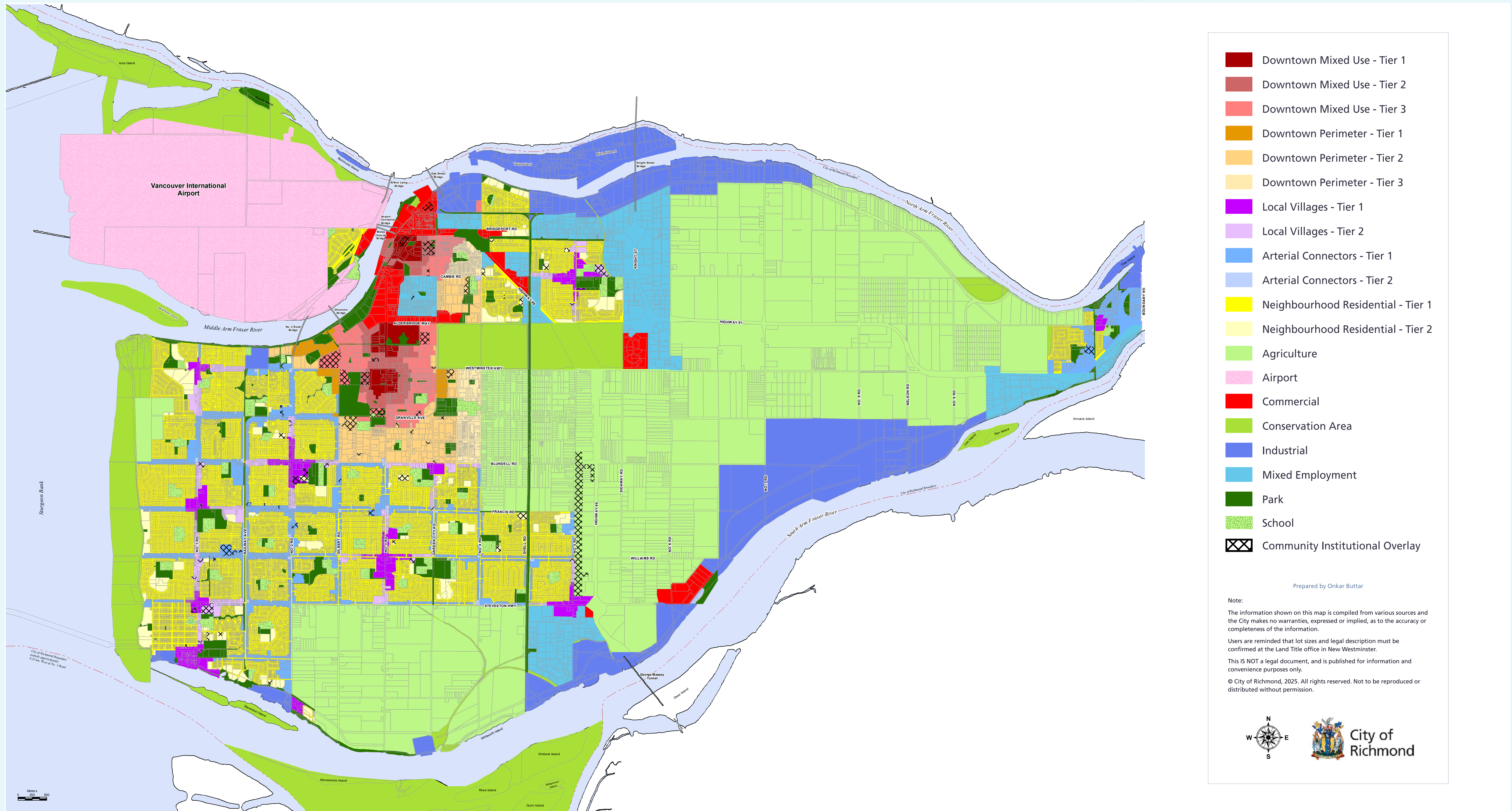


OCP Update 2050: DRAFT Land Use Map



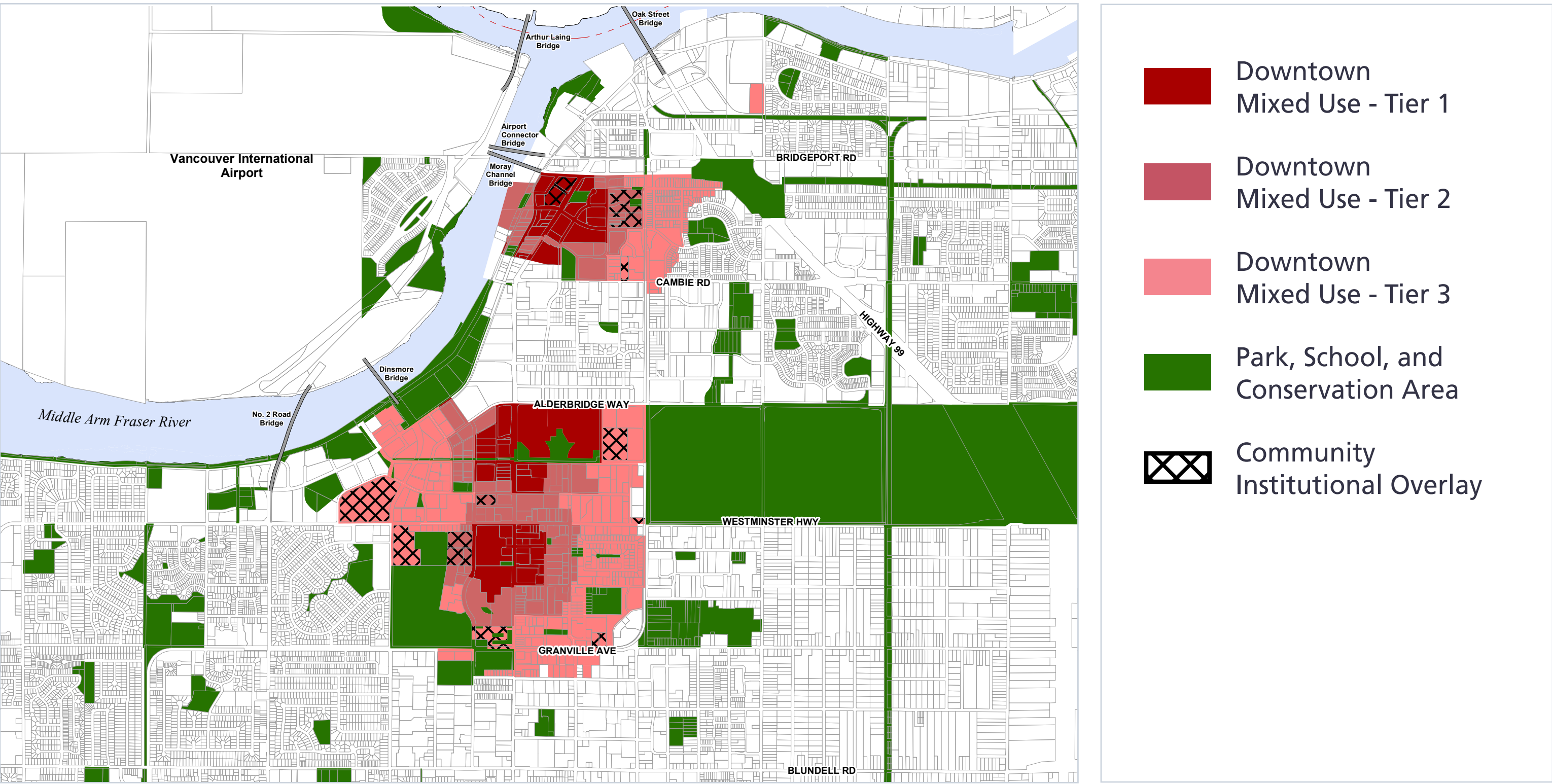
Neighbourhood Type: Downtown Mixed-Use

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 ⁽²⁾	- Mixed use - Apartment ⁽¹⁾ - Commercial ⁽²⁾	- Mixed use - Apartment ⁽¹⁾ - Commercial ⁽²⁾	- Mixed use - Apartment ⁽¹⁾ - Commercial ⁽²⁾
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.

