

15.0 Regional Context Statement

Metro 2050 Goal 1: Create a Compact Urban Area

The 2050 OCP encourages compact, mixed-use, transit-oriented urban villages that focus new housing near residents' day-to-day needs and support people through all stages of their lives. Growth will be accommodated within the Urban Containment Boundary and will be directed where it optimizes local opportunities to support a diversity of housing types and needs. Building complete Richmond communities involves five complementary neighbourhood types: 1) the City Centre Downtown identified for high-density, mixed-use, transit-oriented urban village development; 2) City Centre Perimeter identified as a transition between Richmond's high-density downtown and lower density suburbs; 3) Local Villages that are 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>

	<p>the OCP as needed to align with housing needs assessments as required by provincial housing legislation. (Section 3.2 Objective 1 Policy a)</p> <p>Below are the employment projections for Richmond by Metro Vancouver.</p> <p><u>Employment</u> 2030: 171,476 2040: 188,302 2050: 200,555</p> <p>Section 6 (Resilient Economy) includes policies to achieve a vision for a resilient economy. The current OCP incorporates the 2041 Employment Lands Strategy, which examines the supply of employment lands and policies to address Richmond’s long-term economic and business development needs. The OCP policies are supported by changes made to the OCP and Zoning Bylaw in 2021 through the Industrial Lands Intensification Initiative (ILII) to support the protection and intensification of industrial lands. The ILII advances the recommended actions in the Metro Vancouver Regional Industrial Strategy and aligns with Metro Vancouver’s 2040 Regional Growth Strategy to achieve the regional target. The City is committed to continuing to support industrial intensification in a manner that aligns with industry needs and City’s objectives.</p>	<p>development capacity by roughly 30,000 units within 800 m of Richmond's Canada Line Capstan, Lansdowne and Brighthouse stations, as compared to the current City Centre Area Plan (CCAP).</p> <p>The City is currently developing a new Economic Strategy to guide the City’s long-term economic direction, support business growth and retention and strengthen community resilience.</p>
<p>1.2.23 a) provide dwelling unit and employment projections that indicate the Member Jurisdiction’s share of planned growth and contribute to achieving the regional share of growth for Urban Centres and Frequent Transit Development Areas as set out in Table 2 (Dwelling Unit and Employment Growth</p>	<p>The proposed OCP can accommodate the projected residential growth and continues to achieve the regional share of growth for Urban Centres. 50% of the residential growth is projected to be in the City Centre.</p>	

<p>Targets for Urban Centres and Frequent Transit Development Areas)</p> <p>Regional Targets for Residential Growth by Location:</p> <ul style="list-style-type: none"> • All Urban Centre Types: 40% • Frequent Transit Development Areas: 28% <p>Regional Targets for Employment Growth by Location:</p> <ul style="list-style-type: none"> • All Urban Centre Types: 50% • Frequent Transit Development Areas: 27% 	<p>The majority (80%) of the employment growth between 2009 and 2041 will be in the City Centre, Sea Island (YVR) and North Richmond. The City Centre will remain the main area of jobs in the City and primary area of future office development in the City.</p> <p>Section 6 (Resilient Economy) includes City's commitment to continue to coordinate long-term community planning with neighbouring jurisdictions, vital to long-term employment and a resilient local and regional economy (YVR, Port Metro Vancouver, TransLink, Metro Vancouver, Steveston Harbour Authority) (Section 6.1 Objective 1 Policy e)</p>	
<p>1.2.23 b) ii) include policies and actions for Urban Centres and Frequent Transit Development Areas that: focus and manage growth and development in Urban Centres and Frequent Transit Development Areas consistent with guidelines set out in Table 3 (Guidelines for Urban Centres and Frequent Transit Development Areas) and demonstrate how that growth will contribute to the Urban Centre and Frequent Transit Development Area targets set out in Table 2 and Action 1.2.12</p> <p><i>1.2.12 Implement the strategies and actions of the Regional Growth Strategy that contribute to regional targets as shown on Table 2 to:</i></p> <p>a) focus 98% of the region's dwelling unit growth to areas within the Urban Containment Boundary;</p> <p>b) focus 40% of the region's dwelling unit growth and 50% of the region's employment growth to Urban Centres; and</p> <p>c) focus 28% of the region's dwelling unit growth and 27% of the region's employment growth to Frequent Transit Development Areas.</p>	<p>City Centre villages, including Capstan, Lansdowne, Brighthouse, Oval and Alexandra, are subject to existing Area Plans that guide growth and provide for at least 50% of Richmond's projected new dwellings. In response to recent provincial Transit-Oriented Areas (TOA) legislation, permitted building height and density is increased within 800 m of the Capstan, Lansdowne and Brighthouse Canada Line Stations.</p> <p>Proposed Section 1.6 defines new neighbourhood types. City Centre Downtown is within a 10-minute walk or roll (800m) from Canada Line Stations and identified for high density, mid- and high-rise, mixed-use development with diverse housing options (including rental) to support a vibrant downtown and the City Centre's role as a regional urban centre balancing population, jobs and quality of life.</p>	<p>Future study and public engagement will further refine planning for transit-oriented village across the city, including Canada Line and future frequent transit villages.</p>

Strategy 1.1: Contain urban development within the Urban Containment Boundary

	Section	Policy	Applicable OCP Policies
Policy 1.1.9	Adopt Regional Context Statements that:		
	a)	Depict the Urban Containment Boundary on a map, generally consistent with the Regional Land Use Designations map (Map 2)	See OCP RCS Map
	b)	Provide Member Jurisdiction population, dwelling unit, and employment projections, with reference to guidelines contained in Table 1, and demonstrate how local plans will work towards accommodating the projected growth within the Urban Containment Boundary in accordance with the regional target of focusing 98% of residential growth inside the Urban Containment Boundary	<i>Please see response in Targets section</i>
	c)	Include a commitment to liaise regularly with Metro Vancouver Liquid Waste Services and Metro Vancouver Water Services to keep them apprised of the scale and timeframe of major development plans as well as specific plans to separate combined sewers	Section 12 (Sustainable Infrastructure and Resources) includes policies to work with Metro Vancouver to maintain and improve the efficiency of infrastructure. For example, Section 12.1 Objective 1 includes policies to continue to work with Metro Vancouver on sanitary trunk and treatment plant capacity improvement projects (Policy e) and participate in the on-going implementation of the Metro Vancouver’s Integrated Liquid Waste Resource Management Plan (Policy f). Section 12.3 Objective 1 includes policies to continue to work with Metro Vancouver on water supply capacity improvement projects (Policy g) and to continue to support the Metro Vancouver’s Drinking Water Management Plan (Policy h).
	d)	Integrate land use planning policies with local and regional economic development strategies, particularly in the vicinity of the port and airports, to minimize potential exposure of residents to environmental noise and other harmful impacts	The industrial land use designation excludes retail and residential uses. Section 9.2 (previously in Section 3.6.3) includes noise management policies and designates aircraft noise sensitive land use and mitigation requirements to enhance livability.

			In Section 14.1.5 (DP Area Designations) all industrial sites in the City Centre, and industrial sites adjacent to non-industrial uses are designated as DP Areas to mitigate potential adverse impacts on surrounding uses.
Strategy 1.2: Focus growth in Urban Centres and Frequent Transit Development Areas			
Policy 1.2.23	Section	Policy	Applicable OCP Policies
	Adopt Regional Context Statements that:		
	a)	provide dwelling unit and employment projections that indicate the Member Jurisdiction’s share of planned growth and contribute to achieving the regional share of growth for Urban Centres and Frequent Transit Development Areas as set out in Table 2 (Dwelling Unit and Employment Growth Targets for Urban Centres and Frequent Transit Development Areas)	<i>Please provide response in Targets section</i>
	b)	include policies and actions for Urban Centres and Frequent Transit Development Areas that:	See below.
i)	identify the location, boundaries, and types of Urban Centres and Frequent Transit Development Areas on a map that is consistent with the guidelines set out in Table 3 (Guidelines for Urban Centres and Frequent Transit Development Areas) and Map 4	<p>The OCP land use map identifies the City Centre which is consistent with the guidelines set out in Table 3 of the Regional Growth Strategy.</p> <p>The City Centre boundaries are proposed to be adjusted to reflect recent provincial Transit-Oriented Areas (TOA) legislation and related considerations but remain generally consistent with the Urban Centre boundaries in the RGS map. See RCS Map.</p> <p>The current RCS allows amendments to adjust the boundaries of Urban Centres, provided such boundary adjustments meet the guidelines set out in Table 3 of the Regional Growth Strategy.</p>	

	ii)	focus and manage growth and development in Urban Centres and Frequent Transit Development Areas consistent with guidelines set out in Table 3 (Guidelines for Urban Centres and Frequent Transit Development Areas) and demonstrate how that growth will contribute to the Urban Centre and Frequent Transit Development Area targets set out in Table 2 and Action 1.2.12	<i>Please provide response in Targets section</i>
	iii)	encourage office development to locate in Urban Centres through policies, economic development programs, or other financial incentives	<p>Section 6.2 Objective 2</p> <p><i>City Centre</i></p> <p>a) establish City Centre as the primary area of future office development in the City, to accommodate future regional/local office and institutional demands</p> <p>b) consider policy and tax incentives for stand-alone and/or mixed-use office space in the Bridgeport and Aberdeen commercial reserves</p> <p>c) ensure that public realm improvements (streetscape, public spaces) maintain high property values and, where appropriate, encourage the re-development of single-storey retail and light industrial properties to higher-density office space</p> <p>Section 2.2.3 (a) of the City Centre Area Plan encourages office- friendly development opportunities and office- friendly checklist (e.g., large, flexible site, high density, large floorplate buildings) Also, it supports commercial opportunities, especially office, where new housing is restricted due to aircraft noise (policy 2.2.3.c)</p>
	iv)	support modal shift by establishing or maintaining reduced residential and commercial parking requirements in Urban Centres and FTDA's and consider the use of parking maximums	Proposed Section 3.2 Objective 1 includes policies to lower costs associated with housing construction and operation.

			<p>For example:</p> <ul style="list-style-type: none"> • Define criteria for developers to align parking construction to demand to reduce related construction costs and advance the City’s transportation and climate response objectives • Remove mandatory residential parking minimums, excluding accessible parking, visitor parking and loading, and commercial/office/industrial parking in areas subject to Richmond’s Transit-Oriented Areas (TOA) bylaw (i.e., City Centre Downtown) as required under recent provincial legislation. • Consider parking reductions for new development where residential use is exclusively reserved for rental tenure, as determined by Council (over and above parking rate reduction provisions in the Zoning Bylaw). <p>Section 8.5 (Mobility and Access) Objective 2</p> <p>a) permit the provision of optional rather than mandatory parking spaces for residential developments where practical</p> <p>b) pursue mechanisms to allow developers’ funding contributions towards alternative transportation modes (transit, cycling, walking) in lieu of providing vehicle parking</p> <p>c) permit reduced parking requirements for new developments located near major transit corridors and for mixed-use developments sharing parking, for example,</p>
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			<p>for multiple family residential developments</p> <p>The Zoning Bylaw includes regulations regarding provision of parking in TOA (City Centre). There is no minimum number parking required for residential uses, except for accessible parking spaces.</p>
	v)	<p>consider the identification of appropriate measures and neighbourhood plans to accommodate urban densification and infill development in Urban Centres, Frequent Transit Development Areas, and, where appropriate, Major Transit Growth Corridors in a resilient and equitable way (e.g. through community vulnerability assessments, emergency services planning, tenant protection policies, and strategies to enhance community social connectedness and adaptive capacity)</p>	<p>The goal of the proposed Section 3 (Neighbourhoods and Housing) is to make Richmond a place where housing development delivers innovative, purpose-driven solutions that contribute to housing affordability and diversity and equitable, resilient neighbourhoods.</p> <p>Section 3.1 (Build Better Neighbourhoods) applies a growth management approach based on a transit-oriented village framework that aims to encourage more compact community growth and its benefits, including more housing supply and options, economic viability, improved health, equity and inclusivity, reduced transportation costs, a more climate-resilient community and reduced greenhouse gas (GHG) emissions, and lower per capita infrastructure costs.</p> <p>Section 3.1. Objective 1 includes a policy to encourage growth and new housing development where they contribute to equitable, inclusive communities that support residents through all stages of life (Policy a).</p> <p>Section 3.2 (Build Better Housing) Objective 1 includes a policy to apply an equity lens to the Growth Management</p>

			<p>Framework to ensure the benefits that are associated with growth are distributed to address any imbalances or disparities (Policy a).</p> <p>Sectio 3.2 Objective 2 includes policies to minimize displacement of those who live in rental housing (e.g., tenant relocation plan requirement) (Policy a).</p> <p>The City is currently undertaking a targeted OCP update for community equity to enhance social inclusion and well-being of all community members, especially the equity-deserving groups. These policies will work together with other strategies and plans within the proposed Growth Management Framework to ensure growth is accommodated in a resilient and equitable way. The targeted update process is currently underway.</p>
vi)		consider support for the provision of child care spaces in Urban Centres and Frequent Transit Development Areas	<p>Proposed Section 3.1 (Build Better Neighbourhoods) Objective 1 (Policy d) encourages commercial and community uses throughout the City to meet residents' daily needs including child care. Policy d also introduces new policies regarding Complete Village Spaces and tools to permit, incentivize and finance public and private sector uses, including child care.</p> <p>The City Centre Area Plan includes specific policies and strategies supporting the creation or expansion of child care through the development process (City Centre Area Plan Section 2.8.2.b). Where recent provincial TOA legislation</p>

			<p>hampers the City's ability to use density bonusing, the new Complete Village Spaces policies provide new measures to permit, incentivize and finance public and private sector uses, including child care.</p> <p>The City has also updated the Child Care Strategy and adopted the 2021-2031 Richmond Child Care Action Plan which complement and work together with the OCP policies.</p>
	vii)	consider the implementation of green infrastructure	<p>Section 9 (Island Natural Environment)</p> <p>Objective 2: promote green infrastructure and Green Infrastructure Network (GIN) and their underlying ecosystem services on all lands.</p> <p>Policies include e) develop a toolbox of planning and environmental policies to support site and neighbourhood level planning processes to integrate the GIN tool within the Ecological Network. This will include the identification of opportunities to acquire, enhance and protect lands through redevelopment and rezoning.</p> <p>In addition, the City Council adopted the updated Community Energy and Emissions Plan 2050 which includes a strategic direction to enhance green infrastructure to maximize the climate benefits of Richmond's green infrastructure by protecting and expanding existing carbon stores in trees, vegetation and soils.</p>

