



General Purposes Committee

**Anderson Room, City Hall
6911 No. 3 Road**

**Tuesday, May 19, 2026
4:00 p.m.**

RECESS FOR SPECIAL OPEN COUNCIL

RECONVENE FOLLOWING SPECIAL OPEN COUNCIL

Pg. # ITEM

MINUTES

GP-5 *Motion to adopt the **minutes** of the meeting of the General Purposes Committee held on May 4, 2026.*



DEPUTY CAO'S OFFICE

1. **REVIEW OF LOW-END MARKET RENTAL CONTRIBUTION RATES**
(File Ref. No. 08-4057-05) (REDMS No. 8387564)

GP-8

See Page GP- 8 for full report

Designated Speaker: Greg Newman

Pg. # ITEM

STAFF RECOMMENDATION

That the City’s Low-End Market Rental contribution rates and other program settings be reviewed and the results reported back to Council as described in the report titled “Review of Low-End Market Rental Contribution Rates” from the Deputy Chief Administrative Officer, dated April 21, 2026.



2. **DEVELOPMENT OF FOUR CITY-OWNED SITES FOR AFFORDABLE HOUSING: INITIAL COMMUNITY ENGAGEMENT PROGRAM**

(File Ref. No. 08-4057-05/2025) (REDMS No. 8407641)

GP-14

See Page GP- 14 for full report

Designated Speakers: Peter Russell & Victor Tran

STAFF RECOMMENDATION

That the Initial Community Engagement Program outlined in the report titled “Development of Four City-Owned Sites for Affordable Housing: Initial Community Engagement Program” from the Director, Housing, dated April 17, 2026, be approved.



3. **RESPONSE TO PROVINCIAL HOUSING BILLS: DENSITY BONUS AND INCLUSIONARY ZONING REQUIREMENTS AND ASSOCIATED ZONING BYLAW AMENDMENTS**

(File Ref. No. 08-4045-30-02) (REDMS No. 8388374)

GP-27

See Page GP- 27 for full report

Designated Speakers: Steven De Sousa & John Hopkins

STAFF RECOMMENDATION

(1) That Richmond Zoning Bylaw No. 8500, Amendment Bylaw No. 10760, to amend the density bonus provisions in existing standard Small-Scale Multi-Unit Housing zones and remove the density bonus provisions in other existing standard residential and mixed-use zones, in compliance with the requirements of Bill 16 (Housing Statutes Amendment Act, 2024), be introduced and given first, second, and third reading; and

Pg. # ITEM

- (2) *That Affordable Housing Density Benefits Reserve Fund Establishment Bylaw No. 10761, to create a new reserve fund for cash-in-lieu of affordable housing received through a density bonus bylaw, in compliance with the requirements of Bill 16, be introduced and given first, second, and third reading*



ENGINEERING AND PUBLIC WORKS DIVISION

4. **STEVESTON AREA PARKING STUDY**
(File Ref. No. 10-6460-01) (REDMS No. 8349916)

GP-64

See Page GP- 64 for full report

Designated Speaker: Sonali Hingorani

STAFF RECOMMENDATION

- (1) *That the following parking enhancement measures in the Steveston area be implemented, as described in the report titled “Steveston Area Parking Study”, from the General Manager of Engineering & Public Works, dated April 16, 2026:*
- (a) *Introduce additional signage directing visitors to the various public parking lots in the Steveston area;*
 - (b) *Introduce three-hour parking on the south side of Bayview Street east of No. 1 Road and convert a dedicated taxi parking stall to three-hour parking; and*
 - (c) *Engage with area residents regarding a potential residential permit parking program.*



LAW AND COMMUNITY SAFETY DIVISION

5. **8491P - AWARD OF CONTRACT FOR SUPPLY AND DELIVERY OF FIRE APPARATUS FOR RICHMOND FIRE-RESCUE**
(File Ref. No. 09-5140-01) (REDMS No. 8376504)

GP-73

See Page GP- 73 for full report

Designated Speakers: Jim Wishlove and Anthony Capuccinello Iraci

STAFF RECOMMENDATION

- (1) *That Contract 8491P, for the supply and delivery of seven (7) large fire apparatus for Richmond Fire-Rescue (RFR) be awarded to Commercial Truck Equipment Co. for a total cost of \$12,374,460, exclusive of taxes as described in the report titled “8491P – Award of Contract for Supply and Delivery of Fire Apparatus for Richmond Fire-Rescue”, dated May 1, 2026, from the General Manager, Law and Community Safety;*
- (2) *That the Chief Administrative officer and the General Manager, Law and Community Safety be authorized to approve change orders as required, up to an additional \$1,313,919 as contingency for additional requirements, for a maximum total value of \$13,688,379 excluding taxes;*
- (3) *That the project scope of the 2025 Fire Vehicle Replacement Reserve Purchase – Additional Funding be amended to include the replacement of two additional fire apparatus; and*
- (4) *That the Chief Administrative Officer and the General Manager, Finance and Corporate Services be authorized to execute the contracts and all related documentation with Commercial Truck Equipment Co.*

ADJOURNMENT



General Purposes Committee

Date: Monday, May 4, 2026

Place: Anderson Room
Richmond City Hall

Present: Mayor Malcolm D. Brodie, Chair
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 4:02 p.m.

MINUTES

It was moved and seconded
That the minutes of the meeting of the General Purposes Committee held on April 20, 2026, be adopted as circulated.

CARRIED

DEPUTY CAO'S OFFICE

1. **WORKS YARD REPLACEMENT PROJECT – PHASE 1 FORM AND CHARACTER DESIGN**

(File Ref. No. 06-2052-25WYAR1) (REDMS No. 8369890)

Staff provided a brief overview of the report highlighting the design approach and choice of materials, emphasizing durability to support efficient long-term maintenance and operations.

General Purposes Committee
Monday, May 4, 2026

Discussion ensued with respect to (i) connecting to the district energy system, (ii) irrigation and water storage options, (iii) parking and transportation plans, (iv) grading along the east elevation and main entrance, (v) yearly budget and tax impacts on Richmond residents, (vi) relocating the RCMP storage facility, (vii) incorporating green energy options in future phases, (viii) the cost, durability, and visibility of the buildings architectural details, (ix) options of future expansion on the site, and (x) the phasing of the project is needed in order to maintain full operation of the Works Yard during construction.

It was moved and seconded

- (1) *That the form and character design, as described in Attachment 1 of the report titled “Works Yard Replacement Project - Phase 1 Form and Character” dated April 17, 2026 from the Deputy Chief Administrative Officer, be approved; and*
- (2) *That the facility to be constructed at 5599 Lynas Lane be named, “City of Richmond Works Yard”, as described in the report titled “Works Yard Replacement Project - Phase 1 Form and Character” dated April 17, 2026 from the Deputy Chief Administrative Officer.*

The question on the motion was not called as discussion ensued with respect to the potential costs, benefits and the ability to connect to district energy.

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

LAW AND COMMUNITY SAFETY DIVISION

2. **ENDORSEMENT OF UBCM RESOLUTION - ADEQUATE FUNDING FOR AGRICULTURAL LAND COMMISSION (THE “ALC”)**
(File Ref. No. 09-5355-00) (REDMS No. 8382215)

It was moved and seconded

- (1) *That the proposed resolution in Attachment 1 of the report, Endorsement of UBCM Resolution – Adequate Funding for Agricultural Land Commission (the “ALC), dated April 13, 2026 from the General Manager, Law and Community Safety, be approved for submission to the UBCM; and*
- (2) *That letters be written to the BC Minister of Agriculture and the BC Minister of Finance as well as Richmond MLAs advocating for the appropriate and sustainable funding of the ALC to meet its current mandate.*

The question on the motion was not called as discussion ensued with respect to the impacts in processing of applications and enforcement actions due to Provincial funding cuts.

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

General Purposes Committee
Monday, May 4, 2026

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 General Purposes Committee of the Council of the City of Richmond held on Monday, May 4, 2026.

Mayor Malcolm D. Brodie
Chair

Andrea Mizuguchi
Legislative Services Associate



To: General Purposes Committee **Date:** April 21, 2026
From: John Irving **File:** 08-4057-05/2025-Vol 01
Deputy Chief Administrative Officer
Re: **Review of Low-End Market Rental Contribution Rates**

Staff Recommendation

That the City’s Low-End Market Rental contribution rates and other program settings be reviewed and the results reported back to Council as described in the report titled “Review of Low-End Market Rental Contribution Rates” from the Deputy Chief Administrative Officer, dated April 21, 2026.

Executive Summary

This report seeks Council direction to review the City’s Low-End Market Rental (LEMR) contribution rates and related program settings in response to current market conditions and recent provincial legislative changes. Since 2007, the LEMR program has been an important tool in securing below-market rental housing through private development. By the end of 2026, it is anticipated that roughly 880 LEMR homes will have been completed.

Current market conditions are placing increasing pressure on housing delivery. Although rents and home prices have moderated from recent peaks, constrained financing opportunities, elevated construction costs, increased land values, and weaker pre-sale and investor conditions are collectively impacting overall development viability. If sustained, these conditions could reduce future housing supply, capturing both below-market rental housing and market housing.

Staff recommend reviewing the LEMR program to assess whether updates are needed to support continued housing delivery while retaining a built LEMR contribution. This review would be informed by financial feasibility analyses and consultation with developers and non-profit housing operators. Following the completion of this review, staff would report back to Council with options pertaining to LEMR contribution rates and other program settings as appropriate.

Staff Report

Origin

On April 25, 2024, the Province enacted Bill 16 – *Housing Statutes Amendment Act*, granting municipalities several new and amended authorities related to density bonusing (DB) and inclusionary zoning (IZ). Bill 16 is a part of a suite of amendments to the Local Government Act, that fundamentally transform land use planning and the development financing framework across British Columbia. This report considers Bill 16 in light of current economic conditions, which are challenging the development sector's ability to deliver market and below-market housing, and seeks Council direction on reviewing Low-End Market Rental (LEMR) housing contribution rates and related program objectives.

This report is a companion to the report titled 'Response to Provincial Housing Bills: Density Bonus and Inclusionary Zoning Requirements and Associated Zoning Bylaw Amendments', from the General Manager, Planning and Development. The companion report recommends removing density bonus provisions from all existing standard zones except small-scale multi-unit housing zones, to bring the City's standard zones into compliance with Bill 16 in advance of the June 30, 2026, deadline set by the Province. The recommended approach preserves the City's ability to secure LEMR contributions through site-specific rezonings.

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

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

Analysis

Evolution of the Low-End Market Rental (LEMR) Program

In 2007, the City created the Low-End Market Rental (LEMR) program through which below-market rental housing is secured, at the time of rezoning, through a defined and transparent density bonusing process. The current LEMR program framework is set out in the 2017–2027 Affordable Housing Strategy (AHS) and the Affordable Housing Strategy 2021 Update. Since the program was introduced, it has undergone periodic updates to ensure it reflects market conditions and the ability to leverage private sector development to build affordable homes for low and moderate-income households. By the end of 2026, it is anticipated that 879 LEMR homes will have been completed. Table 1 below provides a summary of the evolution of the LEMR program over the years.

Table 1: Overview of LEMR Program

Program Framework / Adjustments	
2007	Introduction of the LEMR program in the 2007 Affordable Housing Strategy. Projects with more than 80 residential units were to provide at least 5 per cent of the building area as LEMR housing. Income thresholds were set using BC Housing's Household Income Limits (HILs) and rents were set at the point at which annual rents equal 30 per cent of the HIL applicable to the unit, divided by 12 (months). Smaller-scale projects were permitted to receive a density bonus subject to providing a financial contribution in lieu of built LEMR homes.
2018	The 2017 – 2027 Affordable Housing Strategy was adopted. The LEMR contribution rate increased from 5 per cent to 10 per cent and the threshold of applicability was reduced from 80 to 60 units; cash-in-lieu of built LEMR homes applied to projects having fewer than 60 units. LEMR rents were set at 10 per cent below CMHC's 2016 average market rent (AMR) for Richmond. Income thresholds were set at 10 per cent below BC Housing's 2016 HILs.
2021	The LEMR contribution rate applicable to projects in the City Centre was increased from 10 per cent to 15 per cent; outside the City Centre the rate was held at 10 per cent. Rent rates and income thresholds remained unchanged from those set in 2018, being fixed against 2016 benchmarks. To date, only one project subject to the 15 per cent contribution rate has progressed to conditional approval, being Phase 1 of the Lansdowne Centre redevelopment.
2022	In 2022, the City's Official Community Plan was amended to introduce market rental housing policies. The policies require that 15 per cent of the residential floor area in apartment developments with more than 60 units be set aside as market rental housing; this contribution amount is applied to the residential floor area exclusive of any required LEMR floor area.
2024	Maximum LEMR rent rates and income thresholds were updated to improve the long-term financial viability of building and operating LEMR homes. As noted, in 2018 LEMR rents and income limits were benchmarked to 2016 CMHC AMR and BC Housing's 2016 HILs, respectively. As part of the 2024 updates, maximum rent rates were to be benchmarked annually to the most current CMHC AMR applicable to Richmond. Corresponding changes were made to set income thresholds at the point at which annual rents equal 30 per cent of the threshold. The changes brought Richmond's LEMR program into closer alignment with that of other jurisdictions, including Vancouver, the City of North Vancouver, and New Westminster.
2025	In 2025, Council adopted the "Low-End Market Rental Parking, Tenant Asset and Income Exceedance Policy". The Policy establishes a \$100,000 household asset limit and enables the owner of LEMR homes to charge tenants for parking. The Policy also presents considerations that may be applied in instances of income threshold exceedance, providing greater housing security for LEMR tenants.

As illustrated in Table 1, the LEMR program has continued to respond to evolving market conditions. As these conditions change, reviewing LEMR contribution rates ensures its ongoing effectiveness in delivering built affordable housing. This report seeks direction to proceed with this review in advance of the creation of a new (2027–2037) Affordable Housing Strategy, which will include broader strategies aimed at delivering housing, and improved housing outcomes, along the housing continuum.

Current Market Conditions

Within the region, increased rental vacancies are being observed alongside a decline in average market rents. Similarly, a higher volume of property listings is contributing towards reduced sales pricing, providing enhanced affordability for would-be homeowners. Lower rents and home prices can, however, place strain on the development pipeline, particularly when declining revenues are encountered alongside other factors. These include constrained financing opportunities, elevated construction costs, increased land values, and weaker pre-sale conditions. Collectively, these factors can result in a slowdown of residential construction activity.

In Richmond, building height limitations around Vancouver International Airport and geotechnical constraints affecting underground construction can mean that less revenue-generating density is available to cover development costs. The rising cost of concrete construction has been particularly impactful on apartment construction through which the City secures the majority of built LEMR homes. Over the past five years, the average number of apartment homes tied to issued building permits was 1,085. In 2025, this figure fell by roughly 40 per cent to 653. As apartment building construction slows, it is anticipated there will be a corresponding decline in LEMR home delivery, in addition to market housing.

Regulatory changes implemented by senior levels of government can also have unintended consequences as it relates to residential development. In 2023, the Province implemented legislative amendments through Bill 47 – *Housing Statutes (Transit-Oriented Areas) Amendment Act*. The amendments led to the definition of minimum allowable height and density permissions within prescribed transit-oriented areas (TOA). These areas capture the lands surrounding the five SkyTrain Stations serving Richmond. While the amendments provide greater clarity regarding development permissions, the effect may be an increase in underlying land values further eroding housing affordability and overall project viability.

Finally, it is important to acknowledge that the local housing market is influenced by factors that extend beyond those within the control of local government. These include global tariffs on trade, reduced immigration numbers, Bank of Canada interest rate adjustments, and reductions in senior government funding. Evaluating the cumulative effect of the factors described above, and others, is necessary to inform policy that can be effectively implemented.

Municipal Responses to Changing Market Conditions

As market conditions change, there is a need to monitor the performance of the LEMR program to ensure it remains productive in bringing below-market rental housing to Richmond residents. Several Metro Vancouver municipalities are adjusting the framework of their affordable rental

housing programs in response to fluctuating market conditions. For example, the City of Vancouver has introduced the Rental Development Relief Program, a two-year, time-limited measure that relaxes affordability requirements for eligible in-stream projects by increasing maximum permitted rents from 20 per cent below CMHC's average market rent to the applicable CMHC average market rent itself. The program also includes a full development cost levy waiver and modest height or density increases. Similarly, Burnaby has reduced affordable housing contribution requirements in its new zoning framework from 20 per cent to between 5 and 10 per cent, depending on the area of the development, and the viability of delivering affordable housing as demonstrated through financial feasibility analysis.

Work is also underway at the regional, provincial, and federal government levels to reduce costs applicable to housing development. In 2025, Metro Vancouver implemented amendments to its Development Cost Charge (DCC) Bylaw to enable the waiver of DCCs applicable to affordable rental housing units secured through an inclusionary zoning process and where such units would be transferred or leased long term to a not-for-profit organization; DCCs are used to cover the incremental costs of growth and, at the regional level, apply to the delivery of liquid waste, water, and parkland acquisition. On April 15, 2026, Metro Vancouver's Special Joint Board provided direction to roll back the planned increase to the 2026 DCC rates and to lower the planned increase to the 2027 DCC rates. In March, 2026, the Federal Government announced its partnership with the Province of Ontario to match \$8.8 billion in funding to reduce DCCs by up to 50 per cent and provide tax relief for home buyers. The Province of BC is similarly seeking funding from the Federal Government with a focus on delivering below-market and non-market, subsidized, housing. The Federal Government has also announced supply funding through Build Canada Homes and development cost support through GST waivers for rental projects.

Industry Engagement To Review LEMR Contribution Rates

As part of the City's preparation for Bill 16 implementation, staff engaged members of the development community and non-profit housing operators to better understand the factors influencing the overall viability of building and maintaining Low-End Market Rental (LEMR) housing. Based on engagement to date, and the findings of cursory financial feasibility analyses, it is recommended that LEMR contribution rates and other program settings, including the threshold for requiring LEMR homes, the depth of housing affordability, requirements pertaining to ownership, and other factors, be reviewed. Subject to Council's direction, this work will be implemented in advance of the creation of a new Affordable Housing Strategy (2027–2037). The LEMR program review will include targeted engagement with the development community, including members of the Urban Development Institute, non-profit housing operators, and housing advocates, the latter groups being participants in the City's Non-Profit Partnership Program.

A key objective of this review will be to retain a built LEMR contribution while ensuring that housing projects remain financially viable. Further financial feasibility analyses will explore how municipal requirements, costs, and charges may be adjusted to realize overall project viability under current market conditions. Staff will report back to Council with options that balance development viability with the City's ongoing objectives of delivering housing across the housing continuum.

Given current market uncertainty, staff will also explore changes to existing program settings that can be implemented on a time-limited basis and reviewed periodically to ensure they remain effective as market conditions change. At present, development applications that have already secured third reading of a zoning amendment bylaw, or that are currently under review and subject to the existing built LEMR requirement, would continue to be processed in accordance with the City's current policy unless and until Council adopts any future changes.

Budgetary Implications

As part of the LEMR contribution rate review, it is anticipated that consulting services totaling \$75,000 will be required in the execution of financial feasibility analyses and community consultation. Provincial grant funding previously received is available to address these costs.

Conclusion

The City's LEMR program has been an important tool for delivering built below-market rental housing through private development. By the end of 2026, it is anticipated that 879 LEMR homes will have been completed. Current market conditions and their potential impact on housing delivery warrant a review of LEMR contribution rates in addition to other program settings. This review will be complemented by engagement with affected groups and financial feasibility analyses, suited to addressing Provincial legislative requirements. The proposed review would allow Council to consider whether adjustments are needed to maintain development viability while continuing to advance the City's affordable housing objectives.

Respectfully submitted,

Peter Russell, Director, Housing

Report Contributors

This report was prepared by Greg Newman, Manager, Affordable Housing and reviewed by Law, Development Applications, Policy Planning, Building Approvals, and Finance.

