City of Richmond

Report to Committee

Planning and Development Division

To:	Planning Committee	**Date:**	October 11, 2016
From:	Wayne Craig Director, Development	**File:**	10-6350-00
Re:	**Official Community Plan Amendments - Arterial Road Policy**		

Staff Recommendation

1. That Official Community Plan Bylaw 9000, Amendment Bylaw 9603, which amends Official Community Plan Bylaw 9000, by:

   a) Replacing the existing Arterial Road Policy in Section 3.6.1 with the Arterial Road Land Use Policy;

   b) Replacing the existing Arterial Road Guidelines for Townhouses in Section 14.4.13 with the new Arterial Road Guidelines for Town Houses;

   c) Adding the new Arterial Road Guidelines for Row Houses and Intensive Residential Guidelines for Duplexes and Triplex; and

   d) Designating all duplex, triplex and row house development sites along arterial road as mandatory Development Permit Areas;

   be introduced and given first reading;

2. That Official Community Plan Bylaw 7100, Amendment Bylaw 9604, which amends Official Community Plan Bylaw 7100, by replacing the Steveston Area Land Use Map in Schedule 2.4 be introduced and given first reading;

3. That Bylaw 9603 and Bylaw 9604, having been considered in conjunction with:

   a) The City's Financial Plan and Capital Program; and

   b) The Greater Vancouver Regional District Solid Waste and Liquid Waste Management Plans;

   is hereby found to be consistent with said program and plans, in accordance with Section 882(3)(a) of the Local Government Act; and

4. That Bylaw 9603 and Bylaw 9604, having been considered in accordance with Official Community Plan Bylaw Preparation Consultation Policy 5043, is hereby found not to require further consultation.

Wayne Craig
Director, Development

EL:blg
AH: 8
APP: 5

REPORT CONCURRENCE		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Affordable Housing	☑	
Engineering	☑	
Transportation	☑	
Law	☑	
REVIEWED BY STAFF REPORT / AGENDA REVIEW SUBCOMMITTEE	INITIALS: DW	APPROVED BY CAO (ACTING)

Staff Report

Origin

A report titled "Arterial Road Policy Updates", dated January 27, 2016 (Appendix 1), was considered by Planning Committee on February 16, 2016 and then by Council at the Regular Council meeting held February 22, 2016 in response to the following referral motion passed by Planning Committee on January 6, 2015:

> *"That staff review zoning provisions and policies regarding duplexes and triplexes in the City with the objective of increasing the provision of these housing forms on large lots and report back."*

The January 27, 2016 report proposed a range of amendments to the current Arterial Road Policy to:

- Provide more specificity and clarity to the current Arterial Road Policy.
- Introduce additional housing types that may be considered on arterial roads.
- Identify specific areas suitable for compact lot duplex developments with lane access.
- Identify specific areas suitable for front to back duplex and/or triplex developments with driveway access to and from arterial roads.
- Identify specific areas suitable for row house developments.

The report also identified a public consultation process. On February 22, 2016, Council authorized staff to proceed to public and stakeholder consultation on the proposed amendments to the Arterial Road Policy. Staff has completed the consultation process, which took place in April/May 2016.

The purpose of this report is to:

- Provide a summary on the consultation process.
- Identify issues raised during the consultation process and provide staff responses and recommendations.
- Present the recommended updates to the Arterial Road Policy.
- Bring forward required bylaws to make the required changes to Official Community Plan (OCP) Bylaws 7100 and 9000.

OCP Consultation Summary

Stakeholder	Referral Comment (No Referral necessary)
BC Land Reserve Co.	No referral necessary.
Richmond School Board	No referral necessary, as future rezoning applications will be referred as necessary.
The Board of the Greater Vancouver Regional District (GVRD)	No referral necessary, as the proposed amendments are consistent with the Regional Growth Strategy.
The Councils of adjacent Municipalities	No referral necessary, as adjacent municipalities are not affected.
First Nations (e.g., Sto:lo, Tsawwassen, Musqueam)	No referral necessary.
TransLink	No referral necessary, as no transportation road network changes are proposed.
Port Authorities (Vancouver Port Authority and Steveston Harbour Authority)	No referral necessary.
Vancouver International Airport Authority (VIAA) (Federal Government Agency)	No referral necessary.
Richmond Coastal Health Authority	No referral necessary.
Stakeholder	**Referral Comment (No Referral necessary)**
Community Groups and Neighbours	The proposed amendments were referred to the Urban Development Institute, Greater Vancouver Home Builders' Association and the Small Builders' Group. Feedback was incorporated in the amendments where appropriate.
All relevant Federal and Provincial Government Agencies	No referral necessary.

To date, the following groups have been consulted in the preparation of the proposed OCP and future Zoning Bylaw amendments:

- Urban Development Institute (UDI);
- Small Home Builders Group; and
- Greater Vancouver Home Builders' Association.

Feedback was received from several of these groups and considered during refinement of the proposed amendments. If further discussion is required with any of these groups, it can occur, if requested, prior to the Public Hearing.

Richmond Official Community Plan Bylaw 9000, Amendment Bylaw 9603 and Richmond OCP Bylaw 7100, Amendment Bylaw 9604, having been considered in accordance with OCP Bylaw Preparation Consultation Policy 5043, is hereby found to not require further consultation.

The public will have an opportunity to comment further on all of the proposed amendments at the Public Hearing.

Consultation

Staff consulted with the general public, Richmond School District, Richmond Centre for Disability and the development community on the proposed amendments to the Arterial Road Policy. The details of the consultation are as follows:

Public Consultation

A total of five open houses on the proposed changes to the Arterial Road Policy were held at four community centres located within the Arterial Road Policy Area (i.e., South Arm, Steveston, Thompson and West Richmond) and at City Hall, between April 23, 2016 and May 4, 2016. Open house notices were published five times on the City Board page in the Richmond News between April 15 and April 29, 2016. A news release regarding the open houses was issued to Metro Vancouver media on April 18, 2016. Boosted Facebook posts regarding the open houses were also uploaded six times between April 20, 2016 and April 28, 2016. The presentation boards presented at the open houses can be found in Appendix 2.

Approximately 240 people attended the open houses and a total of 175 completed surveys were received. A sample survey form can be found in Attachment 1 and a copy of all completed surveys can be found in Appendix 3. Based on the comments received, the public appears to be generally in support of the proposed changes to the Arterial Road Policy. A summary of the survey results can be found in Attachment 2.

In addition to the written comments provided as part of the completed surveys, staff have received a further six written submissions from the public regarding the proposed Arterial Road Policy Update (Appendix 4). Staff have also received a petition with 41 signatures from 24 households on Mirabel Court in support of the land use designation on the Arterial Road Development Map presented at the open houses (Appendix 5).

Based on the comments received during the public consultation, staff recommend the following revisions to the proposed amendments to the Arterial Road Policy recommended in the January, 2016 report:

1. Design Guidelines for Arterial Road Town Houses – Rear Yard Setbacks

   The current design guidelines in the OCP require a 6.0 m rear yard setback along the rear yard interface with single-family housing "where deemed necessary". It also allows single-storey projections into the rear yard setback for a distance of up to 1.5 m, subject to appropriate opportunities for tree planting and the provision of appropriate private outdoor space. Based on the concerns raised by residents of single-family homes adjacent to townhouse sites, staff have amended the proposed setbacks as follows:

   a) A 6.0 m rear yard setback be required along the rear yard interface to an adjacent lot occupied by single-family housing.

   b) A maximum 1.5 m ground floor projection (i.e., a setback of 4.5 m from the rear property line to the ground floor of the building) for up to 50% of the width of the building be allowed, subject to:

i. No impact to tree preservation.
ii. Appropriate opportunities for tree planting (e.g. a landscaped area that could accommodate a tree with a minimum caliper size of 8 cm (3 in.) or a minimum height of 4.0 m (14 ft.), outside of any statutory right-of-ways).
iii. The provision of appropriate private outdoor space (e.g. minimum 30 m^2 per unit).
iv. Bay windows and porches not projecting into the 4.5 m (15 ft.) setback.

The main difference between the latest recommendation and staff's recommendation presented in the January 27, 2016 Report is that the 1.5 m ground floor projections is now limited to 50% of the width of the building to provide additional rear yard space and opportunities for tree preservation and planting.