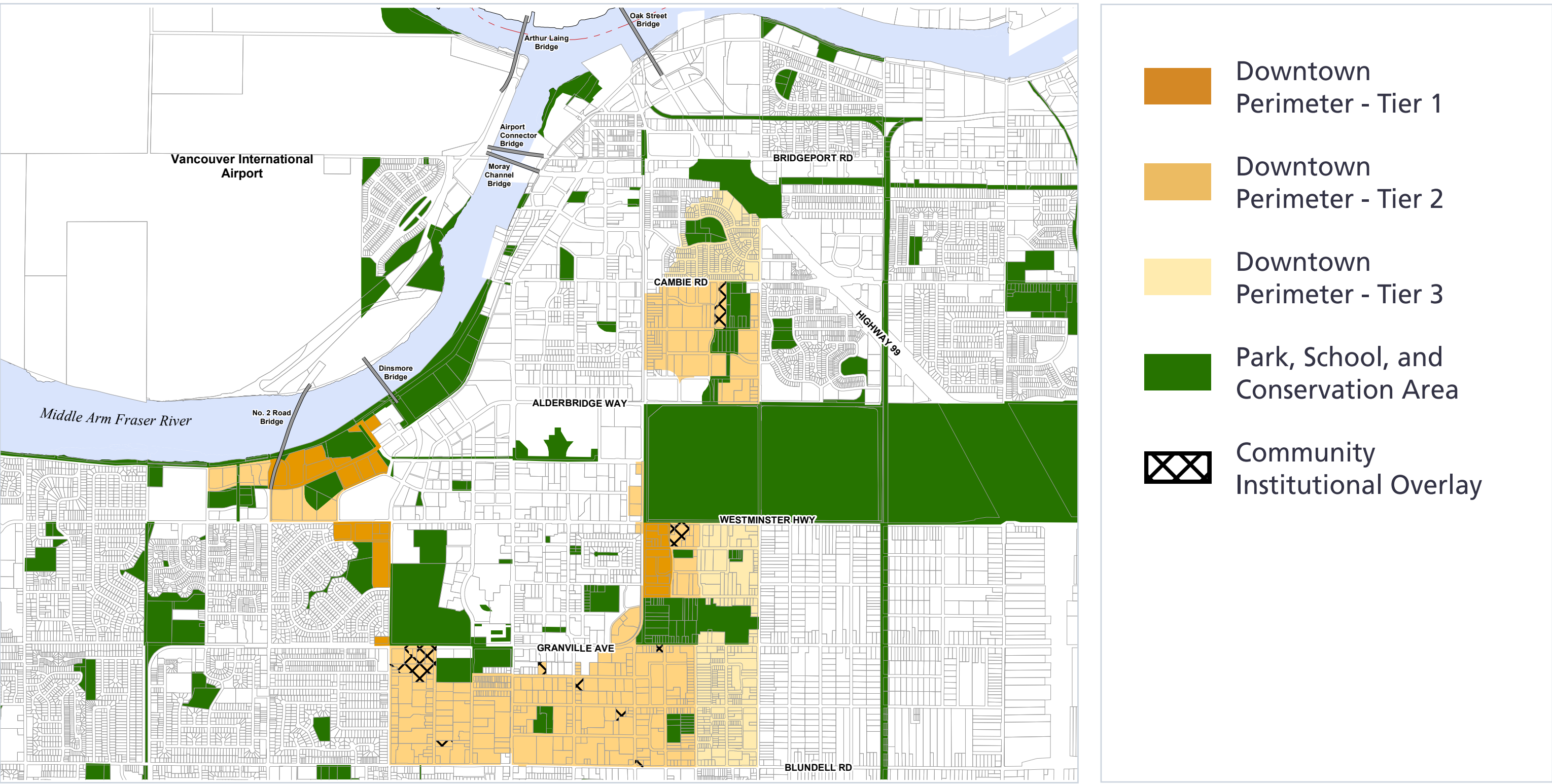
Neighbourhood Type: Downtown Perimeter

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	- Mixed use - Apartment ⁽¹⁾ - Commercial ⁽²⁾	- Apartment ⁽¹⁾ - Commercial ⁽²⁾	- Townhouse - Multiplex
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.