Endorsed by Serena Lusk, CAO



To: General Purposes Committee **Date:** April 17, 2026
From: John Irving, Deputy Chief Administrative Officer **File:** 08-4057-05/2025-Vol 01
Re: **Development of Four City-Owned Sites for Affordable Housing: Initial Community Engagement Program**

Staff Recommendation

That the Initial Community Engagement Program outlined in the report titled “Development of Four City-Owned Sites for Affordable Housing: Initial Community Engagement Program” from the Director, Housing, dated April 17, 2026, be approved.

Executive Summary

The purpose of this report is to seek Council direction to initiate City-wide public engagement, commencing in Summer 2026 to capture community input on the City’s proposal to build a portfolio of approximately 260 new affordable rental homes on four City-owned sites. Staff have prepared a communication and stakeholder engagement plan, that outlines key objectives, messaging, and the approach to guide community engagement during this period as described below.

The proposed portfolio and engagement are occurring in the context of broader changes to the senior government funding landscape for affordable housing. This change requires municipalities to adapt their strategies to be well positioned to remain competitive and secure external financial contributions. The proposed portfolio strategically aligns with the objectives of Build Canada Homes, particularly its emphasis on scale, shovel-readiness, housing diversity, and modern methods of construction, strengthening its case for development funding.

Staff Report

Origin

Four City-owned sites have been identified for potential affordable housing development: 23560 Westminster Hwy, 10171 No. 2 Rd, 8000 No. 3 Rd, and 4320 Moncton St. This proposal is occurring in the context of broader changes to the senior government funding landscape for affordable housing. Together, the four sites coupled with the Aberdeen Rental Residences project - located at 3660, 3680, 3700, 3720, and 3740 Sexsmith Rd - have the potential to deliver 470 net new affordable housing units across the community, subject to community and stakeholder feedback, senior government funding and Council endorsement.

This report identifies the first step for advancing considerations for each site: refining the understanding of housing needs and gaining critical feedback from the community. At this early stage, the report seeks Council approval for an initial community engagement program. The report also expands on the Build Canada Homes funding opportunity and related requirements that will inform the City's work to increase the viability of receiving project funding.

The City has been an active leader in supporting the direct delivery of affordable housing, with 2,076 affordable housing units built across the housing continuum, expected to be completed from 2007 to the end of 2026. Of the 2,076 units, a sub-set consisting of non-market, and below market housing has been delivered through the following key initiatives:

- **Partnerships:** The City has been a contributor to delivering a total of 610 built units to date, as follows, through providing access to land and/or through financial support:
 - 296 units for seniors at 7378/7388 Gollner Ave, owned and operated by Kiwanis Richmond;
 - 129 units of housing including 91 units of non-market housing and 38 units of supportive housing at 8080 Anderson Road ("Storeys"), operated by a consortium of non-profit organizations;
 - 80 units of supportive housing on two sites providing housing for people who are at risk of experiencing homelessness, operated by RainCity Housing and Community Builders;
 - 80 units of non-market and affordable market rental housing at 5491 No. 2 Road, to be operated by Pathways Clubhouse Society of Richmond; and,
 - 25 units of affordable rental housing for women and women with children.
- **Below Market Rental:** Approximately 880 units of Low-End Market Rental (LEMR) housing are expected to be completed between 2007 and the end of 2026. These units have been developed in partnership with private sector developers and their non-profit operators (NPOs).

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

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

Analysis

The Evolving Funding Landscape for Affordable Housing

Funding programs for affordable housing have changed. The potential for each site will be influenced by the ramping-up of Build Canada Homes (BCH) programs for potential funding, alongside the withdrawal of funding from select BC Housing programs in the 2026 Provincial budget. Affordable housing in Richmond will require investing more resources up front to render each site 'shovel ready', with an ability to start construction in 12 months, to improve the City's chances of securing funding. Building construction methods are similarly evolving. It is a key objective of BCH that innovative and modern construction methods, such as prefabricated housing, are prioritized to accelerate housing construction and increase supply of affordable housing. The 25-unit Harbour House transitional housing was constructed using these methods, gaining occupancy in 22 months.

BCH funding programs do not currently include critical operating funding meaning that projects will need to be self-sustaining based on rental revenues. In all affordable housing developments, the ultimate depth of affordability depends on the capital or operating funding secured. Without operating funding, levels of affordability could be comparable to the City's Low-End Market Rental (LEMR) program for private development or a workforce housing model similar to BC Builds which contains a minimum of 20 per cent of units to be 20 per cent below market rents, with the remaining 80 per cent at market rates to ensure project viability. Staff will pursue all available funding as the work proceeds through each stage.

Advancing Affordable Housing on Four City-Owned Sites

Four City-owned sites have been identified that have potential to integrate affordable housing throughout the community. Each site is located proximate to amenities, a range of transportation options and open spaces, as outlined in Figure 1 and Table 1. Together these sites have the potential to build 260 affordable housing units.

In addition to the above, the Aberdeen Rental Residences will add potential for up to 210 units, bringing the overall opportunity to 470 new units. Located on Sexsmith Rd in City Centre, Council had already provided direction to engage the community and advance a rezoning to make the site shovel-ready for BC Housing's Community Housing Fund. In the Province's most recent budget, this fund was placed on hold indefinitely. Pivoting to federal funding opportunities is now the focus for this site. The site will not achieve the same level of affordability as would it have under the Community Housing Fund, as noted. Staff are currently on track to bring forward a City-led rezoning application and report to Council in Q3 2026.

Figure 1: Locations of City-Owned sites with potential for affordable housing development

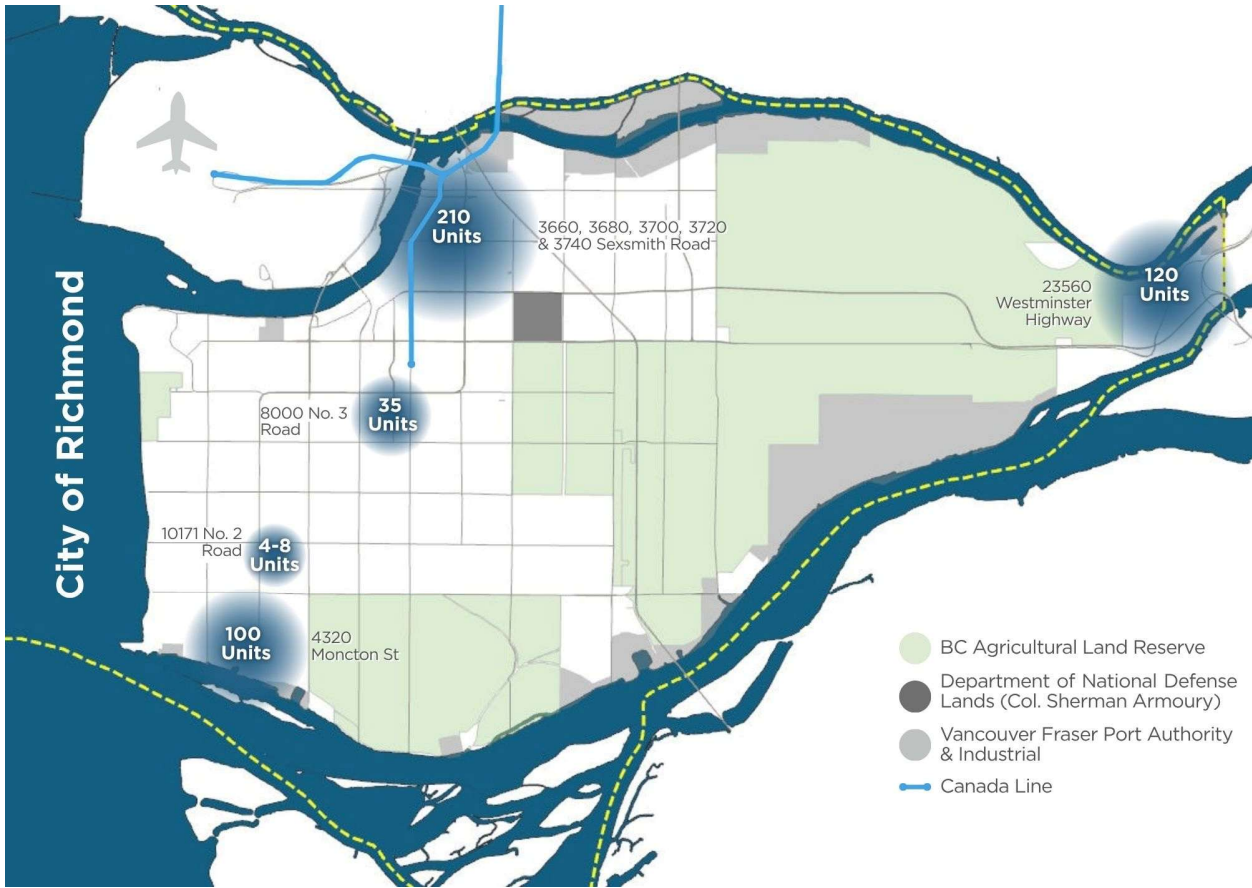


Table 1: Proposed City-Owned Sites for Affordable Housing

	23560 Westminister Hwy	10171 No. 2 Road	8000 No. 3 Road	4320 Moncton St	
Site Size (sf)	71,827	12,367	16,835	48,782	149,811
Projected Unit Count	120	4 – 8, using 5 as an average	35	100	260
Allowed Height under the Official Community Plan	Up to 4 Storeys	Up to 4 Storeys	Up to 5 Storeys	Up to 6 Storeys	

Initial Community Engagement Program – Summer 2026

The main objectives for the engagement program are to inform the public about the potential affordable housing opportunities for the sites, gain public feedback on how the sites can be best integrated into the neighbourhoods and insights into localized housing needs. Outcomes of this initial round of engagement will be brought forward to Council for review and further direction.

The full engagement program is anticipated to include the following stages:

- **Stage 1: Initial Community Engagement:** Summer 2026, as noted in this report.
- **Stage 2 Site Level Public and Community Stakeholder Engagement** (Subject to Council direction): – Fall 2026 or Spring 2027. This stage will include development of site level plans, concepts for general form and character, massing and total unit count such that drawings can be developed for rezoning applications.
- **Stage 3: Public Information Meetings** (Subject to Council direction): Fall 2027 to Spring 2028. The public information meetings will be held subject to Council direction.

The initial community engagement is planned for the Summer of 2026 and is intended to gather community feedback on how to integrate the proposal into the neighbourhood and gain feedback about localized housing needs. Public and community stakeholders will also bring valuable insights into household types that need affordable housing in Richmond, as a starting point. Staff are planning to host six Open Houses in three communities – City Centre, Hamilton, and Steveston - across three-days in June 2026. Throughout July and August 2026 staff are hosting 4-select pop-up booths, that aim to inform the public about the sites, to gain feedback and about household types that need access to affordable housing. A Let's Talk Richmond web page will be developed to serve as the central public-facing hub for sharing information and collecting feedback.

Table 2 below provides an overview of the objectives, key messages, and engagement approach that will guide community engagement activities during this period. Staff will report back to Council to present the key findings of what we heard from the public.

Table 2: Initial Community Engagement 2026

Timing	June to August 2026
Objectives / Description	<p>Create City-wide public awareness of the affordable housing portfolio,</p> <p>Inform the public about the potential affordable housing opportunities for the site</p> <p>Gain public feedback on how the sites can be best integrated into the neighbourhoods and insights into localized housing needs</p>
Key Messaging	<p>Introduce the project as an innovative approach to addressing affordability.</p> <p>Emphasize that this is first of a multi-stage engagement process.</p> <p>Community members will have several opportunities to provide their input at key stages of the project.</p> <p>Inform public about Modern Construction Methods (Pre-Fabrication and 3D Modular)</p>
Approach	<p>6-Open Houses across 3-days across Richmond.</p> <p>Online engagement on Let’s Talk Richmond</p> <p>At least 4-pop up events over the July and August 2026 (e.g. Steveston Salmon, Festival, Richmond Maritime Festival, etc.)</p> <p>Targeted engagement with Advisory Committees in Q3/Q4 2026</p>

Strategic Alignment with Build Canada Homes Objectives

In the absence of BC Housing funding programs, aligning with the federal government’s newly established Build Canada Homes (BCH) is a focus in order to be eligible for funding. BCH’s criteria are evolving but guidance was provided in November 2025. Proposals to BCH must demonstrate financial viability and not rely on operating subsidies. As such, the City’s affordable housing portfolio will address four key BCH objectives:

1. **Scale:** The intention of BCH is to help produce measurable impact to housing affordability across Canada. To support this goal, its funding strategy prioritizes larger-scale and portfolio-based projects. In Richmond, this objective is reinforced by an 85 per cent increase in the BC Housing Registry in Richmond since 2020 underscoring the urgent need for the 470-unit portfolio across the City. The sites range from small-scale infill (4–8 units) to higher-density projects (200+ units), providing the necessary diversity to support seniors, families, and other priority group households. Operating the sites as a

portfolio will support households as their needs and incomes change over time, allowing them to stay in Richmond over the long term;

2. **Readiness:** BCH is considering shovel ready construction proposals. Each portfolio must include at least one site that can commence construction within 12 months. Advancing the sites as a portfolio meets a criteria set by BCH and simplifies project development for the four sites, ensuring greater efficiency and scalability. The rezoning of Aberdeen Rental Residences (3660, 3680, 3700, 3720 and 3740 Sexsmith Road) would meet these criteria once rezoning has been approved by Council.
3. **Housing Diversity:** BCH intends to invest in project that expands housing supply that serves diverse needs and provides long-term affordability. These sites have potential to support a range of affordability levels where operating funding can be secured.
4. **Modern Methods of Construction / Low Carbon Energy / Partnerships:** A key mandate of BCH is to catalyze a new housing industry that supports modern methods of construction. This includes but is not limited to factory-built housing, standard housing design, and the use of building information modelling to compress construction timelines and reduce capital costs. The City is prioritizing the modern methods of construction as part of the proposal, for consideration should Council approve the next stages of work. A technical study is currently underway to explore expedited approval, permitting and inspections, for buildings constructed using these methods.

Refining the Understanding of Housing Needs

BCH funding does not currently entail ongoing operating funding and annual subsidies, as noted. There is expectation that proposals will be largely self-sustaining and not rely on funding for operating affordable housing. In this context, staff consider that the expected rental rates would be akin to the City's current LEMR, currently indexed as 10 per cent below CMHC average rents or akin to the workforce housing model used by BC Builds, which contains a minimum of 20 per cent of units to be 20 per cent below market rents, with the remaining 80 per cent at market rates to ensure project viability.

As such, it is expected that any funded housing that results from the four sites would serve low-income families with children, single-parent families, multigenerational households, low and moderate-income earners, seniors, persons with disabilities, households with fixed incomes. If the sites are delivered as envisioned, this would ensure that prospective residents are able to afford to live there.

As the project develops, staff will also be undertaking a quantitative assessment of housing needs in Richmond, including analysis at both the City-wide and neighbourhood level for each site, to inform the next stages of planning.

Budgetary Implications

Estimated cost of the proposed communication plan includes staff time and printing for information boards, all of which are in the approved operating budget.

Conclusion

It is recommended that Council endorse the proposed communication and stakeholder engagement plan, as described in this report, for implementation in summer 2026.

Respectfully submitted,

Peter Russell, Director, Housing

Report Contributors

This report was prepared by Peter Russell, Director, Housing, Victor Tran, Program Manager, Housing Policy, and John Nguyen, Planner 2, Housing and reviewed by Corporate Communications & Marketing, Real Estate Services, Development Applications and Policy Planning.

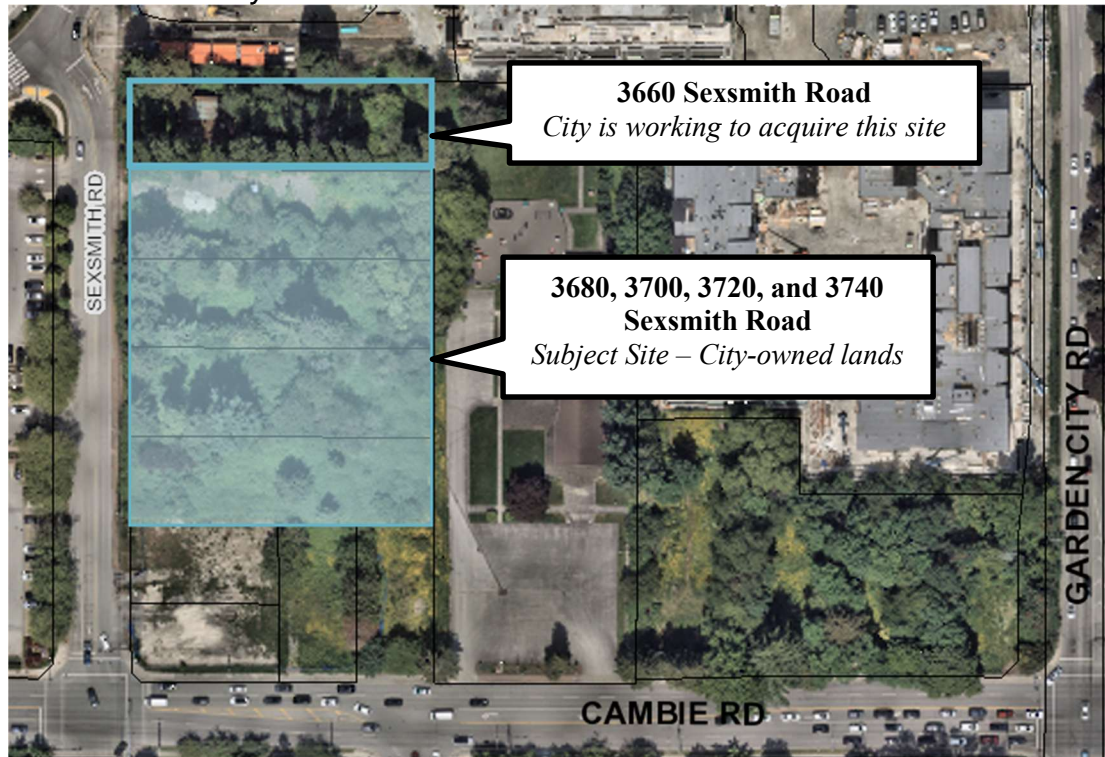
Endorsed by Serena Lusk, CAO

Att. 1: Portfolio Overview

Portfolio Overview

3660, 3680, 3700, 3720 and 3740 Sexsmith Road (City Owned)

- Construction ready within 12 months



Site Context & Strategy: This strategic land assembly is the designated location for the Aberdeen Rental Residences project. While the City currently owns the majority of the parcels, the northernmost lot (3660 Sexsmith Road) remains privately owned. The City is actively working to acquire this final parcel to complete the consolidation necessary for the full development. The City is in the process of making a rezoning application.

Development Potential: This site is undergoing a rezoning process to allow for greater density and height. The latest pro forma estimates a yield of approximately 206 units of mixed-rental housing.