2. Design Guidelines for Arterial Road Town Houses – Building Heights

The current OCP design guidelines allow 2 to 2½ storey townhouse units along the rear yard interface with single-family housing. Based on the concerns raised by residents and the potential impacts of a 2½ storey townhouse on adjacent rear yards, staff recommended, in the January 27, 2016 Report, an amendment to the Arterial Road Guidelines for Townhouses in Section 4.4.13 of the OCP to limit the building height to a maximum of two (2) storeys along the rear yard interface with adjacent single-family lots.

Some participants in the open houses commented that a defined maximum building height in metres should be included for rear yard interface with single-family housing. Staff therefore revised the height restriction to two (2) storeys or 9 m, whichever is less; for townhouse buildings with a flat roof, the maximum height should be limited to 7.5 m. These recommended height regulations are identical to those adopted by Council in July, 2015, regarding single-family house height and massing.

3. Townhouse Development Requirements - Consultation Process

The current Arterial Road Policy allows staff to request the developers to undertake public consultation prior to Public Hearing if the site is the first townhouse development on that block of the arterial road and/or it is expected that the surrounding property owners will want input into the development. While no question related to the consultation process was included in the survey form, some participants suggested that public consultation should be required prior to the project being forwarded to Council for consideration if the development proposal is not 100% in compliance with the Arterial Road Policy.

Based on this comment, staff recommend that the Policy be revised to identify that staff may also request the developers to undertake public consultation prior to Public Hearing if a development proposal does not comply with all of the location criteria and development requirements under the Arterial Road Land Use Policy.

In addition to the three comments discussed above, a list of the rest of the most common comments expressed by the public is attached for reference (Attachment 3) with staff's response included immediately following the specific comments and is identified in '*italics*'.

Richmond School District

The School District is generally in support of the Arterial Road Policy Update to increase family oriented housing along arterial roads, but has concerns regarding potential implications for pedestrian safety. A letter from the School District can be found in Attachment 4.

With respect to pedestrian plans associated with the Arterial Road Policy amendments, the Mobility and Access section in the OCP outlines the City's vision and Policy related to transportation, including walking, in the City for the next 25 years. A key objective of the plan is to increase the priority of walking as a viable mode of travel; with the intent to reduce the number of vehicular trips. Details of the objectives and policies for expanding and enhancing the walking network and pedestrian connections in the City, as well as measures to increase safety for pedestrians, can be found in Section 8.3 of the OCP.

Pedestrian related facility improvements to support the objectives of the OCP are implemented through the City's annual Capital Program, as well as secured as part of required works and services for new developments. The latter would also be applicable for new development applications related to the proposed amendments of the Arterial Road Policy. Staff will have the opportunity to review and assess the transportation impacts associated with the development and secure off-site works to mitigate the impacts, including improvements for pedestrian related infrastructure as required.

Richmond Centre for Disability

The Richmond Centre for Disability (RCD) is generally in support of the Arterial Road Policy Update to encourage more density and the proposed new development guidelines for housing along arterial roads. The RCD hopes to see the continued support for enhanced accessibility and visit-ability of all housing types, with the goal to promote a fully accessible and inclusive community. Staff will continue to secure accessible and visit-able units in all new housing forms outlined in the new Arterial Road Lands Use Policy.

Industry Consultation

The proposed amendments were discussed at the regular Urban Development Institute (UDI)/Richmond Liaison Committee meeting on March 30, 2016. UDI provided a letter indicating their support for the proposed Arterial Road Policy Update (Attachment 5).

Staff invited representatives from the Greater Vancouver Home Builder's Association (GVHBA) and the Richmond Small Home Builders Group to an open house at the City Hall on April 20, 2016. Approximately 20 builders, developers and real estate agents attended the event. The following issues/requests were raised by the group; staff responses are provided in *italics*:

1. Higher density should be permitted along arterial roads.

   The current Policy permits townhouse development at a density ranging from 0.6 Floor Area Ratio (FAR) to 0.7 FAR, which allows for multiple family developments that will compliment single family homes in established neighbourhoods. To accommodate higher

density for townhouse developments on arterial road properties, staff feel that the range of impacts on the form of development are not supportable. These include:

- *Reduced yard space and setbacks.*
- *Increased lot coverage for buildings and reducing landscaping/porous area.*
- *Increased building height (i.e., allowing all three--storey units).*
- *Reduced parking requirements.*

The proposed amendments to the Arterial Road Policy include introduction of duplexes and triplexes on certain arterial road properties that are now designated for single-family use only. The proposed FAR allowed for duplex and triplex development is 0.6 FAR, which is higher than the FAR allowed for single-family developments. Staff are of the opinion that the existing and proposed density for arterial roads is supportable, and will result in acceptable built form and housing variety.

Staff have considered a number of applications in the recent past with proposed density beyond 0.7 FAR. These applications have been considered where the project has demonstrated that significant community benefit can be provided (i.e. affordable housing, significant road dedication, parkland provision, etc.). Such applications can continue to be reviewed and presented for Council consideration on their own merit.

2. Affordable housing cash contribution rates should be lowered.

   The Affordable Housing Strategy is currently being reviewed by the Community Services Division based on current market conditions and affordable housing demand. A separate report will be presented to Council by the Community Services Division.

3. Smaller site assembly for townhouse developments should be allowed.

   The current Policy requires a townhouse development to be involved in a land assembly with at least 50 m frontage on a major arterial road and 40 m frontage on a minor arterial road. Based on staff experience, townhouse developments on smaller sites can result in compromised built form. Small development sites usually lack the flexibility to accommodate functional outdoor amenity space and adequate truck maneuvering space on-site; and there are often impacts on architectural and landscaping design.

   The proposed amendments to the Arterial Road Policy include a new provision to provide flexibility for land assembly to allow the redevelopment on smaller arterial road properties that are isolated or orphaned by recent adjacent developments (i.e., reduced land assembly or residual site size requirements). Townhouse developments on these sites must still comply with all other applicable Development Permit guidelines, requirements and bylaws. Reduced density (FAR) and/or reduced building heights should be expected by the developers; as staff work to achieve an appropriate interface with adjacent developments.

4. Additional incentive for rear lane establishment should be provided.

   The proposed amendments to the Arterial Road Policy include the introduction of front-to-back duplexes on compact lots with rear lane access. This new housing typology for properties on arterial roads provides additional development potential for properties

with a minimum lot depth of 40 m and with rear lane access. These potential sites also include those areas where rear lane extension or establishment is identified on the proposed Lane Network Map.

Staff also propose that a lane implementation strategy for cost sharing on the "connecting lane" be established. The intent of this strategy is to ensure properties where the "connecting lanes" are to be located would not bear an inordinate burden for the lane establishment costs (including land and construction costs).

5. Properties along Arterial Roads should be pre-zoned for multiple-family developments.

   Pre-zoning is not recommended. Pre-zoning eliminates the opportunity for public comment on an individual development application, and compromises the City's ability to secure required amenities (i.e. affordable housing, public art etc.) and necessary off-site servicing upgrades associated with a proposed development.

Proposed Arterial Road Land Use Policy

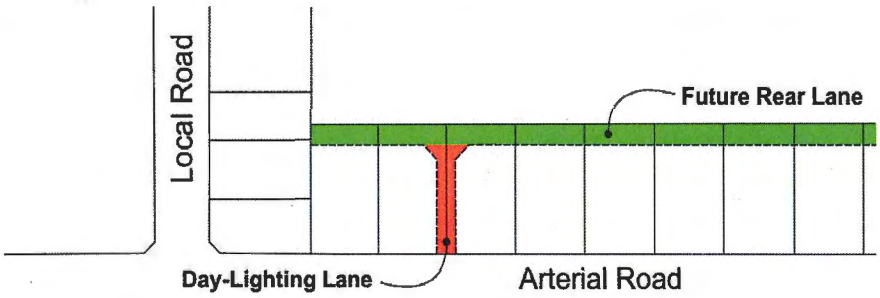
Staff recommend that the current "Arterial Road Policy" in Section 3.6.1 of OCP Bylaw 9000 (Attachment 6) be replaced with the new "Arterial Road Land Use Policy". It is recommended that Bylaw 9603 be introduced and given first reading.

