design of the first phase of the CF Richmond Centre mixed-use development at 6551 No. 3 Road, incorporating voluntary artworks to screen above-grade parking and equipment, introduce Retail Tenant Storefronts Design Guidelines for tenant improvements and adjust surplus parking to be in General Compliance with Development Permit (DP 17-768248).

The applicant, Joey Stevens, of GBL Architects, provided a brief visual presentation highlighting:

- Phase One of the two-phase mixed-use development is currently under construction.
- The proposed additional voluntary public art in Phase One includes artworks on the Building 1A façade to provide screening for the parkade and a painted mural to hide the gas meters at the ground floor of the existing mall.
- The dimensions and locations of the proposed additional artworks are consistent with the approved Development Permit; however, there are minor modifications to the building façade to accommodate the proposed artworks.
- The proposed Retail Tenant Storefronts Design Guidelines and Interim Construction Hoarding Design Guidelines will enable Tenant Improvements to occur for individual retail units without requiring a new Development Permit, allow for some variations in the design of storefronts at ground level and include guidelines to permit the installation of interim art murals on construction hoarding to temporarily screen the storefronts.
- Phase One parking had surplus parking which will be reduced by 30 surplus market owner parking stalls and by 32 surplus residential and commercial stalls not needed by Phase One but identified for Phase Two use.

Staff noted that (i) the original on-site public art was secured in the approved Development Permit for Phase One, (ii) the proposed additional voluntary public art for Phase One is being secured as part of the subject General Compliance application, (iii) the proposed additional artworks will provide screening for above grade parking and mechanical equipment and involve minor façade changes as indicated by the applicant, (iv) the subject General Compliance application also introduces Retail Tenant Storefront Design Guidelines for future tenant improvements and Interim Construction Hoarding Design Guidelines, and (v) the proposed parking reductions for Phase One would still meet the Zoning Bylaw requirement for parking established in the site specific zone.

In reply to queries from the Panel, Mr. Stevens, Jan Ballard, Ballard Fine Art, Jenn Millard, Shape Properties and Merrill Fung, Cadillac Fairview, noted that (i) the proposed materials for the artworks including the high-grade vinyl for construction hoarding, high-grade metal for artworks screening the parkade and high-quality paints for the artworks, were selected based on

quality, durability, safety and low-maintenance considerations, (ii) an extensive and detailed maintenance manual for the artworks will be provided for their maintenance and (iii) CF Richmond Centre will provide maintenance for the artworks i.e., for the parkade screening, construction hoarding, and the painted mural screening the mechanical equipment under a maintenance program.

In reply to further queries from the Panel, the applicant presentation team confirmed that (i) anti-graffiti coating will be applied to the painted mural, (ii) there could be further parking reductions in Phase Two of the subject development, however, the Phase Two development's design could be adjusted accordingly, (iii) the canopy options for retail storefronts included in the Retail Tenant Storefronts Design Guidelines are consistent with standard canopy designs in terms of their dimensions, (iv) the proposed vehicle parking reductions in Phase One will not impact the bicycle parking and the proposed Transportation Demand Management (TDM) measures associated with the original Development Permit, which include, among others, a transit pass program for occupants of affordable and market housing and a bike-share and car-share program, and (v) the applicant has been working with a lighting consultant and proposed lighting for the artworks is dimmable and focused on the artworks to avoid impacting residential units in the area.

The Panel expressed support for the project, noting (i) the proposed additional voluntary artworks for Phase One is a good response to challenging design conditions, and (ii) the applicant's efforts to introduce Retail Tenant Storefronts Design Guidelines and Interim Construction Hoarding Design Guidelines are appreciated by the Panel.

The Panel recommends the Permit be issued.