Site Size (Total)	96,276 sf
OCP Designation	Downtown Mixed Use - Tier 3
• Typical density	Up to 3.0 FAR
• Max Height	Up to 8-storeys
High-level Development Assumptions	
Density	2.27 FAR
Height	6-storeys
Gross Floor Area	180,580 sf
- Efficiency	83.4%
Units	206
Average Unit Size	731 sf

23560 Westminster Road (City Owned)

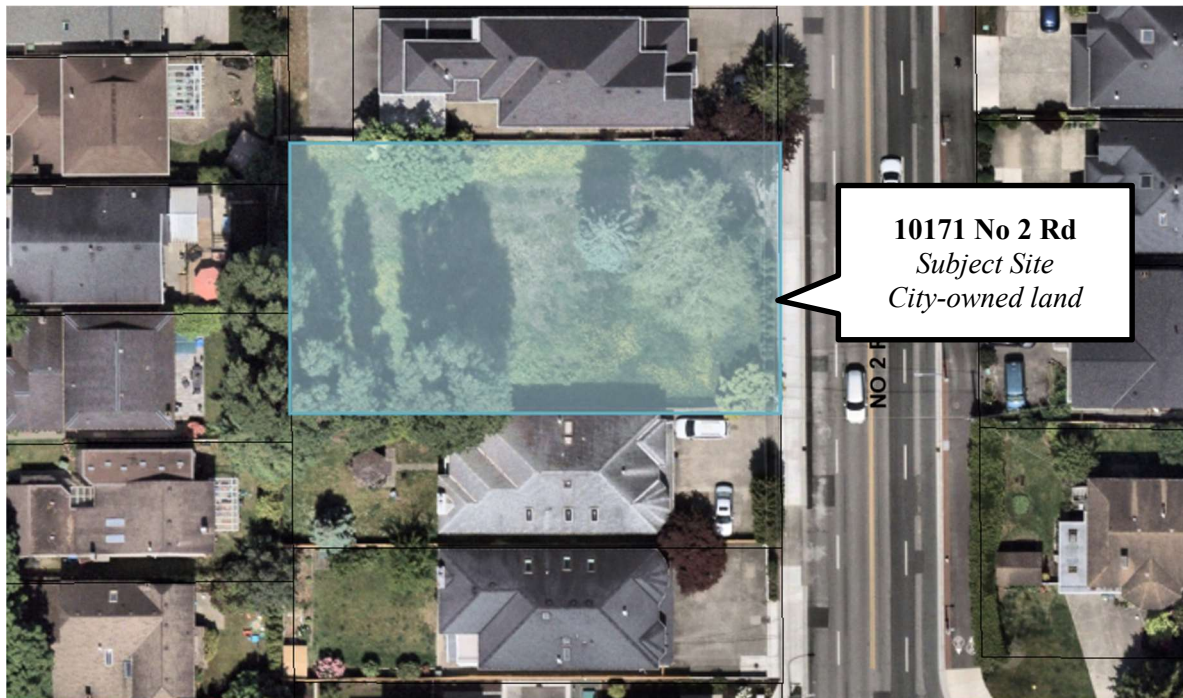


Site Context: 23560 Westminister Road is a relatively large vacant parcel (~72,000 sf) located within the Hamilton village area. The property is currently vacant but is subject to specific constraints, including setback requirements mandated by the Ministry of Transportation and Infrastructure (MOTI) due to its proximity to the highway. A 4.5-metre setback is required from the Highway 91A property line. Additionally, the site requires road dedications of approximately 2.5 metres along the Westminister Highway frontage and 4 metres along the western property line for walkway enhancements.

Development Potential: Despite these constraints, preliminary massing studies show that the site can accommodate approximately 120 units, making it a strong candidate for workforce or below-market rental housing that maximizes the remaining buildable footprint. The site’s OCP designation is Arterial Connector Tier 1, which allows up to 4-storeys for mixed rental housing.

Site Size (Total)	71,828 sf
OCP Designation	Arterial Connector Tier 1
• Typical density	1.2 FAR, but can vary with affordability
• Max Height	Up to 4-storeys for mixed rental
High-level Development Assumptions	
Density	1.4 FAR
Height	4-storeys
Gross Floor Area	100,558 sf
- Efficiency	80%
Units	121
Average Unit Size	662.5 sf

10171 No. 2 Road (City Owned)



Site Context: 10171 No. 2 Road is a City-owned property suitable for transitional or other non-market housing typologies. Development is subject to specific technical requirements, including a 6.0m laneway dedication on the western property line and a 6.0m wide side yard to accommodate access to the rear lane. While the site is viable for independent development, there is potential for consolidation: 10191 No. 2 Road, currently owned by the City and 10211 No. 2 Road which was recently acquired.

Development Potential: Although a future rezoning of all three properties would unlock a larger development opportunity, the City will proceed with a rezoning application for just 10171 No. 2 Road at this time. Advancing the vacant site independently allows the City to secure a shovel-ready project immediately without delaying progress pending the acquisition of the southern parcel. Preliminary analysis suggests that 10171 No. 2 Road is expected to yield approximately 8 units.

Site Size (Total)	12,367 sf	
OCP Designation	Arterial Connector Tier 1	
• Typical density	1.2 FAR, but can vary with affordability	
• Max Height	Up to 4-storeys for mixed rental	
High-level Development Assumptions		
	Current Zoning	Proposed Development
Density	0.39	0.58 FAR
Height	2-storeys	Up to 2-storeys
Gross Floor Area	4,762 sf	7,143 sf
- Efficiency	84%	84%
Units	4	8
Average Unit Size	1,000 sf	750 sf

8000 No. 3 Road (City Owned)



Site Context: Located at the prominent intersection of No. 3 Road and Blundell Road, this City-owned property comprises approximately 16,835 sq. ft and has an existing structure. Its OCP designation, Arterial Connector Tier 2, supports variable density and building heights of up to 5-storeys for mixed rental uses.

Development Potential: Preliminary development scenarios utilizing a density of 1.6 FAR indicate the site can accommodate approximately 34 units. Consistent with the OCP, this development model assumes non-residential uses on the ground-floor, which could be used for health services or other community-serving uses that provide direct benefits to the residents and the broader neighborhood.

Site Size (Total)	16,835 sf
OCP Designation	Arterial Connector Tier 2
• Typical density	Variable
• Max Height	Up to 5-storeys for mixed rental
High-level Development Assumptions	
Density	1.6 FAR
Height	5-storeys
Gross Floor Area	33,669 sf
- Efficiency	84%
Units	34
Average Unit Size	662.5 sf

4320 Moncton St (City Owned)



Site Context: Situated at the eastern gateway to Steveston Village, the property is a strategic corner lot transitioning from the commercial core to residential townhomes.

Development Potential: Preliminary development scenarios utilizing a density of 1.62 FAR indicate the site can accommodate approximately 100 units. Consistent with the OCP, this development model assumes non-residential uses on the ground-floor, which could be used for health services or other community-serving uses that provide direct benefits to the residents and the broader neighborhood.

Site Size (Total)	48,782 sf
OCP Designation	Local Village Tier 1
• Typical density	1.2+ FAR
• Max Height	Up to 6-storeys for mixed rental
High-level Development Assumptions	
Density	1.62 FAR
Height	6-storeys
Gross Floor Area	78,869 sf
- Efficiency	84%
Units	100
Average Unit Size	662.5 sf



To: General Purposes Committee **Date:** April 21, 2026
From: Wayne Craig **File:** 08-4045-30-02/Vol 01
General Manager, Planning and Development
Re: **Response to Provincial Housing Bills: Density Bonus and Inclusionary Zoning Requirements and Associated Zoning Bylaw Amendments**

Staff Recommendations

1. That Richmond Zoning Bylaw No. 8500, Amendment Bylaw No. 10760, to amend the density bonus provisions in existing standard Small-Scale Multi-Unit Housing zones and remove the density bonus provisions in other existing standard residential and mixed-use zones, in compliance with the requirements of Bill 16 (*Housing Statutes Amendment Act, 2024*), be introduced and given first, second, and third reading; and
2. That Affordable Housing Density Benefits Reserve Fund Establishment Bylaw No. 10761, to create a new reserve fund for cash-in-lieu of affordable housing received through a density bonus bylaw, in compliance with the requirements of Bill 16, be introduced and given first, second, and third reading.

Executive Summary

Provincial legislative changes under Bill 16 revised how local governments are able to use the density bonus tool and now requires local governments to bring existing density bonus bylaws into compliance by June 30, 2026. In order to comply with the Province’s requirements, staff recommend amending the density bonus provisions in existing standard Small-Scale Multi-Unit Housing (SSMUH) zones (while maintaining the existing cash-in-lieu rate and establishing a new reserve fund) and removing density bonus provisions in other existing standard residential and mixed-use zones.

The recommended approach preserves the City’s ability to continue securing affordable housing and amenity contributions through site-specific rezoning. With the exception of SSMUH zones, the affected standard zones generally permit lower densities than those contemplated in the City’s updated Official Community Plan (OCP) and therefore are unlikely to be used for future redevelopment. The approach also protects existing and approved developments from non-conformity through site-specific density provisions, and previously secured affordable housing and amenity contributions remain protected through existing legal agreements registered on title.

Staff Report

Origin

In 2023 and 2024, the Province of British Columbia (the “Province”) enacted a series of legislative amendments known as the “Provincial housing bills”. As part of this, Bill 16 (*Housing Statutes Amendment Act, 2024*), among other things, amended the *Local Government Act* to revise the density bonus tool and introduce a new inclusionary zoning tool for use by local governments to secure affordable housing and amenities, subject to prescribed requirements. The legislation requires local governments to bring existing density bonus bylaws into compliance by June 30, 2026. This report summarizes the relevant legislative changes and brings forward the following bylaws in order to be compliant with Provincial requirements:

- Richmond Zoning Bylaw No. 8500, Amendment Bylaw No. 10760: this would amend the density bonus provisions in existing standard Small-Scale Multi-Unit Housing zones and remove the density bonus provisions in other existing standard residential and mixed-use zones; and
- Affordable Housing Density Benefits Reserve Fund Establishment Bylaw No. 10761: this would create a new reserve fund for cash-in-lieu of affordable housing received through a density bonus bylaw.

This report is companion to the report titled “Review of Low-End Market Rental Contribution Rates” from the Deputy CAO, dated April 21, 2026, which seeks direction from Council to review the current affordable housing requirements.

Background

The density bonus tool was first introduced into Provincial legislation in British Columbia in 1993. This tool enabled local governments to voluntarily incentivize developer-funded delivery of affordable housing and community amenities in exchange for the ability to build to a higher density. The City of Richmond has successfully utilized the density bonus tool to secure affordable housing and amenities for decades. Many existing residential and mixed-use zones in the City’s Zoning Bylaw allow for density bonus in exchange for providing built affordable housing units (in accordance with the City’s Affordable Housing Strategy and Official Community Plan) and non-residential amenities (e.g., childcare facilities, community centres), or cash-in-lieu payments, which are used by the City to facilitate affordable housing and amenities off-site. This density bonus approach, which has always been based upon a financial feasibility analysis prior to any policy change, has been particularly successful in the City Centre, through the implementation of the City Centre Area Plan (CCAP).

The Provincial housing bills (Bill 16, 44, 46 and 47) have significantly changed the municipal planning landscape, including requiring updates to local plans and policies, revising the density bonus and development financing tools, and establishing compliance deadlines. Bill 47 introduced Transit-Oriented Areas (TOA), which set minimum allowable densities for areas near identified Canada Line stations. Related changes under Bill 16 prohibit the use of density bonus within those minimum densities and introduce inclusionary zoning as a new tool to require affordable housing. Unlike a density bonus, which can be used to incentivize affordable housing and amenities in exchange for optional additional density, inclusionary zoning requires the provision of affordable housing, subject to Provincial regulations.

In TOA, density bonus may only be applied where the additional density exceeds the Province's prescribed minimum allowable densities. Given Richmond's unique context, including a high-water table and airport-related height restrictions, it will be difficult for development projects to achieve the scale necessary to support density bonus in TOA. Overall, these legislative changes effectively dismantle the City's well-defined and transparent density bonus framework in the City Centre, which has been successfully used to secure affordable housing and community amenities.

Bill 16 Requirements

The Province, through Bill 16, has changed the tools available to local governments to secure affordable housing and amenities, including:

- Amendments to the existing density bonus tool, including specific requirements for bylaw content, process, reporting, and how it interacts with other tools (e.g., Transit-Oriented Areas (TOA), Amenity Cost Charges); and
- Introduction of a new inclusionary zoning tool, which allows local governments to require affordable housing, but not amenities, through redevelopment.

Bill 16 amended the *Local Government Act* to include requirements for the contents, process and reporting of density bonus and inclusionary zoning bylaws, which are summarized below and described in further detail in Attachment 1. It is important to note that none of these requirements apply if the bylaw does not contain density bonus or inclusionary zoning.

Bylaw requirements for density bonus and inclusionary zoning include:

- Amount of affordable housing units, including the number or percentage of all housing units, and/or proportion of the floor area of the residential component;
- Tenure of the affordable housing units;
- Affordability of the units (e.g., rental rates); and
- Length of time affordable housing units must be maintained (e.g., perpetuity).

Local governments may also choose to include additional requirements, which are described in Attachment 1. This includes cash-in-lieu, which when allowed by the City, must be reflective of the net capital cost of constructing an affordable housing unit (i.e., the difference between constructing a market unit compared to an affordable housing unit). In addition, cash received under a density bonus or inclusionary zoning bylaw in-lieu of built affordable housing units must be deposited into a dedicated reserve fund that can only be used for capital costs of providing, constructing, altering, or expanding affordable housing as prescribed by the *Local Government Act*.

In regards to process requirements, local governments must complete the following when developing a density bonus or inclusionary zoning bylaw to secure affordable housing contributions:

- Consider the most recent Housing Needs Report (inclusionary zoning only);
- Undertake a financial feasibility assessment analysis that considers certain matters (see paragraph below);

- Consider whether the bylaw would deter development (inclusionary zoning only); and
- Consult with affected parties, as determined by the local government (Public Hearing is not permitted for residential rezoning bylaws consistent with the OCP).

The legislation requires that local governments consider financial feasibility when preparing density bonus and inclusionary zones. The financial feasibility assessment must consider local housing market conditions, the costs of residential construction, the degree to which different factors may affect project feasibility (e.g., density, use, construction materials, etc.), and any other relevant matters or information. In addition, for inclusionary zoning only, financial analysis must consider if constructing the proposed affordable housing units may deter development (this is not required for density bonus zones because, unlike inclusionary zoning, a developer's use of density bonus is optional).

The legislation also requires annual reporting on bylaw outcomes, including tracking of affordable housing contributions secured through density bonus and inclusionary zoning for which Building Permits have been issued or cash in-lieu payments received. This tracking and reporting will be coordinated by the Housing Office and Finance Department.

Analysis

Proposed Response to Bill 16

The purpose of the proposed zoning bylaw amendments outlined in this report is to meet the Province's June 30, 2026 deadline to bring the City's existing standard residential and mixed-use zones into compliance with the *Local Government Act* as amended by Bill 16. Since adoption of Richmond's Affordable Housing Strategy (AHS) in 2007 and City Centre Area Plan (CCAP) in 2009, the City has made extensive use of the density bonus tool, as per the *Local Government Act*, to secure affordable housing and amenities. Maintaining the density bonus provisions in existing standard zones would not comply with the *Local Government Act* and risks action by the Province. Alternatively, amending all standard zones to retain density bonus or incorporate inclusionary zoning (as required within TOA) would be premature given the proposed review of the current affordable housing requirements. As a result, a strategic approach is recommended involving removing density bonus provisions from all existing standard residential and mixed-use zones, except for SSMUH standard zones, and not incorporating inclusionary zoning in existing standard zones at this time.

With the exception of SSMUH standard zones, the affected standard zones generally permit lower densities than those contemplated in the City's updated Official Community Plan (OCP) and therefore are unlikely to be used for future redevelopment. The recommended approach protects existing and approved developments from non-conformity through site-specific density provisions, and previously secured affordable housing and amenity contributions remain protected through existing legal agreements registered on title. In addition, the recommended approach preserves the City's ability to continue securing affordable housing and amenity contributions through site-specific rezoning. The proposed approach is summarized below according to five building types and described in further detail in Attachments 2 to 6.

1. *SSMUH Standard Zones*

- Retain existing density bonus for SSMUH development involving six units, as permitted under Bill 44 (i.e., where six units are permitted on a lot within 400 m of frequent transit service, one unit may be secured as affordable housing or cash-in-lieu).
- Add requirements in the zones for affordable housing units as per Provincial legislation (e.g., tenure, affordability, duration).
- Retain existing cash-in-lieu rate for SSMUH.
- Establish a new affordable housing reserve fund for cash-in-lieu contributions (used for capital costs for affordable housing only) as per Provincial legislation.

Due to the retention of density bonus in SSMUH zones, the related Provincial requirement for financial feasibility assessment (FFA) applies. Staff retained an economic consultant to prepare an FFA for SSMUH development involving six units and found this type of development to be highly challenged in the current market due to increased construction costs and financing challenges associated with this type of SSMUH development. However, the analysis does not factor other homeowner circumstances (e.g., have owned their lot for a long time, significant equity, small or no mortgages, etc.). The FFA also demonstrated that the net capital cost of constructing an affordable housing unit in SSMUH varies significantly depending on location and lot size. Based on this variability and ongoing market challenges, no change is proposed and the existing cash-in-lieu rate for SSMUH (\$12/ft² of total buildable) is recommended. (Attachment 2)

2. *High-Rise Apartment/Mixed Use Standard Zones*

- Remove density bonus for affordable housing, child care, Village Centre Bonus, and Capstan Station Bonus.
- Where existing/approved developments involve bonus density and the affordable housing/amenity contributions have been secured by legal agreement, or in the case of amenities that have been transferred to the City, permit site-specific density accordingly.
- Future development of underdeveloped sites (only applies to CDT1) will not require affordable housing/amenity contributions, but contributions may be secured through site-specific rezonings to higher OCP densities (e.g., TOA areas).

The “Downtown Commercial (CDT1)” zone is the only standard zone that includes lots that are pre-zoned and permitted for significant densities without going through a rezoning process. The proposed approach would preserve the density of approved/developed sites, while the incentive remains for underdeveloped sites to pursue rezoning to achieve OCP-level densities (in compliance with TOA). Changes also include various minor amendments to clarify permitted density, density calculation, and residential rental tenure (e.g., density for residential amenity, community amenity, and market rental is maintained). (Attachment 3)

3. *Low-Rise Apartment Standard Zones*

- Remove density bonus for affordable housing where it exists and amend base density to include previous bonus density.

- For existing/approved developments that involve density bonus, the affordable housing/amenity contributions have been secured by legal agreement.

Low-rise apartment zones with density bonus are not widely used, therefore there is little to no impact to these zones. (Attachment 4)

4. *Townhouse Standard Zones*

- Remove density bonus for affordable housing where it exists and amend base density to include previous bonus density.
- For existing/approved developments that involve density bonus, the affordable housing/amenity contributions have been secured by legal agreement.
- For in-stream applications, affordable housing/amenity contributions will be secured through rezoning conditions.

Townhouse standard zones are the most common type of standard zone used for site-specific rezoning and there are the most in-stream applications associated with this typology. The proposed approach will preserve the density for these sites, while affordable housing contributions (typically cash-in-lieu) will continue to be secured through rezoning. (Attachment 5)

5. *Single Detached Standard Zones*

As a result of Bill 44, most of the single detached standard zones are no longer used. Remaining lots are generally RS1 and do not contain density bonusing. RS2 zoned lots are now only located in TOA, where density bonus is no longer permitted under TOA minimum allowable densities (density bonus will be removed). (Attachment 6)

Required Consultation

The *Local Government Act*, as amended by Bill 16, requires consultation when density bonus or inclusionary zoning is proposed to secure affordable housing or amenity contributions. Only SSMUH zones are proposed to retain density bonus (i.e., to secure an affordable housing unit or cash-in-lieu for SSMUH development with six units) and, thus, require consultation to be determined by the local government. Notice of first reading of the proposed bylaw provides an appropriate consultation opportunity for the proposed zoning amendments given that neither the existing density bonus framework nor cash-in-lieu rate for SSMUH is being changed, the implementation of Bill 44 involved substantial consultation, and Bill 44 prohibits a Public Hearing on a residential rezoning bylaw that is consistent with the OCP (which applies to these amendments). Future consultation will also occur through the proposed review of current affordable housing requirements.

In-Stream Applications

Under the transitional provisions of the *Local Government Act*, as amended by Bill 16, a site-specific density bonus zoning bylaw that receives first reading before June 30, 2026, is considered to be in-stream and therefore is not subject to the requirements and restrictions. Based on staff review of active in-stream rezoning bylaws for lots subject to density bonusing, there would be no impact to these applications as a result of the proposed amendments. Should an

applicant choose to withdraw an in-stream rezoning application (e.g., to achieve higher TOA densities), the bylaw would be rescinded or abandoned, and a new rezoning application would be required subject to Provincial requirements and Council approval.