The highlights of the proposed Arterial Road Land Use Policy are as follows:

1. Update the "Overview" section to clarify the guiding principles of the Policy and to identify the range of housing forms supported by the Policy.
2. Retain the current location criteria for Arterial Road Town House and Arterial Road Compact Lot developments.
3. Include new sets of location criteria for Arterial Road Row House and Arterial Road Duplex/Triplex developments.
4. Replace the Arterial Road Map and Arterial Road Development Map with the new Arterial Road Housing Development Map; which shows what areas are included in the Policy, as well as a proposed land use designation on each arterial road property; based on the location criteria set out in the proposed Policy and the land use designation in the 2041 OCP Land Use Map. The proposed Arterial Road Housing Development Map is slightly different from the Arterial Road Development Map, which was attached to the January 27, 2016 report and shown at the public consultation open houses. The new map was updated to include recent changes to the 2041 OCP Land Use Map, to accommodate proposed changes in land uses in areas where the rezoning bylaws have been given third readings, and to correct mapping and graphic errors on the previous map.
5. Include a new provision to allow small isolated sites to be redeveloped based on each project's merit.
6. Update the Arterial Road Town House Development Requirements to provide added flexibility on orphaned site redevelopments.
7. Include a new provision to allow density bonus for townhouse developments with built affordable housing units. This is based on a recent example of townhouse development

proposal on an arterial road where approximately 15% of the total building area is secured for affordable housing units by way of a housing agreement registered on title in exchange for a density beyond the typical 0.6 FAR. Staff believe this density bonus for built affordable housing units would still achieve the desired form and housing objectives along arterial roads.

8. Include new Development Requirements for Arterial Road Row House and Arterial Road Duplex/Triplex developments.
9. Update the Development Requirements for Arterial Road Compact Lot developments to clarify where Compact Lot Coach Houses and Compact Lot Duplexes may be developed.
10. Include a new Lane Network Map to identify potential lane extension and establishment areas.
11. Include a new Local Lane Implementation Strategy to ensure that properties where the new connecting lanes (also known as "day-lighting lanes") are to be located would not bear an inordinate burden for the lane establishment costs.



See Bylaw 9603 for the proposed Arterial Road Land Use Policy.

Development Permit Guidelines

Staff also propose updated Development Permit Guidelines (Section 14 of the 2041 OCP Bylaw 9000) to address public concerns regarding townhouse design and to introduce new design guidelines for row house and duplex/triplex developments. The highlights of the amendments are as follows:

1. Amend Section 14.1.5 of the OCP to designate all duplex, triplex and row house developments on arterial roads as mandatory Development Permit Areas.
2. Amend Sections 14.3 and 14.4 of the OCP to introduce a set of Arterial Road Guidelines for Duplexes and Triplexes and a set of Arterial Road Guidelines for Row Houses to provide direction on site planning, form and character, and landscaping design for developments on an arterial road.
3. Amend Section 14.4.13 of the OCP to update the *Arterial Road Guidelines for Townhouses* (Attachment 7) to:
    a. Fine tune the guidelines on building height in order to better articulate building massing and to include a maximum building height in metres along the interface with adjacent single-family homes.

b. Clarify setback requirements in order to address adjacency concerns and to ensure tree preservation and planting opportunities in private yards.

See Bylaw 9603 for the revised *Arterial Road Guidelines for Townhouses* proposed.

Steveston Area Plan

Staff recommend updating the current Steveston Area Land Use Map (Attachment 7) based on the land uses identified on the Arterial Road Housing Development Map; including duplex, triplex and townhouse uses (see Bylaw 9604 for the proposed Steveston Area Land Use Map).

Zoning Bylaw

New residential zones will be required to regulate row house, arterial road duplex/triplex and compact lot duplex developments. Staff have developed four proposed zones:

1. "Row House (RRH)" Zone

   This zone will provide for row housing where there is vehicle access to a rear lane. The proposed maximum density is 0.6 FAR; maximum lot coverage for buildings ranges from 45% to 55% depending on the lot size; and maximum building height is 2½ storeys.

   While the form of row housing is similar to townhouses, row house developments will only be permitted where there is lane access. The permitted density, lot coverage, building setbacks and building heights are comparable to those provisions under other zoning districts that permit compact single-family developments (i.e., "Compact Single Detached (RC)" and "Coach House (RCH)", etc.).

2. "Compact Two-Unit Dwellings (RCD)" Zone

   This zone will provide for two attached dwellings on a compact lot fronting an arterial road and with lane access. The proposed maximum density is 0.6 FAR; maximum lot coverage for buildings is 50%; and maximum building height is 2½ storeys.

   The proposed RCD zone is drafted to ensure compatibility among Compact Lot Single Detached, Compact Lot Coach House, Compact Lot Duplex developments, and Arterial Road Row House developments; where all four typologies are encouraged along arterial roads with rear lane access. The permitted density, lot coverage, building setbacks and building heights are comparable to those provisions under other zoning districts that permit compact lot and row house developments (i.e., "Compact Single Detached (RC)", "Coach House (RCH)" and the proposed "Row House (RRH)" zones).

3. Arterial Road Two-Unit Dwellings (RDA)" Zone and "Arterial Road Three-Unit Dwellings (RTA)" Zone

   These zones will provide for two to three attached dwellings on a single lot fronting a minor arterial road. The proposed maximum density is 0.6 FAR; maximum lot coverage for buildings is 45%; and maximum building height is two storeys.

   The proposed RDA and RTA zones are drafted based on the "Single Detached (RS)" zone to ensure the form and character of duplexes and triplexes along arterial road is

compatible with the adjacent single-family dwellings. While the permitted density permitted in the RDA and RTA zones is higher, the lot coverage, building setbacks and building heights are comparable to those provisions under the "Single Detached (RS)" zone. To address parking concerns with duplex and triplex developments, additional provisions regarding on-site parking are included in the RDA and RTA zones to require visitor parking, where applicable.

These draft zones will be further reviewed and will be presented for Council consideration when applications which require these zones are brought forward to Planning Committee and Council.

Affordable Housing

At this time, there is no policy or contribution rate for duplexes, triplex, or row houses identified in the Affordable Housing Strategy. Staff recommend that a cash-in-lieu contribution option at the current town house rate (i.e., at $4.00 per buildable square foot) be considered for duplex, triplex and row house developments; as these housing types are similar built forms to townhouses.

Secondary suites are not envisioned in duplex, triplex and row house developments due to the following reasons:

a) There is limited opportunity to provide an additional parking stall on site for the secondary suite.
b) The size of these units will be considered too small (ranging from approximately 1,100 ft^2 to 1,800 ft^2) to accommodate a secondary suite (ranging from approximately 355 ft^2 to 969 ft^2) within the unit.

Development Cost Charges

Development Cost Charges (DCC) for duplex, triplex and row house developments will also be based on the "townhouse" rate; as these developments would fit into the definition of "townhouse" in the Development Cost Charges Imposition Bylaw 8024. Should the duplex/triplex/row house framework proposed in this report be endorsed, it is recommended that the Development Cost Charges Imposition Bylaw be updated to identify clearly the DCC rates for duplex, triplex and row house developments.

Sustainability Initiatives

To support City of Richmond's sustainability objectives, staff recommend that duplex, triple and row house developments to be designed to be solar hot water-ready; and either

i. score 82 or higher on the EnerGuide Rating System (ERS); or
ii. meet the Energy Star for New Homes Standard.

Should the Arterial Road Land Use proposed in this report be endorsed, it is recommended that the Sustainable Infrastructure and Resources section in the OCP be updated to include these sustainability requirements for duplex, triple and row house developments.

Accessible Housing

To ensure that the design of a development enables all people, including people with disabilities, to have full and unrestricted access to every part of a project, staff will continue to secure the following features in all duplex, triplex and row house developments:

- Aging in place features in all units (e.g., inclusion of blocking to bathrooms for installation of grab-bars, provision of blocking to stair walls to accommodate lift installation at a future date, and provision of lever door handles).
- One convertible unit in each development proposal consisting of three or more units.

Implementation Strategy

All new development applications received after Council's adoption of the new Arterial Road Land Use Policy will be subject to the new Policy and the associated revised Development Permit Guidelines.