		Also, the Ecological Network Management Strategy (2015) includes green infrastructure (e.g., community gardens, rain gardens, green roofs, and watercourses) as a feature in the Ecological Network and encourages incorporating more green infrastructure into built environment.
viii)	focus infrastructure and amenity investments (such as public works and civic and recreation facilities) in Urban Centres and Frequent Transit Development Areas, and at appropriate locations within Major Transit Growth Corridors	Proposed Section 3.1 (Build Better Neighbourhoods) focuses growth, infrastructure and amenity investment in transit-oriented communities (i.e., City Centre, local villages and other areas close to transit). Section 3.1, Objective 1, prioritizes growth in high amenity locations and near transit.
ix)	support the provision of community services and spaces for non-profit organizations	<p>Section 3.1, Objective 1, Policy d introduces new policies regarding Complete Village Spaces and related tools to permit, incentivize and finance public and private sector uses, including space to accommodate community services and non-profit organizations. Tools include, but are not limited to, the, Village Centre Bonus Overlay (as originally introduced in the City Centre Area Plan in 2009) and new Complete Village Space Overlay (i.e., city-wide density bonus).</p> <p>Section 11.3 Objective 2: facilitate the provision of space for community agencies, including:</p> <p>a) establish mechanisms to assist non-profit agencies and community groups to secure office or program space, or funding (e.g., through senior governments, NGOs, the lease of any surplus City space, negotiation with developers in the rezoning process)</p>

			<p>b) establish clear, transparent guidelines for the securing and allocating of City-owned or negotiated community agency space (e.g., eligibility criteria, cost factors, timing, roles and responsibilities)</p> <p>c) support non-profit agencies and community partners to develop and maintain an inventory of space requirements for community agencies in Richmond</p> <p>The policies will be further enhanced through the targeted OCP update for community equity in the future.</p>
	x)	<p>consider, where Urban Centres and Frequent Transit Development Areas overlap with Employment lands, higher density forms and intensification of commercial and light industrial</p>	<p>Section 1.6 introduces five mixed-use neighbourhood types, including City Centre Downtown (which is within a 10-minute walk of specified Canada Line stations and identified as key employment area) and Local Villages (which are outside City Centre and intended to support the daily needs of residents, together with diverse jobs and business).</p> <p>Section 6.1 includes policies to densify neighbourhood commercial centres through multi-use development integrating a range of employment uses (Objective 1 Policy b).</p> <p>Section 6.2 includes policies to consider increasing the maximum building height in industrial zones or removing it (Objective 1 Policy i) and to encourage higher density industrial employment uses in the City Centre (Objective 1 Policy d for City Centre)</p> <p>Section 6.2 also includes a policy to consider increasing</p>

		office Floor Area Ratios along major transportation corridors (Objective 2 Policy a)
xi)	take appropriate steps to avoid or mitigate the negative health impacts of busy roadways on new or redeveloped residential areas	Section 9.2 (previously in Section 3.6.3) includes policies for noise management including noise from traffic and Canada Line. For example, new developments are required to achieve CMHC interior noise standards and ASHRAE standards and register noise covenants.
c)	Include policies for General Urban lands that:	See below
i)	identify General Urban lands and their boundaries on a map generally consistent with Map 2	General Urban lands are identified on the RCS Map and their boundaries are generally consistent with the RGS.
ii)	exclude new non-residential Major Trip- Generating uses, as defined in the Regional Context Statement, from those portions of General Urban lands outside of Urban Centres and Frequent Transit Development Areas and direct new non-residential Major Trip-Generating uses to Urban Centres and Frequent Transit Development Areas	<p>Section 1.6 introduces five mixed-use neighbourhood types, including City Centre Downtown. Additional direction is provided through Section 6.2 Objective 5</p> <p><i>City Centre</i> Policy b) encourage major public and institutional uses (e.g., universities, Crown corporations) in the Bridgeport and Aberdeen Village commercial reserves.</p> <p>City Centre Area Plan</p> <p>Policy 2.2.3.d Encourage the City Centre’s continued role as an important city-serving and regional retail centre via:</p> <ul style="list-style-type: none"> • the designation of ample, well-located lands for urban retail and reduced automobile-oriented commercial uses • a network of Pedestrian-Oriented Retail Precincts providing a focus for the City Centre’s retail activities • minimum recommended commercial retail unit sizes

		<p>aimed at enhancing retail flexibility and viability.</p> <p>Policy 2.4.1 a Encourage the establishment of an arts, culture and heritage district within the City Centre as a centre for a special precinct where zoning and development guidelines, economic and cultural strategies and related practices support and provide incentives for a vibrant, diverse and viable arts community and a focus for complementary uses, such as dining, theatre, galleries, retail, education and festivals.</p>
iii)	encourage infill and intensification (e.g. row houses, townhouses, mid-rise apartments, laneway houses) in appropriate locations within walking distance of the Frequent Transit Network;	<p>The proposed Growth Management Framework in Section 1.6 includes different neighbourhood types including Local Villages, Arterial Connectors and Neighbourhood Residential. Infill, townhouses and low-rise apartments are proposed to be permitted with local serving amenities, commercial uses and access to transit in these types of neighbourhoods. This will help strengthen growth outside City Centre, increase housing choice and deliver more walkable places for everyone.</p>
iv)	encourage neighbourhood-serving commercial uses	<p>Proposed Section 3.1 (Build Better Neighbourhoods) encourages a healthy mix of uses in village centres and incentivizes land uses necessary to support residents and ensure the growth of livable and economically vibrant communities. This includes:</p> <ul style="list-style-type: none"> - (3.1, Objective 1 Policy d) designating pedestrian-oriented village high streets as for development

		<ul style="list-style-type: none"> - as animated high amenity pedestrian-friendly areas - (3.1, Objective 2, Policies a, b, c) promoting villages designated locations - (3.1, Objective 2, Policy d) designating existing commercial sites along arterial roads for mixed-use development with 1:1 commercial replacement - (3.1, Objective 2, Policy e) encouraging large development in traditional detached housing areas to include corner stores and other neighbourhood needs
d)	with regards to Actions 1.2.15 and 1.2.23 c) ii), include a definition of “non-residential Major Trip Generating uses” that includes, but is not limited to, the following uses: office or business parks, outlet shopping malls, post-secondary institutions, and large-format entertainment venues	The OCP currently includes definitions of “Mixed Employment”, which includes stand-alone office and business parks, and “Commercial” those areas of the city where the principal uses provide for retail, restaurant, office, business, personal service, arts, culture, recreational, entertainment, institutional, hospitality and hotel accommodation. Commercial areas exclude residential uses, except for caretaker accommodation.
e)	consider the identification of new Frequent Transit Development Areas in appropriate locations within Major Transit Growth Corridors, as part of the development of new or amended area or neighbourhood plans, or other community planning initiatives	A FTDA is not proposed. However, proposed Section 3 includes policies to promote growth and new housing development near transit including Canada Line stations, TransLink’s planned major transit network improvements and along routes (arterial roads) that can serve multiple destinations (Section 3.1. Objective 1 and Policy a).
f)	consider long-term growth and transportation planning coordination with adjacent municipalities, First Nations,	Proposed section 3.1 includes policies to promote growth and

	TransLink, and Metro Vancouver for transit corridors that run through or along two or more adjacent jurisdictions	<p>new housing development near transit including Canada Line stations, TransLink’s planned major transit network improvements or along routes that can serve multiple destinations (Objective 1 and Policy a).</p> <p>Section 8 (Mobility and Access) includes policies to work with TransLink to improve transit service (Section 8.2 Objective 1)</p>
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Strategy 1.3: Develop resilient, healthy, connected, and complete communities with a range of services and amenities

	Section	Policy	Applicable OCP Policies
Policy 1.3.7	Adopt Regional Context Statements that:		
	a)	support compact, mixed-use, transit, walking, cycling and rolling-oriented communities	<p>Proposed OCP Growth Management Framework (Section 1), together with Section 3 (Neighbourhoods and Housing) and Section 8 (Mobility and Access), include policies to support compact, mixed-use transit, walking, cycling and rolling-oriented communities. These policies are supported and completed by various City strategies and plans such as Community Energy and Emissions Plan.</p> <p>For example, Section 1.0 proposes five transit-oriented neighbourhood types, including City Centre Downtown (focused on the Canada Line) and Local Villages (focused on key arterial road intersection outside City Centre that are served by frequent transit or well-located for frequent transit service in the future.</p> <p>Section 3.1 Objective 1</p> <p>b) Promote conveniently compact communities: Adopt a village approach that prioritizes</p>

		<p>the enhancement of existing activity clusters (e.g., shopping centres, transit stations) and their surroundings as walkable, mixed-use communities.</p> <p>c) Encourage comfortably connected places and spaces: Make walking and rolling (e.g., bicycle, scooter, wheelchair) the preferred choices for most short trips, including getting to and from transit, for people of all ages and abilities.</p> <p>Section 8.1 Objective 1: Reduce the reliance on private vehicle travel by increasing the priority of walking, rolling, cycling and transit within the road network</p>
b)	locate and support community, arts, cultural, recreational, institutional, medical/health, social service, education and child care facilities, and local serving retail uses in Urban Centres or areas with good access to transit	<p>Proposed Section 1.0 includes a Growth Management Framework that prioritizes development near existing parks, schools, recreation facilities, jobs, local-serving retail, medical/dental, etc.</p> <p>Proposed Section 3.1 (Build Better Neighbourhoods) incentivizes a healthy, viable mix of land uses necessary to support residents and ensure the growth of livable, sustainable, inclusive and economically vibrant communities (Objective 1 Policy d) including Complete Village Space policies that encourage the provision of large and small spaces for community-supporting uses (e.g., arts, culture, child care) particularly in transit-oriented villages.</p>
c)	provide and encourage public spaces and other place-making amenities and facilities (e.g. community gardens, playgrounds, gathering places, etc.) in new and established neighbourhoods, for all ages, abilities, and seasons, to support social connections and engagement	Proposed Section 3.1 includes a policy to encourage growth and new housing development where they contribute to equitable, inclusive communities that support residents through all stages of

		<p>life and abilities (Objective 1 Policy c). Future detailed village planning and community engagement will advance these objectives (e.g., high street designs, enhanced public spaces and accessible connectivity measures).</p> <p>These policies will be further enhanced through a targeted update for community equity. The policy development is currently underway.</p>
d)	respond to health and climate change-related risks by providing equitable access to:	<p>See below.</p> <p>Note: these policies will be further enhanced through a targeted update for community equity. The OCP policy development is currently underway.</p>
i)	recreation facilities	<p>Section 4.2 (Recreation and Community Wellness) Objective 2</p> <p>a) continue to reach out to “hard to reach” populations, people with disabilities and older adults and youth</p> <p>b) deliver a broad range of programs and opportunities that appeal across all cultures, age groups and under-served groups</p> <p>c) address recreation accessibility and affordability issues in collaboration with community agencies through guidance and financial support where appropriate.</p> <p>These policies will be further enhanced through a targeted update for community equity and other City strategies and plans (e.g., Recreation and Sport Strategy).</p>
ii)	green spaces and public spaces (e.g. parks, trails, urban forests, public squares, etc.)	Section 10 (Open Space and Public Realm) includes

		objectives and policies to ensure equitable access to green spaces and public spaces and provide a full range of places for residents of all ages and backgrounds (Objective 1 Policies a and b)
iii)	safe and inviting walking, cycling, and rolling environments, including resting spaces with tree canopy coverage, for all ages and abilities	<p>Section 8 (Mobility and Access)</p> <p>Objective 2: Encourage sustainable travel by enhancing the safety, comfort and accessibility of the transportation system for vulnerable road users (e.g., pedestrians, the mobility challenged, cyclists)</p> <p>For example, policies include a) retrofit road and streetscape features to meet the changing mobility needs of the community to enhance accessibility, comfort and security for all ages and abilities of users (e.g., all sidewalks and pathways to have curb ramps at intersections as required, additional benches, larger font for signage, wayfinding maps).</p>
e)	support the inclusion of community gardens (at-grade, rooftop, or on balconies), grocery stores and farmers' markets to support food security, and local production, distribution and consumption of healthy food, in particular where they are easily accessible to housing and transit services	<p>Section 7.2 Promote Urban Agriculture and Advance Food Security</p> <p>Objective 1: To support and increase the range of urban agriculture (e.g., community gardening) and strengthen the food system beyond production.</p> <p>Objective 2: Strengthen the local food system to contribute to the economic, ecological and social well-being of the city.</p> <p>Objective 3: Support Locally Grown Food</p>

			Proposed section 3.1 Objective 1 Policy d) encourages a healthy mix of uses to support walkability and meet the needs of residents close to home. The proposed transit-oriented villages support economic diversity, food security and health objectives.
f)	consider, when preparing new neighbourhood and area plans, the mitigation of significant negative social and health impacts, such as through the use of formal health and social impact assessment methods in neighbourhood design and major infrastructure investments		The mitigation of significant negative social and health impacts is being considered for the development of policies to advance community equity and will be considered when developing area plans in the future.
g)	provide design guidance for existing and new neighbourhoods to promote social connections, universal accessibility, crime prevention through environmental design, and inclusivity while considering the impacts of these strategies on identified marginalized members of the community		Section 14 includes Development Permit guidelines that promote social connections, universal accessibility (section 14.2.12), CPTED (section 14.2.11) and inclusivity. Future detailed village planning and community engagement will advance these objectives (e.g., high street designs, enhanced public spaces and accessible connectivity measures).
h)	consider where appropriate, opportunities to incorporate recognition of Indigenous and other cultures into the planning of Urban Centres, FTDA's, and other local centres		The City is in the process of updating the City's Art Strategy. The current Richmond Art Strategy (2019-2024) promotes inclusivity and diversity in the arts. Supporting actions include highlighting Richmond's cultural diversity in arts and culture marketing and communication and ensure that programming involves work by Musqueam and other Indigenous artists.