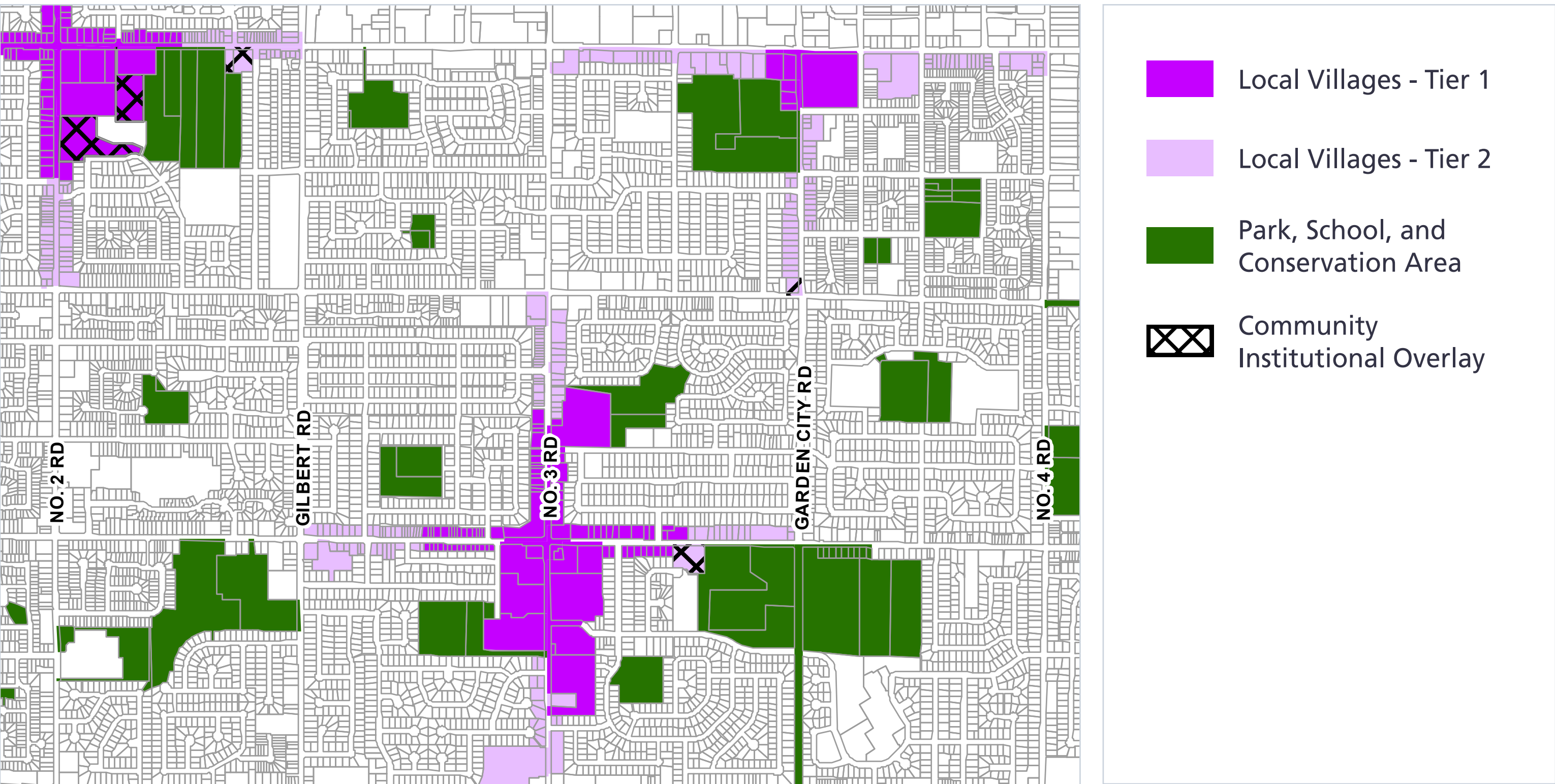
Neighbourhood Type: Local Villages

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	- Mixed use - Apartment⁽¹⁾ - Commercial⁽²⁾	Apartment⁽¹⁾ (not along a “High Street”)	- Apartment⁽¹⁾ - Limited mixed-use to meet community need
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

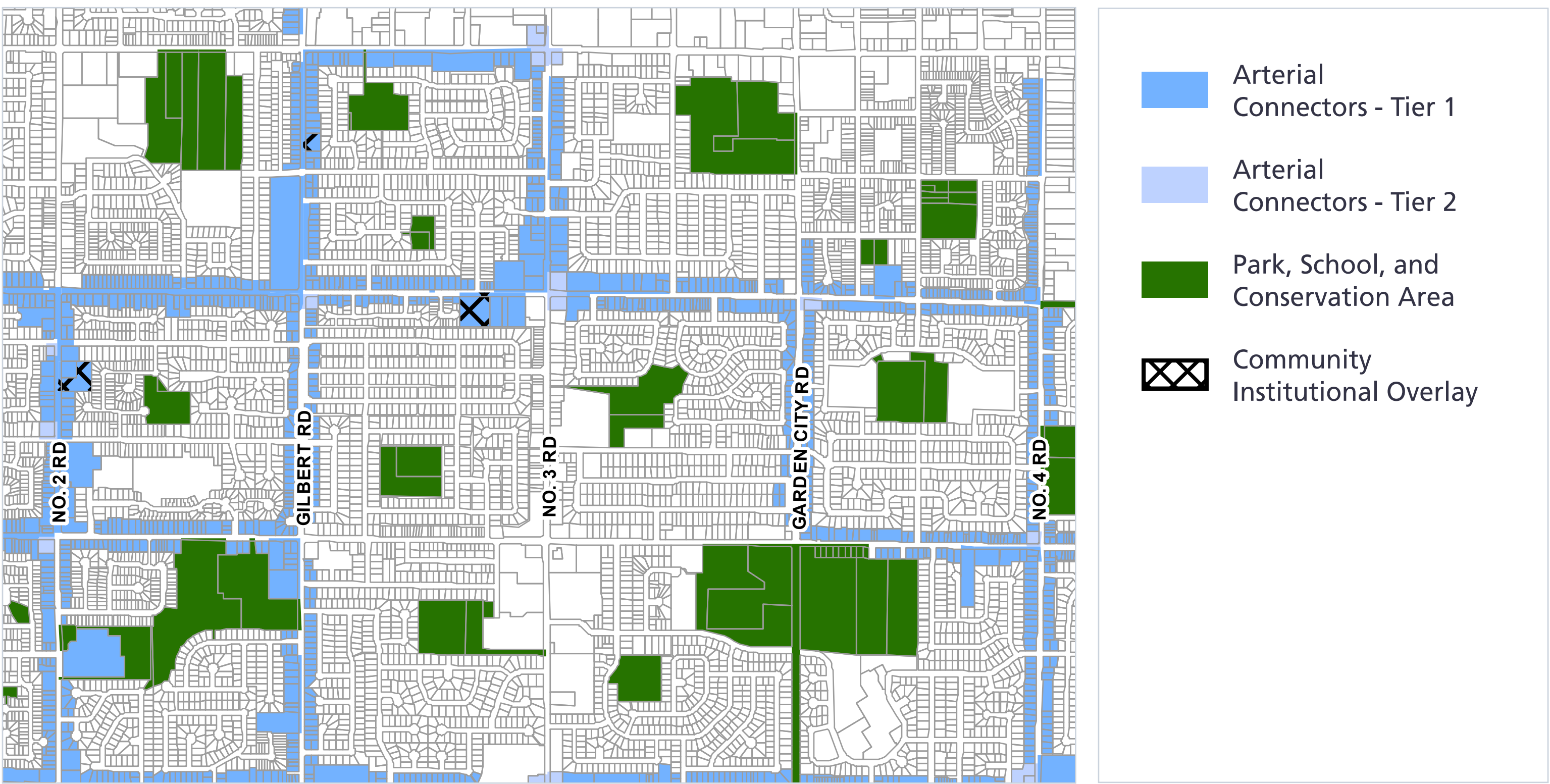
What are Arterial Connectors?