Any in-stream development proposals will not be subjected to the new Arterial Road Land Use Policy and associated design guidelines provided that:

a) The associated rezoning application has been reviewed and supported by Planning Committee, or will be presented to Council for consideration by December 31, 2016; and

b) The associated Development Permit application will be completed to a level deemed acceptable by the Director of Development (i.e., endorsed by the Development Permit Panel) within one year of Council's adoption of the new Arterial Road Land Use Policy and associated design guidelines.

Financial Impact or Economic Impact

None.

Conclusion

In response to Planning Committee's referral on duplexes and triplexes in the City, staff have undertaken a review on the Arterial Road Policy in the OCP Bylaw 9000 and recommended a number of amendments to the Policy as provided in the January 27, 2106 staff report titled "Arterial Road Policy Updates" (Appendix 1). Upon Council's authorization, staff have undertaken consultation on the recommended amendments with the general public, Richmond School District, Richmond Centre for Disability, Urban Development Institute (UDI), Greater Vancouver Home Builders Association (GVHBA) and Richmond Small Home Builders Group. Based on the feedbacks received during the consultation, staff have fine-tuned the recommended amendments to the Arterial Road Policy and are proposing the following:

1. To replace the existing Arterial Road Policy in Section 3.6.1 of the OCP Bylaw 9000 with the new Arterial Road Land Use Policy in order to provide more specificity and clarity to the Policy, and to support new housing types; such as row houses, duplexes and triplexes, along arterial roads.
2. To update Section 14 of the OCP Bylaw 9000 (Development Permit Guidelines) in order to identify all duplex, triplex and row house development sites along arterial roads as

Development Permit Area, insert new design guidelines to guide the developments of these new housing types, and update the design guidelines for townhouse developments based on feedbacks received during the consultation.

3. To update the Steveston Area Land Use Map in Schedule 2.4 of OCP Bylaw 7100 based on the land use designations under the proposed Arterial Road Land Use Policy.

It is recommended that Official Community Plan Bylaw 9000, Amendment Bylaw 9603, and Official Community Plan Bylaw 7100, Amendment Bylaw 9604, be introduced and given first readings.

FOR Terry Crowe
Manager, Policy Planning

Edwin Lee
Planner 1

EL:blg

Attachments:
Attachment 1: Sample Survey Form
Attachment 2: Survey Result
Attachment 3: Comments Received During Public Consultation
Attachment 4: Letter from School District No. 38
Attachment 5: Letter from Urban Development Institute
Attachment 6: Current Arterial Road Policy
Attachment 7: Current Arterial Road Guidelines for Townhouses
Attachment 8: Current Steveston Area Land Use Map

A binder with the following appendixes is available in the Councillor's office and at the Front of House of City Hall:

Appendixes:
Appendix 1: Report to Committee titled "Arterial Road Policy Updates"
Appendix 2: Open House Display Boards
Appendix 3: Completed Survey Forms Received
Appendix 4: Written Submission Received
Appendix 5: Petition from Mirabel Court Residents

City of Richmond

Arterial Road Policy Update Survey

Planning and Development Division
6911 No. 3 Road, Richmond, BC V6Y 2C1
www.richmond.ca

The City of Richmond is proposing updates to the existing Arterial Road Policy, which guides residential developments along certain arterial roads in the city.

We'd like your feedback. Please complete the survey and send it back to the City by **Sunday, May 8, 2016**. The information boards presented at the Arterial Road Policy Update 2016 Open Houses, the January 2016 Report to Council and this survey are also available online at LetsTalkRichmond.ca. Please review the information boards as you complete the survey.

All feedback received will be considered in the final report to Council.

Arterial Road Policy Survey

1. I support the policy to encourage densification along certain arterial roads to accommodate the City's share of normal regional growth outside of the City Centre (Board 1).

   ❑ Yes ❑ No ❑ No Opinion

   Comments:_____

Arterial Road Townhouses

2. I support the proposed locations of townhouse development, and the associated development requirements and design guidelines (Boards 5, 6 & 13).

   ❑ Yes ❑ No ❑ No Opinion

   Comments:_____

3. I support the proposal to allow more flexibility on minimum site assembly on designated townhouse blocks with newer homes and narrower lots (Board 5).

   ❑ Yes ❑ No ❑ No Opinion

   Comments:_____

Richmond

4. Townhouse building height should be limited to 2 storeys along rear yards next to single family lots (Board 6).

❑ Yes ❑ No ❑ No Opinion

Comments:_____

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5. The minimum second storey setback for townhouses along rear yards, next to single family lots, should be at least 6.0 m (Board 6).

❑ Yes ❑ No ❑ No Opinion

Comments:_____

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6. The minimum ground floor setback along rear yards next to single family lots should be at least 4.5 m (Board 6).

❑ Yes ❑ No ❑ No Opinion

Comments:_____

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Lane Network

7. I support the proposed lane network for compact lots and support a new strategy to facilitate lane construction (Board 8).

❑ Yes ❑ No ❑ No Opinion

Comments:_____

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Arterial Road Compact Lots

8. I support the proposed locations of compact lot development and the associated development requirements (Boards 10, 11 & 14).

❑ Yes ❑ No ❑ No Opinion

Comments:_____

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9. I support the concept of Compact Lot Duplexes and the proposed requirements (Board 11).

❑ Yes ❑ No ❑ No Opinion

Comments:_____

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Arterial Road Rowhouses

10. I support the concept and proposed locations of rowhouse development and the proposed requirements (Boards 11 & 14).

❑ Yes ❑ No ❑ No Opinion

Comments:_____

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Arterial Road Duplexes/Triplexes

11. I support the concept and proposed locations of Arterial Road Duplex/Triplex development and the proposed requirements (Boards 12 & 13).

❑ Yes ❑ No ❑ No Opinion

Comments:_____

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Other Comments

Please use this space to provide any other comments you may have:

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Please see reverse →

I am interested in the Arterial Road Policy Update as I am: (check all that apply)

- ❑ An owner/resident of an arterial road property (i.e., a property fronting on an arterial road within the Arterial Road Policy area, such as No. 1 Road, Williams Road, etc. as shown on Board #1);
- ❑ An owner/resident of a property located adjacent to an arterial road property;
- ❑ A Richmond Resident;
- ❑ A Richmond builder/developer;
- ❑ Other (please specify) _____

My postal code is:_____

My name is (optional):_____

My e-mail address is (optional):_____

I heard about this public consultation process via (check all that apply):

- ❑ Newspaper story
- ❑ Newspaper advertisement: Richmond News
- ❑ City of Richmond website: richmond.ca
- ❑ LetsTalkRichmond.ca website
- ❑ Facebook
- ❑ Twitter
- ❑ Word of mouth
- ❑ Saw poster in City facility

Thank you for your time and feedback.