Strategy 1.4: Protect Rural lands from urban development

	Section	Policy	Applicable OCP Policies
Policy	Adopt Regional Context Statements that:		
	a)	identify Rural lands and their boundaries on a map generally consistent with Map 2	N/A, no Rural designation in Richmond

b)	limit development to a scale, form, and density consistent with the intent for the Rural land use designation, and that is compatible with on-site sewer servicing	N/A, no Rural designation in Richmond
c)	specify the allowable density and form, consistent with Action 1.4.1, for land uses within the Rural regional land use designation	N/A, no Rural designation in Richmond
d)	prioritize and support agricultural uses within the Agricultural Land Reserve, and where appropriate, support agricultural uses outside of the Agricultural Land Reserve	<p>Section 7.1 Protect Farmland and Enhance Its Viability includes a number of policies under the following objectives.</p> <p>Objective 1: Continue to protect the City’s agricultural land base in the ALR.</p> <p>Objective 2: Ensure agricultural production remains the primate use of agricultural land.</p>
e)	support the protection, enhancement, restoration, and expansion of ecosystems identified on Map 11 to maintain ecological integrity, enable ecosystem connectivity, increase natural carbon sinks and enable adaptation to the impacts of climate change	<p>Section 2 (Climate Change Response) includes objectives and policies to effectively respond to climate change, reduce GHG emissions, improve conditions through carbon sequestration and strengthen resiliency. (Section 2.2, Objective 1, Section 2.3 Carbon Sequestration Objective 1, Section 2.4 Climate Change Adaptation)</p> <p>Section 9 (Island Natural Environment) takes an Ecological Network approach while accommodating growth, and encourages ecological values, lands and connectivity to be integrated into land use planning initiatives (Objective 1)</p> <p>Section 10 (Open Space and Public Realm) includes objective and policies to strategically expand the range of ecosystem services integrated within the open space and public realm to strengthen and contribute to the Ecological Network (Objective 5).</p>

			<p>The City adopted the Ecological Network Management Strategy in 2015 to protect and enhance ecological assets. The Strategy provides an overview of Richmond’s current ecological assets, identify and group the key areas of the City to focus future specific actions where most appropriate, and provide tailored guidance on how the Ecological Network can be strengthened by different vegetation and land use types within the City.</p> <p>The Community Energy and Emission Plans 2050 includes eight strategic directions to achieve Richmond’s GHG emission reduction targets.</p>
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Metro 2050 Goal 2: Support a Sustainable Economy

The proposed Growth Management Framework strategically directs growth to where it best contributes to broad complete community objectives. It includes defined and connected growth areas, which preserve non-residential land uses that support economic diversity, food security and health objectives as well as a align with climate and environmental objectives.

Section 6 (Resilient Economy) includes policies to achieve a vision for a resilient economy. The OCP policies are supported by changes to the OCP and Zoning Bylaw resulting from the Industrial Lands Intensification Initiative (ILII) to support the protection and intensification of industrial lands.

In addition, the City has adopted Circular City Strategy. It aims to maximize resource value by designing out waste and pollution, keeping products and materials in use longer, and regenerating nature through responsible consumption.

The City of Richmond is also developing a new Economic Development Strategy to guide the City’s long-term economic direction, support business growth and retention and strengthen community resilience.

Strategy 2.1 Promote land development patterns that support a diverse regional economy and employment opportunities close to where people live

	Section	Policy	Applicable OCP Policies
Policy	Adopt Regional Context Statements that:		
	a)	include policies to support appropriate economic activities, as well as context-appropriate built form for	Section 1.0 proposes five transit-oriented neighbourhood types, including City Centre Downtown

		<p>Urban Centres, Frequent Transit Development Areas, Industrial lands, and Employment lands</p>	<p>(supporting high-density mixed-use development, including office, hotel, post-secondary education, and hospital uses, in proximity to Canada Line stations) and Local Villages (supporting housing, jobs and business in proximity to existing/future frequent transit outside City Centre).</p> <p>Proposed Section 3.1 (Build Better Neighbourhoods) incentivizes a healthy, viable mix of land uses necessary to support residents and ensure the growth of livable, sustainable, inclusive and economically vibrant communities through a transit-oriented village framework (Objective 1 Policy d). It includes a policy to encourage commercial units of adequate size, proportion and features to meet local needs, support economic viability and adapt to changing demands and trends, including, but not limited to, a typical unit depth of 18m or more, larger units for grocery and other large-format stores, and flexible spaces suitable to a variety of uses (e.g., second floor space adaptable to office, medical/dental, education, recreation).</p> <p>Section 6.1 Objective 1 supports the development of community-wide employment lands to achieve a resilient economy through various policies including f) continue to seek from TransLink provisions for suitable transit services to all major employment areas in the community and g) establish the City Centre as Richmond’s principal commercial and office area and l) consider increasing density for multi-storey industrial buildings.</p>
	b)	<p>support the development and expansion of large-scale office and retail uses in Urban Centres, and lower-scale uses in Frequent Transit Development Areas through policies such as: zoning that reserves land for commercial uses, density bonus provisions to encourage</p>	<p>Proposed Growth Management Framework in Section 1.0 directs residential growth away from the Bridgeport and Aberdeen Canada Line stations, which areas are subject to high aircraft noise and</p>

		office development, variable development cost charges, and/or other incentives	<p>identified in the City Centre Area Plan for medium and high density employment and central business district-type uses (e.g., large-scale office, retail and hotel).</p> <p>Section 6.2 Objective 2: Knowledge-based Industries includes policies to establish City Centre as the primary area of future office development in the City to accommodate future regional/local office and institutional demands, and consider incentives for stand-alone and/or mixed use office space (Policies a and b).</p>
	c)	discourage the development and expansion of major commercial uses outside of Urban Centres and Frequent Transit Development Areas and that discourage the development of institutional land uses outside of Urban Centres and Frequent Transit Development Areas	<p>Section 6.2</p> <p>Objective 3: Amenities and Attractions</p> <p>a) discourage stand-alone large footprint retail development (e.g., box retail, malls) in automobile-access only areas; integrate large footprint retail into City Centre and neighbourhood densification and redevelopment</p> <p>Objective 5: Population Services</p> <p><i>City Centre</i></p> <p>a) encourage retail and office uses on the perimeter of large institutional uses (e.g., hospital, WorkSafe BC) that flank major perimeter roads</p> <p>b) encourage major public and institutional uses (e.g., universities, Crown corporations) in the Bridgeport and Aberdeen commercial reserves.</p>

Strategy 2.2 Protect the supply and enhance the efficient use of Industrial land

Policy 2.2.9	Section	Policy Text	Applicable OCP Policies
	Adopt Regional Context Statements that:		
a)		identify the Industrial and Employment lands and their boundaries on a map generally consistent with Map 7	The OCP designates industrial and employment areas consistent with the RGS.

	b)	<p>identify Trade-Oriented lands, if applicable, with a defined set of permitted uses that support inter-regional, provincial, national, and international trade (e.g. logistics, warehouses, distribution centres, transportation and intermodal terminals) and location needs (e.g. large and flat sites, proximity to highway, port, or rail infrastructure) on a map consistent with the goals in the Regional Growth Strategy. Strata and/or small lot subdivisions on these lands should not be permitted</p>	<p>Section 6.1 (Multi-Objective Employment Lands Policies) includes policies to continue to collaborate and coordinate with neighbouring jurisdictions and partners (e.g. YVR, PMV, TransLink, Metro Vancouver) for resilient local and regional economy (Objective 1 Policy e)</p> <p>Section 6.2 (Objective-Specific Employment Lands Policies) includes policies to foster a strong Asia-Pacific Gateway enabling sector that capitalizes on Richmond’s strategic location and existing infrastructure, protect industrial land base (Objective 1: Asia-Pacific Gateway Policy a). The YVR land and other areas near major transportation routes are designated for industrial and consistent with the goals in the RGS.</p> <p>With the Economic Development Strategy underway, the City will review commercial and industrial policies, and can consider the inclusion of Trade-Oriented Lands at that point.</p>
	c)	include policies for Industrial lands that:	See below
	i)	consistently define, support, and protect Industrial uses, as defined in Metro 2050, in municipal plans and bylaws, and ensure that non-industrial uses are not permitted	<p>Section 6 (Resilient Economy) includes policies to protect industrial lands and encourage intensification of industrial lands. (Section 6.1 Objective 1 Policy l) & Section 6.2 Objective 1 Policy a)</p> <p>The City undertook the Industrial Land Intensification Initiative in 2020-2021 and recommended amendments to the OCP and Zoning Bylaw to further protect and encourage intensification of industrial lands. Amendments were made to the industrial zones and related definitions in the Zoning Bylaw to provide clarification to permitted industrial uses. The definitions and policies are consistent with those in Metro 2050.</p>
	ii)	support appropriate and related accessory uses, such as limited-scale ancillary commercial spaces, and caretaker units	<p>Section 6.2 (Objective-Specific Employment Lands Policies)</p> <p>Objective 1: Asia-Pacific Gateway</p> <p>s) do not encourage retail sales in the Industrial (I) and Light Industrial (IL) zones, but allow limited retail (e.g., 15% of the overall floor area up to a maximum of 500 m² [5,382 ft²]) for mixed employment business parks in the Industrial Business (IB) and Industrial Retail (IR) zones, or in site-specific zones which permit a</p>

		<p>mix of industrial and employment uses, provided the retail is ancillary to manufacturing uses only.</p> <p>As part of the Industrial Land Intensification Initiative review in 2021, the Zoning Bylaw was amended to allow ancillary office space and limited retail use.</p>
iii)	<p>exclude uses that are not consistent with the intent of Industrial lands and not supportive of Industrial activities, such as medium and large format retail uses, residential uses, and stand-alone office uses, other than ancillary uses, where deemed necessary</p>	<p>As part of the Industrial Land Intensification Initiative review in 2021, staff conducted a comprehensive review of all existing non-industrial uses permitted in the industrial areas. Medium and large format retail uses, residential uses and stand-alone office uses are not permitted in the industrial areas.</p> <p>Proposed Growth Management Framework in Section 1.0 promotes compact residential growth and directs it away areas where the intended focus is employment uses.</p>
iv)	<p>encourage improved utilization and increased intensification/densification of Industrial lands for Industrial activities, including the removal of any unnecessary municipal policies or regulatory barriers related to development form and density</p>	<p>Section 6.1 (Multi-Objective Employment Lands Policies)</p> <p>Objective 1: Asia-Pacific Gateway</p> <p>l) consider increasing density for multi-storey industrial buildings provided that the following criteria are met:</p> <ul style="list-style-type: none"> • a maximum floor area ratio of 1.5 provided this is for industrial uses (e.g. heavy and general industrial) • a minimum site area of 2.5 ha (6.2 acres) to allow efficient truck access and truck and vehicle ramping (the minimum site area may be reduced if demonstrated that a smaller site area is feasible) • the site should be located within 1-kilometre of an access point to a major road network or Provincial highway to facilitate efficient vehicle and truck movement • the site should not be located within 100 m (328 ft.) of a residentially zoned lot • corner lots are discouraged as any visible exterior ramping for trucks and vehicles should be from the interior side yard or rear yard • transportation (e.g., truck access and egress) and servicing issues (e.g., water, sewer, drainage) have been addressed through the rezoning application process <p>The City undertook the Industrial Land Intensification Initiative in 2020-2021 and recommended amendments to the OCP and</p>

		Zoning Bylaw to further protect and encourage intensification of industrial lands.
v)	review and update parking and loading requirements to reflect changes in Industrial forms and activities, ensure better integration with the surrounding character, and reflect improvements to transit service, in an effort to avoid the over- supply of parking	<p>Section 6.1. Objective 1</p> <p>m) consider reducing parking requirements for employment developments along major transportation corridors, in combination with other non-vehicular transportation improvements and near transit hubs</p> <p>Section 6.2 Objective 1</p> <p>l) consider reducing surface parking requirements in areas of low employment-to-building area ratios (e.g., traditional industrial zones)</p> <p>Section 6.2 Objective 4</p> <p>g) in areas of improved transit service outside City Centre, consider reducing parking requirements and promote densification</p> <p>As part of the Industrial Land Intensification Initiative review in 2021, staff conducted a comprehensive review of parking requirements and made changes to the Zoning Bylaw to implement new reduced parking requirements.</p>
vi)	explore municipal Industrial strategies or initiatives that support economic growth objectives with linkages to land use planning	The industrial Land Intensification Initiative was undertaken in 2021-2022 to identify and assess opportunities for amendments to OCP and Zoning Bylaw to help preserve industrial land and encourage more intensive utilization of these limited lands. Staff are monitoring implementation of the various amendments to the OCP and Zoning Bylaw. The City is currently developing a new Economic Development Strategy.
vii)	provide infrastructure and services in support of existing and expanding Industrial activities	<p>Section 6.2 Objective 1</p> <p>c) improve road infrastructure to achieve efficient truck movement</p> <p>g) pre-service lands where long-term industrial development is expected</p> <p>n) explore establishing light industrial DCCs based on building area, rather than land area, to ensure a more equitable infrastructure improvement capital cost collection system based on levels of use</p>

