



To: Mayor and Councillors
From: John Hopkins
Director, Policy Planning
Date: January 6, 2026
File: 08-4045-30-02/Vol 01
Re: **Richmond Official Community Plan Bylaw 9000, Amendment Bylaw 10724
(OCP Housing Policy Update and Revised Land Use Map) Revisions**

This memorandum provides a summary of amendments to Richmond Official Community Plan Bylaw 9000 Amendment Bylaw 10724 (OCP Housing Policy Update and Revised Land Use Map), which reflect changes that were endorsed by Council on December 8, 2025, prior to first reading for the amendment bylaw.

Prior to first reading, a motion to amend Richmond Official Community Plan Bylaw 9000 Amendment Bylaw 10724 was carried to remove reference to “400 m” from the Local Villages and Arterial Connectors neighbourhood types, the removal of which does not affect policy intentions. The amendments affect the following schedules:

- Schedule B (Section 1.0 A More Complete, Inclusive and Sustainable Community);
- Schedule D (Section 3.0 Neighbourhoods and Housing); and
- Schedule F (Section 15.0 Regional Context Statement).

Attachment 1 includes excerpts of Schedules B, D and F to Bylaw 10724 with the required changes. (Note that highlighted text is new. Where no text is highlighted, text was simply removed.)

If you have any questions, please contact me at 604-276-4279 or at jhopkins@richmond.ca.

John Hopkins
Director, Policy Planning

DN:cas

Att. 1 Excerpts of Schedule B (Section 1.0 A More Complete, Inclusive and Sustainable Community), Schedule D (Section 3.0 Neighbourhoods and Housing), and Schedule F (Section 15.0 Regional Context Statement) to Richmond Official Community Plan Bylaw 9000 Amendment Bylaw 10724

pc: SMT
Joshua Reis, Director, Development

City Centre Downtown



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

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

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

City Centre Perimeter



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

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

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

Local Villages



Where: Outside City Centre (near existing shopping areas)

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

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



Arterial Connectors



Where: Outside City Centre (along arterial roads)

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

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



Neighbourhood Residential



Where: Outside City Centre (NOT along arterial roads)

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

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



Local Villages

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



c. Establish Local Villages as essential community hubs

Establish Local Villages as essential community hubs with lively high streets and diverse housing options (including secured rental housing) that contribute to Richmond's suburbs becoming more walkable, transit-oriented, complete and inclusive.

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

Local Villages			
SUB-TYPES		TIER 1	TIER 2
General locations		Properties fronting designated Local Village high streets	Near a Local Village high street 
Typical uses	Predominant	<ul style="list-style-type: none"> Mixed use (apartment) 	<ul style="list-style-type: none"> Townhouse
	Other	<ul style="list-style-type: none"> Mixed use (townhouse) Commercial Community uses 	<ul style="list-style-type: none"> Apartment (rental only) Community uses
	High streets	For Tier 1 only: Pedestrian-oriented commercial and street-activating uses at grade along designated streets (Residential discouraged, except entries/lobbies.)	
Typical heights ⁽¹⁾	Storeys ⁽²⁾	Up to 4	Up to 3
	Measure	Up to 15 m	Up to 13 m
Typical floor area ratios (FAR)	Total	Up to 1.2 FAR + commercial	Up to 1.2 FAR
	Commercial ⁽³⁾	Additional FAR permitted	Use permitted
	Residential	Up to 1.2 FAR	Up to 1.2 FAR
Typical housing options ^{(4) (5)}	Mixed tenure	Typical height & FAR	Typical height & FAR
	Market rental	Up to 5 storeys (18 m) & variable FAR	Up to 4 storeys (15 m) & 1.2 FAR
	Mixed rental	Up to 6 storeys (21 m) & variable FAR	Up to 4 storeys (15 m) & variable FAR
Typical vehicle access		Completion/improvement of the public lane network is required. Access should be via a public lane or shared driveway. Arterial road access should be minimized (except two driveways may be permitted at corners where two arterial roads intersect.).	
Typical mid-block trails		Public links are encouraged to reduce travel distance to/from interior neighbourhoods.	
Typical built form features ⁽⁵⁾⁽⁶⁾	Site frontage	At least 50 m along major arterial roads (40 m elsewhere)	
	Site depth	Where designated lots are less than 35 m deep, Local Village sites may include abutting internal lots (i.e., fronting local roads), subject to approved design demonstrating a form and character compatible with internal neighbours.	
	Setbacks	At least 3.0 m along streets, public spaces and side yards. At least 6.0 m along abutting internal lots (i.e., fronting local roads), which setback may be reduced by the width of an existing or new public lane.	
	Building separation	At least 9.0 m for single aspect dwellings or 7.0 m for dual aspect dwellings, measured at the narrowest point (including balconies and habitable projections)	
	Street walls	For buildings >3 storeys, top storey(s) are set back	
	Skyline	Varied building heights are encouraged	
	Other	Development Permit Guidelines may apply	
Special Use: Steveston	Steveston Village	Where a conflict exists, Steveston Village Heritage Conservation Area requirements shall take precedence over Local Village policies.	

⁽¹⁾ Rooftop features may exceed typical heights, subject to approved design.

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

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

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

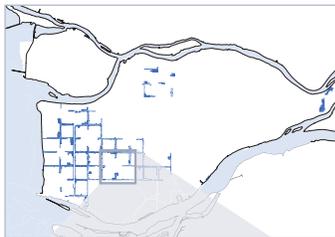
⁽⁵⁾ Local Village envelope applies to all applicable development.