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	• Townhouse	• Rental apartment	• Rental apartment over shops
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.

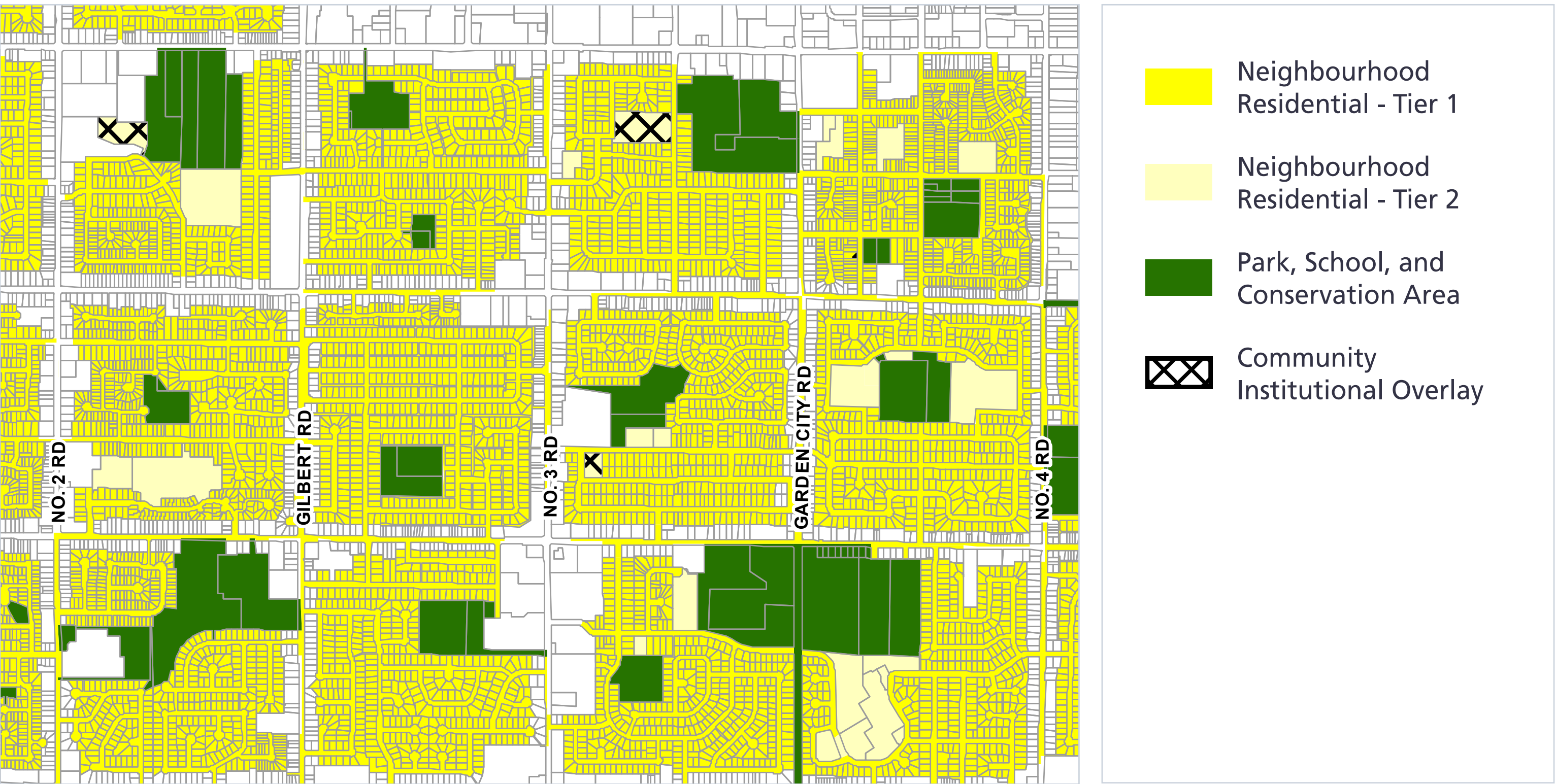
Neighbourhood Type: Neighbourhood Residential