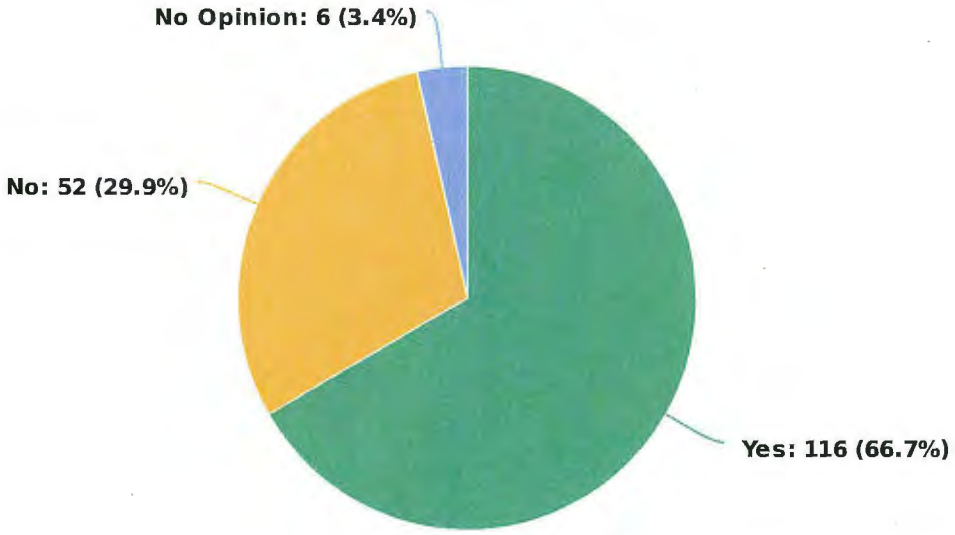
ENGAGEMENT TOOL: SURVEY TOOL

Tool title/name: Arterial Road Policy Update Survey

VISITORS 365	CONTRIBUTORS 145	CONTRIBUTIONS 175

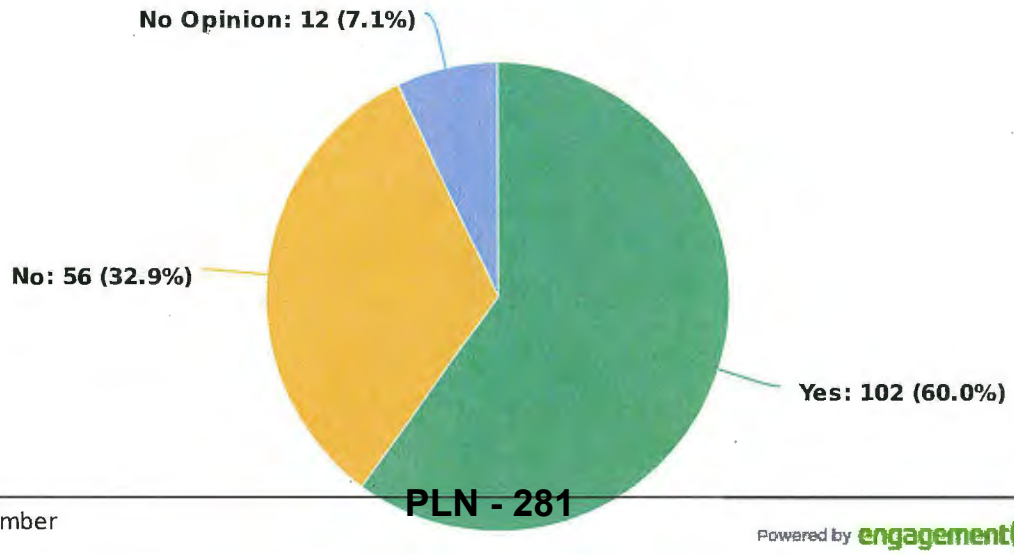
I support the policy to encourage densification along certain arterial roads to accommodate the City's share of normal regional growth outside of the City Centre

Optional question



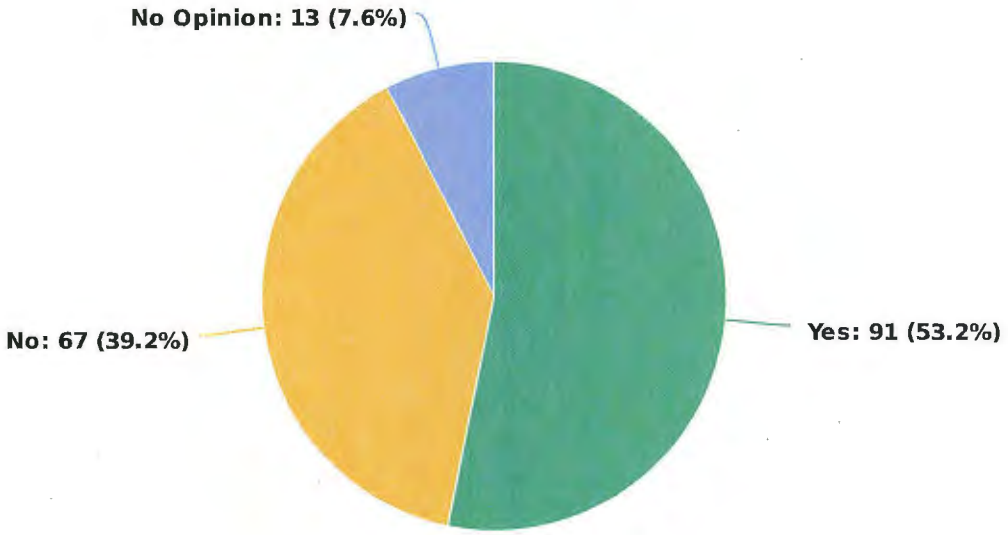
I support the proposed locations of townhouse development and the associated development requirements and design guidelines

Optional question



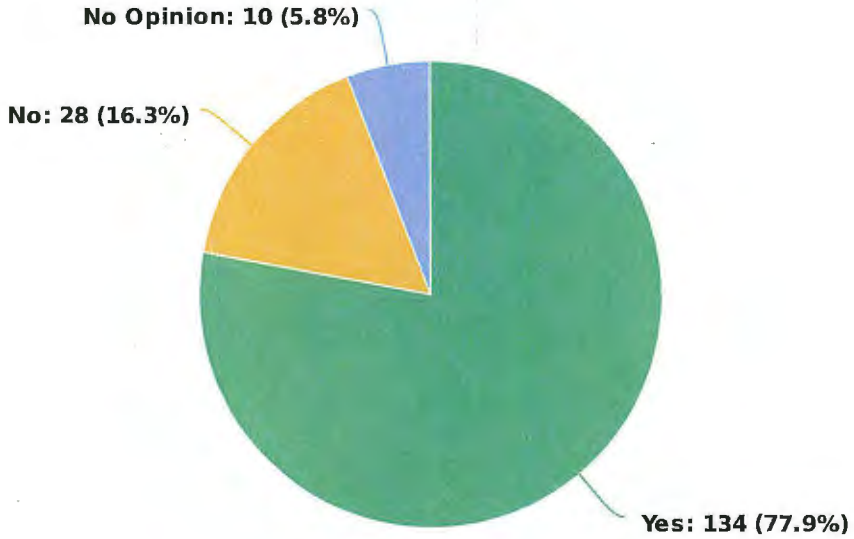
I support the proposal to allow more flexibility on minimum site assembly on designated townhouse blocks with newer homes and narrower lots

Optional question



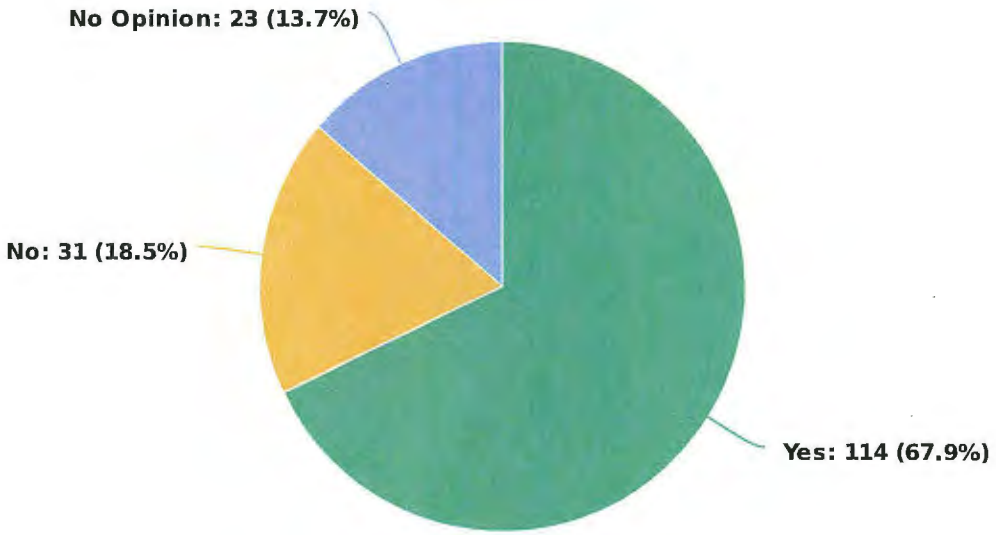
Townhouse building height should be limited to 2 storeys along rear yards next to single family lots