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



Arterial Connectors

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



- Tier 1
- Tier 2
- Park, school and conservation area
- Complete Village Space Overlay

d. Promote green, transit-oriented Arterial Connectors

Develop Arterial Connector areas as appealing, pedestrian-friendly, transit-oriented greenways with an attractive mix of low-rise housing options (including secured rental housing), local services and improved connectivity.

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

Arterial Connectors			
SUB-TYPES		TIER 1	TIER 2
General locations		Along arterial roads outside Local Villages 	Existing dispersed convenience-commercial and similar sites
Typical uses	Predominant	• Townhouse and rowhouse ⁽¹⁾	• Mixed-use (apartment) (rental only)
	Other	• Apartment (rental only) • Community uses	• Commercial • Community uses
	High streets	For Tier 2 only: Pedestrian-oriented commercial and street-activating uses at grade along principal site frontage (Residential discouraged along principal site frontage.)	
Typical heights ⁽²⁾	Storeys	Up to 3	Up to 4
	Measure	Up to 12 m	Up to 15 m
Typical floor area ratios (FAR)	Total	Up to 0.8 FAR	Variable
	Commercial ⁽³⁾	Use permitted	Variable
	Residential	Up to 0.8 FAR	Variable
Typical housing options ^{(2) (4)}	Mixed tenure	Typical height & FAR	Not applicable (Rental housing only)
	Market rental	Up to 4 storeys (15 m) & 1.2 FAR	Up to 4 storeys (15 m) & variable FAR
	Mixed rental	Up to 4 storeys (15 m) & variable FAR	Up to 5 storeys (18 m) & variable FAR
Typical vehicle access		Completion/improvement of the public lane network is required. Access should be via a public lane or shared driveway. Arterial road access should be minimized (except two driveways may be permitted for Tier 2 corner sites).	
Typical mid-block trails		Public links are encouraged to reduce travel distance to/from interior neighbourhoods.	
Typical built form features ⁽⁵⁾⁽⁶⁾	Site frontage	At least 50 m along major arterial roads (40 m elsewhere)	
	Site depth	Where designated lots are less than 35 m deep, Arterial Connector sites may include abutting internal lots (i.e., fronting local roads), subject to approved design demonstrating a form and character compatible with internal neighbours.	
	Setbacks	At least 3.0 m along streets, public spaces and side yards. At least 6.0 m along abutting internal lots (i.e., fronting local roads), which setback may be reduced by the width of an existing or new public lane.	
	Building separation	At least 9.0 m for single aspect dwellings or 7.0 m for dual aspect dwellings, measured at the narrowest point (including balconies and habitable projections).	
	Street walls	For buildings >3 storeys, top storey(s) are set back	
	Skyline	Varied building heights are encouraged	
	Other	Development Permit Guidelines may apply	
Special Use: Small-Scale Multi-Unit Housing	Development criteria	Development of existing SSMUH-zoned lots shall be permitted where access is via a public lane. Rezoning to create new SSMUH-zoned lots and/or the subdivision of SSMUH-zoned lots is not supported.	
	Regulations	Notwithstanding the table above, SSMUH development shall comply with the Zoning Bylaw.	

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

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

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

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

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

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

Metro 2050 Goal 1: Create a Compact Urban Area

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

Goal 1 Targets

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

			residents and operators and neighbourhood residents. (Objective 3 Policy e: Foster Community Support)
	c)	are aligned with or integrate plans to address homelessness, and identify strategies to reduce the total number of households that are in core housing need and populations experiencing or at risk of homelessness	The Richmond Homelessness Strategy outlines actions items to prevent pathways into homelessness. They include creating affordable housing rental options, facilitating the creation of a collaborative homeless prevention program, working with Vancouver Coastal Health and other community partners to explore opportunities to enhance wrap-around supports to increase housing stability, and exploring solutions for discharge planning practices for individuals leaving institutions.
Metro 2050 <u>Goal 5: Support Sustainable Transportation Choices</u>			
<p>The proposed OCP includes a transit-oriented village framework to help address affordability and inequity by locating jobs,-amenities and shops within a short walk or roll of transit and housing options suitable for diverse households and all stages of life. The 2050 target is to ensure 90% of Richmond residents live within 20-minute walk or roll (1.6 km) of a transit-oriented mixed-use village centre able to support residents’ daily needs. </p> <p>Section 8 (Mobility and Access) includes objectives and policies to support a sustainable transportation choices.</p>			
Strategy 5.1 Coordinate land use and transportation to encourage transit, multiple-occupancy vehicles, cycling and walking			
Policy 5.1.14	Section	Policy	Applicable OCP Policies
	Adopt Regional Context Statements that:		
	a)	identify land use and transportation policies and actions to encourage a greater share of trips made by transit, shared mobility options, cycling, walking, and rolling	<p>Proposed Section 3.1 includes objectives and policies to build a transit-oriented village framework and make walking and rolling (e.g., bicycle, scooter, wheelchair) the preferred choices for most short trips, including getting to and from transit, for people of all ages and abilities.</p> <p>Objective 1: Build a transit-oriented village framework</p> <p>It includes policies to encourage growth in preferred places (policy a) by promoting growth and new housing development near</p>