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

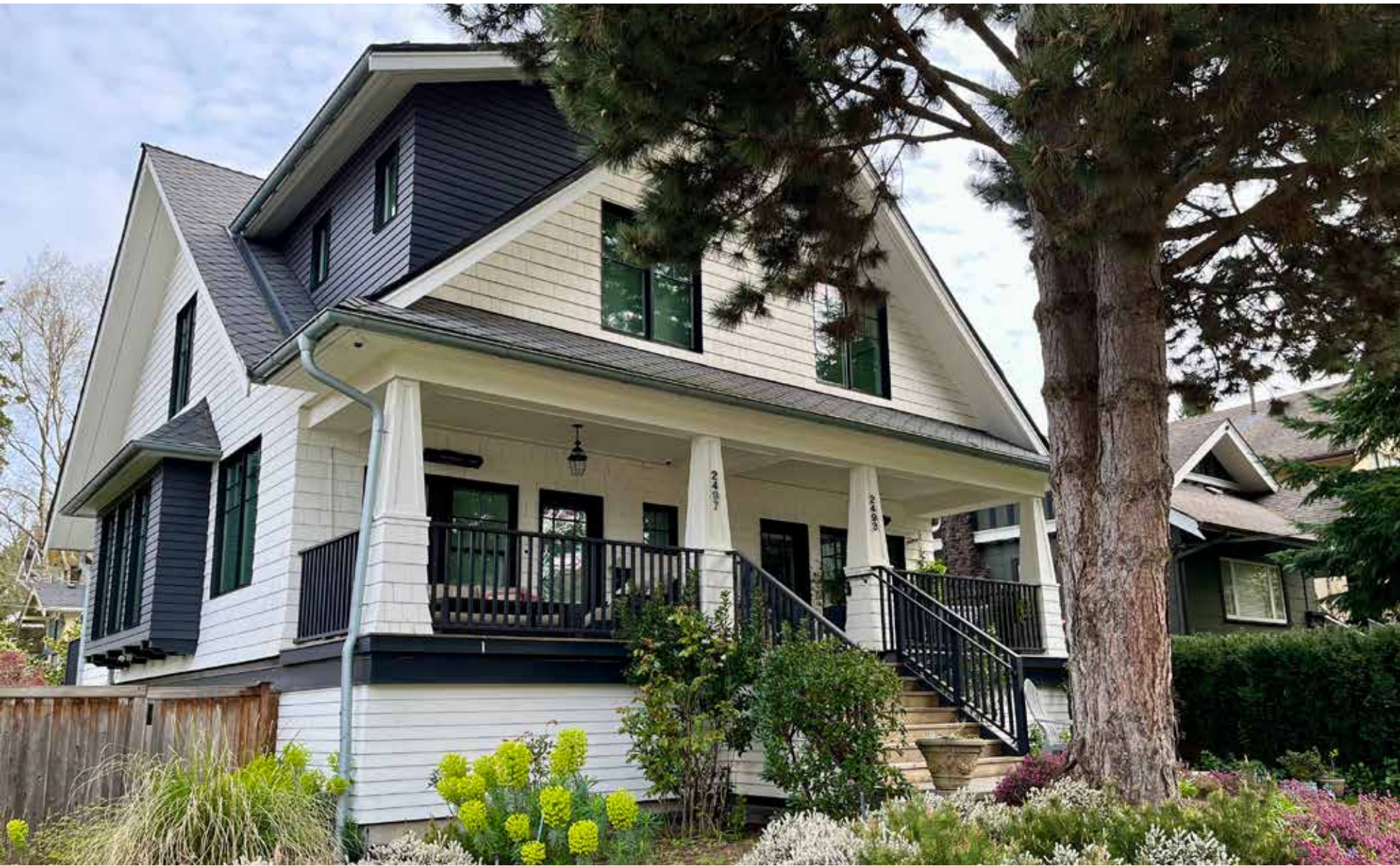
Why?

