

# CITY OF RICHMOND

## Official Community Plan

### Targeted Update 2050

#### Richmond is growing!

*The City is updating specific areas of the Official Community Plan (OCP) and we invite you to participate!*

The OCP Update process looks out to 2050 (25 years) and proposes new land use policies to:



Direct growth where it can benefit the community most



Deliver more housing affordability, supply and choices



Support a more equitable community



Strengthen the land use response to climate change



Enhance Richmond's environment and natural assets

#### Drop by one of our Open Houses

The OCP display boards will be available for viewing in the City Hall Galleria during business hours from Wednesday, June 11 to Friday, July 18, 2025.

##### Wednesday, June 18

Steveston Community Centre  
4111 Moncton Street  
6:00 to 8:30pm

##### Saturday, June 21

CF Richmond Centre  
6551 No. 3 Road  
(near Old Navy)  
10:00am to 9:00pm

##### Tuesday, June 24

City Hall Galleria  
6911 No. 3 Road  
noon to 2:30pm  
(staff presentation at 1:00pm)  
and  
6:00 to 8:30pm  
(staff presentation at 7:00pm)

##### Wednesday, June 25

Hamilton Community Centre  
5140 Smith Drive  
6:00 to 8:30pm

##### Wednesday, July 2

South Arm Community Centre  
8880 Williams Road  
4:30 to 7:00pm

##### Thursday, July 3

Cambie Community Centre  
12800 Cambie Road  
11:00am to 1:30pm

##### Wednesday July 9

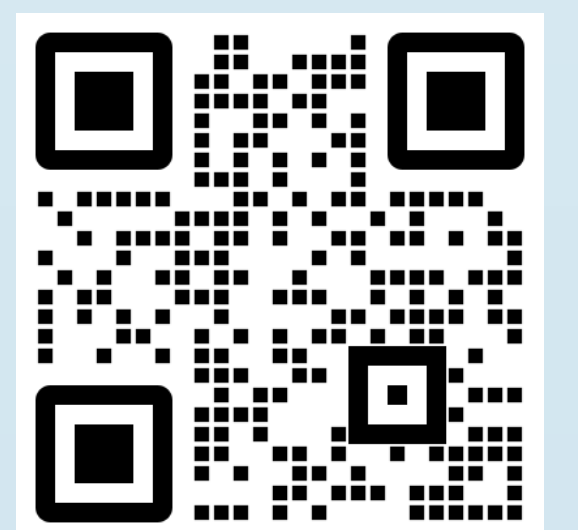
Thompson Community Centre  
5151 Granville Avenue  
4:30 to 7:00pm

#### Share Your Feedback

Complete the survey by 11:59pm on Sunday, July 20, 2025.

Visit the project website for the SURVEY and more information:

[LetsTalkRichmond.ca/ocp2050-phase2](https://LetsTalkRichmond.ca/ocp2050-phase2)





# OCP Update 2050

## What is the Official Community Plan?

The Official Community Plan (OCP) describes a long-term vision for the community and guides decision-making concerning growth and change.

*The foundation of the OCP is Richmond's vision to become the "most appealing, livable, and well-managed community in Canada".*

The OCP Update process looks out to 2050 (25 years). Future updates will occur every five years to ensure the OCP stays on track and responds to emerging issues, opportunities and community needs.

## What role does housing play?

The Province requires that municipalities update their OCPs by December 31, 2025, to align with the findings of their 2024 Interim Housing Needs Report. Richmond's 2024 Report projects that the city will need to grow by 52,000 new dwellings between 2021 and 2041, which is 31% faster than the previous 10 years (i.e., 2,600 versus 1,980 new units annually). The OCP Update aims to direct growth to deliver increased housing supply, choice and affordability, and support a more inclusive, livable and resilient community.

## What other topic areas are targeted?

In addition to housing, the OCP Update focuses on three inter-related areas: **equitable communities**, **climate mitigation and adaptation**, and **environmental protection and enhancement**. Urgency to address challenges in these areas has grown since the OCP was last updated in 2012, and it is critical they are not overlooked in the face of the Province's housing actions.

## What about other community needs?

What you tell us about the current proposal will help make clear what else needs to be addressed. Those other topics, including parks and community centres, employment, transportation and other topics, will be the subject of future planning and public engagement.

## How will Richmond change?

The OCP Update proposes a **Growth Management Roadmap** to support the right types of growth in the right locations. This means directing residential growth away from important agricultural, employment and natural areas, and promoting the development of more walkable, transit-oriented communities in downtown and along arterial roads.





# Public Consultation: What did we hear?

In the fall of 2024, the City began its first phase of public awareness and consultation regarding the OCP Update. This included 740 interactions with people through nine pop-up events, four public open houses, five Advisory Committee meetings, public photo submissions, and a survey and Q & A on Let's Talk Richmond.

Based on these public engagement activities, and working with the framework of the OCP Update, the following themes emerged:



## Housing Affordability

Overall, there was support for increasing housing diversity and affordability, a balanced approach to density, infrastructure upgrades, and improved access to services and amenities.

Concerns included housing affordability, traffic challenges, school capacity, and the lack of adequate active transportation options outside downtown.



## Climate Mitigation and Adaptation

A focus emerged regarding protective measures to address extreme weather events and the need to balance this with housing priorities.



## Equitable Communities

Overall, there was a strong sense of community and safety, with an emphasis on wanting to foster equity-supporting policies and improve local community services.

There was a desire for better support for individuals at risk of or experiencing homelessness, crime reduction and cultural inclusivity.



## Environmental Protection and Enhancement

Appreciation was voiced for Richmond's extensive park systems, ecologically significant areas, natural spaces, and dike management strategy.

Suggestions were made for stronger environmental protection, urban forestry (e.g., tree planting) and climate adaptation strategies.



# Growth Management Roadmap

## Guiding Principles

While the OCP remains relevant, today's housing, equity, climate and environmental challenges are complex, and legislation recently enacted by the Province has changed the planning tools available to the City.

To address this, a Growth Management Roadmap is proposed to:

- Direct growth away from lands important for agriculture, jobs, nature and sequestering carbon (i.e., to reduce greenhouse gas emissions);
- Promote growth that supports complete, inclusive, resilient communities; and
- Enhance access to nature and ecological health across the city.

# 1

### Learn from City Centre Successes

#### Optimize planning outcomes

- Proactively directing density and uses to support the right types of growth in the right locations;
- Maximizing transparency to increase community buy-in, reduce risk and minimize land speculation; and
- Leveraging development to deliver key community needs hand-in-hand with new housing construction.