		Section 12 (Sustainable Infrastructure and Resources) includes policies to support City’s existing and future businesses (e.g. improved road network).
viii)	support the unique locational and infrastructure needs of rail-oriented, waterfront, and trade-oriented Industrial uses	Section 6 (Resilient Economy) includes policies to foster a strong and competitive Asia-Pacific Gateway enabling sector that capitalizes on Richmond’s strategic location. Policies include to protect the industrial land base and continue to partner with Asia Pacific Gateway partners, including YVR, PMV, Metro Vancouver (Section 6.2 Objective 1)
ix)	consider the preparation of urban design guidelines for Industrial land edge planning, such as interface designs, buffering standards, or tree planting, to minimize potential land use conflicts between Industrial and sensitive land uses, and to improve resilience to the impacts of climate change	Section 14 (Development Permit Guidelines) includes form and character guidelines for industrial sites in the City Centre and those industrial sites joining or within 30 m to another site which is zoned or designated for residential, community institutional, parks, school, conservation area or mixed use.
x)	do not permit strata and/or small lot subdivisions on identified Trade-Oriented lands	Staff continue to monitor trends around industrial stratification, and work with Metro Vancouver and other partners to explore land use policy tools to encourage the preservation of large industrial parcels.
d)	include policies for Employment lands that:	See below.
i)	support a mix of Industrial, small scale commercial and office, and other related employment uses, while maintaining support for the light Industrial capacity of the area, including opportunities for the potential densification/intensification of Industrial activities, where appropriate	The OCP designates employment areas consistent with the RGS and the proposed OCP supports densification of the local villages with local employment uses. The changes made to the OCP and Zoning Bylaw resulting from the ILII study support densification of industrial lands.
ii)	allow large and medium format retail, where appropriate, provided that such development will not undermine the broad objectives of the Regional Growth Strategy	In Section 16 (Definitions), “Mixed Employment” is defined as those areas of the City where the principal uses are industrial and stand-alone office development, with a limited range of support services. In certain areas, a limited range of commercial uses are permitted such as the retail sale of building and garden supplies, household furnishings, and similar warehouse goods. Section 6.2 Objective 3) City Centre a) discourage stand-alone large footprint retail development (e.g., box retail, malls) in automobile-access only areas; integrate large-footprint retail into City Centre and

		neighbourhood densification and redevelopment.
iii)	support the objective of concentrating larger- scale commercial, higher density forms of employment, and other Major Trip-Generating uses in Urban Centres, and local-scale uses in Frequent Transit Development Areas	<p>Proposed Growth Management Framework in Section 1.0 supports the City Centre as the City’s key employment area, supporting its role in the region.</p> <p>Section 2.2 of the City Centre Area Plan (Jobs &Business) identifies the City Centre as a business centre with a strong identity, international perspective, and a sustainable, “triple bottom line” approach to economic development that builds on Richmond’s existing strengths. It includes policies to protect industrial lands and encourage the retention of public sector lands and enhance its long-term viability, encourage urban offices and a vibrant retail environment. It supports protection and densification of industrial lands, encourages office friendly development opportunities (e.g., large, flexible sites, high-density, larger floor lates, urban streetscapes) (policies 2.2.1 & 2.2.2 and 2.2.3)</p>
iv)	support higher density forms of commercial and light Industrial development where Employment lands are located within Urban Centres or Frequent Transit Development Areas, and permit employment and service activities consistent with the intent of Urban Centres or Frequent Transit Development Areas, while low employment density and low transit generating uses, possibly with goods movement needs and impacts, are located elsewhere	Section 2.2. of the City Centre Area Plan supports higher density forms of commercial and light industrial development. For example, density bonusing, to a maximum of 3 floor area ratio (FAR), is permitted exclusively for office uses developed near No. 3 Road on sites measuring 4,000 m2 (1 ac.) or larger. (Section 2.2.3 a)
v)	do not permit residential uses, except for: <ul style="list-style-type: none"> • an accessory caretaker unit; or • limited residential uses (with an emphasis on affordable, rental units) on lands within 200 m of a rapid transit station and located within Urban Centres or Frequent Transit Development Areas, provided that the residential uses are located only on the upper floors of buildings with commercial and light Industrial uses, where appropriate and subject to the consideration of municipal objectives and local context. 	Residential uses are not permitted in the industrial areas.
e)	include policies to assist existing and new businesses in reducing their greenhouse gas	Section 6.2 Objective 4: Sustainable Resource Use includes policies to ensure long-term

		emissions, maximizing energy efficiency, and mitigating impacts on ecosystems	<p>business continuity by implementing sustainable approach to managing resources for industries.</p> <p>Policies include b) promote eco-industrial development related to employment lands-commercial or mixed developments that incorporate a capacity to share resources (e.g., energy, water, parking, transportation, child services); e) promote opportunities to integrate the ecological features and services into development and exploring, h) support private sector investment towards mitigating the impacts of climate change (e.g., renewable energy, stormwater and waste reduction).</p>
	f)	include policies that assist existing and new businesses to adapt to the impacts of climate change and reduce their exposure to natural hazards risks, such as those identified within the Regional Growth Strategy (Table 5)	<p>Section 6.2 Objective 4: Sustainable Resource Use includes policies to ensure long-term business continuity by implementing sustainable approach to managing resources for industries.</p> <p>Policies include h) support private sector investment towards mitigating the impacts of climate change (e.g., renewable energy, stormwater and waste reduction).</p>
Strategy 2.3 Protect the supply of agricultural land and strengthen Agricultural viability			
Policy 2.3.12	Section	Policy	Applicable OCP Policies
	Adopt Regional Context Statements that:		
	a)	specify the Agricultural lands within their jurisdiction, denoting those within the Agricultural Land Reserve, on a map generally consistent with Map 8	See OCP RCS Map
	b)	consider policies and programs that increase markets and the distribution of local food in urban areas to strengthen the viability of agriculture and increase availability of local food for all residents	<p>Section 7.1 Objective 4: support the use of agricultural land for local food production and encourage a local food network to increase local food supply and consumption. Policies include:</p> <p>a) Continue to collaborate with Metro Vancouver, the Province, food producers, Vancouver Coastal Health, other municipalities and stakeholders to advance the goals in the Metro Vancouver Regional Food System Strategy.</p> <p>b) During the development application process, encourage applicants to consider urban agriculture into development projects outside of the ALR, including rooftop gardens, community gardens, vertical farming, backyard gardening, indoor farming, edible landscaping and the planting of food bearing trees.</p>

		<p>c) Raise public awareness, in coordination with the FSAAC, of local farming, farmer’s markets, and local food products, produce and programs.</p> <p>d) Support food tourism initiatives, in coordination with Tourism Richmond, the FSAAC, and other local stakeholders to highlight local food production.</p> <p>e) Strengthen relationships with external organizations that provide agriculture-related educational opportunities and promote local farming</p>
c)	include policies that protect the supply of Agricultural land and strengthen agriculture viability including those that:	See below
i)	assign appropriate land use designations to protect Agricultural land for future generations and discourage land uses on Agricultural lands that do not directly support and strengthen Agricultural viability	<p>Section 7.1</p> <p>Objective 1: Continue to protect the City’s agricultural land base in the ALR (policies a to f)</p> <p>Objective 2: Ensure agricultural production remains the primary use of agricultural land (policies a to f)</p>
ii)	encourage the consolidation of small parcels and discourage the subdivision and fragmentation of Agricultural land	Section 7.1 includes a policy to limit the subdivision of agricultural land into smaller parcels, except where measurable benefits to agriculture can be demonstrated as per the policies and regulations of the Agricultural Land Commission Act (Objective 2 Policy b).
iii)	<p>support climate change adaptation including:</p> <ul style="list-style-type: none"> • monitoring storm water, flooding, and sea level rise impacts on Agricultural land, • implementing flood construction requirements for residential uses, and • maintaining and improving drainage and irrigation infrastructure that support Agricultural production, where appropriate and in collaboration with other governments and agencies 	Section 7.1 includes an objective to mitigate the impacts of climate change on agricultural production (Objective 7, Policies a to d). It includes policies to coordinate with Metro Vancouver, ALC and the Ministry of Agriculture to assess the long-term impacts of climate change on agriculture and develop a coordinated response and tools to protect agricultural production, and continue to protect agricultural land and production while supporting the City’s Dike Master Plan, Flood Protection Management Strategy and climate action initiatives to address sea-level rise, encourage sustainable farming practices including water and soil conservation, greenhouse gas emissions, reductions and soil management.

	iv)	protect the integrity of Agricultural land by requiring edge planning along the Urban Containment Boundary and adjacent to Agricultural operations through activities such as screening, physical buffers, roads, or Development Permit area requirements	A Development Permit is required for development of sites abutting the edge of the Agricultural Land Reserve (ALR). The OCP includes design guidelines for ALR landscape buffers (Section 14.2.14).
	v)	demonstrate support for economic development opportunities for Agricultural operations that are farm related uses, benefit from close proximity to farms, and enhance primary Agricultural production as defined by the <i>Agricultural Land Commission Act</i>	<p>Section 7.1 Objective 2 includes policies to ensure agricultural production (e.g., growing of crops and raising animals) remains the primary use of agricultural land and ancillary uses (e.g., farm retail, storing, packing, preparing and processing of farm products) are secondary uses and consistent with the scale of the farm operation (Policies a to f)</p> <p>Section 7.1 Objective 3: Enhance long-term agricultural viability and opportunities for innovation includes a policy to encourage value-added agricultural related business initiatives consistent with City and Provincial regulations, while ensuring agricultural production remains the primary use of land (Policy d).</p>
	vi)	align policies and regulations, where applicable, with the Minister's Bylaw Standards and Agricultural Land Commission legislation and regulations	<p>Section 7.1 Protect Farmland and Enhance Its Viability</p> <p>Objective 9: continue to work collaboratively with upper levels of government to enhance agricultural viability.</p> <p>a) coordinate with ALC and Ministry of Agriculture to ensure City bylaws and policies are consistent with Provincial policies and regulations, including the Agricultural Land Commission Act, ALR Regulations, ALC Policies and the Minister's Bylaw Standard</p> <p>b) Coordinate with ALC and Ministry of Agriculture to ensure development proposals are consistent with Provincial policies and regulations</p> <p>c) coordinate with Metro Vancouver to support the Regional Growth Strategy which includes agricultural designations and policies for protection of agricultural land.</p>

Policy 2.3.13	Section	Policy	Supplementary Information
		<p>In partnership with other agencies and organizations, support agricultural awareness and promote the importance of the agricultural industry, the importance of protecting agricultural land, and the value of local agricultural products and experiences</p>	<p>Section 7.1 Objective 3: Enhance long-term agricultural viability and opportunities for innovation</p> <p>Policies include:</p> <ul style="list-style-type: none"> a) build relationships with farmers and the agricultural community through the City’s Food Security and Agricultural Advisory Committee (FSAAC) to address issues impacting agricultural viability and food security b) increase public awareness of City and other initiatives related to agriculture by disseminating information on farming practices, farm products, and educational programs through the City’s website, social media or other forms of communication c) provide information for new farmers and property owners of agricultural land, including property owners who own small parcels (e.g., less than 5 acres) to encourage active farming or lease the land for farming d) continue to develop relationships with non-profit, academic and government organizations which promote local agriculture, organic growing, climate adaptation, carbon management and reductions in pesticide use.

Metro 2050 Goal 3: Protect the Environment, Address Climate Change, and Respond to Natural Hazards

The objectives and policies in the OCP identify a broad range of tools and approaches that target the protection, enhancement of ecological lands and services, address climate change and respond to natural hazards.

Section 2 (Climate Change Response) includes policies to effectively respond to climate change, reduce GHG emissions, improve conditions through carbon sequestration and strengthen resiliency. Section 9 (Island Natural Environment) takes an Ecological Network approach while accommodating growth, and encourages ecological values, lands and connectivity to be integrated into land use planning initiatives. Section 10 (Open Space and Public Realm) includes policies to strategically expand the range of ecosystem services integrated within the open space and public realm to strengthen and contribute to the Ecological Network.

The OCP identifies Environmentally Sensitive Areas (ESAs) as Development Permit Areas and include design guidelines for different types of ESAs to achieve long-term protection for ESAs.

The OCP policies are supported and complemented by various strategies such as 2050 Community Energy and Emissions Plan, Ecological Network Management Strategy, Circular City Strategy, Public Urban Forest Management Strategy, Parks and Open Space Strategy, Dike Master Plan and Flood Protection Management Strategy with more detailed actions and implementation strategies.

Goal 3 Targets

Policy with Target	Applicable OCP Policies	Supplementary Information
<p>3.2.7 a) identify local ecosystem protection and tree canopy cover targets, and demonstrate how these targets will contribute to the regional targets in Action 3.2.1:</p> <ul style="list-style-type: none"> increase the area of lands protected for nature from 40% to 50% of the region's land base by the year 2050; and increase the total regional tree canopy cover within the Urban Containment Boundary from 32% to 40% by the year 2050. 	<p>Section 2 (Climate Change Response), Section 9 (Island Natural Environment) and Section 10 (Open Space and Public Realm) include various objectives and policies to protect and enhance ecological assets and increase tree canopy cover.</p> <p>Section 9 (Island Natural Environment) supports protecting the Ecological Network (Objective 1), promoting green infrastructure (Objective 2) and develop partnership for ecological gain (Objective 4).</p> <p>Section 2.1 is to reduce GHG emission. Policy d) is to maintain and update Richmond's Community Energy and Emissions Plan (CEEP) that identifies and advances strategic actions to achieve community-wide GHG emission reduction targets.</p>	<p>The OCP policies are supported and complemented by various strategies and plans such as Community Energy and Emissions Plan 2050, Ecological Network Management Strategy and Parks and Open Space Strategy. These strategies and plans include more detailed implementation action plans.</p> <p>The City is currently in the process of updating the OCP policies related to climate and environmental protection. The OCP policies will be further enhanced once the targeted update process is completed in the future.</p>

	<p>One of the actions in the CEEP is to expand Richmond’s urban canopy. The Plan includes policies to implement the Public Tree Management Strategy 2045 (adopted by Council, November 2019) and develop a city-wide urban forest management strategy for private land to complement Richmond’s Ecological Network Management Strategy (2015) and consider an incentive framework to encourage tree planting and retention on private urban lands within Richmond. One of the goals of the Public Tree Management Strategy is to increase canopy cover over the public realm from 20% to 30% by 2045.</p>	
<p>3.3.7 a) identify how local land use and transportation policies will contribute to meeting the regional greenhouse gas emission reduction target of 45% below 2010 levels by the year 2030 and achieving a carbon neutral region by the year 2050;</p>	<p>Section 2.2 Climate Change Mitigation includes an objective to reduce community-wide GHG emissions 50% below 2007 levels and achieve net zero GHG emissions by 2050 (Objective 1). Policies include d) maintain and update the Community Energy and Emission Plan that identifies and advances strategic actions to achieve the targets.</p> <p>Richmond’s Community Energy and Emissions Plan 2050 was updated in 2022 and includes multiple actions within eight strategic directions that together to set Richmond on a path to achieve 50% reduction in community GHG emissions by 2030, and reach net zero emissions by 2050.</p> <p>Some of the actions include retrofit existing buildings, transition to zero emission vehicle, carbon neutral new buildings, complete communities, active mobility for all and support frequent transit.</p> <p>Complete and compact communities are critical to</p>	<p>The City has also prepared the Climate Action Programs document to highlight the City’s varied plans, strategies and actions that directly and indirectly address climate issues in Richmond. As a community made up of islands located in the Fraser River’s estuary, the City of Richmond was one of the first municipalities to establish itself as a national climate action leader.</p> <p>The OCP policies will be further enhanced through the targeted update focusing on climate change and environmental protection.</p>