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 ² (1 ac.)	Tier 2 Lots > 4,046 m ² (1 ac.)
Predominant uses	• SSMUH (e.g., houses, duplexes, multiplexes)	• Townhouse ⁽¹⁾⁽²⁾ • Rental apartment ⁽²⁾
Typical heights	2 ½ storeys	3-4 storeys ⁽³⁾
Typical density	Up to 3, 4 or 6 units / lot ⁽⁴⁾	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

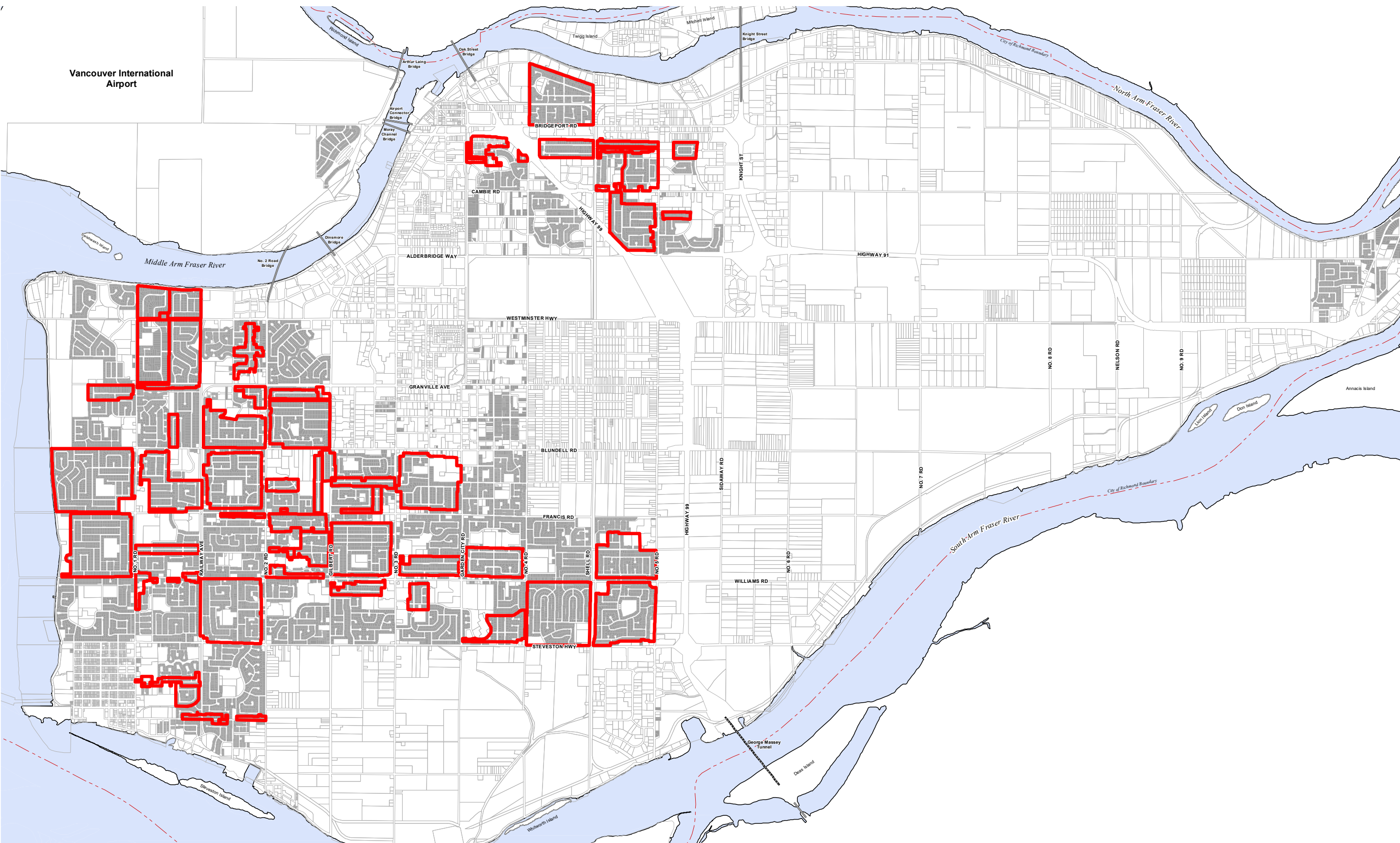
Subdivision Policy for Small-Scale Multi-Unit Housing (SSMUH)

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?