# 2

### Rebalance Growth

#### Promote compact urban development that balances growth between inside and outside downtown

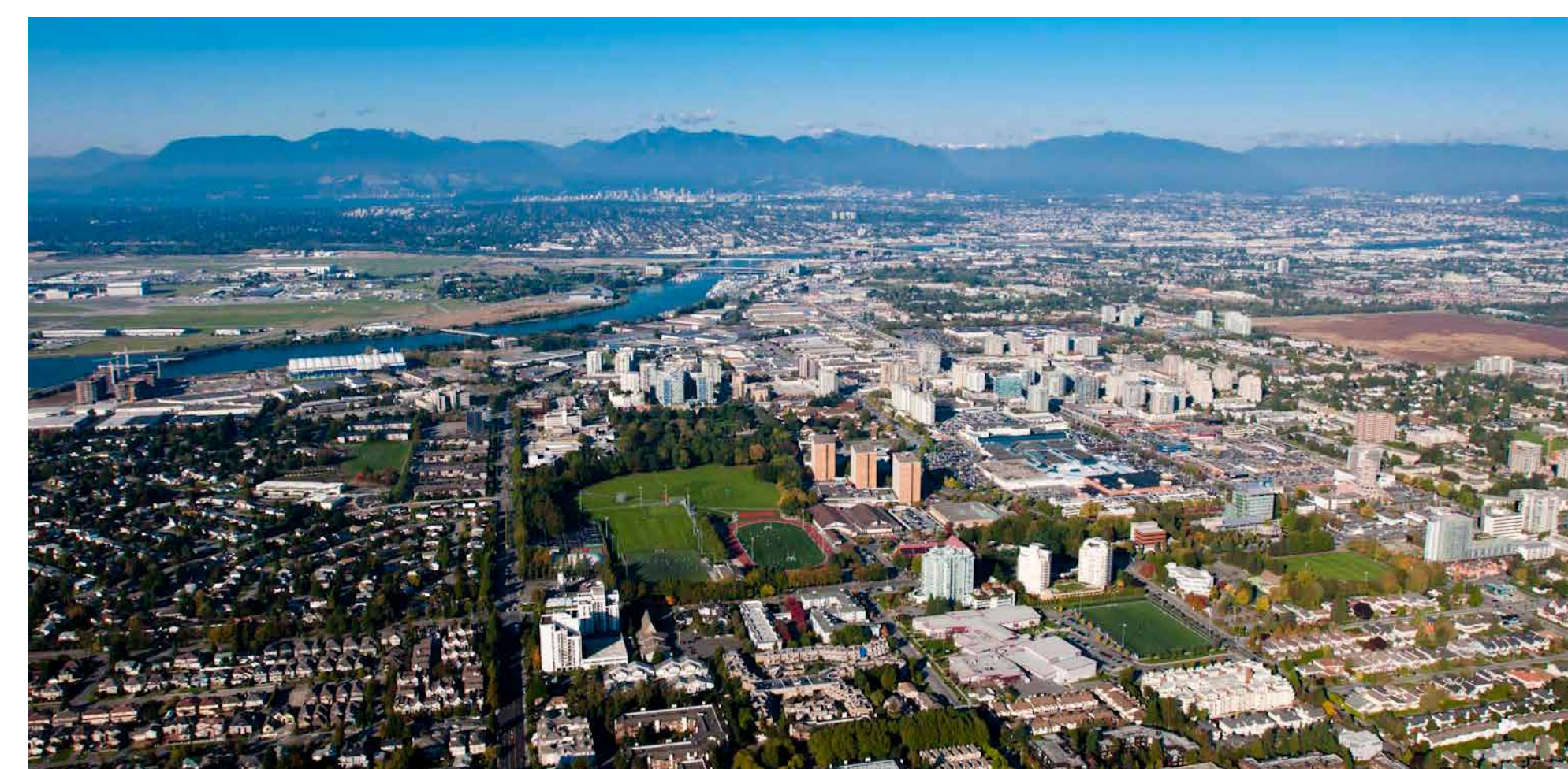
- Discourage sprawl into important ecological, agriculture and employment lands and enhance natural assets and greening in developing areas;
- Support the continued development of Richmond's high density, high amenity City Centre; and
- Support the transition of suburban areas to more walkable, mixed-use, transit-oriented communities with the introduction of more multi-family housing.

# 3

### Build Complete, Connected Communities

#### Provide for more than 80% of residents to live within a 20-minute walk or roll (1.6 km) of a compact, mixed-use, urban village to:

- Prioritize and enhance connectivity via walking, rolling, biking and transit, linking existing and future residents with their daily needs, including community centres and parks;
- Enhance affordability, resiliency and equitable access to housing, shops (including healthy food stores) and amenities by locating residents near their daily needs; and
- Support City objectives to reduce community-based greenhouse gas (GHG) emissions by 50% by 2030 (e.g., by reducing car use and construction waste) and reach net zero emissions by 2050.



## What are Richmond's key growth challenges?

### Rapid growth

Richmond's 2024 Interim Housing Needs Report projects that the city will require an average of 2,600 new dwellings annually to meet the needs of new and existing residents. This is 31% faster than the last 10 years, which saw an average of 1,980 new units built annually.

### Unbalanced growth

Since 2013, almost 70% of new housing has been in downtown concrete high-rises. The Province's "Transit-Oriented Areas" (TOA) legislation seeks to intensify downtown growth, while suburban areas remain largely unchanged. This can affect the ability to find the right housing in the right place at the right price, while impacting natural assets in high growth areas.

### Development pressures

Rapid growth and a lack of undeveloped land for housing may increase development pressures on natural areas, older rental housing stock, lands needed for employment, and agriculture, and peat lands needed to sequester carbon (i.e., to prevent the release of greenhouse gas (GHG)).

### Car dependency

Outside downtown, approximately 28% of residents live within a 5- to 10-minute walk (400+ m) of frequent transit service (every 15 minutes or better). Car dependency contributes to environmental, affordability and social issues, including more GHG emissions and less equity, inclusivity, transit service and walkability.

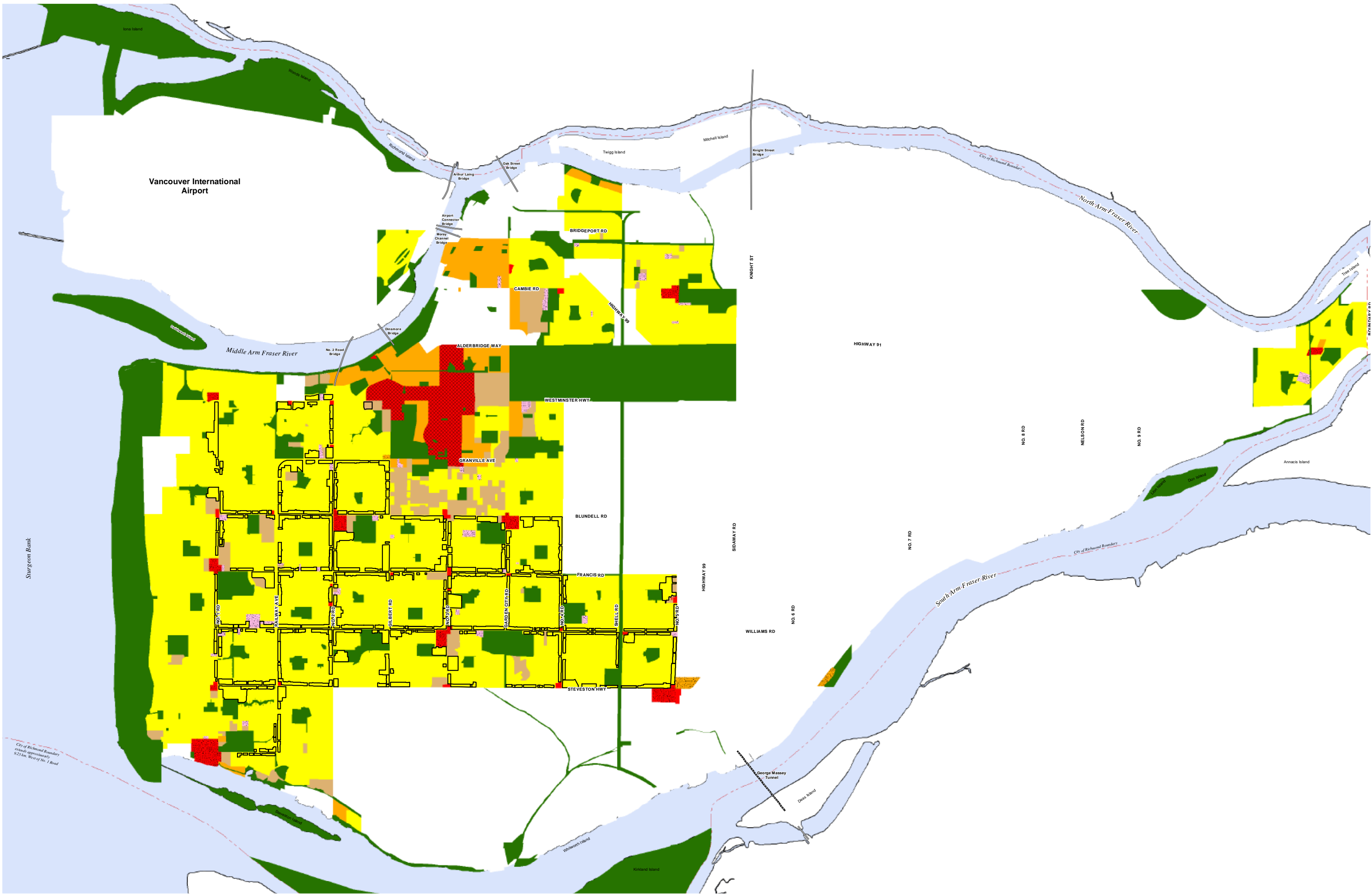


# The Right Growth in the Right Place

Richmond has enough land zoned to accommodate the 52,000 new dwellings that the City’s 2024 Interim Housing Needs Report projects will be needed by 2041. This is largely due to the Province’s Small-Scale Multi-Unit Housing (SSMUH) legislation (Bill 44), which required the City to rezone almost 27,000 single-family and duplex lots to allow up to 3, 4 or 6 units each (depending on lot size and proximity to frequent transit service). However, SSMUH cannot meet all of Richmond’s diverse housing needs.