Reserve Funds

The *Local Government Act*, as amended by Bill 16, requires that cash-in-lieu contributions received under density bonus and inclusionary zoning bylaws be held in new dedicated reserve funds, separate from the City's existing Affordable Housing Reserve, and used for capital costs for delivering affordable housing only. Given the recommended retention of density bonus in standard SSMUH zones, the City must establish a new reserve, which will be called the Affordable Housing Density Benefits Reserve Fund, for cash-in-lieu of affordable housing received through a density bonus bylaw. For zones that do not include any density bonus, cash-in-lieu contributions for affordable housing can continue to be secured through rezoning negotiations and can be deposited into the City's existing Affordable Housing Reserve for capital and/or operating costs, as determined to the satisfaction of Council.

Next Steps

This report addresses the immediate requirement to bring the City's existing standard residential and mixed-use zone density bonus zones into compliance by June 30, 2026.

Future staff work will consider the potential of developing new standard zones aligned with the updated OCP, including incorporating a proposed review of the current affordable housing contribution requirements, as generally outlined in the report titled "Review of Low-End Market Rental Contribution Rates" from the Deputy CAO, dated April 21, 2026. In the meantime, the City's ability to continue securing affordable housing and amenity contributions through site-specific rezoning is preserved, and development applications can continue to be assessed on a case-by-case basis under the City's existing policy framework, and subject to Provincial requirements where applicable.

Budgetary Implications

None.

Conclusion

The purpose of this report is to bring forward the following bylaws in order that the City's existing standard residential and mixed-use zones can be brought into compliance with the *Local Government Act* as amended by Bill 16, prior to the Provincial deadline of June 30, 2026:

- Richmond Zoning Bylaw No. 8500, Amendment Bylaw No. 10760: to amend the density bonus provisions in existing standard Small-Scale Multi-Unit Housing zones and remove the density bonus provisions in other existing standard residential and mixed-use zones; and
- Affordable Housing Density Benefits Reserve Fund Establishment Bylaw No. 10761: to create a new reserve fund for cash-in-lieu of affordable housing received through a density bonus bylaw.

In order to comply with Provincial requirements, it is recommended that Richmond Zoning Bylaw No. 8500, Amendment Bylaw No. 10760, and Affordable Housing Density Benefits

Reserve Fund Establishment Bylaw No. 10761, be introduced and given first, second, and third reading.

Respectfully submitted,

John Hopkins, Director, Policy Planning

Report Contributors

This report was prepared by Steven De Sousa, Planner 3 and reviewed by the Finance, Housing, Law and Development Applications Departments

Endorsed by Serena Lusk, CAO

- Att.: 1 – Summary of Density Bonus and Inclusionary Zoning Requirements
Summary of Proposed Amendments to Standard Zones:
2 – SSMUH Standard Zones
3 – High-Rise Apartment/Mixed Use Standard Zones
4 – Low-Rise Apartment Standard Zones
5 – Townhouse Standard Zones
6 – Single Detached Standard Zones

Summary of Density Bonus and Inclusionary Zoning Requirements (Bill 16)

	Density Bonus	Inclusionary Zoning
Definition	Density bonus is an existing (updated) land use planning tool that provides the developer with the option to build to a higher density in exchange for providing affordable housing or amenities.	Inclusionary zoning is a new land use planning tool that allows local governments to require affordable housing in new residential development.
Bylaw (Affordable Housing)	<p>Density bonus and inclusionary zoning bylaws must include the following:</p> <ul style="list-style-type: none"> • Amount of affordable housing units, including the number or percentage of all housing units, and/or proportion of the floor area of the residential component of the development; • Tenure of the affordable housing units, such as rental or strata; • Affordability of the units, including the sales price or rent to be charged for the affordable housing units; and • Length of time affordable housing units must be maintained. <p>Density bonus and inclusionary zoning bylaws may include the following:</p> <ul style="list-style-type: none"> • Ownership and management of the affordable housing units (such as requiring that the affordable housing units be owned or operated by a non-profit housing provider or local government housing corporation); and • Number of bedrooms in the affordable housing units. <p>The requirements of the density bonus and inclusionary zoning bylaws may also be varied based on the following:</p> <ul style="list-style-type: none"> • Tenure of the market units in the building; • Different areas in the local government; • Specific parcels of land; • Different sizes or types of housing units; and/or • Type of construction materials (such as wood frame or concrete construction). <p>Local governments may also choose to include either or both of the alternative compliance options in the bylaw:</p> <ul style="list-style-type: none"> • Provide cash-in-lieu of affordable housing units¹: a local government can vary requirements based on area, location, size or type of development, construction materials, or form of tenure. • Provide the affordable housing units on a different site by agreement: agreements to transfer units off-site must meet or exceed the bylaw requirements. 	
Process	<p>When developing a density bonus bylaw, local governments must:</p> <ul style="list-style-type: none"> • Provide one or more opportunities for consultation with affected parties (determined by the local government); and • Undertake a financial feasibility analysis that considers certain matters² (do not need to consider whether the bylaw would deter development since density bonus is optional). 	<p>When developing an inclusionary zoning bylaw, local governments must:</p> <ul style="list-style-type: none"> • Consider the most recent Housing Needs Report (HNR); • Provide one or more opportunities for consultation with affected parties (determined by the local government); • Undertake a financial feasibility analysis that considers certain matters²; and • Consider whether the bylaw would deter development.
Reporting	Local governments are required to prepare and submit an annual report that specifies bylaw outcomes for the previous year (starting June 30, 2026) ^{3,4} .	

	Density Bonus	Inclusionary Zoning
Exemptions	<ul style="list-style-type: none"> In Transit-Oriented Areas (TOA), density bonus cannot be used to obtain affordable housing and amenities on densities within the minimum allowable densities prescribed by the Province in TOA. Density bonus cannot be used to secure an amenity already covered by an Amenity Cost Charge (ACC). Instream protection for site-specific density bonus bylaws⁵. 	<p>The following are exempt from the requirements of an inclusionary zoning bylaw:</p> <ul style="list-style-type: none"> Public corporation, owned by a municipal or regional government, a health authority, the province of BC or the federal government; Nonprofit society or registered charity; or, Nonprofit housing cooperative.

¹ Any cash payments received through an inclusionary zoning or density bonus bylaw are payable at the time of Building Permit issuance and must be deposited into a dedicated reserve fund that can only be used for:

- The capital costs for providing, constructing, altering, or expanding affordable housing or amenities;
- The principal and interest in a debt incurred by a local government as a result of an expenditure for the capital costs; and
- To pay certain prescribed entities to provide, construct, alter, or expand affordable housing or amenities.

² The financial feasibility assessment must consider local housing market conditions, the costs of residential construction, the degree to which different factors may affect project feasibility (e.g., density), whether constructing the affordable housing units as proposed may deter development (inclusionary zoning only), and any other relevant matters or information. The Provincial legislation does not require the City to ensure all projects are financially feasible, but rather that the analysis be considered. It also does not require local governments to consider whether the bylaw would deter development for density bonus bylaws, because the additional density is optional.

³ Before June 30 each year, local governments must prepare and consider a report that provides information on the outcomes of inclusionary zoning and density bonus bylaws, the report must outline:

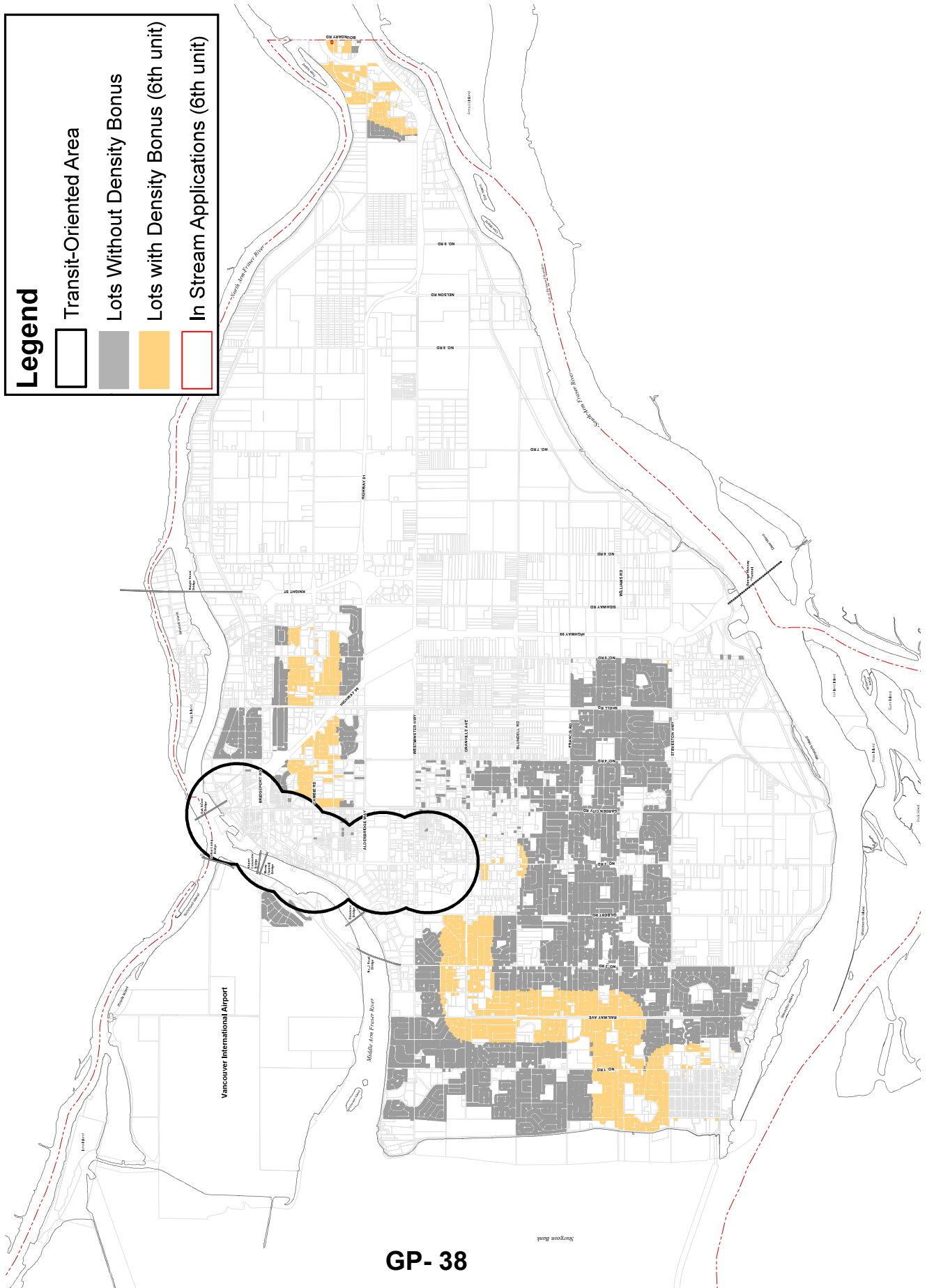
- Number of affordable housing units (inclusionary zoning and density bonus) and amenities received (density bonus) that had a building permit issued under the bylaw during the previous year;
- Cash-in-lieu payments received, expenditures from each reserve fund, and fund balances at the start and end of the reporting year.

⁴ Local governments are also required, upon request, to provide the public with considerations, information and analysis used to adopt an inclusionary zoning bylaw; and provide the Inspector of Municipalities with any information related to the creation of the inclusionary zoning bylaw.

⁵ A local government is not required to amend a site-specific density bonus bylaw to comply with new legislation if that bylaw existed prior to April 25, 2024 or was given first reading between April 25, 2024 and June 30, 2026. A local government is required to amend a site-specific density benefits zoning bylaw to comply with new legislation if it is amended after June 30, 2026.

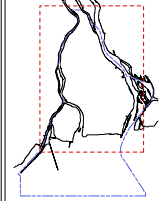
Summary of Proposed Amendments to Standard Zones (Density Bonus and Inclusionary Zoning)

SSMUH STANDARD ZONES																
<p>Summary: (to comply with Provincial requirements)</p> <ul style="list-style-type: none"> Retain existing density bonus for SSMUH development involving six units, as permitted under Bill 44. Add requirements in the zones for affordable housing units as per Provincial legislation (e.g., tenure, affordability, time). Retain existing cash-in-lieu rate for SSMUH. Establish a new affordable housing reserve fund for cash-in-lieu (used for capital only) as per Provincial legislation. 																
<p>Analysis:</p> <table border="1"> <thead> <tr> <th rowspan="2">Zone</th> <th colspan="2">Existing</th> <th rowspan="2">Proposed Amendments</th> </tr> <tr> <th>Density Bonus</th> <th>Details</th> </tr> </thead> <tbody> <tr> <td>RSM/S-XL</td> <td rowspan="4">Yes</td> <td rowspan="4">Number of units on a lot may be increased from four to six where one is secured as an affordable housing unit (or cash-in-lieu) and other criteria are met.¹</td> <td rowspan="4"> <ul style="list-style-type: none"> Add requirements for affordable housing units as per Provincial legislation (e.g., tenure, affordability, time).² Establish a new affordable housing reserve fund for cash-in-lieu as per Provincial legislation and retain existing cash-in-lieu rate.³ </td> </tr> <tr> <td>RD1-2</td> </tr> <tr> <td>RDA</td> </tr> <tr> <td>RCD</td> </tr> </tbody> </table>				Zone	Existing		Proposed Amendments	Density Bonus	Details	RSM/S-XL	Yes	Number of units on a lot may be increased from four to six where one is secured as an affordable housing unit (or cash-in-lieu) and other criteria are met. ¹	<ul style="list-style-type: none"> Add requirements for affordable housing units as per Provincial legislation (e.g., tenure, affordability, time).² Establish a new affordable housing reserve fund for cash-in-lieu as per Provincial legislation and retain existing cash-in-lieu rate.³ 	RD1-2	RDA	RCD
Zone	Existing		Proposed Amendments													
	Density Bonus	Details														
RSM/S-XL	Yes	Number of units on a lot may be increased from four to six where one is secured as an affordable housing unit (or cash-in-lieu) and other criteria are met. ¹	<ul style="list-style-type: none"> Add requirements for affordable housing units as per Provincial legislation (e.g., tenure, affordability, time).² Establish a new affordable housing reserve fund for cash-in-lieu as per Provincial legislation and retain existing cash-in-lieu rate.³ 													
RD1-2																
RDA																
RCD																
<p>¹ Bill 44 requires the City to permit six units on a SSMUH-zoned lot if it is located within 400 m of a prescribed bus stop and the lot is greater than 281.0 m² in area (Note: lots located in a Transit-Oriented Area (TOA) are not subject to SSMUH).</p> <p>² Includes residential rental tenure in perpetuity and rents in compliance with existing City policy (e.g., 10% below the Canada Mortgage and Housing Corporation (CMHC) average market rents for the City of Richmond specific to the unit type).</p> <p>³ Provincial legislation requires the City to create a new affordable housing reserve fund for cash collected through a density bonus bylaw, which can only be used to pay capital costs (e.g., building, planning, engineering, legal, and interest costs).</p>																
<p>Instream Applications:</p> <table border="1"> <thead> <tr> <th rowspan="2">Zone</th> <th colspan="2">SSMUH development involving six units only</th> <th rowspan="2">Notes</th> </tr> <tr> <th>In-Circulation</th> <th>Issued</th> </tr> </thead> <tbody> <tr> <td>RSM/XL</td> <td>1 Building Permit</td> <td>0</td> <td>No impact.¹</td> </tr> </tbody> </table>				Zone	SSMUH development involving six units only		Notes	In-Circulation	Issued	RSM/XL	1 Building Permit	0	No impact. ¹			
Zone	SSMUH development involving six units only		Notes													
	In-Circulation	Issued														
RSM/XL	1 Building Permit	0	No impact. ¹													
<p>¹ BP 25-024492 (23971 Thompson Gate): The applicant’s proposal to provide cash-in-lieu, at the City’s existing cash-in-lieu rate, at the time of Building Permit issuance is consistent with the proposed zoning amendments. Funds will be deposited into the new affordable housing reserve fund (used for capital only).</p>																
<p>Financial:</p> <ul style="list-style-type: none"> Financial Feasibility Analysis (FFA) is required as per Provincial legislation due to the retention of density bonus for SSMUH zones. The legislation also requires that cash-in-lieu rates be reflective of the net capital cost of constructing an affordable housing unit. The FFA demonstrated that SSMUH development involving six units to be highly challenged in the current market due to increased construction costs and financing challenges associated with this type of SSMUH development, in addition to the current cost of land, elevated construction costs and lower achievable sales prices. However, the analysis does not factor other homeowner circumstances (e.g., have owned their lot for a long time, significant equity, small or no mortgages, etc.). The FFA also demonstrated that the net capital cost of constructing an affordable housing unit in SSMUH varies significantly depending on location and lot size. Based on this variability and ongoing market challenges, the existing cash-in-lieu rate for SSMUH (\$12/ft² of total buildable) is recommended (lower end of the range). 																



Legend

- Transit-Oriented Area
- Lots Without Density Bonus
- Lots with Density Bonus (6th unit)
- In Stream Applications (6th unit)



HIGH-RISE APARTMENT/MIXED USE STANDARD ZONES

Summary: (to comply with Provincial requirements)

- No change is proposed to any zone without a density bonus.
- Remove density bonus for affordable housing, child care, Village Centre Bonus, and Capstan Station Bonus.
- Where existing/approved developments involve bonus density and the affordable housing/amenity contributions have been secured by legal agreement or transfer to the City, permit site-specific density accordingly.
- Future development of underdeveloped sites (only applies to CDT1) will not require affordable housing/amenity contributions, but contributions may be secured through site-specific rezonings to higher OCP densities (e.g., TOA areas).

*Changes include removing zones that currently do not apply to any lots and various minor amendments to clarify permitted density, density calculation, and residential rental tenure.

Analysis:

Zone	Existing		Proposed Amendments
	Density Bonus	Details	
CDT1	Yes	Affordable housing and child care.	Remove density bonus ¹ and add site-specific density to reflect existing/approved development. ^{2,3}
CDT2-3	Yes	See above, plus Village Centre Bonus (CDT3 only).	Remove zones (no lots).
RCL1	No	N/A	No change required.
RCL2-5	Yes	Affordable housing, Capstan Station Bonus (RCL4&5) and Village Centre Bonus (RCL3&5).	Remove density bonus ¹ and add site-specific density to reflect existing/approved development. ^{2,3}

¹ Density bonus for affordable housing and amenities is no longer permitted within minimum allowable densities in Transit-Oriented Areas (TOA) as prescribed by the Province.

² Adding site-specific density to reflect existing/approved development avoids issues related to legal non-conformity.

³ For existing/approved sites, existing legal agreements on title will continue to secure affordable housing/amenity contributions. For underdeveloped sites (only applies to CDT1), affordable housing/amenity contributions may be secured through site-specific rezoning applications consistent with the OCP.

Instream Applications:

Zone	In-Circulation	Pending	Notes
CDT1	2 Development Permits ^{1,2}	0	Impacts vary. See details below. ^{1,2}

¹ DP 24-014255 (CF Richmond Centre – Phase 2): No impact. Legal agreements registered on title through CP 16-752923 and DP 17-768248 continue to secure Phase 2 affordable housing and amenity contributions. Proposed zoning amendments include site-specific density to reflect existing/approved development.

² DP 23-020757 (8291 Ackroyd Rd): The file has been inactive since 2024 and the City has not received a formal response to staff comments. As a result of the inactivity, a file closure notice has been sent to the applicant and staff have also advised them of the proposed amendments. The property owner may still proceed with development as per the amended CDT zone or pursue rezoning to achieve additional density consistent with the OCP (i.e., TOA).

Financial:

Financial Feasibility Analysis (FFA) is not required if density bonus is removed from the zones as proposed.

LOW-RISE APARTMENT STANDARD ZONES

Summary: (to comply with Provincial requirements)

- No change is proposed to any zone without a density bonus.
- Remove density bonus for affordable housing where it exists and amend base density to include previous bonus density.
- For existing/approved developments that involve density bonus, the affordable housing/amenity contributions have been secured by legal agreement.
- No in-stream applications with density bonus.