Optional question



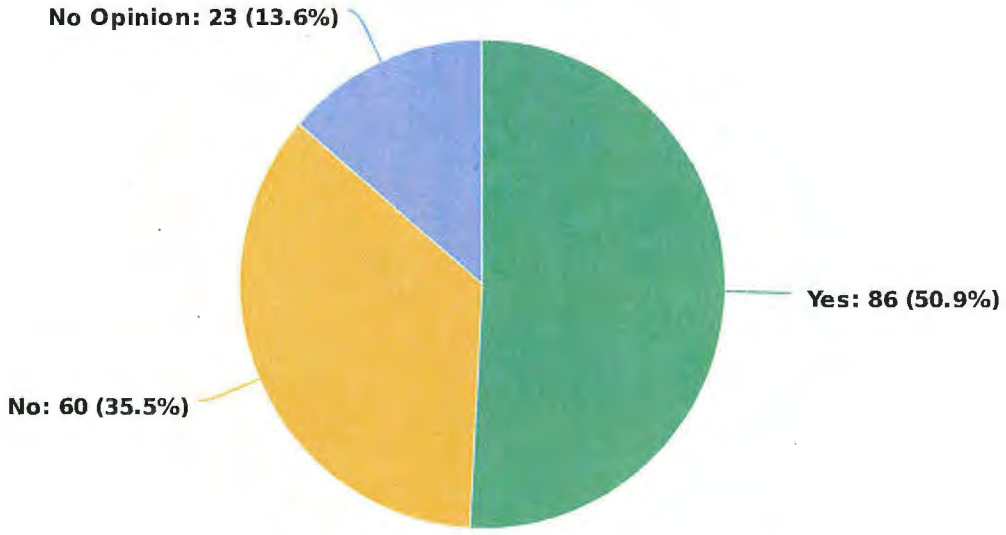
The minimum second storey setback for townhouses along rear yards, next to single family lots, should be at least 6.0 m

Optional question



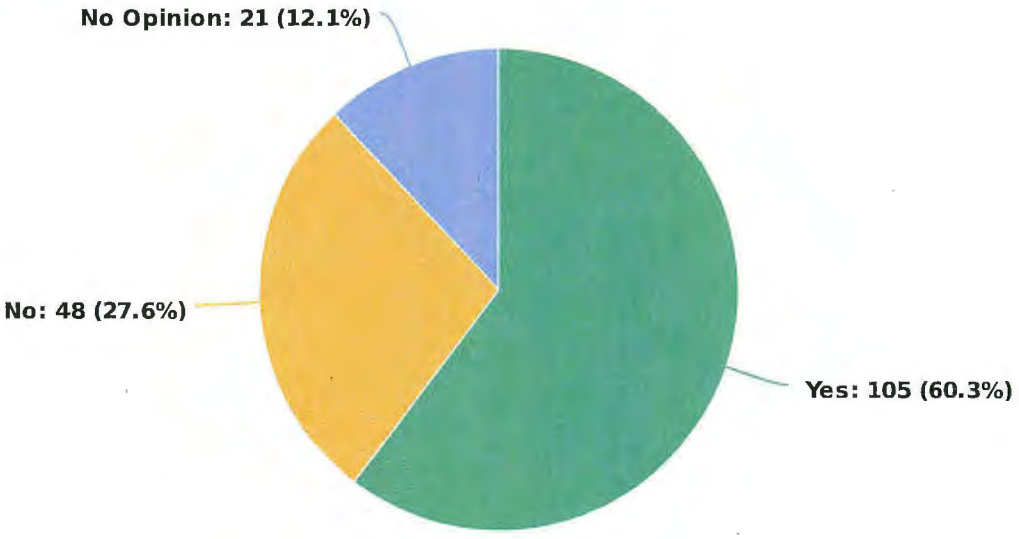
The minimum ground floor setback along rear yards next to single family lots should be at least 4.5 m

Optional question



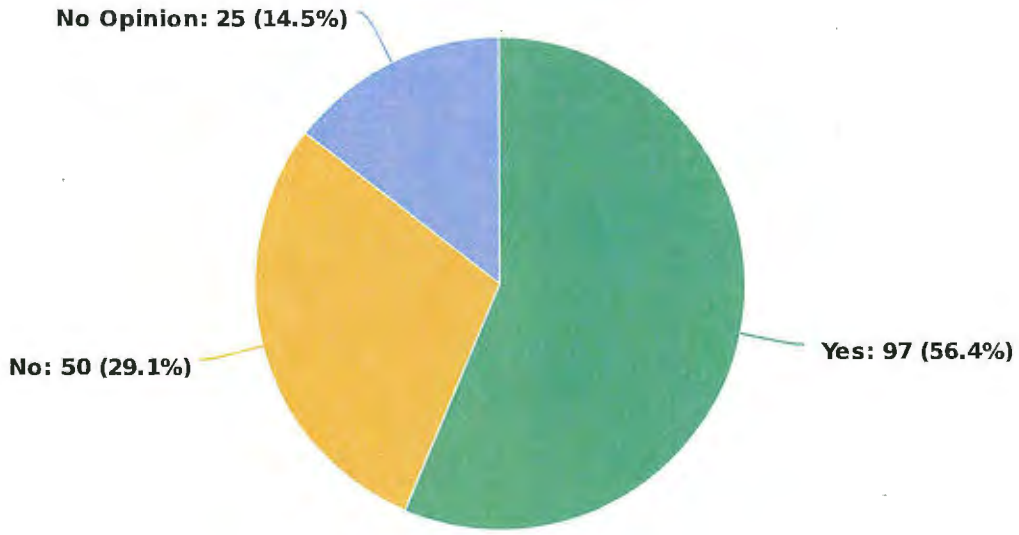
I support the proposed lane network for compact lots and support a new strategy to facilitate lane construction

Optional question



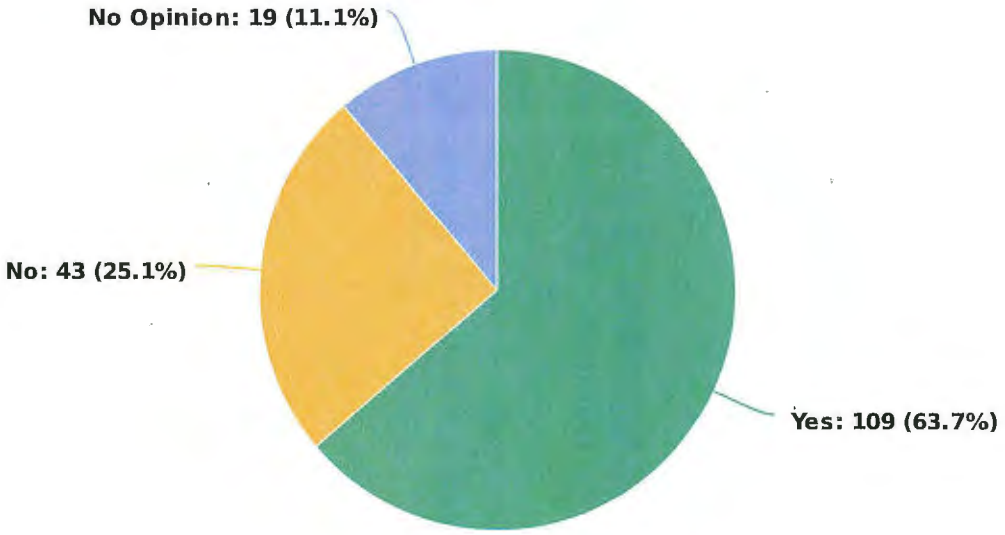
I support the proposed locations of compact lot development and the associated development requirements

Optional question



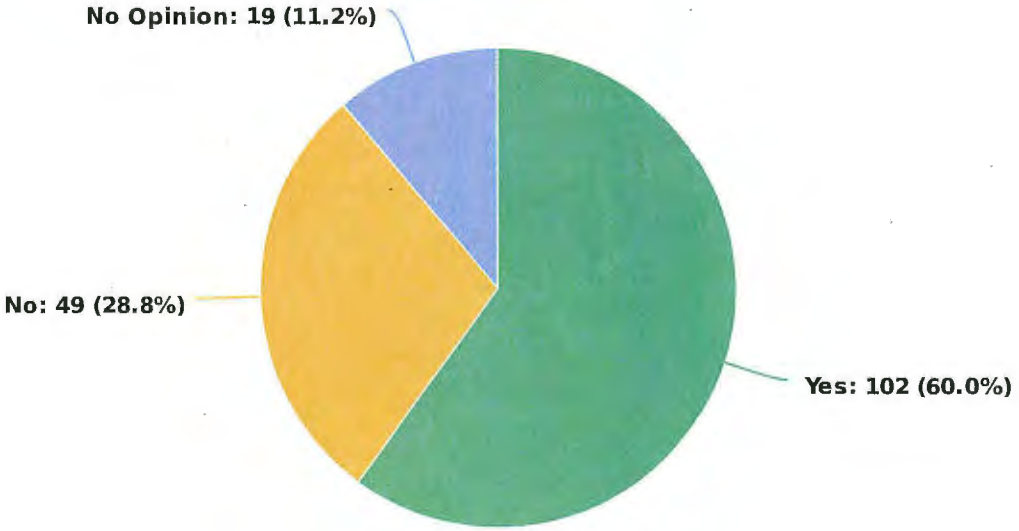
I support the concept of Compact Lot Duplexes and the proposed requirements >