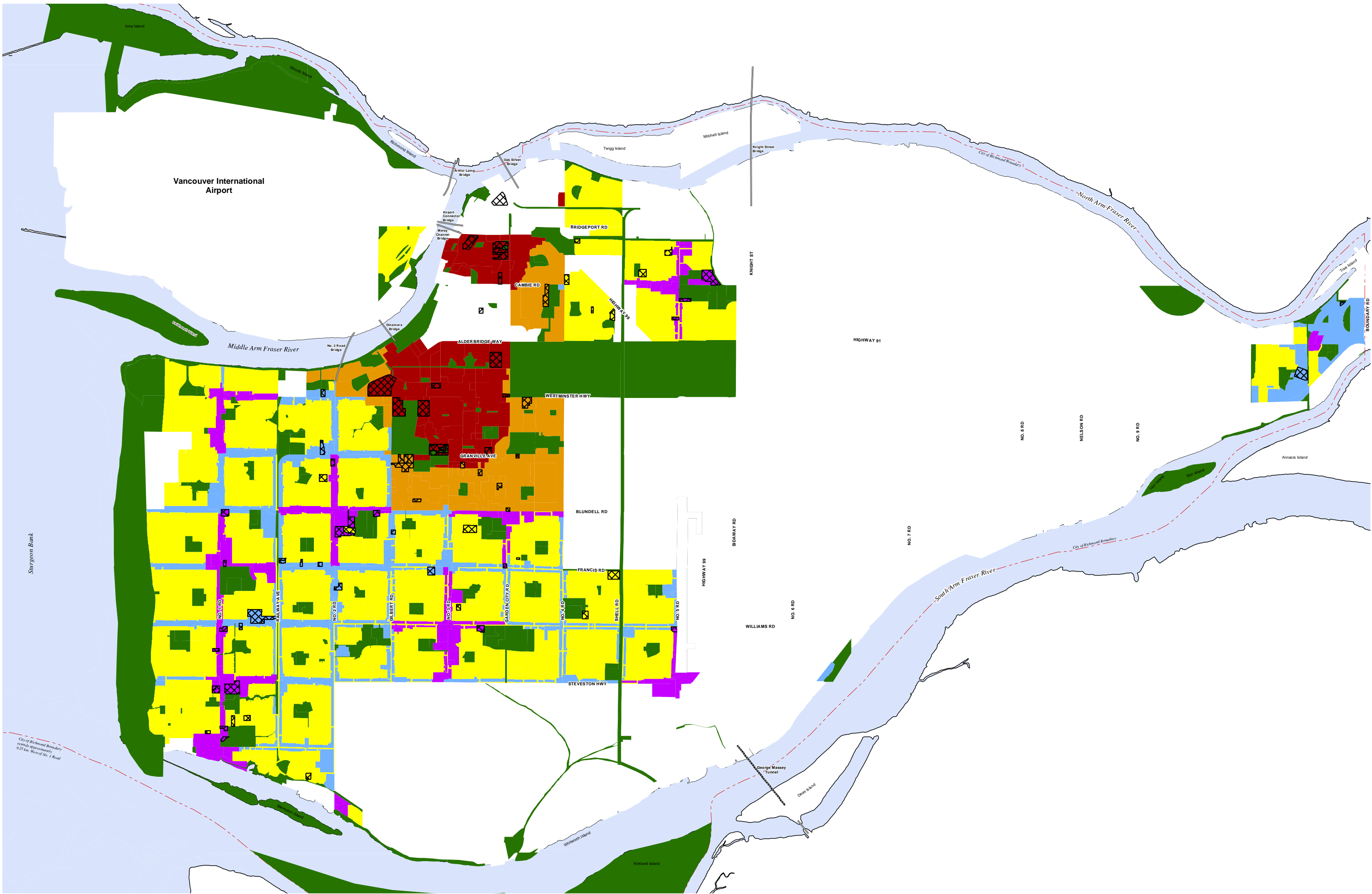
To address this, the Growth Management Roadmap proposes a **transit-oriented urban village framework** and five associated **Neighbourhood Types** to help direct the right types of growth to the right places.

*A network of walkable, mixed-use villages will support compact growth, better transit and more inclusive, resilient communities.*



### Richmond Today

The current OCP promotes the development of transit-oriented, walkable urban villages near the Canada Line and downtown amenities.



### Proposed Growth Management Roadmap

The proposed OCP Update aims to build on the success of the City Centre by encouraging smaller, walkable, transit-oriented villages near existing shopping centres and amenities outside downtown.





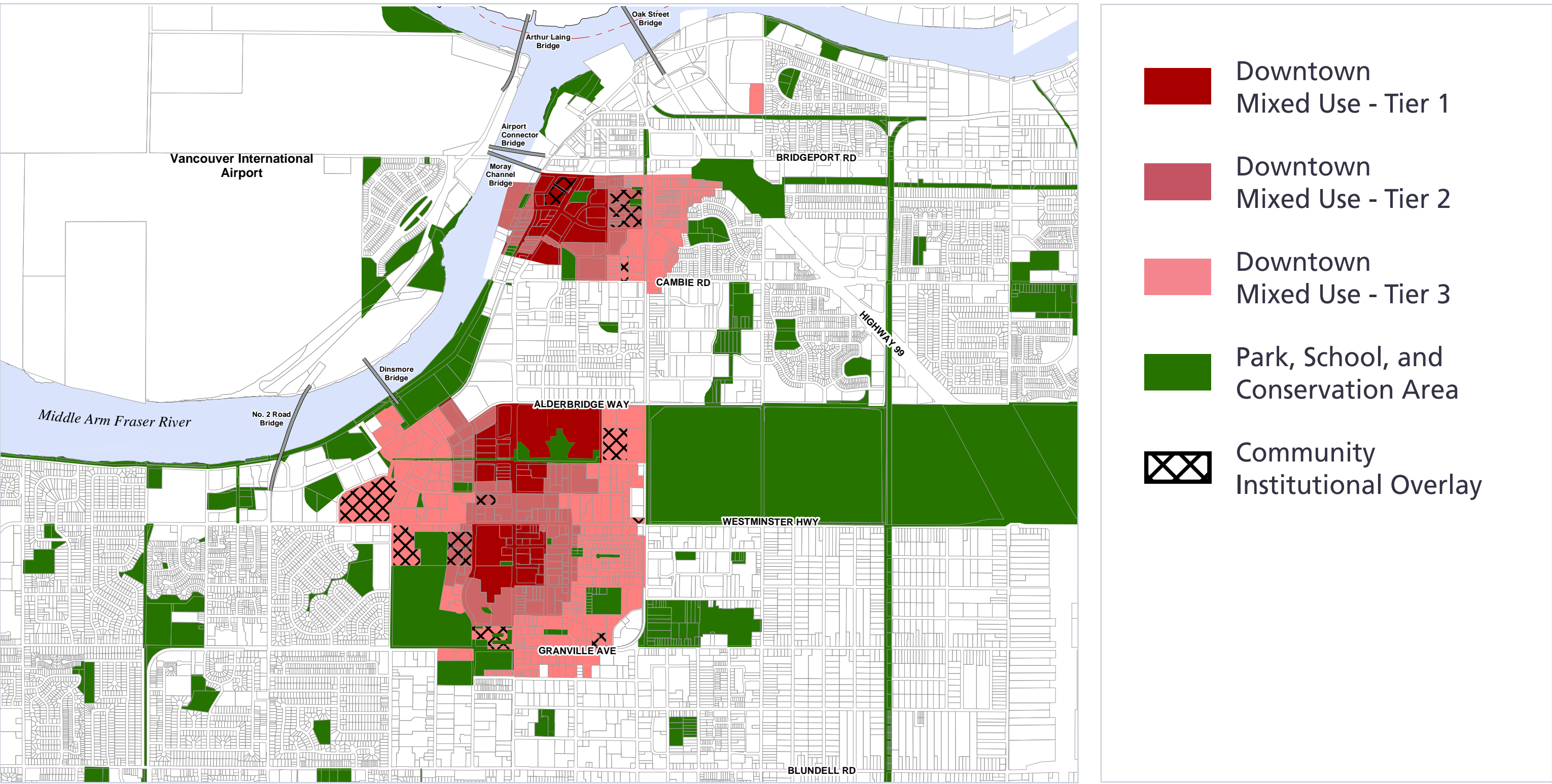
# Neighbourhood Type: Downtown Mixed-Use

## What are Downtown Mixed-Use Areas?

Those areas within a 10-minute walk (800 m) of Capstan, Lansdowne and Brighthouse Stations where high-rise, mixed-use development is encouraged to support a walkable, transit-oriented urban centre with a vibrant public realm, jobs, amenities, shopping (including healthy food stores), and attractive housing options for existing and future residents.