*Changes include removing zones that currently do not apply to any lots

Analysis:

Zone	Existing		Proposed Amendments
	Density Bonus	Details	
RAL1	No	N/A	No change required.
RAL2	Yes	Affordable housing or cash-in-lieu.	Remove zone (no lots).
RAM1	No	N/A	No change required.
RAM2-3	Yes	Affordable housing or cash-in-lieu.	Remove zones (no lots).
RAH1			
RAH2	Yes	Affordable housing or cash-in-lieu.	Remove density bonus and amend base density to include previous bonus density. ¹

Notes:

¹ Base density to be revised to include density previously achieved through density bonus, avoiding issues related to legal non-conformity.

* Changes include various minor amendments to clarify permitted density, density calculation, and residential rental tenure.

Instream Applications:

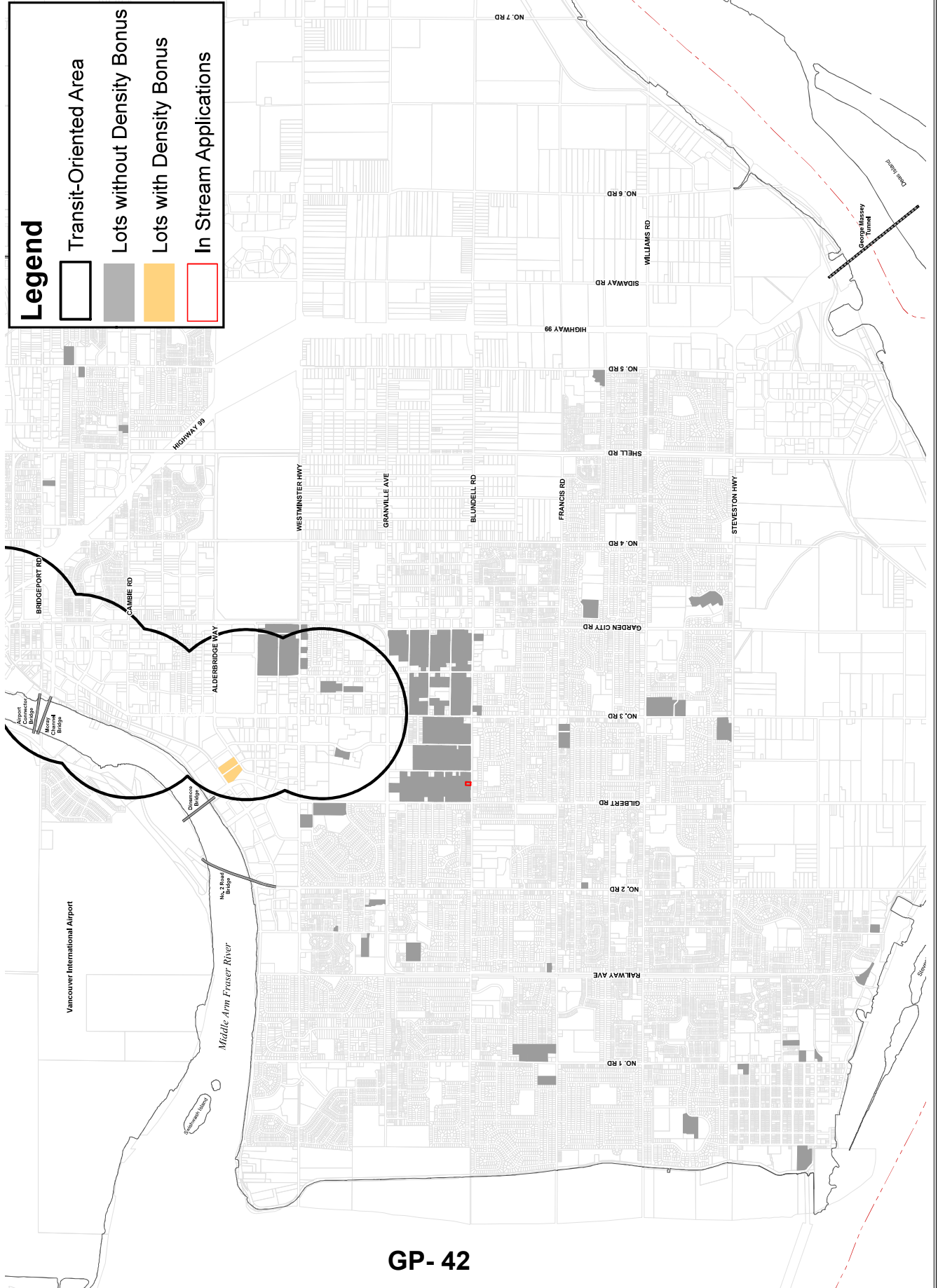
Zone	In-Circulation	Pending	Notes
RAM1	1 Development Permit ¹	0	No impact. ¹

Notes:

¹ DP 25-020039 (7131 Blundell Rd): No impact. The zone does not contain density bonus, therefore is unaffected by the proposed amendments.

Financial:

Financial Feasibility Analysis (FFA) is not required if density bonus is removed from the zones as proposed.



TOWNHOUSE STANDARD ZONES

Summary: (to comply with Provincial requirements)

- No change is proposed to any zone without a density bonus.
- Remove density bonus for affordable housing where it exists and amend base density to include previous bonus density.
- For existing/approved developments that involve density bonus, the affordable housing/amenity contributions have been secured by legal agreement.
- For in-stream applications, affordable housing/amenity contributions will be secured through rezoning.

*Changes include removing zones that currently do not apply to any lots

Analysis:

Zone	Existing		Proposed Amendments
	Density Bonus	Details	
RTA	Yes	Cash-in-lieu for affordable housing.	Remove density bonus and amend base density to include previous bonus density. ¹
RI1	No	N/A	No change required.
RI2	Yes	Cash-in-lieu for affordable housing.	Remove density bonus and amend base density to include previous bonus density. ¹
RTL1 & RTL3	No	N/A	No change required.
RTL2 & RTL4	Yes	Cash-in-lieu for affordable housing.	Remove density bonus and amend base density to include previous bonus density. ¹
RTM1	No	N/A	No change required.
RTM2-3	Yes	Cash-in-lieu for affordable housing.	Remove density bonus and amend base density to include previous bonus density. ¹
RTH1-4	Yes	Cash-in-lieu for affordable housing. Payment into Hamilton Amenity Reserve ² (RTH1 only).	Remove density bonus and amend base density to include previous bonus density. ¹
RTP1-3	Yes	Cash-in-lieu for affordable housing.	Remove zones (no lots).
RTP4	Yes	Cash-in-lieu for affordable housing.	Remove density bonus and amend base density to include previous bonus density. ¹

¹ Base density to be revised to include density previously achieved through density bonus, avoiding legal non-conformity.

² Payment into the Hamilton Community Amenity Reserve will continue to be secured through rezoning for sites in Hamilton.

Instream Applications:

Zone	In-Circulation	Pending Final	Notes
RTL4	17 RZ & DP	12 RZ & DP	No impact to instream applications (see details below). ^{1,2}
RTM2-3	7 RZ & DP	9 RZ & DP	
RTH1-2	6 RZ & DP	4 RZ & DP	

¹ In-circulation rezoning applications will secure affordable housing contributions through rezoning considerations and/or site-specific zones as per OCP Policy 3.2(2)(d)(2) (voluntary cash contribution to the City's affordable housing reserve).

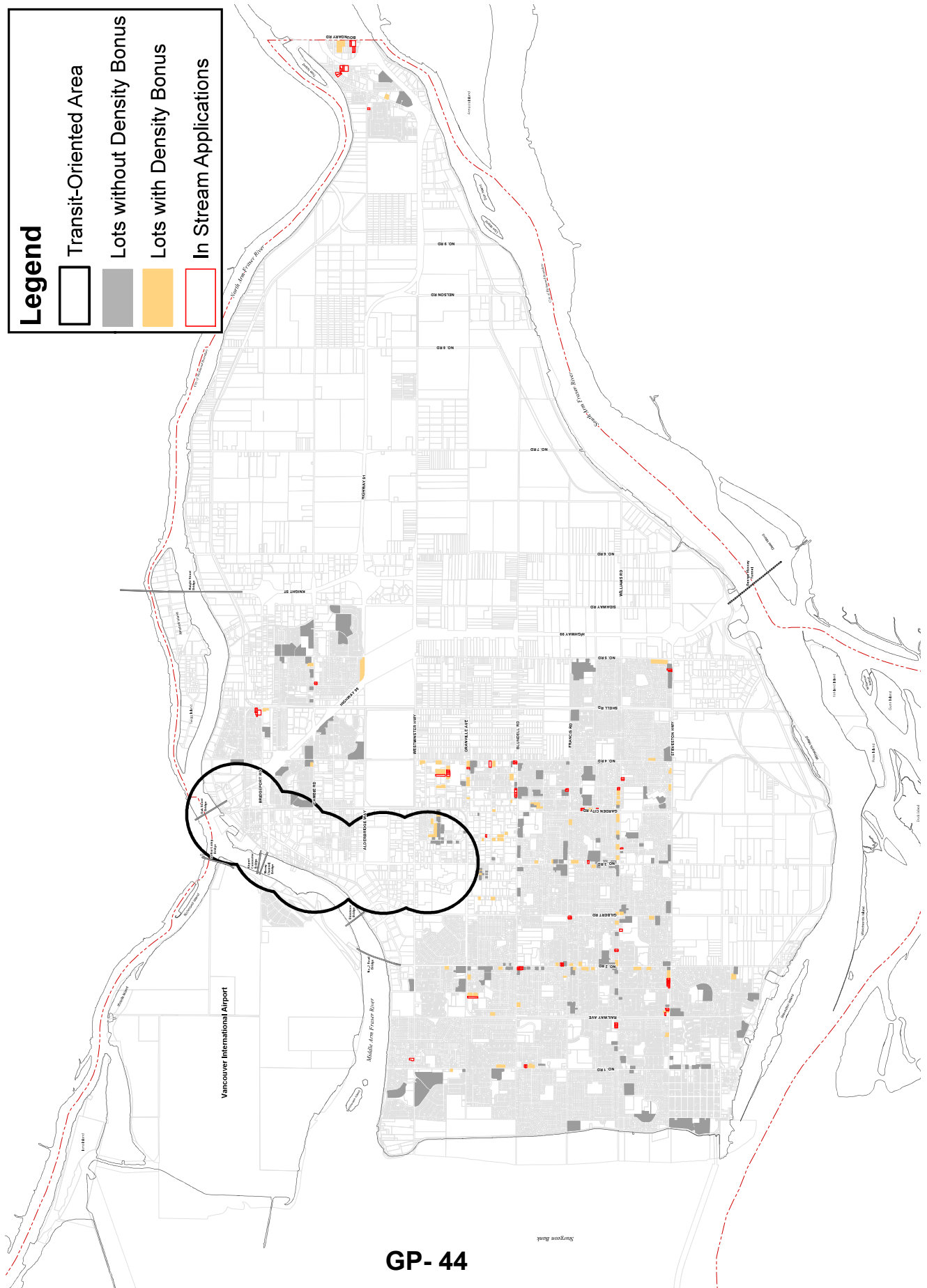
² Pending rezoning applications will secure affordable housing contributions prior to final reading of the rezoning bylaw (as per the development's Council-approved Rezoning Considerations).

Financial:

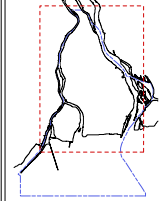
Financial Feasibility Analysis (FFA) is not required if density bonus is removed from the zones as proposed.

Legend

- Transit-Oriented Area
- Lots without Density Bonus
- Lots with Density Bonus
- In Stream Applications



GP- 44



SINGLE DETACHED STANDARD ZONES

Summary: (to comply with Provincial requirements)

- No change is proposed to any zone without a density bonus.
- Remaining sites with density bonus are located in Transit-Oriented Areas (TOA). Density bonus under TOA minimum allowable densities is not permitted (density bonus for secondary suites will be removed).

*Changes include removing zones that currently do not apply to any lots due to being rezoned to Small Scale Multi-Unit Housing (SSMUH) as per Bill 44.

Analysis:

Zone	Existing		Proposed Amendments
	Density Bonus	Details	
RS1A-H,J-K	No	N/A	No change required
RS2A-H,J-K	Yes	Secondary suite and/or cash-in-lieu ¹	Remove density bonus as no longer permitted ² and amend base density to include previous bonus density. ³
RC1	No	N/A	Remove zone (no lots).
RC2	Yes	Secondary suite and/or cash-in-lieu ¹	Remove zone (no lots).
RCH, RCH1-2	No	N/A	Remove zone (no lots).
RE1	No	N/A	Remove zone (no lots).
RCC	No	N/A	No change required

¹ Secondary suite and/or cash-in-lieu for these sites already secured through rezoning.

² Remaining sites zoned RS2 are located in TOA, where density bonus is no longer permitted within minimum allowable densities in TOA.

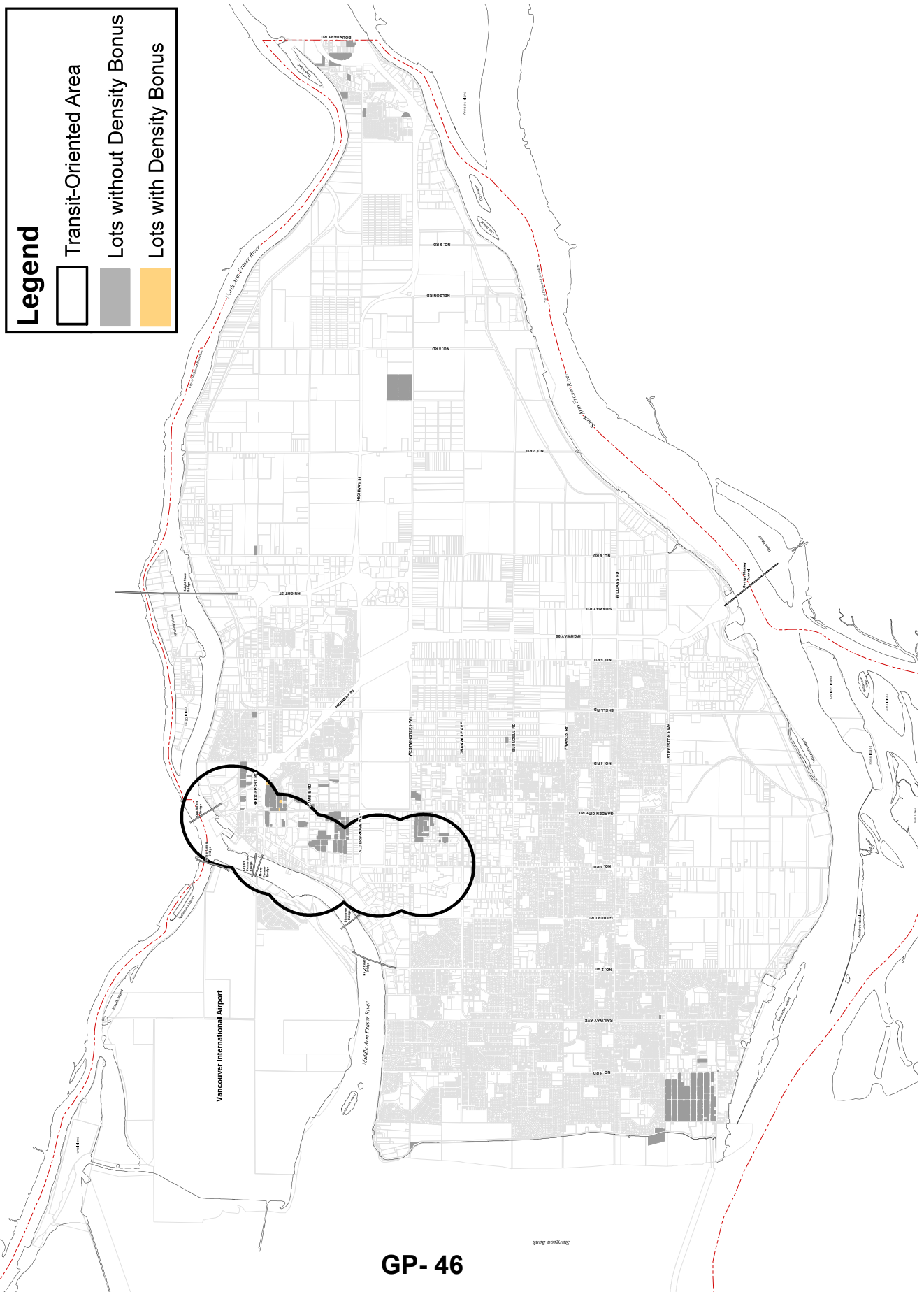
³ Base density to be revised to include density previously achieved through density bonus, avoiding issues related to legal non-conformity.

Instream Applications:

No impact to instream applications as instream rezoning/subdivision applications previously rezoning to Single Detached standard zones (i.e., RS2A-H,J-K) are rezoning to SSMUH standard zones (i.e., RSM/S-XL) as per equivalencies established through the implementation of Bill 44 (SSMUH).

Financial:

Financial Feasibility Analysis (FFA) is not required if density bonus is removed from the zones as proposed.



Legend

- Transit-Oriented Area
- Lots without Density Bonus
- Lots with Density Bonus



**Richmond Zoning Bylaw 8500
Amendment Bylaw 10760
(Density Bonus in Standard Zones)**

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

1. Richmond Zoning Bylaw 8500, as amended, is further amended in Section 8.1 (Single Detached) by:

- 1.1. Replacing Section 8.1.1 with the following:

“8.1.1 Purpose

The **zone** provides for **single detached housing** with a range of compatible **secondary uses**. **Subdivision** standards vary by sub-categories (A-H, J-K).”

- 1.2. Replacing Section 8.1.4.3 with the following:

“3. For **single detached housing** zoned RS2/A-H, J-K, the maximum **floor area ratio** is 0.55 applied to a maximum of 464.5 m² of the **lot area**, together with 0.30 applied to the balance of the **lot area** in excess of 464.5 m².”

- 1.3. Deleting Sections 8.1.4.4 and 8.1.4.5.

2. Richmond Zoning Bylaw 8500, as amended, is further amended by replacing Section 8.2 (Compact Single Detached) with the following:

“8.2 Intentionally blank.”

3. Richmond Zoning Bylaw 8500, as amended, is further amended by replacing Section 8.3 (Coach Houses) with the following:

“8.3 Intentionally blank.”

4. Richmond Zoning Bylaw 8500, as amended, is further amended in Section 8.4 (Two-Unit Dwellings) by inserting the following as the first item in Section 8.4.11 (Other Regulations):

“1. Notwithstanding Section 3.4 (Use and Term Definitions), for the purpose of this **zone**, the following terms apply:

- a) **affordable housing reserve** means the statutory Capital Reserve Fund created by the Affordable Housing Density Benefits Reserve Fund Establishment Bylaw No. 10761;

- b) **affordable housing unit** means a **dwelling unit** that is subject to a **housing agreement** and **residential rental tenure** in perpetuity; and
 - c) **housing agreement** means an agreement in a form satisfactory to the **City**, which limits occupancy of the **dwelling unit** that is subject to the agreement to persons, families and **households** that qualify for affordable housing based on their **household** income and sets out the maximum permitted rent as follows:
 - i. the maximum rent charged for any **affordable housing unit** will be 10% below the Canada Mortgage and Housing Corporation (CMHC) average market rents for the City of Richmond, specific to each unit type and reported annually through CMHC’s Market Rental Survey; and
 - ii. while persons, families and **households** are in occupation of any **affordable housing unit**, rent may only be increased annually by the maximum percentage rent increase permitted under the *Residential Tenancy Act (BC)*.”
5. Richmond Zoning Bylaw 8500, as amended, is further amended in Section 8.5 (Infill Residential) by:
- 5.1. Replacing Section 8.5.1 with the following:

“8.5.1 Purpose

The **zone** provides for **single detached housing, coach houses, two-unit housing and town housing** and other compatible **uses** on small infill **lots**.”
 - 5.2. Replacing Section 8.5.4.3 with the following:

“3. For **town housing** and **two-unit housing** zoned RI2, the **maximum floor area ratio** is 0.55, together with an additional 0.05 **floor area ratio** provided that it is entirely used to accommodate **amenity space** and the **lot** contains four or more **dwelling units**.”
 - 5.3. Deleting Section 8.5.4.5.
6. Richmond Zoning Bylaw 8500, as amended, is further amended in Section 8.6 (Low Density Townhouses) by:
- 6.1. Replacing Section 8.6.1 with the following:

“8.6.1 Purpose

The **zone** provides for low **density town housing** and **single detached housing** in certain existing **zones**, plus other compatible **uses**.”