	<p>achieving the types of land uses that support low to zero-emission travel modes and energy efficiency buildings. Proposed Section 3.1 (Build Better Neighbourhoods) promotes conveniently compact communities (Objective 1 Policy b) and support a healthy mix of uses (Objective 1 Policy d).</p> <p>Section 8 (Mobility and Access) includes a number of objectives policies to support sustainable mobility options.</p>	
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Strategy 3.1: Protect and enhance Conservation and Recreation lands

	Section	Policy	Applicable OCP Policies
Policy 3.1.9	Adopt Regional Context Statements that:		
	a)	identify Conservation and Recreation lands and their boundaries on a map generally consistent with Map 2	<p>The OCP designates Conservation areas consistent with the RGS.</p> <p>The Ecological Network Management Map is also included in in Section 9 (Island Natural Environment). The Map shows lands with conservation designation as well as Environmentally Sensitive Area (ESA) DP area and Riparian Management Areas (RMAs).</p>
	b)	include policies that support the protection and enhancement of lands with a Conservation and Recreation land use designation, which may include the following uses:	See below.
	i)	drinking water supply areas	<p>Section 12.3 (Water Supply and Distribution)</p> <p>Objective 1: Provide sufficient quantities of high-quality drinking water at adequate pressure to meet present and future needs of the community.</p> <p>Policies include continue to work with Metro Vancouver on water supply capacity improvement projects and support the Metro Vancouver Drinking Water Management Plan (Policies g and h)</p>
	ii)	environmental conservation areas	Section 9 (Island Natural Environment) includes the Ecological

		Network Management Map that shows the conservation areas and policies to protect, enhance and expand the Ecological Network. The Ecological Network provides an innovative framework to better protect the City's ecological resources.
iii)	wildlife management areas and ecological reserves	The Ecological Network Management Map in Section 9 includes Provincial Wildlife Management Areas.
iv)	forests	The Ecological Network Management Map in Section 9 includes forests.
v)	wetlands (e.g. freshwater lakes, ponds, bogs, fens, estuarine, marine, freshwater, and intertidal ecosystems)	The Ecological Network Management Map in Section 9 of the OCP includes shoreline and freshwater ecosystems which are protected as ESAs. Section 14 Development Permit Area Guidelines includes the OCP ESA DP guidelines.
vi)	riparian areas (i.e. the areas and vegetation surrounding wetlands, lakes, streams, and rivers)	The Riparian Management Map is included in Section 9. Section 9 includes: Objective 1: Protect, enhance and expand a diverse, connected and functioning Ecological Network c) establish a meaningful and robust Ecological Network by considering protection of Riparian Management Areas and update City's Riparian Management Areas Response Strategy.
vii)	ecosystems not covered above that may be vulnerable to climate change and natural hazard impacts, or that provide buffers to climate change impacts or natural hazard impacts for communities	Section 9 includes: Objective 2: Promote green infrastructure and the Green Infrastructure Network (GIN) and their underlying ecosystem services (e.g., clean air, water, soils), on all lands. Policies include a) expand the EN with a complementary Green Infrastructure Network as the key management tool.

		<p>The GIN describes the interconnected network of these natural and engineered green elements occurring at a variety of scales and is a foundational support tool for the function and quality of communities and ecological system.</p> <p>The Ecological Network Management Strategy provides the long-term ecological blueprint for the collaborative management and enhancement of the natural and built environments throughout the city, within neighbourhoods and across land uses and development types to achieve ecologically connected, livable and healthy places in which residents thrive.</p>
viii)	<p>uses within those lands that are appropriately located, scaled, and consistent with the intent of the designation, including:</p> <ul style="list-style-type: none"> ○ major parks and outdoor recreation areas; ○ education, research and training facilities, and associated uses that serve conservation and/or recreation users; ○ commercial uses, tourism activities, and public, cultural, or community amenities; ○ limited agricultural use, primarily soil-based; and ○ land management activities needed to minimize vulnerability / risk to climate change impacts 	<p>Section 10 (Open Space and Public Realm) includes:</p> <p>Objective 5: strategically expand the range of ecosystem services (e.g., biodiversity and habitat, rainwater management, carbon sequestering) integrated with the open space and public realm to strengthen and contribute the Ecological Network (Policies a to e)</p> <p>Objective 6: showcase Richmond’s world-class waterfront and enhance the Blue Network (the Fraser River shoreline and estuary, and the internal waterways, the sloughs, canals and wetlands) for their ecological value, recreational opportunities sand enjoyment (Policies a to f)</p> <p>Policies include providing more opportunities for people to experience nature (e.g. bird watching, nature walks) and providing recreational opportunities to appreciate and participate in agricultural activities.</p>
c)	Include policies that:	See below

	i)	protect the integrity of lands with a Conservation and Recreation regional land use designation from activities in adjacent areas by considering wildland interface planning, and introducing measures such as physical buffers or development permit requirements	Section 14.7 (ESA DP Guidelines) includes detailed guidelines to protect and enhance the environmental resources and ecosystem services in ESAs. For example, an environment assessment which identifies any nearby wildlife use and mitigation measures such as a vegetated buffer) may be required.
	ii)	encourage the consolidation of small parcels, and discourage subdivision and fragmentation of lands with a Conservation and Recreation regional land use designation.	<p>Section 9</p> <p>Objective 1: Protect, enhance and expand a diverse, connected and functioning Ecological Network.</p> <p>Creation of an Ecological Network to help guide the strategic enhancement, layout and acquisition of lands for contiguous or connected areas to offer greater habitat value and overall ecosystem resiliency than numerous fragmented portions.</p> <p>Policies include c) establish a meaningful and robust Ecological Network by, as city resources enable, strategically acquiring portions of the EN that become available and are considered important properties to be owned by the City.</p>

Strategy 3.2: Protect, enhance, restore, and connect ecosystems

	Section	Policy Text	Applicable OCP Policies
Policy 3.2.7	Adopt Regional Context Statements that:		
	a)	identify local ecosystem protection and tree canopy cover targets, and demonstrate how these targets will contribute to the regional targets in Action 3.2.1	<i>Please provide response in Targets section</i>
	b)	refer to Map 11 or more detailed local ecological and cultural datasets and include policies that:	See below
	i)	support the protection, enhancement, and restoration of ecosystems through measures such as land acquisition, density bonusing, development permit requirements, subdivision design, conservation covenants, land trusts, and tax exemptions	<p>Section 9</p> <p>Objective 1: Protect, enhance and expand a diverse, connected and functioning Ecological Network.</p> <p>Policy c) establish a meaning and robust EN by:</p>

			<ul style="list-style-type: none"> • all private development and City works will comply with the City’s Environmentally Sensitive Areas policies, the City’s RMA setbacks, the City’s Tree Protection Bylaw, the Fraser River Estuary Management Program (FREMP) project review process and will respond to the EN policies and all other applicable environmental legislation; • as city resources enable, strategically acquiring portions of the EN that become available and are considered important properties to be owned by the City; • continuing to establish partnerships, incentives, policies, programs and measures, as <p>Section 14.7 provides ESA DP guidelines.</p>
	ii)	<p>seek to acquire, restore, enhance, and protect lands, in collaboration with adjacent member jurisdictions and other partners, that will enable ecosystem connectivity in a regional green infrastructure network</p>	<p>Section 9 (Island Natural Environment)</p> <p>Objective 3: Proactively implement practices to protect and improve water, air and soil quality. Policies include:</p> <p>a) incorporate ecological values, Ecological Network, and Green Infrastructure Network opportunities and consideration of targets into the City’s Integrated Stormwater Management Plan being developed under Regional and Provincial process.</p> <p>b) continue to partner with other government agencies in the Fraser River Estuary Management Program (FREMP) in regulating and assessing shoreline development along the Fraser River.</p> <p>j) continue to establish collaborative approaches with partner agencies to reduce the environmental (i.e.</p>

		<p>biodiversity loss), infrastructure and economic impact of invasive species expansion.</p> <p>k) continue to partner with senior governments and businesses to promote initiative aimed at best practices for stormwater management and spill response management.</p> <p>Objective 5: Fostering Environmental Stewardship</p> <p>b) continue to work with partner organizations, other levels of government, multicultural organizations and First Nations to develop and deliver environmental stewardship initiatives and collaborations that embrace the City's Ecological Network principles.</p>
iii)	discourage or minimize the fragmentation of ecosystems through low impact development practices that enable ecosystem connectivity	<p>Section 9</p> <p>Objective 2: Promote green infrastructure and Green Infrastructure Network (GIN) and their underlying ecosystem services (e.g., clean air, water, soils), on all lands.</p> <p>e) develop a toolbox of planning and environmental policies to support site and neighbourhood level planning processes to integrate the GIN tool within the EN. This will include the identification of opportunities to acquire, enhance and protect lands through redevelopment and rezoning</p> <p>ESA DP Guidelines in Section 14 includes polices to restore or enhances ESAs through a DP review process.</p>
iv)	indicate how the interface between ecosystems and other land uses will be managed to maintain ecological integrity using edge planning, and measures such as physical buffers, or development permit requirements.	<p>Section 14 (Development Permit Guidelines) provides guidelines to accommodate new development while responding to and enhancing adjacent uses such as parkland or ESAs. (section 14.4.8 Edge Conditions)</p>

		Proposed Section 3.1 Policy c (Built Better Neighbourhoods) promotes a blue-green-grey multi-use network approach to enhancing connectivity and ecological health, including enhanced tree canopy and increased building setbacks to support landscape and other improvements.
c)	Include policies that:	See below
i)	support the consideration of natural assets and ecosystem services in land use decision-making and land management practices	<p>Section 9 Objective 1:</p> <p>c) establish a meaningful and robust EN by considering the prioritization of EN lands, including City, private and other jurisdictions, for future planning, land acquisition, protection and enhancement.</p> <p>Section 14 includes ESA DP guidelines to protect and enhance the environmental resources and ecosystem services in ESAs which are part of the Ecological Network.</p> <p>Proposed Section 3.1 Policy c (Built Better Neighbourhoods) promotes a blue-green-grey multi-use network approach to enhancing connectivity and ecological health.</p>
ii)	enable the retention and expansion of urban forests using various tools, such as local tree canopy cover targets, urban forest management strategies, tree regulations, development permit requirements, land acquisition, street tree planting, and reforestation or restoration policies, with consideration of resilience	The City’s Tree Protection Bylaw (No. 8057) regulates tree removal or damage on private and public lands. Its goal is to sustain a healthy, viable urban forest. The City also has adopted the Public Urban Forest Management Strategy.
iii)	reduce the spread of invasive species by employing best practices, such as the implementation of soil removal and deposit bylaws, development permit requirements, and invasive species management plans	<p>Section 9</p> <p>Objective 2: Promote green infrastructure and Green Infrastructure Network (GIN) and their underlying ecosystem services (e.g., clean air, water, soils), on all lands.</p> <p>c) establish an Invasive Species Management Program which includes community and institutional partners, to reduce the spread of invasive species and consequent loss of biodiversity</p>

			<p>Objective 3: Proactively implement practices to protect and improve water, air and soil quality.</p> <p>j) continue to establish collaborative approaches with partner agencies to reduce the environmental (i.e. biodiversity loss), infrastructure and economic impact of invasive species expansion</p> <p>Section 14.7 (ESA DP Guidelines) includes guidelines to manage invasive species.</p>
	<p>iv)</p>	<p>increase green infrastructure along the Regional Greenway Network, the Major Transit Network, community greenways, and other locations, where appropriate, and in collaboration with Metro Vancouver, TransLink, and other partners</p>	<p>Section 10 includes the Current Parks and Public Open Space System Map that includes Canada line, cycle routes, parks, trails and greenways.</p> <p>Section 10 also includes Objective 5: strategically expand the range of ecosystem services (e.g., biodiversity and habitat, rainwater management, carbon sequestering) integrated within the open space and public realm to strengthen and contribute to the Ecological Network. Policies include:</p> <p>a) protect, enhance and sustain ecosystem services in parks and other public open spaces as these are significant parts of a robust Ecological Network (see Chapter 9.0)</p> <p>b) as practical, connect significant Ecological Network assets via existing or enhanced corridors (linear connections between ecosystems that facilitate the movement of species, water, nutrients and energy increasing the viability of those ecosystems)</p> <p>Section 9</p> <p>Objective 2: Promote green infrastructure and the Green</p>

			<p>Infrastructure Network (GIN) and their underlying ecosystem services (e.g., clean air, water, soils), on all lands</p> <p>a) expand the EN with a complementary Green Infrastructure Network (GIN) as the key management tool;</p> <p>b) develop a Richmond specific approach to promote and track GIN opportunities to support the Ecological Network through the City’s capital and operation projects, policies and development application requirements</p> <p>e) develop a toolbox of planning and environmental policies to support site and neighbourhood level planning processes to integrate the GIN tool within the EN. This will include the identification of opportunities to acquire, enhance and protect lands through redevelopment and rezoning</p>
	v)	support watershed and ecosystem planning, the development and implementation of Integrated Stormwater Management Plans, and water conservation objectives.	<p>Section 9 (Island Natural Environment)</p> <p>Objective 3: Proactively implement practices to protect and improve water, air and soil quality.</p> <p>a) incorporate ecological values, Ecological Network, and Green Infrastructure Network opportunities and consideration of targets into the City’s Integrated Stormwater Management Plan being developed under Regional and Provincial process. Targets will be considered for inclusion within the City’s Sustainability Framework programs. As part of plan implementation, encourage innovative measures to improve storm water quality and manage impervious areas where appropriate to reduce run-off volumes,</p>