## Why?

The Province’s Transit-Oriented Areas (TOA) legislation (Bill 47) requires Richmond to locate high density development within 800 m of Canada Line stations. While the Province’s scale of development exceeds current City policies, the intent is the same. It is critical that Richmond builds a compact, walkable, high-density downtown to reduce greenhouse gas (GHG) emissions, enhance accessibility and equity, support arts, culture and public life, encourage job growth, and increase housing supply and affordability options.



Sub-Types	Tier 1 (200 m)	Tier 2 (400 m)	Tier 3 (800 m)
Predominant uses <sup>(2)</sup>	<ul style="list-style-type: none"><li>Mixed use</li><li>Apartment <sup>(1)</sup></li><li>Commercial <sup>(2)</sup></li></ul>	<ul style="list-style-type: none"><li>Mixed use</li><li>Apartment <sup>(1)</sup></li><li>Commercial <sup>(2)</sup></li></ul>	<ul style="list-style-type: none"><li>Mixed use</li><li>Apartment <sup>(1)</sup></li><li>Commercial <sup>(2)</sup></li></ul>
Typical heights	Up to 15 storeys	Up to 12 storeys	Up to 8 storeys
Typical density	5.0 FAR	4.0 FAR	3.0 FAR
Purpose-built rental buildings	Encouraged	Encouraged	Encouraged

(1) Includes below-market and market rental housing.

(2) Along designated “High-Streets”, pedestrian-oriented shops and restaurants are encouraged at grade to contribute to a vibrant public realm. (Uses requiring privacy, such as medical offices are discouraged.)



## Downtown Mixed-Use 2050 Vision Highlights

- 50% of the City’s new housing, including market and below-market rental, will be downtown.
- Offices, hotels and commercial uses will be concentrated near transit stations (and employment areas with high aircraft noise).
- The downtown will be a hub for equity-supporting service providers, programs and facilities.
- New buildings and infrastructure will be energy efficient and use low carbon district energy for heating and cooling.
- The urban forest will be expanded and enhanced.
- Everyone will be within a 5-minute walk or roll (400 m) of open space, including new parks near the river (15 ha.) and Lansdowne Station (4 ha.).
- Developer-funded amenities will help meet growth-driven demand for new community facilities.
- Priority will be placed on transit, walking, rolling, cycling, enhanced accessibility and other ways to help people adopt car-free lifestyles.

## Future Study: Green-Blue Ecological Network Connectivity Plan

**Purpose:** To increase resiliency, biodiversity, human wellness and related benefits with a strategy for protecting, enhancing and connecting natural assets, ecosystem services and green infrastructure on public and private lands across the city, hand-in-hand with growth.



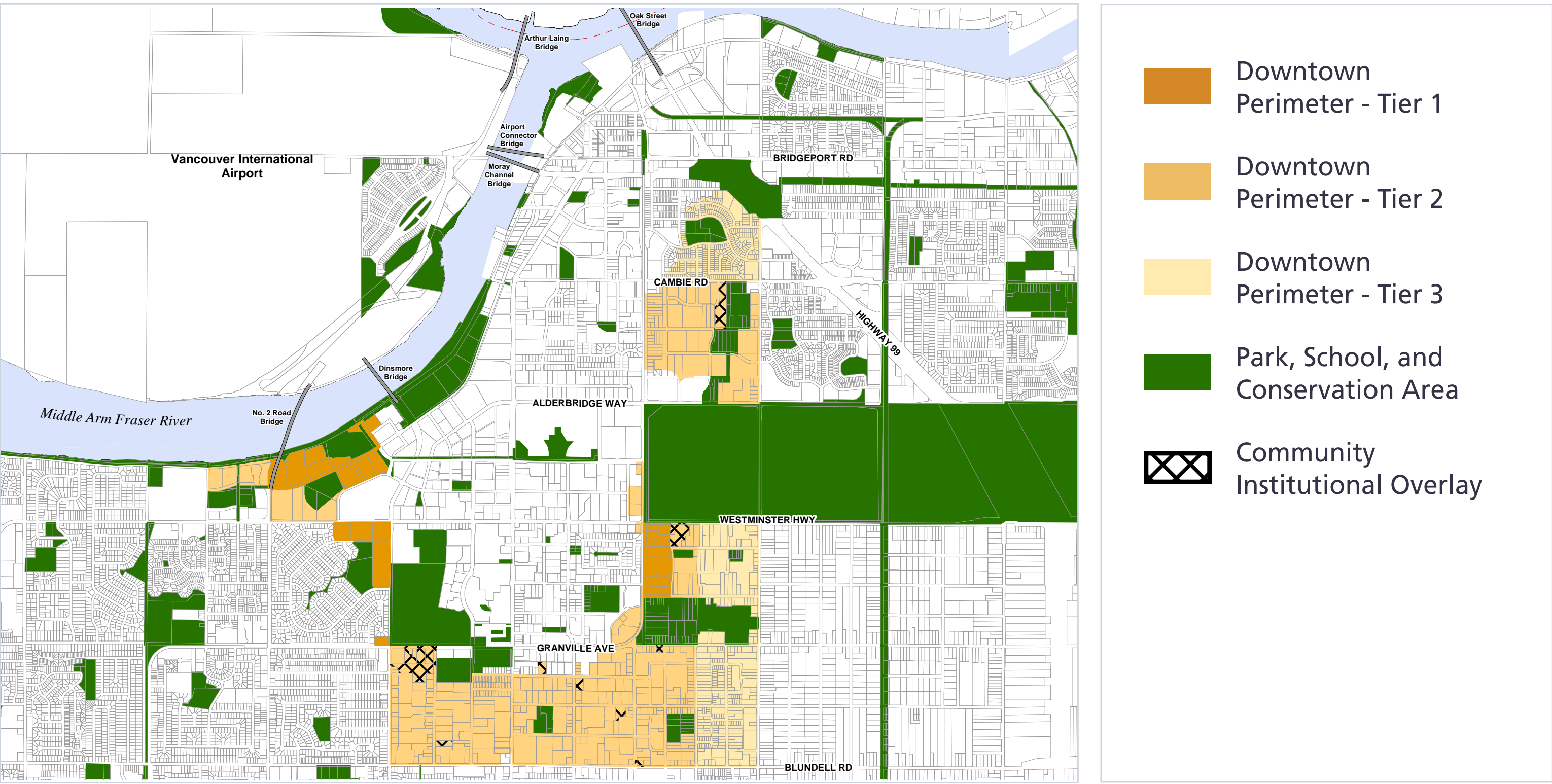
# Neighbourhood Type: Downtown Perimeter

## What is the Downtown Perimeter?

Those areas adjacent to the **Downtown Mixed-Use** area where varied uses and built forms are encouraged to provide a transition between the city’s higher and lower density areas and deliver attractive housing options in walkable neighbourhoods near existing and planned parks, schools, jobs and amenities for existing and future residents.

## Why?

This area on the edge of downtown comprises a variety of new and established medium-density neighbourhoods, with existing schools and amenities, generally within a 20-minute walk or 10-minute bike ride (1.6 km) of the Canada Line. Encouraging these areas to become more complete, connected and walkable neighbourhoods with a greater range of housing choices will help to reduce greenhouse gas (GHG) emissions, enhance accessibility and equity, support public life and culture, encourage job growth, and increase housing supply and affordability options.



Sub-Types	Tier 1	Tier 2	Tier 3
Predominant uses	<ul style="list-style-type: none"><li>Mixed use</li><li>Apartment <sup>(1)</sup></li><li>Commercial <sup>(2)</sup></li></ul>	<ul style="list-style-type: none"><li>Apartment <sup>(1)</sup></li><li>Commercial <sup>(2)</sup></li></ul>	<ul style="list-style-type: none"><li>Townhouse</li><li>Multiplex</li></ul>
Typical heights	Up to 15 storeys	Up to 4 storeys	Up to 2-3 storeys
Typical density	3.0 FAR including 1.0 FAR commercial	1.2 FAR	+/-0.6 FAR
Purpose-built rental buildings	Encouraged	Up to 6 storeys with increased affordability	Up to 4 storeys with increased affordability

(1) Includes below-market and market rental housing. Small projects may pay cash in-lieu.  
(2) Along designated “High-Streets”, pedestrian-oriented shops and restaurants are encouraged at grade to contribute to a vibrant public realm. (Uses requiring privacy, such as medical offices are discouraged.)