- 6.2. Replacing Section 8.6.4.1.b) with the following:
 - “b) 0.55 for **town housing** zoned RTL1 or RTL2, together with an additional 0.1 **floor area ratio** provided that it is entirely used to accommodate **amenity space.**”
- 6.3. Replacing Section 8.6.4.1.c) with the following:
 - “c) 0.60 for **town housing** zoned RTL3 or RTL4, together with an additional 0.1 **floor area ratio** provided that it is entirely used to accommodate **amenity space.**”
- 6.4. Deleting Sections 8.6.4.1.d) and Section 8.6.4.2.
7. Richmond Zoning Bylaw 8500, as amended, is further amended in Section 8.7 (Medium Density Townhouses) by:
 - 7.1. Replacing Section 8.7.1 with the following:

“8.7.1 Purpose

The **zone** provides for medium **density town housing**, plus other compatible **uses.**”
 - 7.2. Replacing Section 8.7.4.1.a) with the following:
 - “a) 0.70 for **town housing** zoned RTM1 or RTM3, together with an additional 0.1 **floor area ratio** provided that it is entirely used to accommodate **amenity space.**”
 - 7.3. Replacing Section 8.7.4.1.b) with the following:
 - “b) 0.65 for **town housing** zoned RTM2, together with an additional 0.1 **floor area ratio** provided that it is entirely used to accommodate **amenity space.**”
 - 7.4. Deleting Section 8.7.4.2.
8. Richmond Zoning Bylaw 8500, as amended, is further amended in Section 8.8 (High Density Townhouses) by:
 - 8.1. Replacing Section 8.8.1 with the following:

“8.8.1 Purpose

The **zone** provides for high **density town housing** and other compatible **uses** in the **City Centre** and other select areas.”
 - 8.2. Replacing Section 8.8.4.1 with the following:
 - “1. The maximum **floor area ratio** is:

- a) 0.75 for **lots** zoned RTH1, together with an additional 0.1 **floor area ratio** provided that it is entirely used to accommodate **amenity space**.
- b) 0.80 for **lots** zoned RTH2, together with an additional 0.1 **floor area ratio** provided that it is entirely used to accommodate **amenity space**.
- c) 0.85 for **lots** zoned RTH3, together with an additional 0.1 **floor area ratio** provided that it is entirely used to accommodate **amenity space**.
- d) 0.90 for **lots** zoned RTH4, together with an additional 0.1 **floor area ratio** provided that it is entirely used to accommodate **amenity space**.”

8.3. Deleting Sections 8.8.4.2 and 8.8.4.3.

9. Richmond Zoning Bylaw 8500, as amended, is further amended in Section 8.9 (Parking Structure Townhouses) by:

9.1. Replacing the title of Section 8.9 with the following:

“8.9 Parking Structure Townhouses (RTP4)”

9.2. Replacing Section 8.9.1 with the following:

“8.9.1 Purpose

The **zone** provides for high **density town housing** with a parking **structure** and other compatible **uses** in the **City Centre**.”

9.3. Replacing Section 8.9.4.1 with the following:

“1. The maximum **floor area ratio** is 1.2, together with an additional 0.1 **floor area ratio** provided that it is entirely used to accommodate **amenity space**.”

9.4. Deleting Section 8.9.4.2.

10. Richmond Zoning Bylaw 8500, as amended, is further amended in Section 8.10 (Low Density Low Rise Apartments) by:

10.1. Replacing the title of Section 8.10 with the following:

“8.10 Low Density Low Rise Apartments (RAL1)”

10.2. Replacing Section 8.10.1 with the following:

“8.10.1 Purpose

The **zone** provides for 3 to 4 **storey** apartments outside the **City Centre**, plus compatible **uses**.”

10.3. Replacing Section 8.10.4.2 with the following:

- “2. For **apartment housing** including more than 60 **dwelling units**, **residential rental tenure** shall apply to **dwelling units**, being **market rental units**, on the **site** with a combined **habitable space** equal to at least 15% of the total residential **floor area** of the **buildings**, excluding residential **floor area** secured as **affordable housing units**.”

10.4. Replacing Section 8.10.4.3 with the following:

- “3. Notwithstanding to Section 8.10.4.2 above, if **market rental units** or **affordable housing units** are provided on the **site**, **residential rental tenure** shall apply to those **dwelling units**.”

10.5. Replacing Section 8.10.5.1.b) with the following:

- “b) 0.10 **floor area ratio** provided that it is entirely used to accommodate **market rental units**.”

10.6. Deleting Sections 8.10.5.2, 8.10.5.3, and 8.10.8.1.b).

11. Richmond Zoning Bylaw 8500, as amended, is further amended in Section 8.11 (Medium Density Low Rise Apartments) by:

11.1. Replacing the title of Section 8.11 with the following:

“**8.11 Medium Density Low Rise Apartments (RAM1)**”

11.2. Replacing Section 8.11.1 with the following:

“**8.11.1 Purpose**

The zone provides for 4 to 5 **storey** apartments, plus compatible **uses**.”

11.3. Replacing Section 8.11.4.2 with the following:

- “2. For **apartment housing** including more than 60 **dwelling units**, **residential rental tenure** shall apply to **dwelling units**, being **market rental units**, on the **site** with a combined **habitable space** equal to at least 15% of the total residential **floor area** of the **buildings**, excluding residential **floor area** secured as **affordable housing units**.”

11.4. Replacing Section 8.11.4.3 with the following:

- “3. Notwithstanding Section 8.11.4.2 above, if **market rental units** or **affordable housing units** are provided on the **site**, **residential rental tenure** shall apply to those **dwelling units**.”

11.5. Replacing Section 8.11.5.1.c) with the following:

- “c) 1.2 for portions of the **lot area** over 9,000.0 m², together with an additional:
 - i) 0.1 **floor area ratio** provided that it is entirely used to accommodate **amenity space**; and
 - ii) 0.1 **floor area ratio** provided that it is entirely used to accommodate **market rental units**.”

11.6. Deleting Sections 8.11.5.2, 8.11.5.3, 8.11.7.2, 8.11.7.3, 8.11.8.1.b), 8.11.9.1.b), and 8.11.9.2.b).

12. Richmond Zoning Bylaw 8500, as amended, is further amended in Section 8.12 (High Density Low Rise Apartments) by:

12.1. Replacing Section 8.12.1 with the following:

“8.12.1 Purpose

The **zone** provides for 4 to 6 **storey** apartments, plus compatible **uses**.”

12.2. Replacing Section 8.12.4.2 with the following:

- “2. For **apartment housing** including more than 60 **dwelling units**, **residential rental tenure** shall apply to **dwelling units**, being **market rental units**, on the **site** with a combined **habitable space** equal to at least 15% of the total residential **floor area** of the **buildings**, excluding residential **floor area** secured as **affordable housing units**.”

12.3. Replacing Section 8.12.4.3 with the following:

- “3. Notwithstanding Section 8.12.4.2 above, if **market rental units** or **affordable housing units** are provided on the **site**, **residential rental tenure** shall apply to those **dwelling units**.”

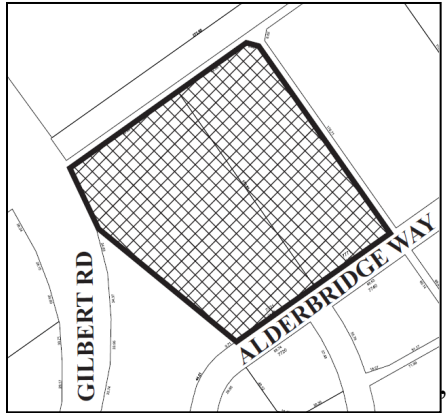
12.4. Replacing Section 8.12.5.1 with the following:

- “1. The maximum **floor area ratio** is 2.0, together with an additional:
 - i) 0.1 **floor area ratio** provided that it is entirely used to accommodate **amenity space**; and
 - ii) 0.1 **floor area ratio** provided that it is entirely used to accommodate **market rental units**.”

12.5. Deleting Sections 8.12.5.2 and 8.12.5.3 and replacing them with the following:

- “2. Notwithstanding Section 8.12.5.1, for the RAH2 **zone** the maximum **floor area ratio** for the net **site** area of the **development site** located within the **City Centre** and shown on Figure 1 below, regardless of subdivision, is 2.28.

Figure 1



13. Richmond Zoning Bylaw 8500, as amended, is further amended by replacing Section 8.14 (Single Detached with Granny Flat or Coach House – Edgemere) with the following:

“8.14 Intentionally blank.”

14. Richmond Zoning Bylaw 8500, as amended, is further amended by replacing Section 8.15 (Large Lot Arterial Road Coach House) with the following:

“8.15 Intentionally blank.”

15. Richmond Zoning Bylaw 8500, as amended, is further amended in Section 8.16 (Arterial Road Two-Unit Dwellings) by inserting the following as the first item in Section 8.16.11 (Other Regulations):

“1. Notwithstanding Section 3.4 (Use and Term Definitions), for the purpose of this **zone**, the following terms apply:

- a) **affordable housing reserve** means the statutory Capital Reserve Fund created by the Affordable Housing Density Benefits Reserve Fund Establishment Bylaw No. 10761;
- b) **affordable housing unit** means a **dwelling unit** that is subject to a **housing agreement** and **residential rental tenure** in perpetuity; and
- c) **housing agreement** means an agreement in a form satisfactory to the **City**, which limits occupancy of the **dwelling unit** that is subject to the agreement to persons, families and **households** that qualify for affordable housing based on their **household** income and sets out the maximum permitted rent as follows:

- i. the maximum rent charged for any **affordable housing unit** will be 10% below the Canada Mortgage and Housing Corporation (CMHC) average market rents for the City of Richmond, specific to each unit type and reported annually through CMHC’s Market Rental Survey; and
 - ii. while persons, families and **households** are in occupation of any **affordable housing unit**, rent may only be increased annually by the maximum percentage rent increase permitted under the *Residential Tenancy Act* (BC).”
16. Richmond Zoning Bylaw 8500, as amended, is further amended in Section 8.17 (Arterial Road Three-Unit Dwellings) by:
- 16.1. Replacing Section 8.17.4.2.a) with the following:
 - “a) the **floor area** calculated using the **floor area ratio** of 0.6; and”
 - 16.2. Deleting Section 8.17.4.3.
17. Richmond Zoning Bylaw 8500, as amended, is further amended in Section 8.18 (Arterial Road Compact Two-Unit Dwellings) by inserting the following as the first item in Section 8.18.11 (Other Regulations):
- “1. Notwithstanding Section 3.4 (Use and Term Definitions), for the purpose of this **zone**, the following terms apply:
 - a) **affordable housing reserve** means the statutory Capital Reserve Fund created by the Affordable Housing Density Benefits Reserve Fund Establishment Bylaw No. 10761;
 - b) **affordable housing unit** means a **dwelling unit** that is subject to a **housing agreement** and **residential rental tenure** in perpetuity; and
 - c) **housing agreement** means an agreement in a form satisfactory to the **City**, which limits occupancy of the **dwelling unit** that is subject to the agreement to persons, families and **households** that qualify for affordable housing based on their **household** income and sets out the maximum permitted rent as follows:
 - i. the maximum rent charged for any **affordable housing unit** will be 10% below the Canada Mortgage and Housing Corporation (CMHC) average market rents for the City of Richmond, specific to each unit type and reported annually through CMHC’s Market Rental Survey; and
 - ii. while persons, families and **households** are in occupation of any **affordable housing unit**, rent may only be increased annually by the maximum percentage rent increase permitted under the *Residential Tenancy Act* (BC).”

18. Richmond Zoning Bylaw 8500, as amended, is further amended in Section 8.19 (Small-Scale Multi-Unit Housing) by inserting the following as the first item in Section 8.19.12 (Other Regulations):

“1. Notwithstanding Section 3.4 (Use and Term Definitions), for the purpose of this **zone**, the following terms apply:

- a) **affordable housing reserve** means the statutory Capital Reserve Fund created by the Affordable Housing Density Benefits Reserve Fund Establishment Bylaw No. 10761;
- b) **affordable housing unit** means a **dwelling unit** that is subject to a **housing agreement** and **residential rental tenure** in perpetuity; and
- c) **housing agreement** means an agreement in a form satisfactory to the **City**, which limits occupancy of the **dwelling unit** that is subject to the agreement to persons, families and **households** that qualify for affordable housing based on their **household** income and sets out the maximum permitted rent as follows:
 - i. the maximum rent charged for any **affordable housing unit** will be 10% below the Canada Mortgage and Housing Corporation (CMHC) average market rents for the City of Richmond, specific to each unit type and reported annually through CMHC’s Market Rental Survey; and
 - ii. while persons, families and **households** are in occupation of any **affordable housing unit**, rent may only be increased annually by the maximum percentage rent increase permitted under the *Residential Tenancy Act* (BC).”

19. Richmond Zoning Bylaw 8500, as amended, is further amended in Section 9.3 (Downtown Commercial) by:

19.1. Replacing the title of Section 9.3 with the following:

“9.3 Downtown Commercial (CDT1)”

19.2. Replacing Section 9.3.1 with the following:

“9.3.1 Purpose

The **zone** provides for a broad range of commercial, service, **business**, entertainment and residential needs typical of a **City Centre**.”

19.3. Replacing Section 9.3.4.2 with the following:

- “2. For **apartment housing** including more than 60 **dwelling units**, **residential rental tenure** shall apply to **dwelling units**, being **market rental units**, on the **site** with a combined **habitable space** equal to at least 15% of the total

residential **floor area** of the **buildings**, excluding residential **floor area** secured as **affordable housing units.**”

19.4. Inserting a new Section 9.3.4.3 with the following:

- “3. Notwithstanding Section 9.3.4.2 above, if **market rental units** or **affordable housing units** are provided on the **site**, **residential rental tenure** shall apply to those **dwelling units.**”

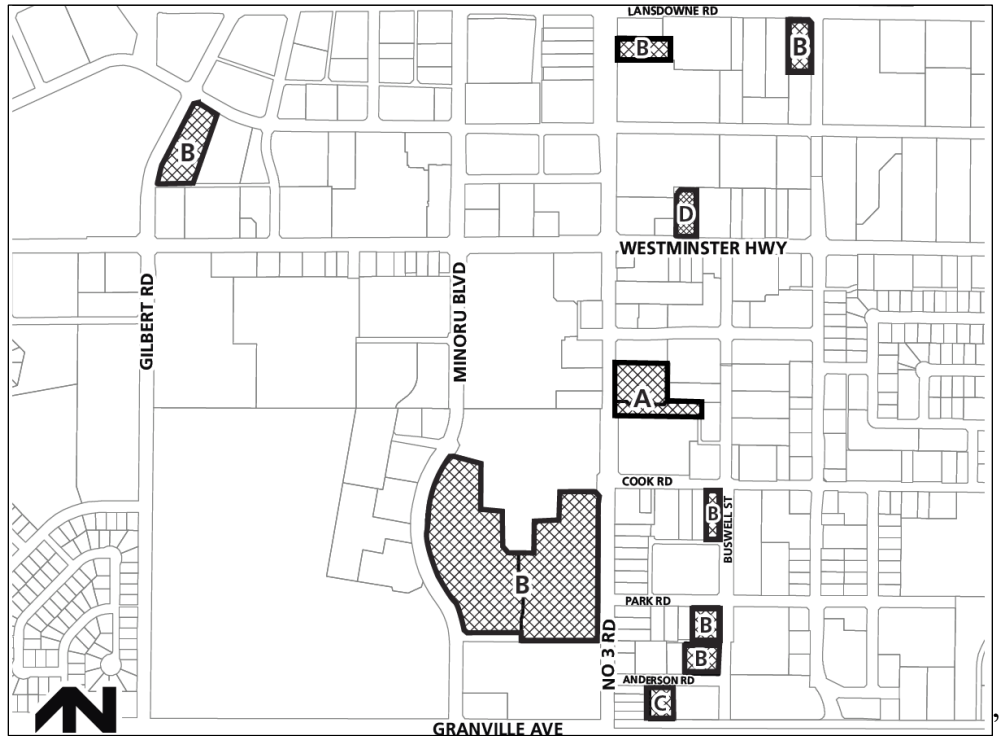
19.5. Replacing Section 9.3.5.2 with the following:

- “2. The maximum **floor area ratio** is 3.0 together with an additional:
- a) 0.1 **floor area ratio** provided that it is entirely used to accommodate **amenity space.**
 - b) 0.2 **floor area ratio** provided that it is entirely used to accommodate **community amenity space.**
 - c) 0.1 **floor area ratio** provided that it is entirely used to accommodate **market rental units.**”

19.6. Deleting Sections 9.3.5.3, 9.3.5.4, 9.3.5.5, 9.3.5.6, 9.3.5.7, 9.3.5.8, 9.3.5.9, 9.3.5.10 and replacing them with the following:

- “3. Notwithstanding Section 9.3.5.2, the maximum **floor area ratio** for the net **site** area of the **development sites** located within the **City Centre** and shown in Figure 1 below, regardless of **subdivision**, is:
- a) 3.0 for the areas indicated as “A”;
 - b) 3.15 for the areas indicated as “B”;
 - c) 3.18 for the areas indicated as “C”;
 - d) 4.37 for the areas indicated as “D”,
- together with an additional:
- e) 0.1 **floor area ratio** provided that it is entirely used to accommodate **amenity space**;
 - f) 0.2 **floor area ratio** provided that it is entirely used to accommodate **community amenity space**; and
 - g) 0.1 **floor area ratio** provided that it is entirely used to accommodate **market rental units.**

Figure 1



19.7. Deleting Sections 9.3.9.2, 9.3.9.3, 9.3.9.4, 9.3.9.5.

20. Richmond Zoning Bylaw 8500, as amended, is further amended in Section 9.4 (Residential/Limited Commercial) by:

20.1. Replacing Section 9.4.1 with the following:

“9.4.1 Purpose

The **zone** accommodates mid- to high-rise apartments within the **City Centre** and other select areas, plus a limited amount of **commercial use** and compatible **secondary uses.**”

20.2. Replacing Section 9.4.4.2 with the following:

“2. For **apartment housing** including more than 60 **dwelling units**, **residential rental tenure** shall apply to **dwelling units**, being **market rental units**, on the **site** with a combined **habitable space** equal to at least 15% of the total residential **floor area** of the **buildings**, excluding residential **floor area** secured as **affordable housing units.**”

20.3. Inserting a new Section 9.4.4.3 with the following:

“3. Notwithstanding Section 9.4.4.2 above, if **market rental units** or **affordable housing units** are provided on the **site**, **residential rental tenure** shall apply to those **dwelling units.**”

20.4. Replacing Section 9.4.5 with the following:

“9.4.5 Permitted Density

1. For residential/limited commercial **sites** zoned RCL1, the maximum **floor area ratio** is:

- a) 0.70 for **lots** less than 3,000.0 m² in **lot area**;
- b) 1.0 for **lots** between 3,000.0 m² and 6,000.0 m² in **lot area**; and
- c) 2.0 for **lots** 6,000.0 m² or larger in **lot area**,

together with an additional:

- d) 0.1 **floor area ratio** provided that it is entirely used to accommodate **amenity space**;
- e) 0.2 **floor area ratio** provided that it is entirely used to accommodate **community amenity space**; and
- f) 0.1 **floor area ratio** provided that it is entirely used to accommodate **market rental units**.

2. For residential/limited commercial **sites** zoned RCL2, RCL3, RCL4 or RCL5, the maximum **floor area ratio** is:

- a) 2.0 for **lots** zoned RCL2 or RCL3; and
- b) 2.5 for **lots** zoned RCL4 or RCL5,

together with an additional:

- c) 0.1 **floor area ratio** provided that it is entirely used to accommodate **amenity space**;
- d) 0.2 **floor area ratio** provided that it is entirely used to accommodate **community amenity space**; and
- e) 0.1 **floor area ratio** provided that it is entirely used to accommodate **market rental units**.