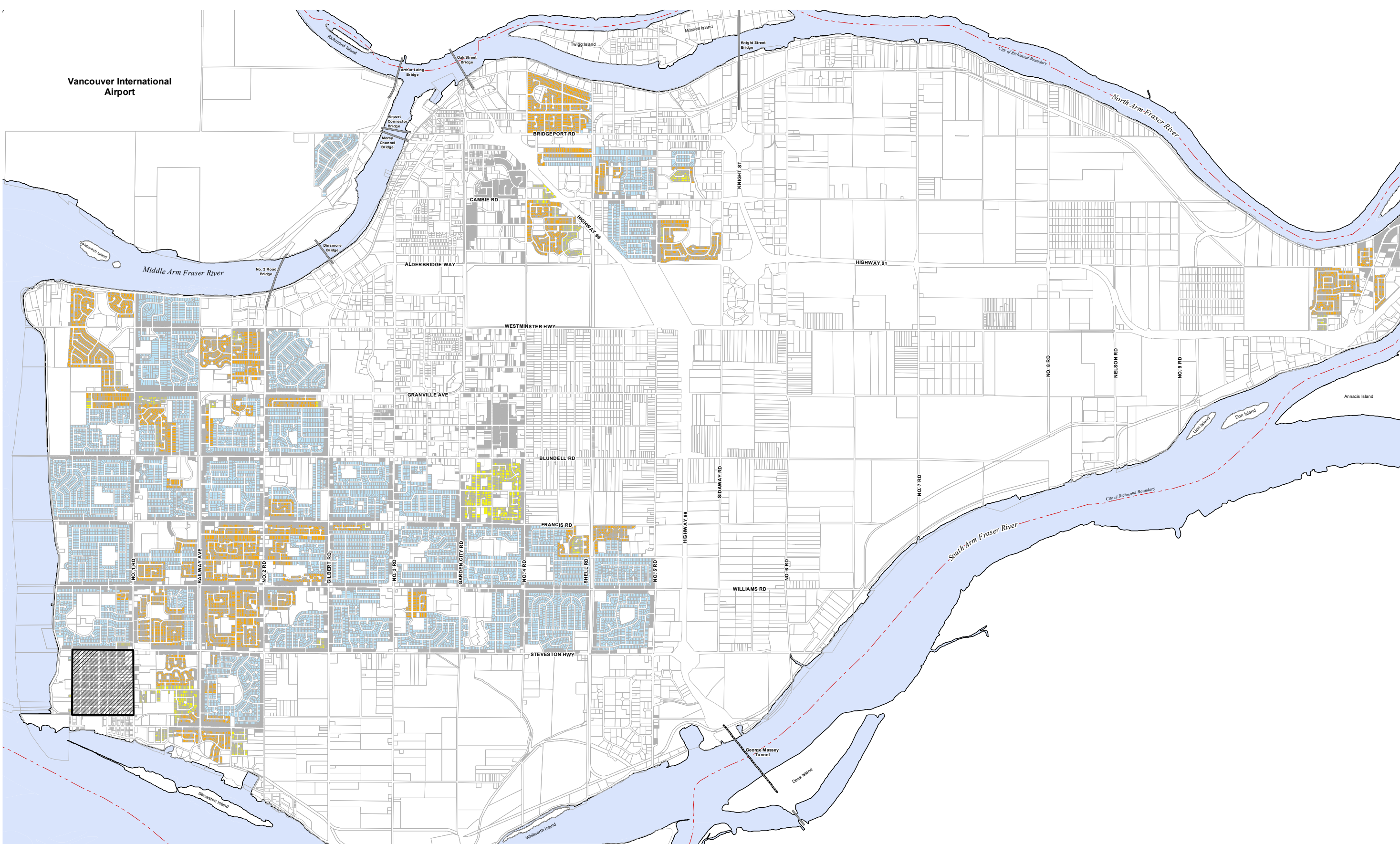
SSMUH applies to lots $\leq 4,046 \text{ m}^2$ (1 ac.) in size. An owner may subdivide a SSMUH lot if the new lots comply with the property's SSMUH zoning (i.e., RSM/Small, RSM/Medium, RSM/Large, RSM/X-Large). Existing policies guiding subdivision where the resulting lots are smaller than what the zoning 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

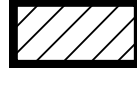
- There is no policy guiding subdivision of SSMUH lots.
- 55 areas have out-of-date single-family lot size policies, while other lots never had a lot size policy.
- Out-of-date lot size policies permit similar lot sizes to those specified in the City's SSMUH zone (RSM).
- Duplex-zoned lots may subdivide 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 ²	 Other Neighbourhood Types apply (e.g., Downtown Perimeter)
 Medium	12.0 m	360 m ²	 Steveston Extension Area (lot size policy does not apply at this time)
 Large	18.0 m	550 m ²	