			<p>sedimentation and erosion, and thus improve water quality.</p> <p>Section 12 (Sustainable Infrastructure and Resources)</p> <p>Objective 3: Pursue demand management strategies and continue water conservation initiatives</p> <p>a) continue to raise public awareness regarding the benefits of water conservation</p> <p>b) continue to move toward water metering through development, capital replacement and volunteer metering programs</p> <p>c) promote the use of rain water retention systems for irrigation purposes</p> <p>d) continue toilet rebate programs to reduce indoor water use</p> <p>e) continue to implement lawn sprinkling regulations to reduce seasonal water use</p>
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Strategy 3.3: Advance land use, infrastructure, and human settlement patterns that reduce energy consumption and greenhouse gas emissions, create carbon storage opportunities, and improve air quality

	Section	Policy	Applicable OCP Policies
Policy 3.3.7	Adopt Regional Context Statements that:		
	a)	identify how local land use and transportation policies will contribute to meeting the regional greenhouse gas emission reduction target of 45% below 2010 levels by the year 2030 and achieving a carbon neutral region by the year 2050	<i>Please provide response in Targets section</i>
	b)	<p>identify policies, actions, incentives, and / or strategies that reduce energy consumption and greenhouse gas emissions, create carbon storage opportunities, and improve air quality from land use, infrastructure, and settlement patterns, such as:</p> <ul style="list-style-type: none"> existing building retrofits and construction of new buildings to meet energy and greenhouse gas performance guidelines or standards (e.g. BC Energy Step Code, passive design), the electrification of 	<p>Section 2.2 Climate Change Mitigation</p> <p>Objective 1: Reduce GHG Emissions</p> <p>Policies include d) Maintain and update Richmond’s Community Energy and Emissions Plan (CEEP) that identifies and advances</p>

		<p>building heating systems, green demolition requirements, embodied emissions policies, zero-carbon district energy systems, and energy recovery and renewable energy generation technologies, such as solar panels and geo-exchange systems, and zero emission vehicle charging infrastructure; and</p> <ul style="list-style-type: none"> community design, infrastructure, and programs that encourage transit, cycling, rolling and walking 	<p>strategic actions to achieve community-wide GHG emission reduction targets.</p> <p>Section 2.3 Carbon Sequestration</p> <p>Objective 1: Advance action beyond impact reduction and aim to improve conditions through action that sequesters carbon</p> <p>a) protect and enhance Richmond’s natural environments to support carbon retention as well as other important ecosystem services (e.g., pollution reduction, nutrient generation, habitat)</p> <p>b) integrate carbon retention objectives into key policies, plans and programs, including but not limited to Parks and Open Space Strategy, Environmental Sensitive Areas Management Strategy and land use and development policies.</p> <p>The City’s Community Energy and Emissions Plan(CEEP) includes a strategic direction to retrofit existing buildings. Specific actions include to create a Richmond building retrofit plan, set enhanced energy and emission standards for existing buildings, participate in regional building retrofit initiatives, create incentives and remove barriers to low carbon energy retrofits (e.g., heat pump incentive program).</p> <p>The proposed Growth Management Framework encourages a compact and complete community where active transportation (transit, cycling, rolling and walking) is prioritized.</p>
	c)	focus infrastructure and amenity investments in Urban Centres and Frequent Transit Development Areas, and at appropriate locations along Major Transit Growth Corridors	The proposed Growth Management Framework focuses growth and infrastructure and amenity investment in the City Centre and local villages close to transit (Section 3.1 Objective 1 Policy a)

Strategy 3.4 Advance land use, infrastructure, and human settlement patterns that improve resilience to climate change impacts and natural hazards			
	Section	Policy	Applicable OCP Policies
Policy 3.4.5	Adopt Regional Context Statements that:		
	a)	include policies that minimize risks associated with climate change and natural hazards in existing communities through tools such as heat and air quality response plans, seismic retrofit policies, and flood-proofing policies	<p>Section 2.4. Objective 1</p> <p>b) Sustainability staff to lead the integration of climate change adaptation considerations into key policies, plans, programs and services, including land-use and development decision-making, city infrastructure design and management; floodplain management, emergency preparedness, natural ecosystem health, agricultural viability, social development planning and economic development</p>
	b)	include policies that discourage new development in current and future hazardous areas to the extent possible through tools such as land use plans, hazard-specific Development Permit Areas, and managed retreat policies, and where development in hazardous areas is unavoidable, mitigate risks	All lands within the City of Richmond are designated as floodplain. All developments in Richmond must comply with the Flood Plain Designation and Protection Bylaw.
Policy 3.4.6	Section	Policy	
		Incorporate climate change and natural hazard risk assessments into planning and location decisions for new municipal utilities, assets, operations, and community services.	<p>Section 2.2 Climate Change Mitigation</p> <p>Objective 1: Reduce GHG Emissions</p> <p>e) maintain corporate energy and emissions programs that identify and advance strategic actions to reduce GHG emissions from City services and operations</p> <p>f) regularly measure and report GHG emissions from City services and operations with evolving methodologies.</p> <p>The City also has the Energy Management Program (EMP) for civic buildings, which focuses on reduction of the overall demand for energy and required for operations and increase the use of renewable</p>

			energy or decarbonize existing building.
Policy 3.4.7	Section	Policy	
		Integrate emergency management, utility planning, and climate change adaptation principles when preparing land use plans, transportation plans, and growth management policies.	<p>Section 2.4 Climate Change Adaptation includes:</p> <p>Objective 1: Increase City and community resiliency to climate change impacts</p> <p>b) integrate climate change considerations for achieving a low-carbon and a climate-prepared City into key policies, plans, programs and services, including the City’s land-use and development policies.</p> <p>This will be further enhanced through the targeted OCP update focusing on climate change and environment in the future.</p>
Policy 3.4.8	Section	Policy	
		Adopt appropriate planning standards, guidelines, and best practices related to climate change and natural hazards, such as flood hazard management guidelines and wildland urban interface fire risk reduction principles.	<p>Section 2.1 Managing Climate Change Response</p> <p>Objective 1: Advance a Climate Change Program that addresses climate change response priorities in a manner that supports the multiple needs of a sustainable community</p> <p>f) review and update policies in a timely manner to integrate evolving climate change knowledge and best practices</p> <p>Objective 2: build community and City capacity to reduce the magnitude of climate change and effectively respond to unavoidable effects.</p> <p>c) advance partnership initiatives among the research community and practitioners to develop and implement climate change best practices that are cost-effective and provide meaningful benefit.</p>

			<p>Section 9</p> <p>Objective 3: proactively implement practices to protect and improve water, air and soil quality</p> <p>n) over time, establish Adaptive Management Principles to better manage foreshore areas in light of the potential impacts of climate change (e.g., sea level rise)</p> <p>This will be further enhanced through the targeted update focusing on environment and climate change in the future.</p>
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Metro 2050 Goal 4: Provide Diverse and Affordable Housing Choices

Proposed Section 3 of the OCP encourages a greater variety of housing types in defined locations by increasing certainty, minimizing risk, expediting approvals and offering assistance to developments that provide significant public benefit. The proposed Growth Management Framework encourages private development to construct secured rental housing and retain, renovate and rehabilitate existing rental development. The OCP also supports the City of Richmond’s Affordable Housing Strategy, which details the Low-End Market Rental Program and other initiatives to secure below-market and non-market housing, and is regularly monitored and updated to reflect current trends and needs.

Goal 4 Targets

Policy with Target	Applicable OCP Policies	Supplementary Information
<p>4.2.7 a) indicate how, within the local context, contribute toward the regional target of having at least 15% of newly completed housing units built within all Urban Centres and Frequent Transit Development Areas combined, to the year 2050, be affordable rental housing units (recognizing that developing affordable rental housing units in transit-oriented locations throughout the urban area is supported)</p>	<p>Section 3.2 Build Better Housing</p> <p>Objective 2: Build More developer-driven housing options that more people can afford</p> <p>b) Prioritize Rental: Encourage developer-driven construction of all forms of secured rental housing</p> <ul style="list-style-type: none"> • Provide the following incentives to new development where residential use is exclusively reserved for rental tenure development in recognition of the significant community benefit provided by the secured rental housing units: <ul style="list-style-type: none"> ▪ Supplementary building height and variable density. ▪ Expedited rezoning and development permit 	<p>The Affordable Housing Strategy (2017-2027) outlines the City’s priorities and actions to increase affordable housing, including Low-End Market Rental (LEMR) housing, and to support those most in need of housing. It includes policies to advance affordable housing development on City-owned lands, implement partnerships and financial incentives to build the capacity of non-profit organizations to own and operate below-market and non-market housing, and measures to offset the costs borne by the for-profit homebuilders who are invested in residential development. The availability of federal funding, through Housing Accelerator Fund, is furthering the ability of the City to add resources</p>

	<p>application review ahead of in-stream applications.</p> <ul style="list-style-type: none"> ▪ Exemption from public art and community planning contributions, and exemption from Amenity Cost Charges for those housing units that are secured at below-market and non-market rates (e.g., Low End Market Rental housing units). ▪ Additional parking reductions, as determined by Council, subject to exhausting all parking rate reduction provisions in the Zoning Bylaw and staff review of site-specific considerations. <p>d) Build Low-End Market Rental (LEMR): continue to secure LEMR units in new multi-family development</p> <ul style="list-style-type: none"> • Secure Low-End Market Rental housing units in market and non-market multi-family development in accordance with Richmond’s Affordable Housing Strategy, or similar Council-endorsed strategy, and the framework for the Low-End Market Rental Housing Program. • Provide development with 60 or less apartment units, townhouse development, and the sixth unit in a 6-unit small-scale multi-unit housing development an option to contribute an equivalent cash contribution to an affordable housing reserve account that is equivalent to the net capital cost of constructing Low-End Market Rental dwelling unit(s). • Secure a secondary suite or an equivalent cash contribution through rezoning applications that would enable subdivision and the development of a net new single-family dwelling, in 	<p>and leverage emerging technology to streamline the review and advancement of residential development applications.</p> <p>The City’s LEMR Program leverages private sector development to deliver built affordable housing units. In smaller-scaled developments, cash contributions in lieu of built affordable housing may be accepted, with funds going into an Affordable Housing Reserve. These funds are used to build non-market housing for some of the most vulnerable members of the community.</p> <ul style="list-style-type: none"> • Each multi-family rezoning application that includes more than 60 residential units is expected to provide a built LEMR unit contribution, the cost of which is offset by way of additional density. The amount of LEMR units (floor area) sought is as follows: <ul style="list-style-type: none"> • Properties located outside of the City Centre, as defined within the City Centre Area Plan, are expected to provide at least 10% of net residential (habitable) floor area as LEMR units; and • Properties located within the City Centre are expected to provide at least 15% of net (habitable) residential floor area as LEMR units.
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	<p>accordance with Richmond’s Affordable Housing Strategy.</p> <ul style="list-style-type: none"> • Encourage development to exceed the minimum provisions for Low-End Market Rental housing in mixed-tenure development (e.g., lower rental rates, increase provision of two- and three-bedroom family-oriented dwellings), which may reduce the floor area secured as market rental housing. • Exempt habitable floor area secured as Low-End Market Rental housing from public art and community planning contributions, and from Amenity Cost Charges in recognition of the significant community benefit provided by the secured rental housing. • Secure all Low-End Market Rental housing in perpetuity by utilizing residential rental tenure zoning and, where applicable, one or more legal agreements, and/or other alternative approaches to the satisfaction of the City. • Prioritize Low-End Market Rental housing units in locations that are near frequent transit service and community assets such as health care and social supports. • Continue to regularly update Richmond’s Affordable Housing Strategy, which outlines the framework for the Low-End Market Rental housing. 	
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Strategy 4.1 Expand the supply and diversity of housing to meet a variety of needs

Policy 4.1.8	Section	Policy	Applicable OCP Policies
	Adopt Regional Context Statements that:		
a)	indicate how you will work towards meeting estimated future housing needs and demand, as determined in their housing needs report or assessment	The City of Richmond’s Housing Needs Report (2024) estimates the City will need to grow by 52,000 new homes between 2021 and	

		2041, which is 31% faster than the previous 10 years. The 2050 OCP complies with this requirement. The 2050 OCP includes a Growth Management Framework that focuses on opportunities to increase the supply of housing options with greater affordability.
b)	articulate how local plans and policies will meet the need for diverse (in tenure, size, and type) and affordable housing options	Proposed Section 1 (Growth Management Framework) and Section 3.2 Objective 1 (Build more housing for new and existing residents) prioritize measures to increase housing supply and variety, maintain livability, incorporate accessibility and streamline approvals (policies a to e)
c)	identify policies and actions that contribute to the following outcomes	See below
i)	increased supply of adequate, suitable, and affordable housing to meet a variety of needs along the housing continuum	Proposed Section 3.2 (Objectives 1, 2 and 3) supports the delivery of more housing supply, the use of various tools to secure a diverse mix of housing types and tenures (including developer incentives and less common ownership rental models), and effective partnerships with government and non-profit interests to help deliver below-market and non-market housing options.
ii)	increased supply of family-friendly, age-friendly, and accessible housing	<p>Policies b and c in proposed section 3.2 under Objective 1 aim to build suitable housing that prioritizes resident health and well-being and accessibility such as policies to encourage minimum of 40% of dwelling units in all multi-family housing to have two or more bedrooms that are suitable for families with children and build more accessible housing for people of all ages and degrees of abilities.</p> <p>Policies for accessible housing will be further enhanced through the targeted update focusing on community equity.</p>
iii)	increased diversity of housing tenure options, such as attainable homeownership, rental, co-op housing, rent-to-own models, and cohousing	Section 3.2 Objective 1 Policy a) Increase supply and variety

		<ul style="list-style-type: none"> ▪ Use the City’s regulatory tools and available resources to secure a diverse mix of housing types and tenures, including alternative ownership and rental housing models, to deliver more housing choices that more households can afford. <p>Proposed Section 3.2 Objective 2 policy e) is to increase options for middle-income households.</p> <ul style="list-style-type: none"> ▪ Support alternative rental and ownership housing models that respond to the needs of middle-income households whose access to market housing is limited due to cost or availability and who do not qualify for non-market housing.
iv)	increased density and supply of diverse ground-oriented and infill housing forms in low-density neighbourhoods, such as duplex, four-plex, townhouse, laneway/coach houses, and apartments, particularly in proximity to transit	Proposed Growth Management Framework (Section 1.6) aims to rebalance growth between inside and outside City Centre by encouraging increased low-rise and ground-oriented housing options in the latter, together with mixed-use village centres that provide hubs for residents’ daily needs and enhanced transit service. Four of the Framework’s five proposed Neighbourhood Types (i.e., City Centre Perimeter, Local Villages, Arterial Connectors and Neighbourhood Residential) provide for significant ground-oriented housing options, including conventional and high-density townhouses and small-scale-multi-unit housing (SSMUH) (e.g., multiplexes, duplexes, detached dwellings, accessory dwellings, secondary suites, rear yard and laneways units).
v)	integration of land use and transportation planning such that households can reduce their combined housing and transportation costs	Proposed Growth Management Framework (Section 1.6) promotes a compact, mixed-use, transit-oriented village approach to guide growth.