See Board... Optional question



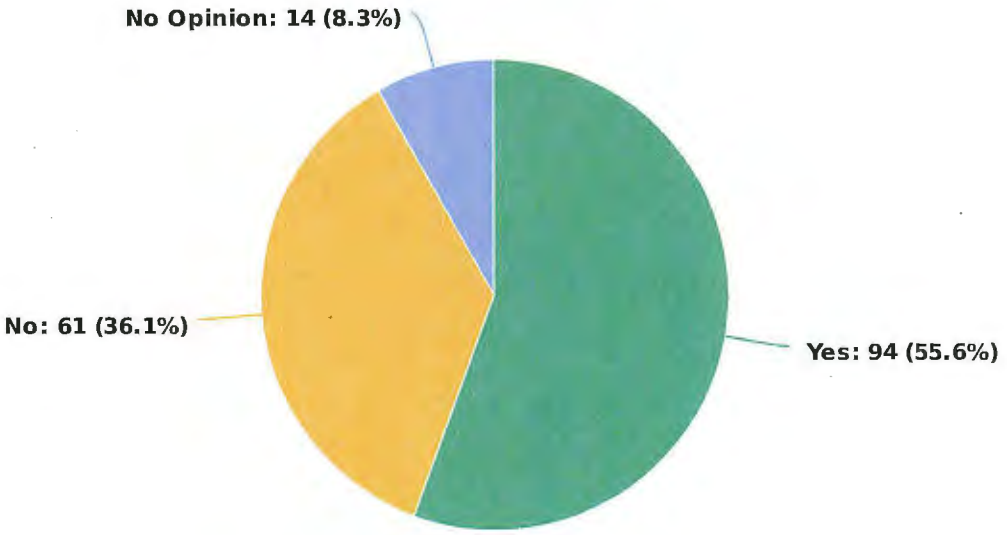
I support the concept and proposed locations of row house development and the proposed requirements

Optional question



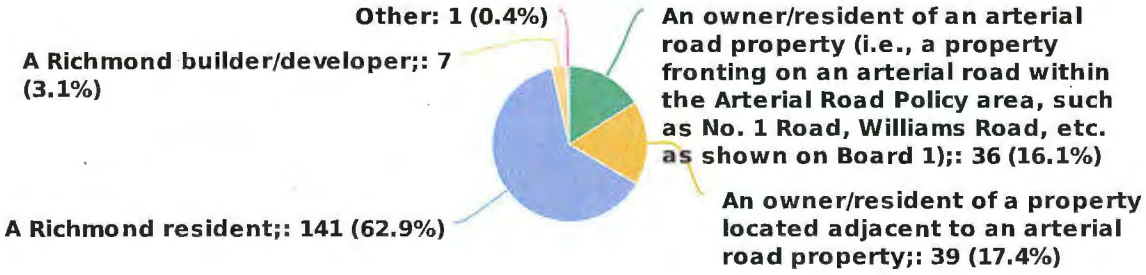
I support the concept and proposed locations of arterial road duplexes/triplexes and the proposed requirements >

Optional question



I am interested in the Arterial Road Policy Update as I am: (check all that apply)

Optional question



Arterial Road Policy Update – Public Consultation

Comments received during the public consultation:

Traffic:

1. Development should address potential traffic impacts and parking demands generated by new housing units.

   Transportation impact arising from development is reviewed as part of a development application. Mitigation measures for adjacent road geometry or operation are secured through the development.

   The off-street parking requirements for development are governed by the City Zoning Bylaw. This bylaw includes the provision of parking for residents, as well as visitors on-site. The City's bylaw parking rates are established to make provision for parking availability on-site and to support the 2041 Official Community Plan (OCP) vision to encourage alternate modes of transportation; such as walking, cycling and transit.

   If some residents or visitors prefer to park on the street, they are permitted to do so where parking restrictions do not exist. This is typical of local streets in Richmond, which are designed to accommodate on-street parking. On-street parking on local roads has the benefit of acting as a traffic calming measure, as it helps to slow vehicles down, yet still provide gaps created by driveways and fire hydrants for vehicles in opposing directions to pass one another.

2. Parking on all arterial roads (especially on No. 1 Road) should be restricted.

   Parking restrictions are based on traffic volumes. If off peak volumes do not require the use of the curb lane, on-street parking may be permitted. With any development, a comprehensive review is carried out to determine whether any changes are needed to existing on-street parking regulations to support the proposed land use.

3. "No Parking" signs should be installed in back lanes.

   Parking in lanes is regulated by Section 12 of Bylaw 5870; which prohibits a vehicle from "stopping or standing in or upon any lane, unless parking is designated". If there are any issues regarding this matter, Bylaw Enforcement should be notified.

4. Driveways should be located away from the intersection.

   Driveway locations along arterial road are currently regulated and controlled by Residential Lot (Vehicular) Access Regulation Bylaw 7222. Guidelines on access locations and setbacks are proposed to be included in the development requirements for townhouses and arterial road duplex/triplex developments. Minimum corner lot dimensions for the proposed arterial road duplex and triplex developments have taken this bylaw into account.

5. Duplex and triplex development with vehicle access from arterial road with bike lanes should not be permitted; townhouse and lane access developments are preferred to minimize traffic disruption.

   The proposed guidelines will require that as part of any duplex/triplex development proposal, special stamped/tinted concrete treatment for the sidewalk will be required across each driveway and green bike lane paint for the bike lane will be required at the crossings to each development in order to ensure safety within bike lanes for cyclists and on sidewalks for pedestrians.

6. More bike lanes along arterial roads within the Policy area should be built.

   Section 8.4 (Mobility & Access – Cycling) within the OCP identifies the major streets that are planned bike routes (see map on Page 8-19 of the OCP). In addition, Section 3.5 (Connected Neighbourhoods with Special Places - Specific Richmond Neighbourhoods) of the OCP identifies complementary planned neighbourhood links; which are cycling facilities on local roads with off-street connections that generally run parallel between the major streets.

7. Railway Avenue should be widened to four (4) lanes and/or to accommodate pullouts for buses.

   Widening of Railway Avenue is limited due to the width of the existing road right-of-way. Pullouts for buses are not favoured by Coast Mountain Bus Company or TransLink, as they cause delay and safety concerns for buses changing lanes in order to merge into traffic.

Housing Typology:

8. Smaller ground-oriented housing units should be built for young families and seniors who cannot afford large single-family homes.

   The proposed Arterial Road Policy Update will encourage new housing typologies such as Arterial Road Compact Lot Duplexes, Row Houses, and Arterial Road Duplexes/Triplexes. The minimum unit size of compact lot duplex units and row house units is approximately 108 m^2 or 1,160 ft^2. The maximum unit size of arterial road duplex units and triplex units is 167 m^2 or 1,800 ft^2.

9. A variety of housing typologies and unit sizes should be made available within each neighbourhood, including stacked townhouses, and low rise apartments.

   The proposed Arterial Road Policy Update will continue to encourage a range of housing typologies (from larger to compact single-family homes; from duplexes to triplexes, from row houses to townhouses) along arterial roads within the Policy area. While there will be a mix of housing typologies within each neighbourhood, the Policy encourages similar built forms on each block to ensure a consistent, pedestrian-friendly streetscape on the block.

   Stacked townhouses are permitted under the current Policy and relevant townhouse zones; this typology will continue be permitted within the identified townhouse areas along arterial roads.

New low rise apartments along arterial roads are not currently encouraged by the Policy; as this type of housing would be a departure from the established character of the residential areas within the Policy area.

10. Row houses should not only be allowed on arterial road properties within 800 m from a Neighbourhood Service Center; this type of housing should be allowed in additional areas.