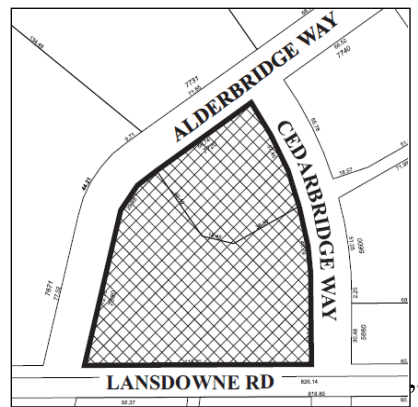
3. Notwithstanding Section 9.4.5.2, for **sites** zoned RCL3 or RCL5, an additional 1.0 **floor area ratio** is permitted provided that the **owner** uses:

- a) the additional 1.0 **floor area ratio** to accommodate non-residential purposes only, which non-residential purposes shall provide, in whole or in part, for **convenience retail uses** (e.g., large format grocery store, drug store), **minor health services**, pedestrian-

oriented **general retail**, or other **uses** important to the viability of the **City Centre**, as determined to the satisfaction of the **City**; and

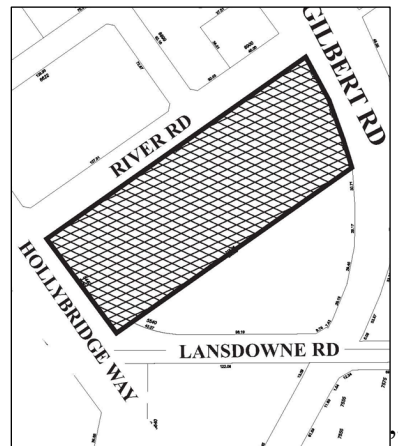
- b) a maximum of 49% of the **gross floor area** of the **building**, including the additional 1.0 **floor area ratio**, for non-residential purposes.
4. Notwithstanding Section 9.4.5.2, for the RCL2 **zone** the maximum **floor area ratio** for the net **site** area of the **development site** located within the **City Centre** and shown on Figure 1 below, regardless of subdivision, is 2.252.

Figure 1



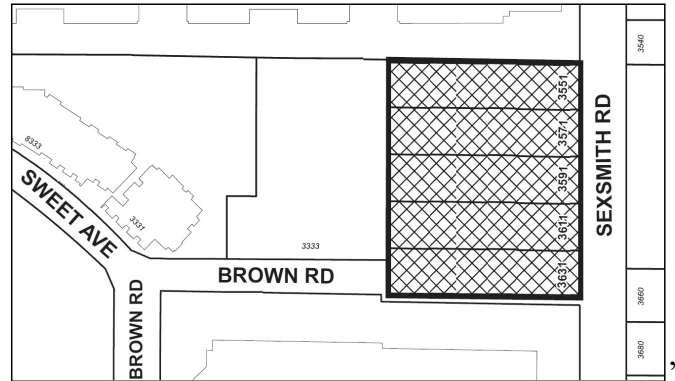
5. Notwithstanding Sections 9.4.5.2 and 9.4.5.3, for the RCL3 **zone** the maximum **floor area ratio** for the net **site** area of the **development site** located within the **City Centre** and shown on Figure 2 below, regardless of subdivision, is 3.463, provided that at least 1.0 of the maximum **floor area ratio** is entirely used to accommodate non-residential purposes, as determined to the satisfaction of the **City**.

Figure 2



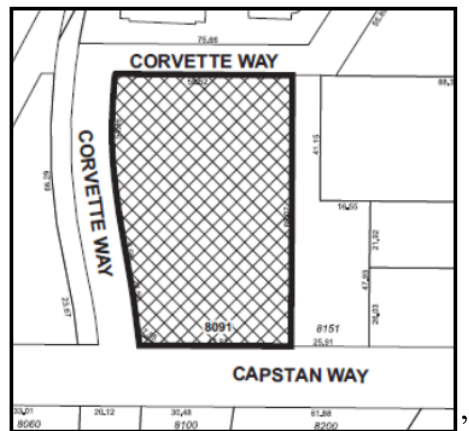
6. Notwithstanding Section 9.4.5.2, for the RCL4 **zone** the maximum **floor area ratio** for the net **site area** of the **development site** located within the **City Centre** and shown on Figure 3 below, regardless of subdivision, is 2.618.

Figure 3



7. Notwithstanding Sections 9.4.5.2 and 9.4.5.3, for the RCL5 **zone** the maximum **floor area ratio** for the net **site area** of the **development site** located within the **City Centre** and shown on Figure 4 below, regardless of subdivision, is 3.65, provided that at least 1.04 of the maximum **floor area ratio** is entirely used to accommodate non-residential purposes, as determined to the satisfaction of the **City**.

Figure 4



21. Making related minor text, graphic, page numbering, and format changes as necessary to accommodate the bylaw amendments.

22. This Bylaw may be cited as **“Richmond Zoning Bylaw 8500, Amendment Bylaw 10760”**.

FIRST READING

SECOND READING

THIRD READING

ADOPTED



MAYOR

CORPORATE OFFICER



**Affordable Housing Density Benefits Reserve Fund
Establishment Bylaw No. 10761**

Whereas:

- A. Pursuant to Section 482.3 and 482(2.4) of the *Local Government Act*, all payments of money received in lieu of Affordable and Special Needs Housing Units pursuant to a Density Benefits Zoning Bylaw must be placed in a Density Benefits Reserve Fund.
- B. Pursuant to Section 482.3(7) of the *Local Government Act*, Density Benefits Reserve Funds must be established by bylaw.
- C. Section 188 of the *Community Charter* authorizes the council of a local government to establish a reserve fund for a specified purpose and direct that money be placed to the credit of the reserve fund.

The Council of the City of Richmond enacts as follows:

- 1. For the purposes of this bylaw:
 - a) all capitalised terms used herein shall have the same meaning ascribed to them in the *Local Government Act*, as may be amended or replaced, unless otherwise defined herein; and
 - b) “**City**” means the City of Richmond.
- 2. The “Affordable Housing Density Benefits Reserve Fund” is hereby established.
- 3. After the date that this bylaw takes effect, all monies paid in lieu of Affordable and Special Needs Housing Units pursuant to any Density Benefits Zoning Bylaw received by the City are directed to the Affordable Housing Density Benefits Reserve Fund in compliance with subsections 482.3(2) – (4), (7) – (9) of the *Local Government Act*.
- 4. Any and all amounts in the Affordable Housing Density Benefits Reserve Fund, including any interest earned or accrued, may only be used and expended solely for any purpose permitted by Section 482.3(8) of the *Local Government Act*, as may be amended or replaced, being the following:
 - a) to pay the Capital Costs of providing, constructing, altering or expanding Affordable and Special Needs Housing Units;

- b) to pay principal and interest on a debt incurred as a result of an expenditure related to paying the Capital Cost of providing, constructing, altering or expanding Affordable and Special Needs Housing Units; and
 - c) to provide funding to any entity listed in Section 482.3(8)(c) of the *Local Government Act* to provide, construct, alter or expand Affordable and Special Needs Housing Units.
5. The Affordable Housing Density Benefits Reserve fund is separate and distinct from the following reserve funds:
- a) Affordable Housing Reserve Fund established by Reserve Fund Establishment Bylaw 7812; and
 - b) Affordable Housing Operating Reserve Fund established by Affordable Housing Operating Reserve Fund Bylaw 8206.
6. If any section, subsection, paragraph, clause or phrase of this bylaw is for any reason held to be invalid by the decision of a court of competent jurisdiction, such decision does not affect the validity of the remaining portions of this bylaw.
7. This Bylaw is cited as **“Affordable Housing Density Benefits Reserve Fund Establishment Bylaw No 10761”**.

FIRST READING

SECOND READING

THIRD READING

ADOPTED

CITY OF RICHMOND
APPROVED for content by originating dept. <i>SP</i>
APPROVED for legality by Solicitor <i>QH</i>

MAYOR

CORPORATE OFFICER



To: General Purposes Committee
From: Roeland Zwaag,
General Manager, Engineering and Public
Works
Date: April 16, 2026
File: 10-6460-01/2025-Vol
01
Re: **Steveston Area Parking Study**

Staff Recommendations

1. That the following parking enhancement measures in the Steveston area be implemented, as described in the report titled “Steveston Area Parking Study”, from the General Manager of Engineering & Public Works, dated April 16, 2026;
 - (a) Introduce additional signage directing visitors to the various public parking lots in the Steveston area;
 - (b) Introduce three-hour parking on the south side of Bayview Street east of No. 1 Road and convert a dedicated taxi parking stall to three-hour parking; and
 - (c) Engage with area residents regarding a potential residential permit parking program.

Executive Summary

A comprehensive parking study of the Steveston area was completed to assess current conditions, understand seasonal demand, and identify opportunities to improve parking access and management. The study included public and stakeholder engagement through an open house, meetings with key stakeholder groups, and an online parking survey.

The study found that free on- and off-street parking is highly utilized during the peak summer season; however, overall parking utilization across the study area is 64 per cent, with approximately 700 spaces still available at peak times. Most of this available supply is in paid parking lots and reserved on-site commercial parking areas. Survey results indicate that the perception of a parking shortage is driven primarily by visitor preference for the limited free parking rather than an overall lack of supply.

To address these issues, staff recommend improved parking signage, conversion of underutilized stalls near commercial areas to three-hour parking, discussions with area residents regarding a potential permit parking program, and continued collaboration with private lot owners and stakeholders to improve awareness and use of paid parking. These measures are intended to make more effective use of existing parking supply in support of residents, businesses, and visitors.

Origin

At the June 11, 2024, Community Safety Committee meeting, staff received the following referral:

- (1) That staff conduct a comprehensive parking study on the Steveston Townsite and look at all occupancy levels and options including empty spots, loading zones, permit zones, paid parking zones, and Steveston Harbour Authority properties; and*
- (2) As part of the study, staff consult with Steveston Merchants Association, the Richmond Chamber of Commerce, Tourism Richmond and other stakeholders; and report back.*

This report responds to this referral.

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

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

Analysis

Overview of Steveston Area Parking Study

There are a variety of parking opportunities for customers, employees and visitors to support access to Steveston Village by vehicle. The current parking supply consists of approximately 1,930 spaces located within a five-minute walk of the core commercial area.

A comprehensive and data-driven parking study was undertaken to provide a technical assessment of the utilization characteristics of the parking supply in the area. The scope of the study was to examine the inventory, operation and utilization of the public parking spaces and identify any parking surplus or deficiencies.

Study Area and Parking Inventory

The study area included all parking facilities bounded by Garry Point Park to the west, Chatham Street to the north, Bayview Street to the south, Moncton Street and Bayview Street intersection to the east (Figure 1).

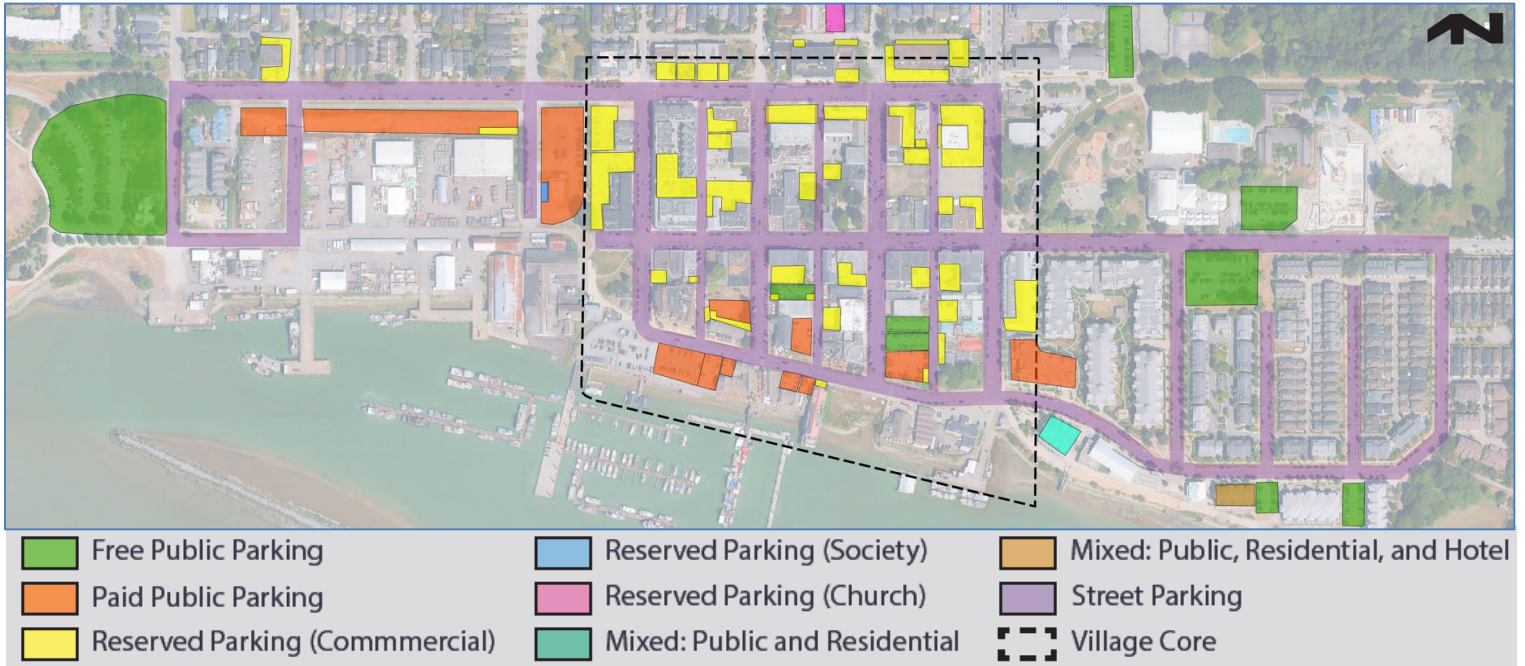


Figure 1: Steveston Parking Study Area and Inventory

The 1,930 parking spaces generally comprise of:

- Available on-street parking, restricted to a three-hour time limit (630 spaces, including the new angled parking on Chatham Street);
- Available off-street parking in City lots, restricted to three-hour time limit (415 spaces);
- Paid off-street public parking lots, hourly/daily/monthly parking options (495 spaces); and
- Reserved on-site parking areas for customers and employees of a business (390 spaces).

Parking Utilization

Parking surveys were conducted during the Spring (off peak season) and Summer (peak season) of 2025 to establish the seasonal fluctuation in typical parking demand. Special events were not included as these have specific traffic and parking management plans associated with them. Figure 2 provides a heat map of the high, medium and low parking utilization areas during the summer season to reflect the peak parking demand in Steveston.

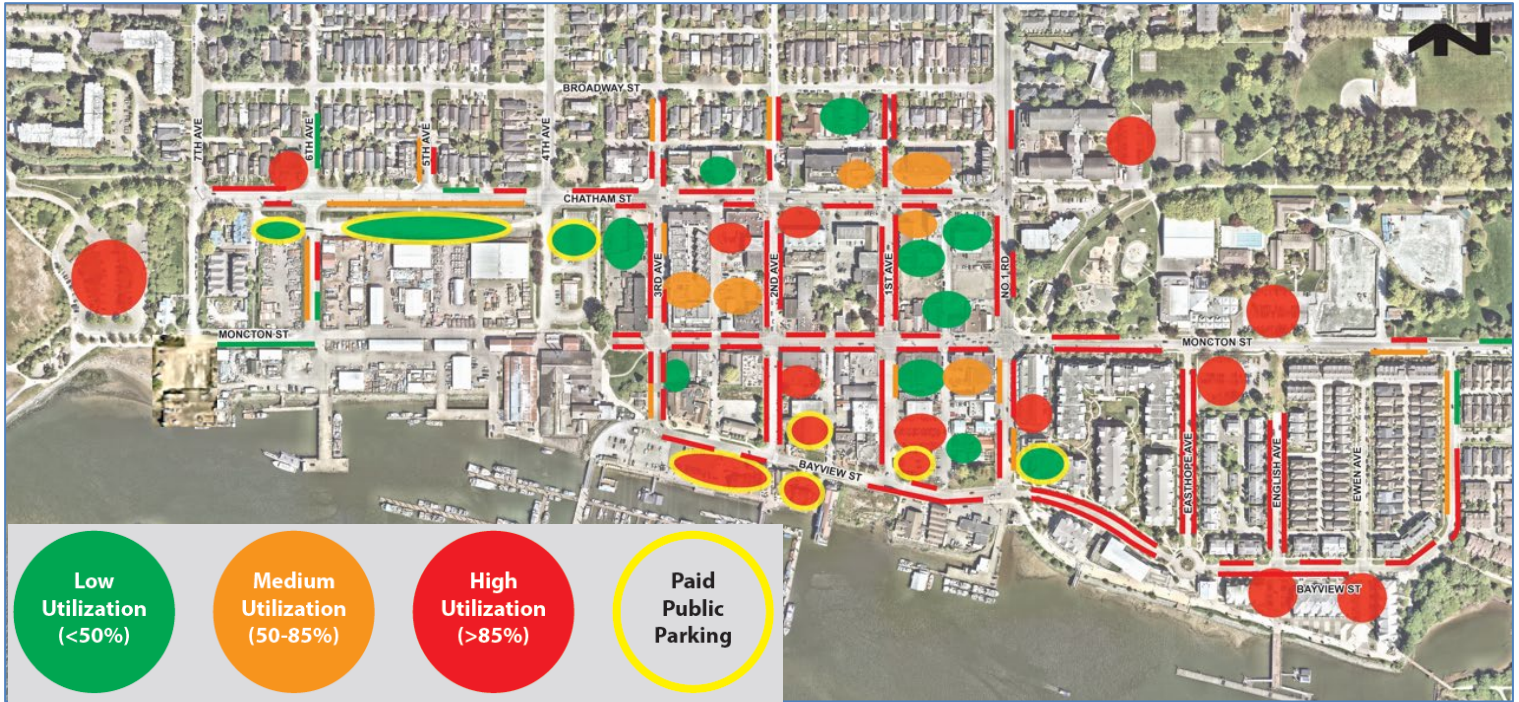


Figure 2: Summer Peak Parking Utilization

Parking Study Findings

The key findings of the parking utilization study are as follows:

- Parking demand is highest near the waterfront even for paid parking lots.
- There is only a 20 per cent difference in parking space occupancy between the peak and off-peak seasons.
- The peak parking utilization occurs in the summer with the overall parking supply utilization at 64 per cent. A breakdown of peak utilization by parking type is provided in Table 1.

Table 1: Peak Parking Demand

Parking Type	Utilization	Total Spaces
On/Off-Street Available Parking	84%	1,045
Off-Street Paid Parking	37%	495
Reserved Customer Parking (Onsite)	46%	390
Overall Parking	64%	1,930

1. Parking demand is highest for free parking. Of the City’s approximately 1,045 on-and-off street available parking spaces, 84 per cent are occupied during the peak season.

2. Even during the Summer season, 700 parking spaces remain available in the study area. However, the majority of these spaces are private paid parking lots or reserved on-site customer parking:
 - a. Paid off-street parking facilities are less than 40 per cent utilized even in the peak season; and
 - b. On-site reserved commercial parking for visitors or staff of a specific business is less than 50 per cent utilized.

Public and Stakeholder Engagement Feedback

Feedback regarding parking experience in Steveston was collected through a public open house, meetings with Steveston stakeholder groups and a public survey on Let’s Talk Richmond.

Summary of Parking Feedback

Open House and Online Public Survey Feedback

The open house held on December 10, 2025, had over 100 attendees and 1,030 visitors completed the Steveston Parking Let’s Talk Richmond online parking survey.

Key findings of the survey are provided in Table 2.