## Downtown Perimeter 2050 Vision Highlights

- New housing, including market and below-market rental, typically will be cost-effective 4-6 storey wood construction.
- Walkable neighbourhood nodes will improve access to shops/services and enhance economic viability.
- Enhanced accessibility will be provided throughout.
- New buildings and infrastructure will be energy efficient and use low carbon district energy where financially feasible.
- The urban forest will be expanded and enhanced.
- An expanded network of trails, pedestrian-friendly streets and privately owned/ publicly accessible spaces and natural areas will put everyone in easy reach of parks, schools and amenities.
- Developer-funded amenities will help meet growth-driven demand for new community facilities.
- Priority will be placed on transit, walking, rolling, cycling, accessibility and other ways to help people meet more of their daily needs without a car.

## Future Study: Parks, Trails, Open Space and Amenities Strategy

**Purpose:** To provide a framework for the distribution, acquisition and enhancement of existing and future public spaces and places (e.g., community centres, natural areas, sports facilities), on City and private lands, in response to local and city-wide growth, demographics, climate change and other factors.



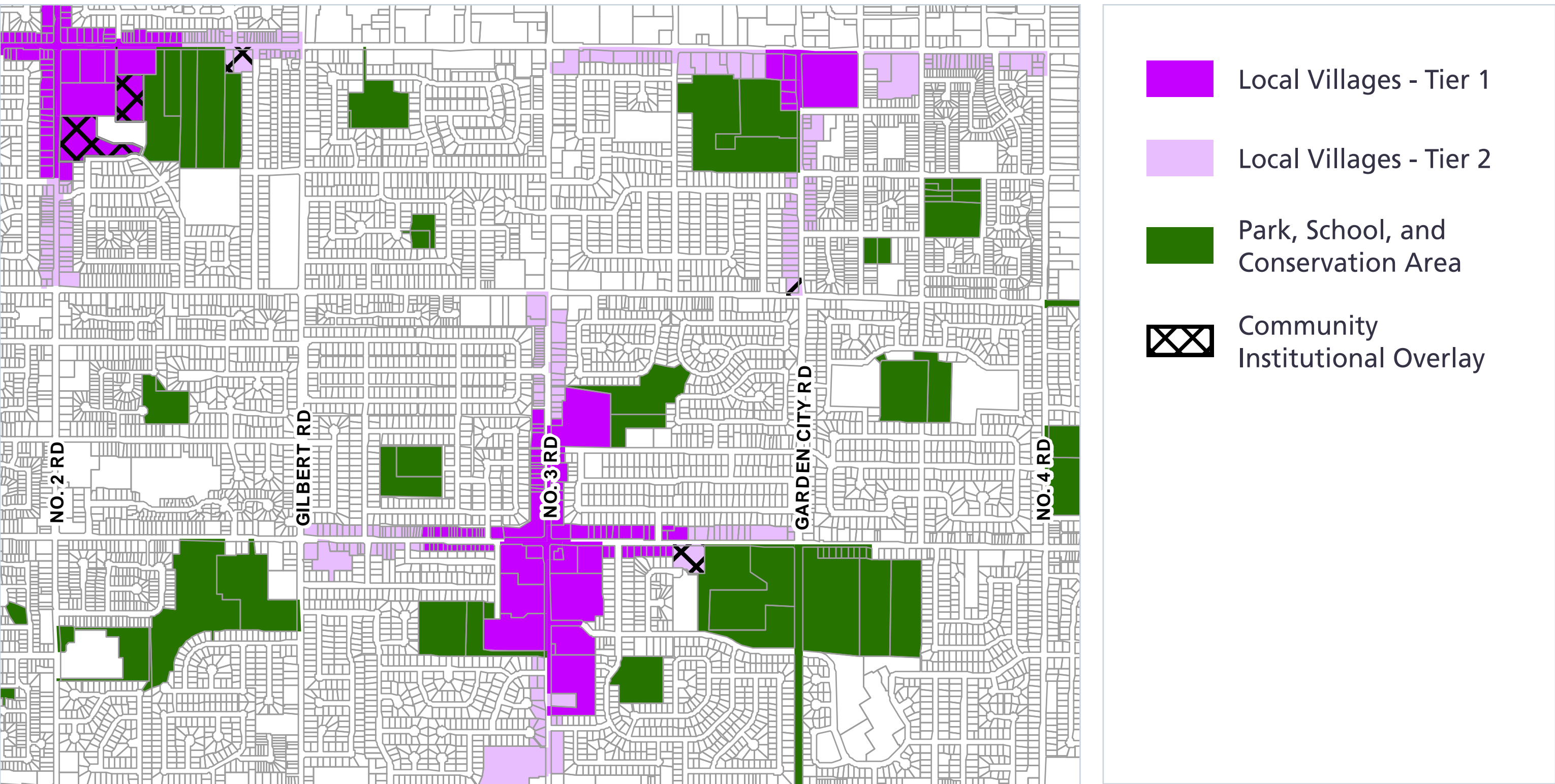
# Neighbourhood Type: Local Villages

## What are Local Villages?

Those areas centred on existing shopping precincts where mid-rise, mixed-use and residential development is encouraged to support walkable, transit-oriented community hubs with amenities, shops (including healthy food stores), jobs, and attractive housing options for existing and future residents.

## Why?

Richmond’s suburban shopping centres provide important community services, but are car-dependent and largely disconnected from nearby housing. New mixed-use, village-type development in these areas will make it possible for more people to meet their daily needs within a short walk, roll or bike ride from home. And, new multi-family housing will support more lively, economically viable and inclusive communities, and more opportunities for residents to stay in their neighbourhoods as their needs change (e.g., young adults, families with children, seniors).



Sub-Types	Tier 1		Tier 2
	Mixed Tenure	100% Rental	Mixed Tenure
Predominant uses	<ul style="list-style-type: none"><li>Mixed use</li><li>Apartment <sup>(1)</sup></li><li>Commercial <sup>(2)</sup></li></ul>	<ul style="list-style-type: none"><li>Apartment <sup>(1)</sup> (not along a “High Street”)</li></ul>	<ul style="list-style-type: none"><li>Apartment <sup>(1)</sup></li><li>Limited mixed-use to meet community need</li></ul>
Typical heights	Up to 4 storeys	Up to 6 storeys with increased affordability	Up to 4 storeys
Typical density	1.5 FAR including 0.3 FAR commercial	Varies	1.2 FAR
Purpose-built rental buildings	Up to 6 storeys with increased affordability	Required	Up to 5 storeys with increased affordability

(1) Includes below-market and market rental housing. Small projects may choose to pay cash in-lieu.  
(2) Along designated “High-Streets”, pedestrian-oriented shops and restaurants are encouraged at grade to contribute to a vibrant public realm. (Uses requiring privacy, such as medical offices, are discouraged.)



## Local Villages 2050 Vision Highlights

- New housing, including market and below-market rental, typically will be cost-effective 4-6 storey wood construction.
- A pedestrian-friendly “high street” will be the focus for shopping in each village.
- Village-scale community facilities will enhance equitable service access.
- New buildings and infrastructure will be energy efficient and use low carbon district energy where financially feasible.
- The urban forest will be expanded and enhanced.
- An expanded network of trails, pedestrian-friendly streets and privately owned/ publicly accessible spaces and natural areas will put everyone in easy reach of parks, schools and amenities.
- Developer-funded amenities will help meet growth-driven demand for new community facilities.
- Priority will be placed on improving transit services through compact growth, improved connectivity (walking, rolling, cycling) and enhanced accessibility.

## Future Study: Downtown, Local Village and Neighbourhood Plans

**Purpose:** To understand how residents envision the future of their local communities, prepare clear frameworks for positive change and development, and guide updates to existing Area Plans.