		<p>Proposed Section 3.1, Objectives 1 and 2 (Build Better Neighbourhoods), support compact, connected and walkable neighbourhoods with a range of services to meet daily needs.</p> <p>Section 3.2 also includes policies to prioritize rental housing (including market, below-market and non-market housing) in locations that are near frequent transit service and community assets such as health care and social supports (Objective 2 policy b and Objective 3 policy c)</p>
vi)	increased social connectedness in multi-unit housing	<p>Section 11 encourages child and family friendly community through design and land use planning (Objective 1 policy e). The proposed growth framework encourages more compact, connected and inclusive neighbourhoods.</p> <p>These policies will be further articulated and complemented through the targeted update for equity-related policies in the future.</p>
vii)	integrated housing within neighbourhood contexts and high quality urban design	<p>Proposed Section 1.6 proposes a form-based approach to make clear intended built form and building type to ensure the built form and character are complementary to local neighbourhoods. Future detailed village planning and community engagement will advance housing and public realm design objectives (e.g., high street designs, enhanced public spaces, accessible connectivity measures).</p>
viii)	existing and future housing stock that is low carbon and resilient to climate change impacts and natural hazards	<p>The Community Energy and Emissions Plan 2050 includes strategic directions to retrofit existing buildings and encourage carbon neutral new buildings. The action items for existing buildings include implementing GHG performance requirements, developing a heat pump incentive program, exploring policy and program to encourage installation of local carbon mechanical systems,</p>

			and extending district energy service where feasible. Some of the action items for new buildings are accelerating use of low-embedded carbon content materials in new construction and supporting ongoing improvements to energy Step Code regulation and performance standards.
Policy 4.1.9	Section	Policy	Supplementary Information
	Prepare and implement housing strategies or action plans that:		
	a)	are aligned with housing needs reports or assessments, and reviewed or updated every 5-10 years to ensure that housing strategies or action plans are based on recent evidence and responsive to current and future housing needs	Richmond’s 2024 Interim Housing Needs Report provides direction regarding housing needs to 2041, including projected housing supply (e.g., market, below-market and non-market) and choice to meet the needs of the city’s diverse households. This is reflected in the proposed OCP’s Growth Management Framework (Section 1.6) and housing objectives and polices (Section 3.0). Desired outcomes will be supported with Richmond’s 2017-2027 Affordable Housing Strategy (and future updates), which provides direction in response to the current and future affordable housing needs of the community. The Affordable Housing Strategy provides an action-oriented framework for the delivery of housing with a focus on providing housing for priority groups including lone-parent families, multi-generational families, low and moderate income earners, seniors, persons with disabilities, students and vulnerable populations including households on fixed incomes, persons experiencing homelessness, women and children experiencing family violence, individuals with mental health/addiction issues.
	b)	are based on an assessment of local housing market conditions, by tenure, including assessing housing supply, demand, and affordability	The Affordable Housing Strategy (2017-2027) was developed from a review of existing policies and practices in Richmond, best practice research from other cities,

		<p>economic analysis, and input from stakeholders and Richmond residents. The multi-phased process to update the Affordable Housing Strategy began in late 2016 with the creation of a Housing Affordability Profile, informed by research and community consultation from stakeholders and the public, which identified key housing needs. A policy review phase followed, which identified potential policy options for addressing housing needs, informed by consultation with stakeholders on the suitability and practicality of proposed policy options. These stakeholder consultations led to the refinement of proposed policy options into final housing policy recommendations, which serve as the basis of the Affordable Housing Strategy. Future updates to the Strategy to support the OCP, 2024 Interim Housing Needs Report and desired housing outcomes will follow a similar rigorous process.</p>
c)	<p>identify housing priorities, based on the assessment of local housing market conditions, household incomes, changing population and household demographics, climate change and natural hazards resilience, and key categories of local housing need, including specific statements about special needs housing and the housing needs of equity-seeking groups</p>	<p>Proposed Section 3.2 includes various policies to increase opportunities for below-market and non-market rental housing for seniors, households with children, equity-deserving groups and those experiencing or at risk of homelessness.</p> <p>The Affordable Housing Strategy specifically focuses on transitional and supportive housing, non-market rental housing and Low-End Market Rental housing targeted to the priority groups in need (e.g., families with children, low and moderate income earners, low and moderate income seniors, persons with disabilities, and vulnerable populations).</p>
d)	<p>identify implementation measures within their jurisdiction and financial capabilities, including actions set out in Action 4.1.8</p>	<p>Proposed Section 3 (Neighbourhoods and Housing) includes policies that align with outcomes listed under Policy 4.1.8.</p>

			<p>Examples include:</p> <p>Section 3.1 Objective 1</p> <p>a) increase supply and variety</p> <p>b) maintain livability (e.g. generally, 40% of dwelling units should have two or more bedrooms)</p> <p>c) incorporate accessibility (e.g., require aging-in-place features in all multi-family dwelling units, require convertible features in all multi-storey multi-family dwelling units)</p> <p>d) Streamline approvals: Continue to simplify, streamline and improve transparency of the development review processes. (e.g. update design guidelines, pre-zoned land, pre-service lands, and pre-approved multi-unit housing templates)</p> <p>e) Lower costs: Support practices that lower costs associated with construction and operation (e.g., financing options, low-rise wood construction costs, energy-efficient designs)</p> <p>The proposed OCP supports the Affordable Housing Strategy’s strategic direction encouraging the use of regulatory tools to encourage a diverse mix of housing types and tenures and maximize City resources and financial tools. The City will continue to secure Low-End Market Rental housing (e.g., legal agreements and residential rental tenure zoning) and, where applicable, provide for voluntary developer cash contributions in lieu of on-site construction of Low-End Market Rental units (which funds shall go to the City’s affordable housing reserve fund to facilitate the City’s construction of affordable dwellings elsewhere in Richmond).</p>
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Strategy 4.2 Protect tenants and expand, retain, and renew rental housing supply

	Section Policy	Applicable OCP Policies	
Policy 4.2.7	Adopt Regional Context Statements that:		
	a)	indicate how they will, within their local context, contribute toward the regional target of having at least 15% of newly completed housing units built within all Urban Centres and Frequent Transit Development Areas combined, to the year 2050, be affordable rental housing units (recognizing that developing affordable rental housing units in transit-oriented locations throughout the urban area is supported)	<i>Please provide response in Targets section</i>
	b)	articulate how local plans and policies will mitigate impacts on renter households, particularly during redevelopment or densification of Urban Centres and Frequent Transit Development Areas	Proposed Section 3.2 Objective 2 policy a) is to protect existing stock of secured rental housing and minimize displacement of those who live in rental housing.
	c)	identify the use of regulatory tools that protect and preserve rental housing	<p>Proposed Section 3.2 Objective 2 identifies various tools to protect and preserve rental housing inclusionary zoning and density bonusing.</p> <p>Policy a) Preserve Rental includes:</p> <ul style="list-style-type: none"> o Continue to exclusively provide rental housing on the site when a purpose-built rental development is replaced, ensuring 1:1 replacement of the rental units with secured Low-End Market Rental units, or housing with greater depths of affordability, to the satisfaction of the City, with the same number of bedroom units and the same number of ground-oriented units as originally located on the site. o Replace existing rental units in a mixed-tenure development with secured Low-End Market Rental units at a 1:1 replacement rate with replacement units having the same number of bedroom units and the same number of ground-oriented units as originally located on the site.
	d)	identify policies and actions that contribute to the following outcomes:	See below
	i) increased supply of affordable rental housing in proximity to transit and on publicly-owned land	Proposed Section 3.1, Objectives 1 and 2 (Build Better	

			Neighbourhoods) supports a form-based approach to incentivize the construction of rental housing and greater depths of affordability. Emphasis is placed on areas outside the downtown, including transit-oriented villages, along arterial roads and the redevelopment of aging, low density multi-family sites, with particular support for development involving land owned by the City, government interests and non-profits. This approach is consistent with the Affordable Housing Strategy, which aims to increase the amount of affordable units located in close proximity to the Canada Line and along Frequent Transit Routes on major arterial road and use City-owned land for affordable housing (Policy 1.8 & 2.1)
ii)	increased supply of market and below-market rental housing through the renewal of aging purpose-built rental housing and prevention of net rental unit loss		Proposed Section 3.2 policies encourage renewal, renovation and rehabilitation and regular maintenance over redevelopment of rental development and to replace existing rental units with new secured affordable housing at a 1:1 replacement rate, having the same number of bedroom units and the same number of ground-oriented units as originally located on the site.
iii)	protection and renewal of existing non-market rental housing		Proposed Section 3.2 Objective 2 b) Build Low-End Market Rental housing <ul style="list-style-type: none"> ○ Secure Low-End Market Rental housing units in market and non-market multi-family development in accordance with Richmond’s Affordable Housing Strategy, or similar Council-endorsed strategy, and the framework for the Low-End Market Rental Housing Program. <p>The Affordable Housing Strategy sets out specific strategic directions that the City will take to address housing affordability that respond</p>

		to the identified housing priority groups in housing need. The framework supports the City of Richmond’s overall balanced approach to securing cash contributions to support the creation of non-market rental units and securing built low-end market rental (LEMR) units through development.
iv)	mitigated impacts on renter households due to renovation or redevelopment, and strengthened protections for tenants	Proposed Section 3.2 includes policies to protect tenants from eviction due to renovation by encouraging property owners to undertake maintenance, repair and renovation while the tenant(s) continue to live in the unit or provide the tenant(s) with temporary alternate accommodation at the same rental rate before returning to the units, and support tenants living in buildings proposed for strata conversion/redevelopment by applying a consistent process to evaluate the development application and mitigating the impacts of being displaced by requiring a Tenant Relocation Plan, in addition to being subject to the standard application review process (Objective 2 Policy a)
v)	reduced energy use and greenhouse gas emissions from existing and future rental housing stock, while considering impacts on tenants and affordability	Proposed Section 3.2 includes a policy to encourage retention, renovation, rehabilitation (e.g., energy upgrades) of older housing stock that is in good condition, which generally provides a more affordable ownership or rental option compared to newer construction (Objective 2 Policy a) The City’s Community Energy and Emissions Plan (CEEP) includes a strategic direction to retrofit existing buildings. Specific actions include to create a Richmond building retrofit plan, set enhanced energy and emission standards for existing buildings, participate in regional building retrofit initiatives, create incentives and remove

			barriers to low carbon energy retrofits (e.g., heat pump incentive program).
Policy 4.2.8	Section	Policy	Supplementary Information
	Prepare and implement housing strategies or action plans that:		
	a)	encourage the supply of new rental housing and mitigate or limit the loss of existing rental housing stock	Proposed Section 3.2 includes policies to prioritize rental and encourage developer-driven construction of all forms of secured rental housing. It includes incentives to new developments with 100% market rental (e.g. additional density and parking reduction). The existing and proposed OCP include policies to encourage renewal, renovation and rehabilitation and regular maintenance over redevelopment of rental development and to replace existing rental units with new secured affordable housing at a 1:1 replacement rate, having the same number of bedroom units and the same number of ground-oriented units as originally located on the site (Objective 2 Policy a)
	b)	encourage tenant protections and assistance for renter households impacted by renovation or redevelopment of existing purpose-built rental housing	Proposed Section 3.2 includes policies to protect residents from eviction due to renovation by encouraging property owners to undertake maintenance, repair and renovation while the tenant(s) continue to live in the unit or provide the tenant(s) with temporary alternate accommodation at the same rental rate before returning to the units, and support tenants living in buildings proposed for strata conversion/redevelopment by applying a consistent process to evaluate the development application and mitigating the impacts of being displaced by requiring a Tenant Relocation Plan, in addition to being subject to the standard application review process (Objective 2 Policy a)
c)	cooperate with and facilitate the activities of Metro Vancouver Housing under Action 4.2.2	Proposed Section 1.6, Growth Management Framework, and Section 3.1, Build Better	

			<p>Neighbourhoods, include new Neighbourhood Types and form-based development incentives that are supportive of four- to six-storey apartment buildings, generally consistent with Metro Vancouver’s Digitally Accelerated Standardized Housing (DASH) initiative.</p> <p>Proposed Section 3.1 (Neighbourhood Types) and Section 3.2 (Effective Partnerships) include land use designations (e.g., Complete Village Space Overlay) and policies supporting the intensification of existing aging multi-family sites, particularly where this complements local neighbourhoods, offers innovative cost-effective solutions (e.g., wood construction) and delivers increased housing supply, choice, affordability, resiliency and inclusiveness.</p> <p>In addition, the Affordable Housing Strategy identifies Metro Vancouver as a key partner and notes that the estimates in the Regional Affordable Housing Strategy provide guidance to municipalities in the long-range planning. The vision, goals, strategies and recommended actions in the regional Affordable Housing Strategy were considered in developing the Strategy.</p>
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Strategy 4.3 Meet the housing needs of lower income households and populations experiencing or at risk of homelessness

Policy 4.3.7	Section	Policy	Applicable OCP Policies	
	Adopt Regional Context Statements that:			
	a)	indicate how they will collaborate with the Federal Government, the Province, and other partners, to assist in increasing the supply of permanent, affordable, and supportive housing units	<p>Proposed Section 3.2 Objective 3: Build more below-market and non-market housing with effective partnership</p> <p>The proposed policies include:</p> <ul style="list-style-type: none"> a) Embed Flexibility: Optimize government and non-profit agency housing initiatives to prioritize below-market and non-market housing. b) Prepare for development: Advance a project ready environment to support construction of below-market and non-market housing. c) Expand opportunities: Continue to create new avenues to support building more below-market and non-market housing. d) Steward priority projects: Allocate resources to support below-market and non-market housing projects. e) Foster Community Support: Build a supportive community environment for below-market and non-market housing. 	
b)	identify policies and actions to partner with other levels of government and non-profit organizations in order to create pathways out of homelessness and contribute to meeting the housing and support needs of populations experiencing or at risk of homelessness	<p>Proposed Section 3.2 Objective 3: Build more below-market and non-market housing with effective partnership</p> <p>The proposed policies include:</p> <ul style="list-style-type: none"> a) Embed Flexibility: Optimize government and non-profit agency housing initiatives to prioritize below-market and non-market housing. b) Prepare for development: Advance a project ready environment to support construction of below-market and non-market housing. 		