Table 2: Steveston Parking Study Key Survey Findings Summary

Survey Theme	Findings
Visitor Trips	<ul style="list-style-type: none"> • 97% are Richmond residents <ul style="list-style-type: none"> ○ 51% live in Steveston (typically neighbourhood bounded by Steveston Highway to north and No. 2 Road to east) ○ 46% visit from other Richmond neighbourhoods • 67% travel by car <ul style="list-style-type: none"> ○ 50% of Steveston residents travel by car
Trip Purpose	<ul style="list-style-type: none"> • Over 75% visit on both weekdays and weekends • Majority of trips are for shopping, leisure activities, and dining
Parking Type	<ul style="list-style-type: none"> • Visitors prefer free, public parking both on the street and in parking lots (90%) • The majority of visitors are parking between one to three-hours
Parking Experience	<ul style="list-style-type: none"> • Moderately difficult - indicating that it takes a bit of time to find parking and sometimes requires walking to the destination (42%) • Many respondents indicated a lack of parking signage in the area to guide motorists to the various parking facilities
Pay Parking	<ul style="list-style-type: none"> • 95% percent of respondents do not use paid parking lots • Free parking is preferred and paid parking is not desired even when other methods of parking are not available
Resident Feedback	<ul style="list-style-type: none"> • Residents living north of Chatham Street shared interest in a resident permit parking program to deter spillover parking into the neighbourhood
Enforcement	<ul style="list-style-type: none"> • Many respondents voiced support for increased enforcement towards those overstaying the three-hour parking space limits, especially on and around Bayview Street

Stakeholder Meeting Feedback

Staff met with the Steveston 20/20 Group, Steveston Merchants Association (SMA), Gulf of Georgia Cannery Society and Tourism Richmond to share the findings of the parking study and seek feedback. Stakeholders commented that their observations of parking in Steveston corroborated with the results of the parking study findings.

The SMA advised that as of March 15, 2026, they have leased 100 parking spaces in the Steveston Harbour Authority lot at 3300 Chatham Street for employee parking. The fee for parking is \$40/month. The SMA also requested a map of all the parking areas to share with merchants. The SMA received the information on the underutilization of the reserved onsite customer parking for further discussion with area businesses and acknowledged the potential of these spaces to reduce the pressure on street parking.

In December 2025, the Steveston Harbour Authority closed their gravel pay parking lot near Garry Point Park (35 spaces) to develop for uses supporting the fishing industry.

The Gulf of Georgia Cannery acknowledged the low utilization of their paid parking lot and staff offered suggestions such as dynamic pricing to encourage more use of the parking lot in off peak times. Recently, six electric vehicle (EV) parking stalls have been installed in this lot.

Proposed Recommendations and Next Steps

The following recommendations were developed based on the results of the parking study and feedback received through the engagement phase.

Improved Parking Lot Signage

Several respondents indicated they often have difficulty locating the public parking areas. Staff have identified opportunities to enhance signage to the City's public parking areas. This includes introducing additional signage at the various public parking lots (Figure 3) and updating the overhead guided sign at No. 1 Road and Chatham Street (Figure 4).



Figure 3: Additional Parking Signage to Help Locate Public Lots



Figure 4: Existing Overhead Guide Sign and Proposed Revised Overhead Guide Sign

Broaden Steveston Parking Information

Staff will provide a map of all the parking facilities by type in Steveston on the City’s website and share with any interested groups upon request. In addition, staff will work with Tourism Richmond and businesses in the area to identify the feasibility of including parking information in any promotional material for Steveston Village.

Parking Signage Modifications

The parking study identified street parking enhancements as follows:

Bayview Street: Install three-hour parking on the south side of Bayview Street east of No. 1 Road between No. 1 Road and Easthope Avenue to increase turnover of the visitor street parking supply in the commercial part of Bayview Street.

Explore Steveston Resident Parking Permit

Residents at the open house and via the online survey expressed concerns about spillover parking into the residential neighbourhoods north of Chatham Street (west of No. 1 Road and south of Steveston Highway) and east of No. 1 Road (between Moncton Street and Bayview Street). Staff will engage residents of these areas to explore options for a resident only permit program and seek the level of support. Staff will report to Council on the results of this engagement.

Staff also received a referral at the February 18, 2026 Public Works and Transportation Committee to look at the matter of permit parking in residential areas in Richmond, conduct a full analysis and report back. A report to Council addressing this referral is anticipated in Q3 2026.

Collaborative Approach to Parking Management

Staff will continue reaching out to individual businesses and operators of private parking areas regarding improvements for customer parking and the potential for dynamic pay parking pricing to lower rates in the off-peak season.

Concurrent Studies

Steveston Streetscape

At the Regular Council meeting of October 21, 2024, Council endorsed further investigation of Steveston streetscape options, including angled parking on Chatham Street, wider sidewalks on Moncton Street and a shared street concept for Bayview Street.

Angled Parking

In July 2025, the existing parallel parking stalls along Chatham Street between Fourth Ave and Sixth Ave were converted into angled parking stalls as a pilot project.

Moncton Street Sidewalk and Bayview Shared Street

The results of the investigation of options to enhance the pedestrian facilities on Moncton Street is anticipated to be brought forward to Council by Q4 2026. Conceptual design options of a potential shared pedestrian-cyclist-motorist facility on Bayview Street between No. 1 Road and Third Avenue are being prepared. One of the options being explored is a one-way system along Bayview Street. This option has the potential to increase the amount of on-street parking spaces.

Staff are preparing to consult with the public regarding options for Bayview Street in Q3 2026. The results of this engagement will be brought forward for Council consideration in Q4 2026.

Budgetary Implications

The cost for the additional parking signage is \$5,000. This can be funded from the existing Operating Budget.

Conclusion

A comprehensive parking study of the Steveston area has been undertaken. A public and stakeholder engagement process was conducted, utilizing a combination of an open house, meetings with key stakeholder groups, and parking survey via Let's Talk Richmond.

The on-and off-street available parking areas experience high utilization in the peak summer season, however, overall parking utilization in the study area is 64 per cent. Even in the peak season, approximately 700 parking spaces are available, however, these are comprised of paid parking lots and reserved on-site commercial parking spaces. There is a strong preference by visitors for the limited free parking spaces, which is why parking in Steveston is perceived to be constrained.

Staff are recommending improvements to parking signage, conversion of underutilized parking stalls near commercial sites to three-hour parking, initiating a Steveston Residents Parking Permits process and survey, and continuing to collaborate with private lot owners and stakeholders to improve paid parking usage.

April 16, 2026

- 9 -

Respectfully submitted,

Lloyd Bie, Director, Transportation

Report Contributors

This report was prepared by Sonali Hingorani, Manager, Transportation Planning and New Mobility and reviewed by Arts, Culture & Heritage, Policy Planning, Business Services, and Community Bylaws & Licencing.

Endorsed by Serena Lusk, CAO



To: General Purposes Committee **Date:** May 1, 2026
From: Anthony Capuccinello Iraci **File:** 09-5140-01/2025-Vol
General Manager, Law and Community Safety 01
Re: **8491P - Award of Contract for Supply and Delivery of Fire Apparatus for Richmond Fire-Rescue**

Staff Recommendations

1. That Contract 8491P, for the supply and delivery of seven (7) large fire apparatus for Richmond Fire-Rescue (RFR) be awarded to Commercial Truck Equipment Co. for a total cost of \$12,374,460, exclusive of taxes as described in the report titled “8491P – Award of Contract for Supply and Delivery of Fire Apparatus for Richmond Fire-Rescue” dated May 1, 2026, from the General Manager, Law and Community Safety;
2. That the Chief Administrative officer and the General Manager, Law and Community Safety be authorized to approve change orders as required, up to an additional \$1,313,919 as contingency for additional requirements, for a maximum total value of \$13,688,379 excluding taxes;
3. That the project scope of the 2025 Fire Vehicle Replacement Reserve Purchase – Additional Funding be amended to include the replacement of two additional fire apparatus; and
4. That the Chief Administrative Officer and the General Manager, Finance and Corporate Services be authorized to execute the contracts and all related documentation with Commercial Truck Equipment Co.

Executive Summary

The City issued a Request for Proposal (RFP) on August 29, 2025, to secure a long-term supplier of fire apparatus covering immediate needs, a multi-year replacement plan, and future requirements.

One proposal was received and evaluated on financial, technical, and operational factors. After further discussions, the supplier improved pricing and delivery timelines by offering a mix of in-stock and custom-built vehicles.

While Council-approved funding initially contemplated five vehicles, the revised proposal allows the City to purchase seven vehicles within the same budget. This update improves the replacement schedule, reduces risk from aging equipment, and supports reliable operations.

This approach addresses immediate needs while establishing a more stable long-term procurement strategy through a contract award for the supply and delivery of seven large fire apparatus for Richmond Fire-Rescue (RFR) in two phases:

- a. Phase I: The procurement and delivery of two (2) rescue-pumpers (fire engines) and one (1) heavy duty rescue truck from existing vendor stock, and
- b. Phase II: A construction contract for four (4) rescue-pumpers with delivery over 48 months based on City specifications.

Staff Report

Origin

This report supports Council's Strategic Plan 2022-2026 Focus Area #3 A Safe and Prepared Community:

Community safety and preparedness through effective planning, strategic partnerships and proactive programs.

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.

Background

Richmond Fire-Rescue (RFR) deploys a total of fifteen heavy fire apparatus 24/7 from the seven firehalls situated throughout the City. In addition to the 15 heavy apparatus, RFR uses a number of light and medium-duty vehicles to deliver staff and equipment to emergency scenes in support of managing events throughout the City.

Of the 15 heavy apparatus:

In-Service

- 5 frontline fire engines (pumpers) with in-service ages between 3 and 16.5 years of deployment,
- 2 frontline rescue-engines with an average age of 10 years of deployment,
- 1 frontline medium-duty rescue equipment truck that is 19.5 years old, and
- 3 frontline (aerial) ladder trucks with in-service ages between 4 and 11.5 years.

Reserve

- 4 reserve fire engines (pumpers) that are deployed into temporary frontline response mode when in-service vehicles are temporarily removed from regular operations for maintenance intervals and short-term needs. The average age of these reserve fire engines is more than 21 years, including combined frontline and reserve service time.

RFR manages the service maintenance and mileage of the fleet through professional, in-house certified personnel to maintain the ideal deployed lifespan to be within the following parameters:

1. 15-17 years of frontline, regular deployment,
2. 3-5 years of secondary or reserve deployment.

Table 1: Current RFR Apparatus

Table 1 outlines the RFR’s current apparatus including age and scope of the original RFP - replacement of a total of five apparatus:

RFR Apparatus	Asset Age	Included in Original RFP
2004 Saulsbury Pumper	22	Yes
2004 Saulsbury Pumper	22	Yes
2004 Saulsbury Pumper	22	Yes
2004 Saulsbury Pumper	22	Yes
2006 Spartan Rescue	20	Yes
2008 Spartan Rescue	18	No
2014 Pierce Ladder	12	No
2018 Pierce Pumper	8	No
2018 Pierce Pumper	8	No
2018 Pierce Quint	8	No
2018 Pierce Pumper	8	No
2018 Pierce Pumper	8	No
2019 Pierce Pumper	7	No
2021 Pierce Quint	5	No
2021 Pierce Engine	5	No

As demand for RFR service increases, maintaining the apparatus replacement schedule is essential to continuing the services to the community and maintaining emergency response capabilities.

Analysis

Procurement Process

A Request for Information (RFI) process was initiated by the City in late 2024 as a market sounding exercise specifically to understand market supply dynamics, cost structures and emerging technologies to help develop a long-term strategy for the procurement of multiple fire trucks to meet current and future operational requirements.

The exercise involved staff interviewing representatives of various large-scale fire apparatus suppliers located in both Canada and the United States. Outcomes and details from the RFI process informed the City of several impacts in the fire apparatus market and construction processes, including a recent consolidation of vendors for large apparatus and parts in North America, which has created issues including:

- Increased delivery times of custom specified apparatus,
- Increased costs for all large apparatus,
- Increased barriers for manufacturers in acquiring construction components and replacement parts, and

- Several large manufacturers indicating impacts and barriers in supplying apparatus at the rate of demand in the market.

Given these market constraints, it was concluded that the optimal procurement strategy would be to consolidate procurement requirements into a single Request for Proposal (RFP) with the intention of partnering with one supplier who would be contracted to supply multiple apparatus over a long-term timeframe.

The City posted RFP 8491P for the supply and delivery of large, frontline heavy fire apparatus which was posted to BC Bid on 29 August 2025 and closed 4 December 2025.

The RFP was structured according to three broad phases:

1. Apparatus for immediate procurement,
2. Apparatus required within a five-year term based on an established renewal cycle, and
3. Additional requirements beyond the initial five-year term.

The RFP advised interested proponents that the City was seeking innovative financial and technical solutions for fire apparatus design and production reflecting current industry standards and operational needs. In addition, the RFP included detailed specifications and documented apparatus service and spare part requirements.

To minimize risk to the City, bidders were informed that the selected proponent would be required to provide a performance and a labour and material bond to provide greater assurance of their ability to supply apparatus.

One proposal was received by the stated closing date of 4 December 2025 from Commercial Truck Equipment Co. (Commercial), a Canadian distributor of Pierce Manufactured Fire Trucks.

Feedback from other vendors at the time informed the City that they declined to bid due to capacity constraints that would result in excessive lead times in the event that they be offered a contract.

Review of Proposal

Proponents were instructed to submit individual proposals for each apparatus described in the RFP. This requirement allowed staff to undertake a separate evaluation for each apparatus allowing for the potential of multiple contract awards.

The proposal for each apparatus was scored and evaluated against pre-determined criteria that included:

- financial proposal,
- proponents' understanding of RFR's objectives and operational requirements,
- specifications of proposed apparatus,
- business and technical reputation,

- proposed lead times to deliver replacement apparatus according to the schedule described in the RFP, and
- value added services.

Aside from the financial proposal received, staff also considered:

- a. compliance to all applicable standards, laws and regulations,
- b. performance that prioritizes ergonomics and firefighter safety,
- c. enhanced operational safety and efficiency,
- d. the proponent’s capacity for a preventative maintenance program, and
- e. information related to environmental, circular economy, corporate and/or end of life initiatives and strategies.

Evaluation and Negotiations Post-Closure of the RFP

The initial proposal provided by Commercial was reviewed to confirm that it would provide the greatest value to the City and concluded the following:

- Commercial clearly demonstrated a strong understanding of RFR’s objectives.
- The proposed apparatus either met or exceeded the requirements described in the RFP.
- Commercial has the required capacity, skills and experience, training programs and reporting capabilities necessary to support this procurement and the City’s operations.
- Thereby providing tangible options to meet the City’s desired timelines for apparatus replacement.

To determine the best value for the City, staff engaged in direct discussions with Commercial to better understand submitted delivery timelines and costs. As a result of the discussions, Commercial representatives submitted a refined proposal which offered apparatus to be delivered earlier by purchasing from existing stock; and offered improved pricing and cost savings on custom built, RFR-specified apparatus to be constructed and delivered over a short and medium-term replacement schedule.

Table 2: Original Financial Proposals (Canadian Dollars)

Table 2 outlines the financial proposals from Commercial originally received for the apparatus types for the initial purchase phase:

Commercial Custom RFR Apparatus

Proponent	Rescue-Pumper (Fire Engine - 2) per vehicle	Rescue Truck	Total
Commercial	\$2,007,390	\$1,945,726	\$5,960,506

Table 3: Financial Refined Proposals (Canadian Dollars)

Table 3 outlines the refined financial proposal from Commercial for the apparatus types for the initial purchase phase:

Commercial Existing Stock Apparatus

Proponent	Rescue-Pumper (Fire Engine - 2) per vehicle	Rescue Truck	Total
Commercial	\$1,616,219	\$1,589,629	\$4,822,067

RFP 8491P was issued for five vehicles initially, with Council approved funding totaling \$13,658,379; with additional procurement phases to be awarded as required based on vehicle age and replacement needs in the future. As a result of utilizing vendor inventory and refined pricing, the previously approved budget is now sufficient to support the acquisition of seven apparatus instead of five fully customized fire vehicles, thereby strengthening the replacement schedule and helping ensure timely delivery of the apparatus to maintain effective operations and bring the program back on track. Staff recommend the project scope of 2025 Fire Vehicle Replacement Reserve Purchase – Additional Funding to replace four front line fire vehicles and a high flow industrial pumper be amended to include the replacement of two additional fire apparatus.

Replacing the three Salsbury Pumpers with two Rescue Pumpers and one Rescue Truck maintains existing service levels. The Salsbury units are currently part of the RFR reserve fleet rather than frontline operations, therefore, this replacement strategy modernizes the fleet without reducing active fire suppression capacity.

Utilizing the information in the original RFP 8491P the aggregate cost of the three customized trucks would have been \$5,960,506 exclusive of taxes. The new proposed plan to purchase stock vehicles with anticipated delivery in late 2026 as opposed to customized trucks, results in a saving of \$1,138,439 to be returned to the funding source and utilized in future purchases.

Purchasing existing vendor stock reduces the risk of schedule delays, maintains the replacement schedule of the current apparatus and ensures the City maintains required service levels.

Table 4: Current RFR Apparatus

Table 4 outlines the RFR’s current apparatus including age, revised scope of the RFP and recommended replacement of a total of seven apparatus:

RFR Apparatus	Asset Age	Included in Revised RFP Scope
2004 Saulsbury Pumper	22	Yes
2004 Saulsbury Pumper	22	Yes
2004 Saulsbury Pumper	22	Yes
2004 Saulsbury Pumper	22	Yes
2006 Spartan Rescue	20	Yes

2008 Spartan Rescue	18	Yes
2014 Pierce Ladder	12	No
2018 Pierce Pumper	8	Yes
2018 Pierce Pumper	8	No
2018 Pierce Quint	8	No
2018 Pierce Pumper	8	No
2018 Pierce Pumper	8	No
2019 Pierce Pumper	7	No
2021 Pierce Quint	5	No
2021 Pierce Engine	5	No

Upon project completion, any unused funding will be returned to the originating budget source.

Award Recommendation

The recommendation is to award a single contract to Commercial for the initial supply of three in-stock vehicles identified within RFP 8491P for a cost of \$4,822,067, exclusive of taxes; and enter a contract for the construction of the remaining vehicles identified within the RFP costing \$7,552,393 - resulting in a total cost of \$12,374,460 based on the following:

- The delivery schedule of two Rescue-Pumpers and one Rescue Truck from current stock is available to arrive within 150 days from the date of Purchase Order (PO) to operational readiness,
- The lower cost of the apparatus from current stock facilitates RFR to efficiently replace aging apparatus while creating a future financial benefit for the contract costs of ordering custom apparatus, and
- Constructing four custom Rescue-Pumpers will maintain the delivery schedule within the City’s replacement timelines over the following 48 months.

The recommendation also includes providing authorization to the Chief Administrative Officer and the General Manager, Law and Community Safety to approve change orders as required, up to an additional \$1,313,919 as contingency for additional requirements, for a maximum total value of \$13,668,379 excluding taxes for the following reasons:

- The extensive lead times involved from initial placement of order through to eventual delivery for custom apparatus, it is recommended that contingency be approved to allow for any unforeseen complications and costs incurred during the building process that may be required as well as to account for any volatility of exchange rates.
- Any delay in proceeding with the contract may result in higher future pricing and could create significant timeline and financial risks.

Corporate policies and procedures have been followed in the soliciting and for the award of this contract. The award of this contract requires Council approval as the total amount exceeds the authorized amount under Officer and General Manager Bylaw No. 8215.

Budgetary Implications

The overall estimated maximum cost for the seven (7) large fire apparatus is \$13,668,379, including contingency and exclusive of taxes. Funding is available within the six (6) Council approved capital projects, 2021 to 2026 Fire Vehicle Replacement Reserve Purchases, 2025 Fire Vehicle Replacement Reserve Purchases – Additional Funding and 2026 Fire Vehicle Replacement. Upon project completion, excess funding shall be returned to the originating budget source.

Conclusion

Staff recommend that contract 8491P be awarded for the supply and delivery of large apparatus for Richmond Fire Rescue (RFR) to Commercial Truck Equipment Co. for an overall estimated maximum contract value of \$13,668,379, including contingency and exclusive of taxes.

Respectfully submitted,

Jim Wishlove,
Fire Chief, Richmond Fire-Rescue

Report Contributors

This report was prepared by Jim Wishlove, Fire Chief and reviewed by Community Safety Administration and Finance.

Endorsed by Serena Lusk, CAO