# Neighbourhood Type: Arterial Connectors

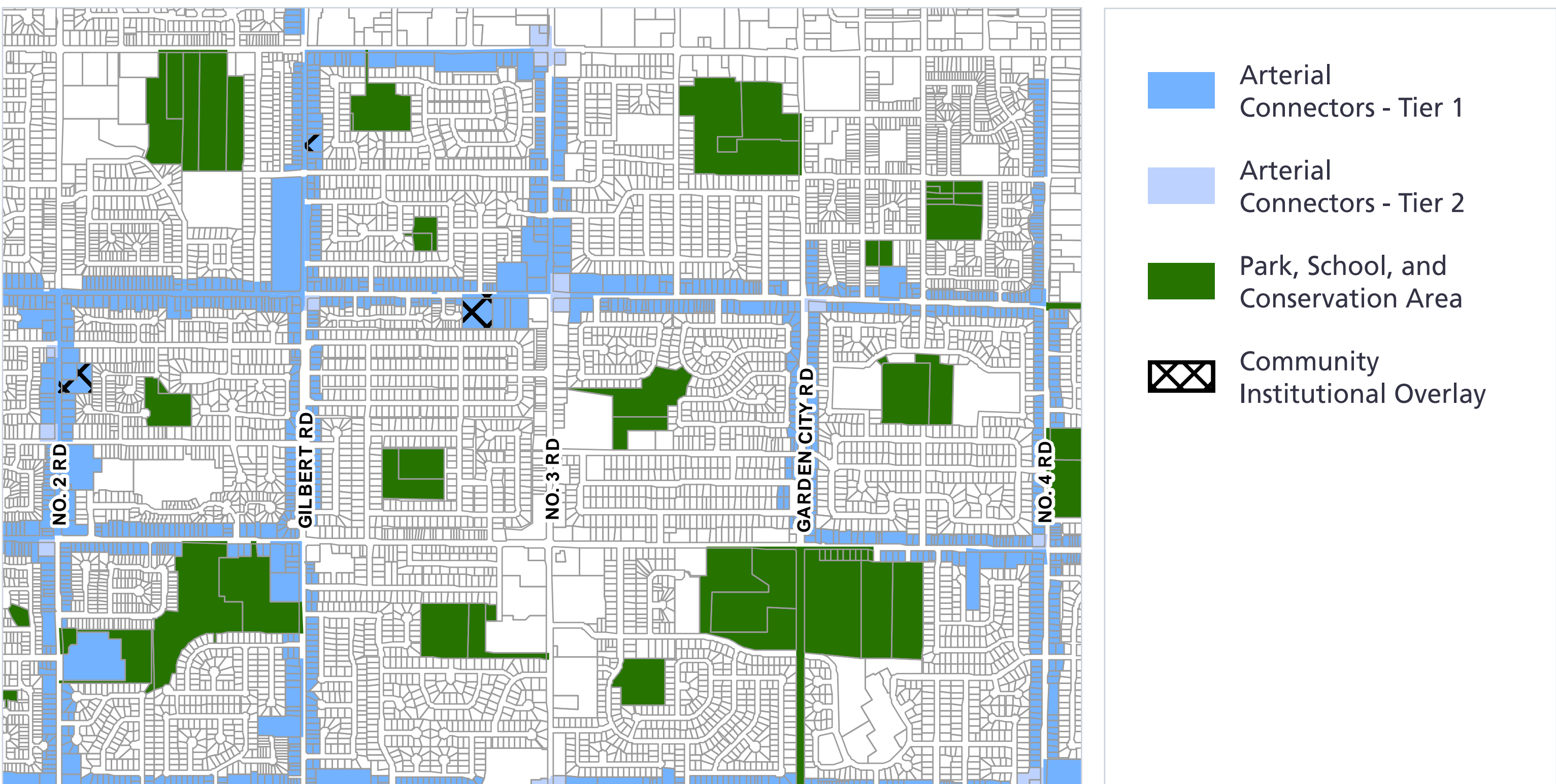
## What are Arterial Connectors?

Those areas along arterial roads where low-rise multi-family housing and local-serving convenience commercial and mixed-use developments are encouraged to deliver attractive housing options near transit and amenities for existing and future residents.

## Why?

The City has long supported densification along its arterial roads near shopping, amenities, schools and transit. This policy expands on that by:

- Increasing the properties subject to the policy;
- Increasing heights to include 3-storey townhouses and 4-storey rental apartments (i.e., up from current 2-3 storey townhouses); and
- Encouraging existing commercial corner lots to redevelop with rental apartments (including below-market housing) over ground-floor shops.



Sub-Types	Tier 1		Tier 2
	Mixed Tenure	100% Rental	100% Rental
Predominant uses	<ul style="list-style-type: none"><li>• Townhouse</li></ul>	<ul style="list-style-type: none"><li>• Rental apartment</li></ul>	<ul style="list-style-type: none"><li>• Rental apartment over shops</li></ul>
Typical heights	3 storeys	4 storeys	4 storeys
Typical density	0.8 FAR	Varies with affordability	Varies with affordability
Purpose-built rental buildings	N/A	Required	Required

(1) Includes below-market and market rental housing. Small projects may choose to pay cash in-lieu.  
(2) Along commercial frontages, pedestrian-oriented shops and restaurants are encouraged at grade to contribute to a vibrant public realm. (Uses requiring privacy, such as medical offices, are discouraged.)



## Arterial Connectors 2050 Vision Highlights

- Townhouses and low-rise market and below-market rental apartments will increase housing options.
- Commercial sites will be redeveloped with rental apartments over local-serving retail.
- Housing diversity will enhance community equity and inclusiveness.
- New buildings and infrastructure will be energy efficient and use low carbon district energy where financially feasible.
- The urban forest will be expanded and enhanced.
- An expanded network of trails, pedestrian-friendly streets and privately owned/ publicly accessible spaces and natural areas will put everyone in easy reach of parks, schools and amenities.
- Large developments may provide child care and other local-serving uses.
- Priority will be placed on encouraging walking, rolling, biking and transit use with improved pedestrian and bike facilities along arterial roads and a connected network of paths and trails.

## Future Study: Arterial Road Streetscape & Connectivity Plan

**Purpose:** To guide landscape, active mobility (walking, rolling and biking), infrastructure and ecological enhancements along and connectivity to arterial roads.



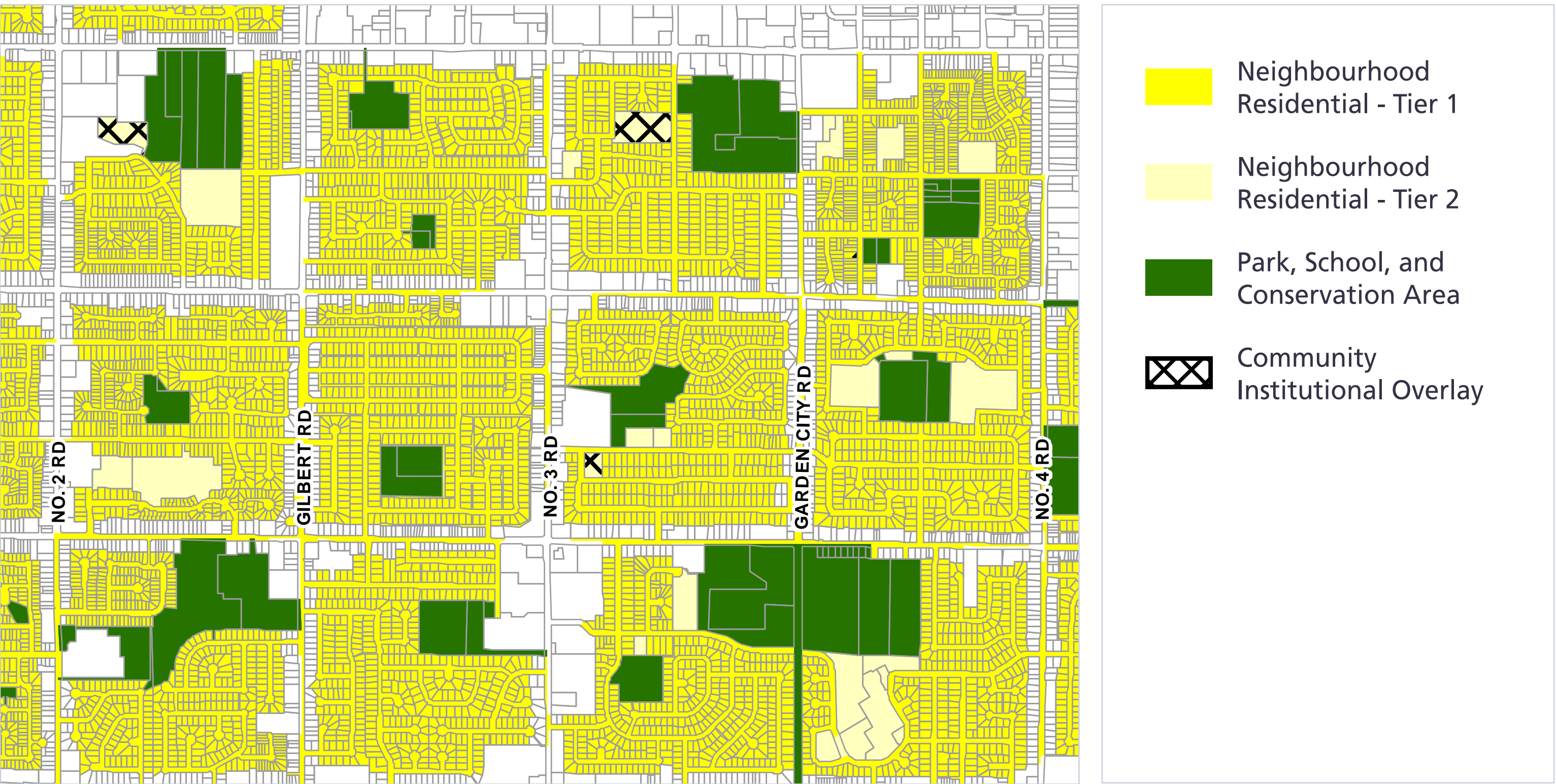
# Neighbourhood Type: Neighbourhood Residential