Policy 4.3.8			<p>c) Expand opportunities: Continue to create new avenues to support building more below-market and non-market housing.</p> <p>d) Steward priority projects: Allocate resources to support below-market and non-market housing projects</p> <p>e) Foster Community Support: Build a supportive community environment for below-market and non-market housing.</p> <p>The City has adopted the Richmond Homelessness Strategy in 2019 to guide the city’s efforts in addressing homelessness over a ten-year period.</p>
	Section	Policy	Supplementary Information
	Prepare and implement housing strategies or action plans that		
	a)	identify opportunities to participate in programs with other levels of government to secure additional housing units to meet the housing needs of lower income households	<p>Section 3.2 Objective 3 policy a) Build more below-market and non-market housing with effective partnership</p> <ul style="list-style-type: none"> ○ Align City processes with other government and agency programs that prioritize renewal and construction of housing that prioritizes vulnerable populations. ○ Establish partnerships with government housing organizations (e.g., Canada Mortgage and Housing Corporation, BC Housing, Indigenous housing societies, Metro Vancouver Housing Corporation).
b)	identify strategies to increase community acceptance and communicate the benefits of affordable and supportive housing development	<p>Proposed Section 3.2 includes policies to build a supportive community environment for non-market housing. The policies include supporting housing related events and workshops to encourage information sharing and build awareness regarding housing affordability challenges in the City, defining good neighbour practices, developing design guidelines that incorporate context specific considerations for building</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 Goal 5: Support Sustainable Transportation Choices

The proposed OCP includes a transit-oriented village framework to help address affordability and inequity by locating jobs,-amenities and shops within a short walk or roll of transit and housing options suitable for diverse households and all stages of life. The 2050 target is to ensure 90% of Richmond residents live within 20-minute walk or roll (1.6 km) of a transit-oriented mixed-use village centre able to support residents’ daily needs. Section 8 (Mobility and Access) includes objectives and policies to support a sustainable transportation choices.

Strategy 5.1 Coordinate land use and transportation to encourage transit, multiple-occupancy vehicles, cycling and walking

	Section	Policy	Applicable OCP Policies
Policy 5.1.14	Adopt Regional Context Statements that:		
	a)	identify land use and transportation policies and actions to encourage a greater share of trips made by transit, shared mobility options, cycling, walking, and rolling	Proposed Section 3.1 includes objectives and policies to build a transit-oriented village framework and make walking and rolling (e.g., bicycle, scooter, wheelchair) the preferred choices for most short trips, including getting to and from transit, for people of all ages and abilities. Objective 1: Build a transit-oriented village framework It includes policies to encourage growth in preferred places (policy a) by promoting growth and new housing development near transit including within a 10-

			<p>minute walk (800 m) of the Capstan , Lansdowne and Brighthouse Canada Line stations, and easy walking distance of TransLink’s planned major transit network improvements, and b) promoting conveniently compact communities and c) encouraging comfortable connected places and spaces.</p> <p>Section 8 (Mobility and Access) includes objectives and policies to transition to a more sustainable transportation system.</p> <p>Section 8.1 (Road Network)</p> <p>Objective 1: Reduce the reliance on private vehicle travel by increasing the priority of walking, rolling, cycling, and transit within the road network (policies a to e)</p> <p>Objective 2: Encourage sustainable travel by enhancing the safety, comfort and accessibility of the transportation system for vulnerable road users (policies a to d)</p> <p>Section 8.2 (Transit)</p> <p>Objective 1: Make transit the preferred travel choice of Richmond’s transportation system (policies a and b)</p> <p>Objective 2: Enhance the appeal of transit service with supporting amenities (policies a to f)</p> <p>Section 8.3 (Walking)</p> <p>Objective 1: Foster a culture where people choose to walk for transportation and for health (policies a and b)</p> <p>Objective 2: expand and enhance the network for walking and</p>
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			<p>rolling (scooters, skates and other personal low-powered travel modes) (policies a to i)</p> <p>Objective 3: Expand and improve walking and rolling connections to Neighbourhood Centres.</p> <p>Section 8.4 Cycling</p> <p>Objective 1: Encourage more bike trips by providing a safe and cohesive cycling network (policies a to i)</p> <p>Objective 4: Create a culture where cycling is seen as a normal, convenient and desirable travel option (Policies a to d)</p> <p>Section 8.5 Transportation Capacity and Demand Management</p> <p>Objective 1: Manage travel demand at its source to reduce private vehicle trips (policies a to e)</p> <p>Objective 2: Use existing parking capacity more efficiently and as a tool to reduce private vehicle use (policies a to f)</p>
b)		<p>support the development and implementation of transportation demand management strategies, such as: parking pricing and supply measures, transit priority measures, end-of-trip facilities for active transportation and micro-mobility, and shared mobility services</p>	<p>Section 8.5 includes objectives and policies to optimize transportation system and manage travel demand to support the transition to a reduced reliance on cars.</p> <p>Objective 1: Manage travel demand at its source to reduce private vehicle trips (policies a to e)</p> <p>Objective 2: Use existing parking capacity more efficiently and as a tool to reduce private vehicle use (policies a to f)</p> <p>Objective 3: Optimize the performance of the</p>

		<p>transportation system (policies a to c)</p> <p>Zoning Bylaw was updated in 2022 to allow reduction (up to 20%) in parking with the provision of transportation demand management measures. Further, the Zoning Bylaw was updated in 2024 to remove minimum rates for residential parking within areas affected by Richmond’s Transit-Oriented Areas Bylaw (except accessible parking), in accordance with provincial legislation.</p>
c)	manage and enhance municipal infrastructure in support of transit, multiple-occupancy vehicles, cycling, walking, and rolling	Section 8 includes policies encourage sustainable travel by enhancing the safety, comfort and accessibility of the transportation system for vulnerable road users (e.g., pedestrians, the mobility challenged, cyclists).
d)	support the transition to zero-emission vehicles	Objective 4 in Section 8 is to support the adoption of plug-in electric vehicles and other vehicle technologies that can emit zero greenhouse gas and air contaminant emissions. Policies are to support the provision of electric vehicle charging infrastructure and networks.
e)	support implementation of the Regional Greenway Network and Major Bikeway Network, as identified in Map 10	Section 8 includes Objective 1: encourage more bike trips by providing a safe and cohesive cycling network. (Policies a to i) It includes the Cycling Network Map with major bike routes and greenways. Policies a to e support the implementation of an expanded bike route network.
f)	support implementation of local active transportation and micro-mobility facilities that provide direct, comfortable, all ages and abilities connections to the Regional Greenway Network, Major Bikeway Network, transit services, and everyday destinations	<p>Section 8.2</p> <p>Objective 3: expand and enhance the network for walking and rolling (scooters, skates and other personal low-powered travel modes) and enhance the appeal of sustainable travel. Policies include to improve the connectivity of the pedestrian</p>

			and rolling network (e.g., sidewalks, neighbourhood links, greenways, trails) by placing a high priority on filling in missing gaps (e.g., discontinuous sidewalks)
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Strategy 5.2 Coordinate land use and transportation to support the safe and efficient movement of vehicles for passengers, goods, and services

	Section	Policy	Applicable OCP Policies
Policy 5.2.6	Adopt Regional Context Statements that:		
	a)	identify routes on a map for the safe and efficient movement of goods and service vehicles to, from, and within Urban Centres; Frequent Transit Development Areas; Major Transit Growth Corridors; Industrial, Employment, and Agricultural lands; ports; airports; and international border crossings	<p>Section 8.1</p> <p>Objective 3: optimize the existing road network to improve circulation and goods movement and reduce the need for added road capacity. Policies include:</p> <p>a) implement road improvements identified in the City Centre Transportation Plan to reduce congestion and improve circulation in the city core;</p> <p>b) use a hierarchy of local to major roads that directs through traffic to major roads, allows local circulation in areas of intense land use activity and minimizes traffic intrusion into residential neighbourhoods;</p> <p>c) require shared access and lanes parallel to major roads to discourage individual driveways that impede through traffic flow and create safety hazards for transit, cyclists and pedestrians;</p> <p>d) support the implementation of improvements along Highway 99, including an upgraded interchange at Steveston Highway, to enhance local circulation and connectivity, increase safety and improve goods movement;</p> <p>e) implement timely road improvements for goods</p>
	b)	identify land use and related policies and actions that support the optimization and safety of goods movement via roads, highways, railways, aviation, short sea shipping, and active transportation	
	c)	support the development of local and regional transportation system management strategies, such as the provision of information to operators of goods and service vehicles for efficient travel decisions, management of traffic flow using transit priority measures, coordinated traffic signalization, and lane management	
	d)	identify policies and actions that support the protection of rail rights-of-way, truck routes, and access points to navigable waterways in order to reserve the potential for goods movement	
	e)	identify policies and actions to mitigate public exposure to unhealthy levels of noise, vibration, and air pollution associated with the Major Road Network, Major Transit Network, railways, truck routes, and Federal / Provincial Highways	

			<p>movement, particularly in commercial and industrial areas, to support and promote economic activities;</p> <p>f) implement new and proven technological measures (such as traffic signal preemption) to continually improve access and minimize response times for emergency services;</p> <p>g) limit the expansion of travel lane capacity for single-occupant private vehicles at all regional and provincial bridges/highways and give priority to transit, trucks and high-occupancy vehicles.</p>
f)		<p>identify policies and actions that anticipate the land and infrastructure requirements for goods movement and drayage, such as truck parking, zero-emission vehicle charging infrastructure, and e-commerce distribution centres, and mitigate any negative impacts of these uses on neighbourhoods</p>	<p>Section 6.2 Objective Specific Employment Lands Policies</p> <p>Objective 1: Asia-Pacific Gateway</p> <p>c) improve road infrastructure to achieve efficient truck movement</p> <p>Section 8.1 Road Network</p> <p>Objective 3: Optimize the existing road network to improve circulation and goods movement and reduce the need for added road capacity</p> <p>d) Support the implementation of improvements along Highway 99, including an upgraded interchange at Steveston Highway, to enhance location circulation and connectivity, increase safety and improve goods movement</p> <p>e) implement timely road improvements for goods movement, particularly in commercial and industrial areas, to support and promote economic activities</p> <p>g) limit the expansion of travel lane capacity for single-occupant</p>

			<p>private vehicles at all regional and provincial bridges/highways and give priority to transit, trucks and high-occupancy vehicles</p> <p>Section 8.5: Transportation Capacity and Demand Management</p> <p>Objective 4: Support the adoption of plug-in electric vehicles and other vehicle technologies that can emit zero greenhouse gas and air contaminant emissions</p> <p>a) support the use of plug-in electric vehicles, including bicycles and mobility scooters, through the provision of electric vehicle charging infrastructure in new residential, commercial and mixed-use developments</p> <p>b) Support the renovations of existing buildings to facilitate the integration of electric vehicle charging infrastructure</p> <p>c) support the ongoing development of publicly accessible electric vehicle charging infrastructure networks, including expanding the city-owned network of public electric vehicle charging stations.</p>
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Metro 2050 Implementation

Metro 2050 includes some policies that can be used if the Member Jurisdiction includes language permitting them, either below or in statements elsewhere in the RCS.

	Policy	Member Jurisdiction Response
Policy 6.2.7	<p>A Member Jurisdiction may include language in its Regional Context Statement that permits amendments to the municipality's Official Community Plan to adjust the boundaries of regional land use designations within the Urban Containment Boundary, as follows:</p> <p>a) the Member Jurisdiction may re-designate land from one regional land use designation to another regional land use designation, only if the aggregate area of all proximate sites so re-designated does not exceed one (1) hectare;</p> <p>b) notwithstanding section 6.2.7 (a), for sites that are greater than one (1) hectare and less than three (3) hectares in area, the Member Jurisdiction may redesignate land:</p> <ul style="list-style-type: none"> • from Industrial to General Urban regional land use designation, if the site is contiguous with an Industrial site and the developable portion of the site will be predominantly within 150 metres of an existing or approved rail rapid transit station; or • from Industrial to Employment regional land use designation if the developable portion of the site will be predominantly within 250 metres of an existing or approved rail rapid transit station, <p>provided that:</p> <ul style="list-style-type: none"> • the re-designation does not impede rail, waterway, road, or highway access for industrial uses; and • the aggregate area of all proximate sites so re-designated does not exceed three (3) hectares; <p>c) the aggregate area of land affected by all re-designations under section 6.2.7 (a) and (b) together cannot exceed two (2) percent of the Member Jurisdiction's total lands within each applicable regional land use designation as of July 29, 2011.</p>	<p><i>The RCS hereby permits this.</i></p>
Policy 6.2.8	<p>A Member Jurisdiction may include language in its Regional Context Statement that permits amendments to its Official Community Plan to adjust the boundaries of Urban Centres and Frequent Transit Development Areas, provided such boundary adjustments meet the guidelines set out in Table 3 (Guidelines for Urban Centres and Frequent Transit Development Areas) of the Regional Growth Strategy.</p>	<p><i>The RCS hereby permits this.</i></p>