## What are Neighbourhood Residential Areas?

Those areas characterized by house-scale single-detached and multiplex dwellings, together with pockets of townhouses and low-rise apartments, and dispersed neighbourhood-serving amenities (e.g., child cares and corner stores) for existing and future residents

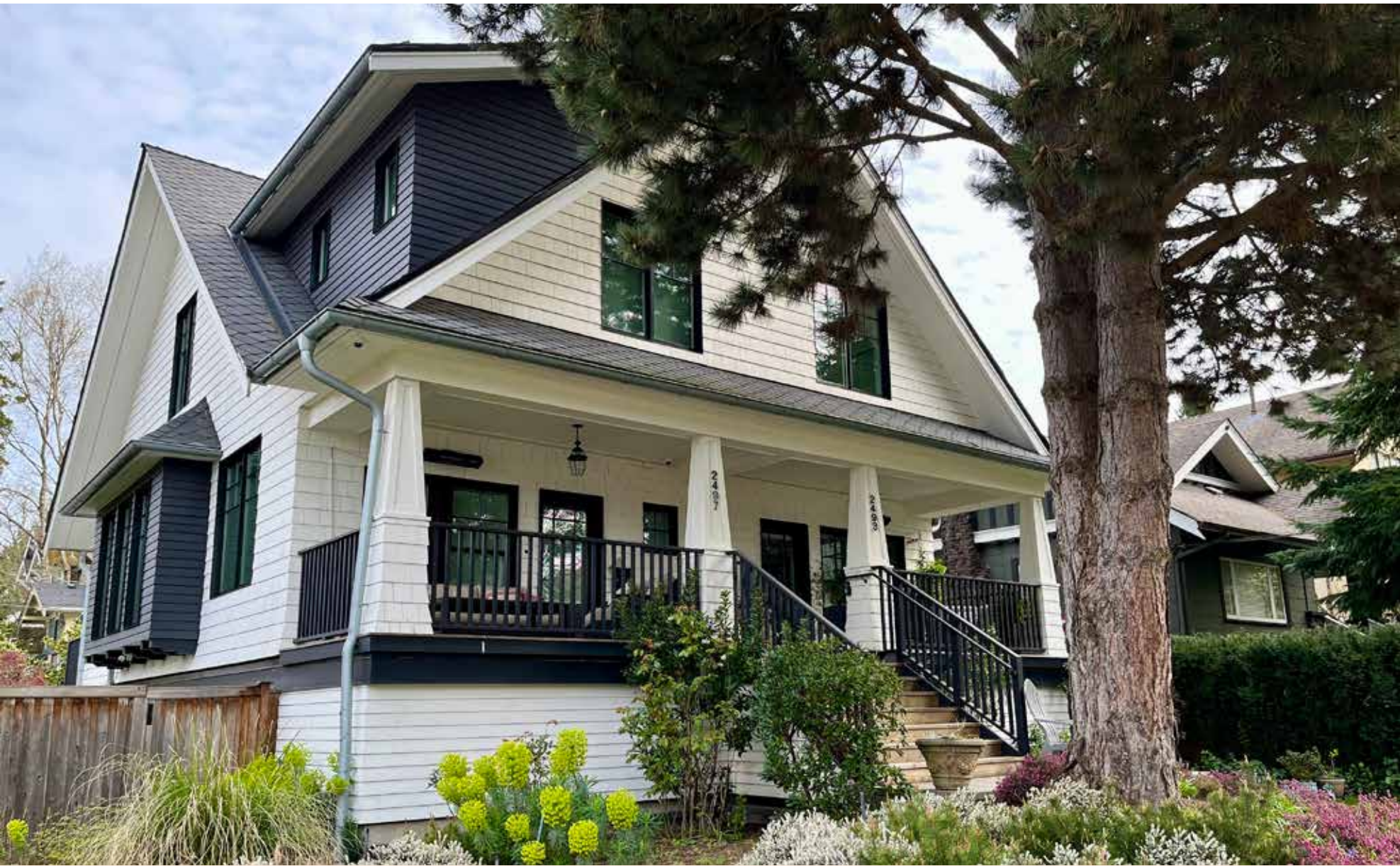
## Why?

In 2024, as required by the Province’s Small-Scale Multi-Unit Housing (SSMUH) legislation (Bill 44), almost 27,000 single-family and duplex lots were rezoned to allow up to 3, 4 or 6 units each. In addition to SSMUH, many areas include older townhouses and low-rise apartments that are nearing their end of life and could be redeveloped to add new housing options (including replacement units) in a form that respects local character.



Sub-Types	Tier 1 Lots ≤ 4,046 m <sup>2</sup> (1 ac.)	Tier 2 Lots > 4,046 m <sup>2</sup> (1 ac.)
Predominant uses	• SSMUH (e.g., houses, duplexes, multiplexes)	• Townhouse <sup>(1)(2)</sup> • Rental apartment <sup>(2)</sup>
Typical heights	2 ½ storeys	3-4 storeys <sup>(3)</sup>
Typical density	Up to 3, 4 or 6 units / lot <sup>(4)</sup>	1.2 FAR
Purpose-built rental buildings	Lots with 6 units must include 1 below-market rental unit or pay cash-in-lieu	Up to 6 storeys with increased affordability

(1) Includes below-market and market rental housing. Small projects may choose to pay cash in-lieu.  
(2) Large developments may include small, local-serving commercial uses and/or amenities (e.g., child care).  
(3) Height may vary based on site size and the ability to provide an attractive transition to lower height neighbours.  
(4) The permitted number of SSMUH units per lot varies with lot size and proximity to a bus stop with frequent service.



## Neighbourhood Residential 2050 Vision Highlights

- House-scale dwellings, townhouses and complementary housing types will increase housing options.
- Large developments will support new and existing residents with small, local-serving commercial.
- Housing diversity will enhance community equity and inclusiveness.
- New buildings and infrastructure will be energy efficient.
- The urban forest will be expanded and enhanced.
- An expanded network of trails, pedestrian-friendly streets and privately owned/ publicly accessible spaces and natural areas will put everyone in easy reach of parks, schools and amenities.
- Large developments may provide child care and other local-serving uses.
- Priority will be placed on encouraging walking, rolling, biking and transit use with pedestrian- and bike-friendly streets and a connected network of paths and trails.

## Future Study: Form and Character Policies and Guidelines

**Purpose:** To guide parking improvements, small-lot townhouse development options, and site-specific large-lot development.



# Neighbourhood Type: Neighbourhood Residential

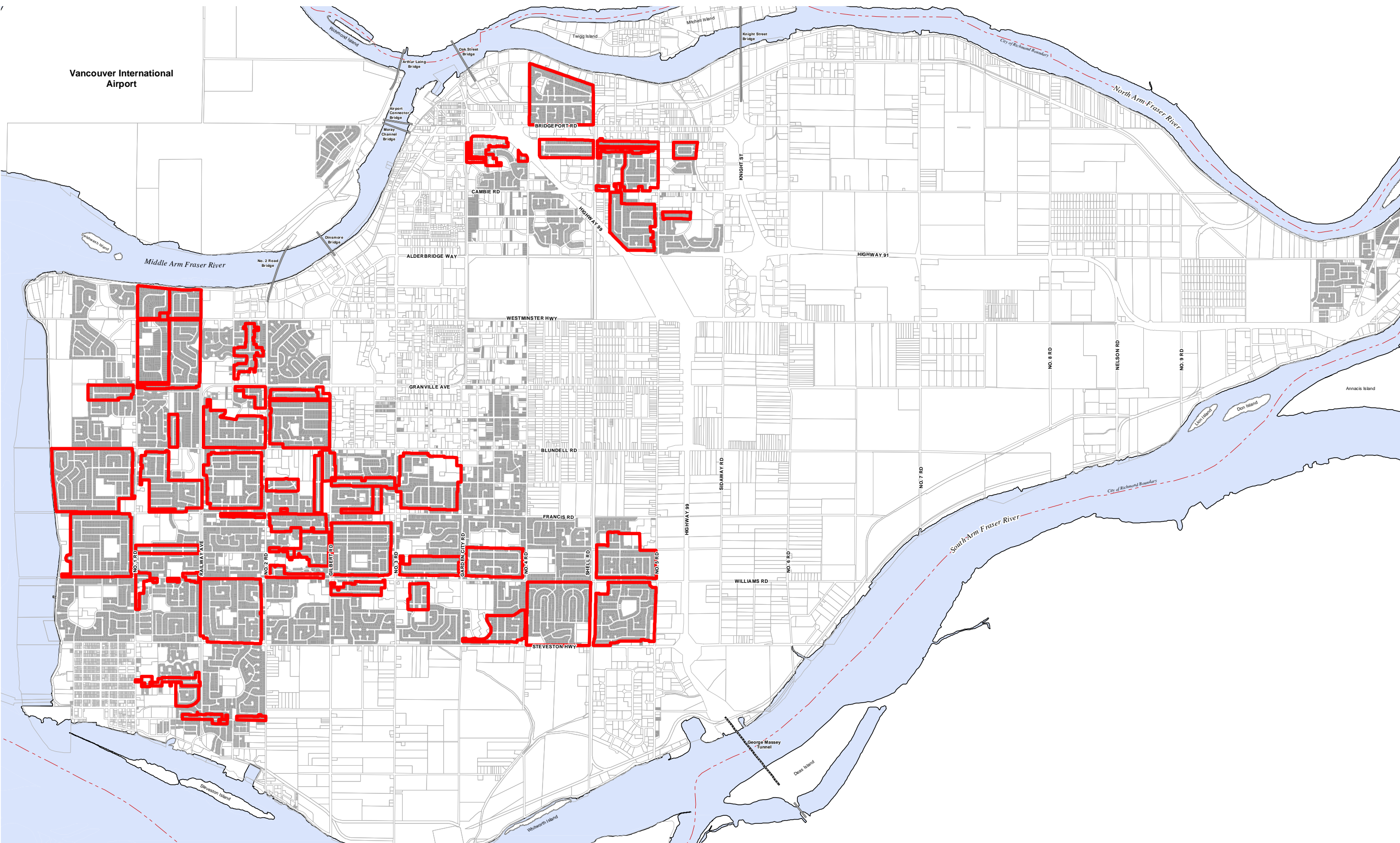
## Subdivision Policy for Small-Scale Multi-Unit Housing (SSMUH)

### What is this policy?

In June 2024, Richmond Council rezoned almost 27,000 single-family and duplex lots to permit Small-Scale Multi-Unit Housing (SSMUH). As a result, existing policies guiding minimum lot sizes must be updated. In general, the proposal consolidates existing policies without altering the ability to subdivide.

### Why?

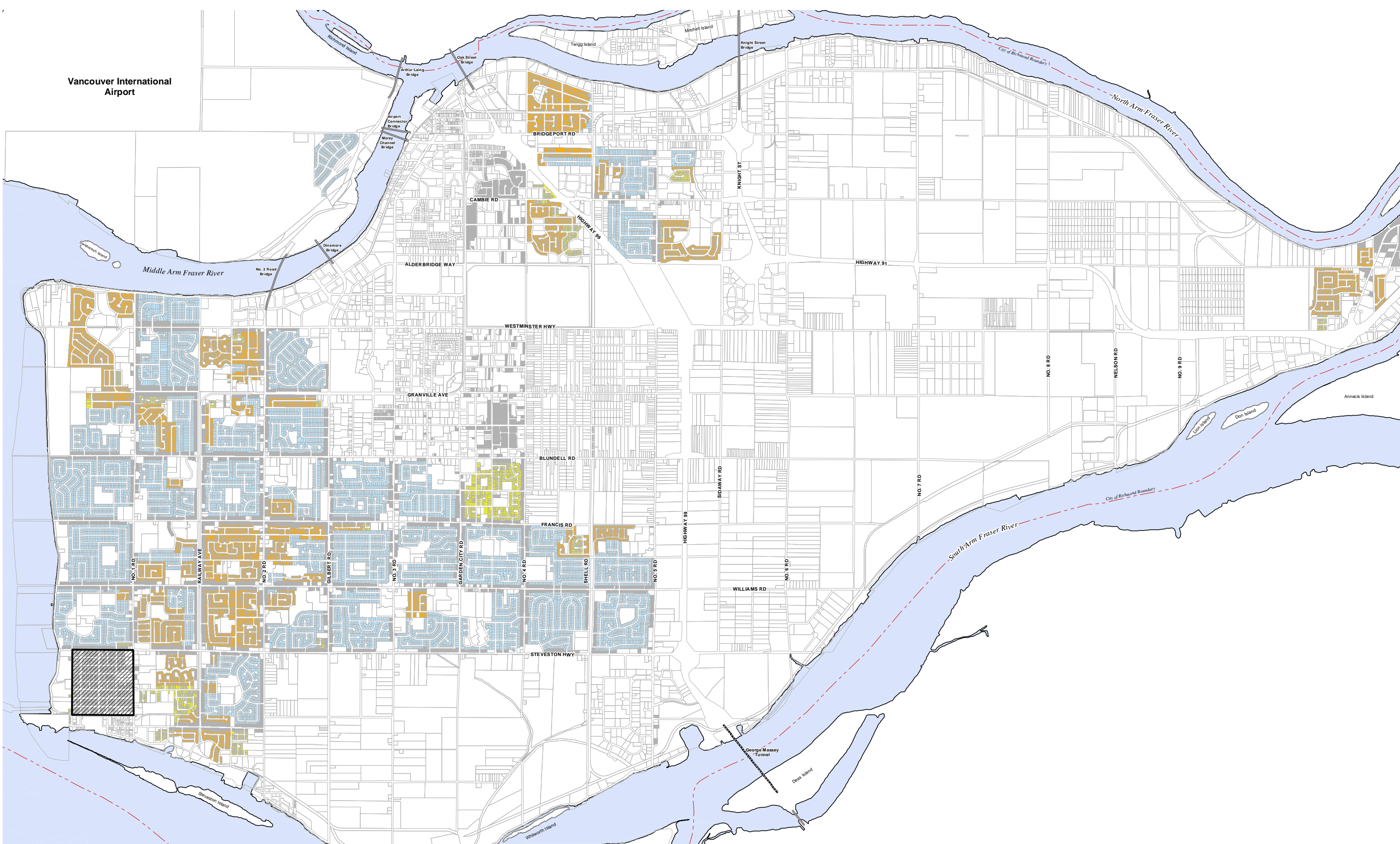
SSMUH applies to lots  $\leq 4,046 \text{ m}^2$  (1 ac.) in size. An owner may subdivide a SSMUH lot if the new lots comply with the property's SSMUH zoning (i.e., RSM/Small, RSM/Medium, RSM/Large, RSM/X-Large). Existing policies guiding subdivision where the resulting lots are smaller than what the zoning permits do not apply to SSMUH lots and are fragmented. A consolidated approach will make the rules more consistent, clear and easy to use.



### Today

- There is no policy guiding subdivision of SSMUH lots.
- 55 areas have out-of-date single-family lot size policies, while other lots never had a lot size policy.
- Out-of-date lot size policies permit similar lot sizes to those specified in the City's SSMUH zone (RSM).
- Duplex-zoned lots may subdivide regardless of the resulting lot sizes.

55 out-of-date policies      Lots without policies



### Proposed

- Small, Medium and Large lot sizes (minimum) are based on the City's SSMUH zone (RSM).
- The proposal generally consolidates out-of-date policies without altering the ability to subdivide.
- Duplex-zoned lots may still subdivide regardless of the resulting lot sizes.

Min. Lot Size	Width	Area	
Small	9.0 m	270 m <sup>2</sup>	Other Neighbourhood Types apply (e.g., Downtown Perimeter)
Medium	12.0 m	360 m <sup>2</sup>	Steveston Extension Area (lot size policy does not apply at this time)
Large	18.0 m	550 m <sup>2</sup>	