    The location criteria included in the proposed Policy follows the direction of the current OCP (Section 3.3 Diverse Range of Housing Types, Tenure and Affordability). The intent of including row house developments in the Arterial Road Policy is to clarify where row houses may be developed and under what conditions and criteria.

Form and Character:

11. More design variety should be allowed; different forms and characters should be required in different neighbourhoods to create a sense of place and sense of community.

    Staff will continue to encourage variation in townhouse designs to avoid repetition of architectural appearance, building form and elevations.

Scale of Developments:

12. Duplex/triplex developments should be allowed on townhouse blocks to avoid the need of land assembly.

    Townhouse developments are generally encouraged at locations in close proximity to amenities such as commercial services, community centres, schools and parks. Staff ensures minimal traffic disruption by eliminating driveways along the arterial roads. Single lot duplex/triplex development with access from an arterial road is not considered to be the highest and best use of those properties identified for townhouse use on the Arterial Road Housing Development Map. The proposed Arterial Road Policy Update, however, will accommodate redevelopments of orphan lots.

13. Lot Size Policies that prohibited multiple family developments should be eliminated to allow sites which meet the location criteria for duplex/triplex and/or townhouse developments to be redeveloped.

    This report does not include options to amend the Lot Size Policy. Separate consultation with owners and residents within those Lot Size Policy Areas will be required if any changes are proposed to be made to the Lot Size Policies. Staff are currently addressing a Council referral on the Lot Size Policy, and will present a separate report in the future.

Population Increase and Community Services Capacity:

14. Additional community services; such as new parks, commercial developments, community centres, schools, day care centres, as well as emergency services including increased hospital capacity, should be provided with population increase.

    Staff estimate that approximately 1,265 arterial properties may have redevelopment potential based on the current location criteria for townhouse and compact lot developments; and approximately 4,800 new units may be created.

    With the proposed provisions for duplex and triplex developments, staff estimate that approximately an additional 360 arterial properties may have redevelopment potential and approximately 1,000 additional new units may be created.

    These 5,800 new ground-oriented housing units could house approximately 17,600 residents. This is an approximately 12,200 increase in population; which is approximately 40% of the expected population growth envisioned in the 2041 OCP, adopted in 2012, for areas outside of the City Centre.

    Capacities of various community services were reviewed when the 2041 OCP was drafted. It is beyond the scope of this Arterial Road Policy Update to revisit the capacities of community services including schools and hospital, which are not under the City's jurisdiction.

Additional Development Potential:

15. Compact lots, coach houses, duplexes/triplexes, and row houses should not only be permitted on certain blocks of arterial road, but also within the internal subdivisions.

    This is beyond the scope of this Arterial Road Policy Update. A separate report on small lot subdivision or duplex/triplex developments within existing established single-family neighbourhoods will be presented to the Planning Committee at a later date.

RICHMOND
SCHOOL DISTRICT NO.38

Facilities Planning
School District No. 38 (Richmond)
7811 Granville Avenue, Richmond, BC V6Y 3E3
Tel: (604) 668-6000 Fax: (604) 233-0150

May 11, 2016

Wayne Craig,
Director of Development,
City of Richmond,
6911 No.3 Road,
Richmond, BC V6Y 2C1

Re: Arterial Road Policy Updates, 2016

Dear Mr. Craig,

Recently the School District was notified of the Policy Updates proposed for the City's Arterial Roads.

Our general understanding of the report's purpose and intent is to introduce various types of housing for consideration on arterial roads in specific areas and be able to do so in a manner that safely addresses vehicular access and egress to these homes.

In principle, the District supports the potential increasing numbers of families your Update will provide, while at the same time, the District is also cautious about ensuring child and family safety around major and minor arterial roads, particularly where driveways occur and sidewalk space is minimal and sometimes non-existent.

Coincidentally with the Implementation Strategy noted near the end of your Report, the District would like to see an Arterial Road pedestrian safety plan that might address such concerns as new and upgraded traffic lights, crosswalks, traffic calming devices, sidewalk widening, bus pullouts, biking provisions etc... that would reinforce the community and pedestrian safety aspects of the Policy Update that will result in your successful arterial road development proposal.

Sincerely,

Clive Mason, Architect AIBC, LEED AP
Director of Facilities Planning

Cc: Sherry Elwood, Superintendent of Schools
Mark De Mello, Secretary Treasurer

URBAN DEVELOPMENT INSTITUTE – PACIFIC REGION
#200 – 602 West Hastings Street
Vancouver, British Columbia V6B 1P2 Canada
T. 604.669.9585 F. 604.689.8691
www.udi.bc.ca

June 22, 2016

Edwin Lee
Policy and Planning Department
City of Richmond
6911 No. 3 Road
Richmond BC V6Y 2C1
Canada

Dear Mr. Lee,

The Urban Development (UDI) supports the proposed Arterial Road Policy Update. This is a great step towards adding much needed housing supply in areas that are ideal for densification.

We thank Richmond Staff for providing ample opportunity for consultation on this policy. On behalf of the UDI membership, and particularly the UDI/Richmond Liaison Committee, we look forward to continuing to work with the City of Richmond as you explore opportunities for density along arterial roads.

Regards,

Anne McMullin
President and CEO

3.6 Specific Policies and Guidelines

3.6.1 Arterial Road Policy

OVERVIEW:

The City has permitted densification along its arterial roads since the 1999 OCP was adopted. This densification includes compact lots (e.g., 9 m or 30 ft. wide lots) and coach house development with a rear lane as well as townhouses without a lane. The purpose of this densification is to locate development where there is transit service and to direct it away from the internal single family neighbourhoods which are not located on arterial roads. The City has reviewed and refined this policy over the years, including as part of the 2041 OCP Update.

OBJECTIVE 1:

Direct appropriate development onto certain arterial roads outside the City Centre.

1. Arterial Road Map

The 2041 OCP Arterial Road Policy only applies to the arterial roads in Central Richmond and Steveston shown on the Arterial Road Map. It does not apply to lands located within the City Centre Area Plan (City Centre), the Agricultural Land Reserve (ALR) or Riverside Industrial Park.

2. Additional New Arterial Road Areas

Additional new areas to the Arterial Road Policy outside Central Richmond and Steveston may be considered as part of the update of the applicable Area Plans (e.g., Bridgeport Area Plan; East Cambie Area Plan; West Cambie Area Plan; Hamilton Area Plan) after, the 2041 OCP Update.

3. Areas Not Within Arterial Road Policy

The Arterial Road Policy does not apply to excluded areas shown on the Arterial Road Map (e.g., other land use designations; large single family lot size policy; not on arterial road; neighbourhood service centre; community centre; commercial service; public school; park).

4. Arterial Road Development Map

The Arterial Road Development Map will be used to guide townhouse, compact lot (e.g., 9 m or 30 ft. wide lots) and coach house development. It is a conceptual map that does not need to be amended to show new townhouse or compact residential lot development areas approved by Richmond City Council.

5. Additional New Townhouse Areas (Not on Arterial Road Development Map)

Rezoning and development permit applications for townhouse development on arterial roads in Central Richmond and Steveston may be considered in additional areas not identified on the Arterial Road Development Map if the townhouse development is within walking distance of any one of the following sites identified on the Arterial Road Map:

a) 800 m (2,625 ft. or 10 minute walk) of a Neighbourhood Centre (e.g., Broadmoor, Blundell, Garden City, Seafair, Terra Nova or Ironwood Shopping Centres); or

b) 800 m (2,625 ft. or 10 minute walk) of a City Community Centre (e.g., South Arm, Thompson, West Richmond or Steveston Community Centres); or

c) 400 m (1,312 ft. or 5 minute walk) of a Commercial Service use (e.g., store, shopping plaza or gas/service station with a retail sales area); or

d) 400 m (1,312 ft. or 5 minute walk) of a Public School (e.g., elementary or secondary school); or

e) 400 m (1,312 ft. or 5 minute walk) of a Park on City or School Board lands (e.g., playing field or open space).

6. No Townhouse Development

Townhouse development will not be considered in Central Richmond and Steveston on sites identified for Arterial Road Compact Lot Coach House on the Arterial Road Development Map, except if the proposed townhouse development is within 800 m (2,625 ft. or 10 minute walk) of a Neighbourhood Centre (e.g., shopping centre) where there is an existing fully operational municipal lane.

7. Additional New Compact Lot and Coach House Areas (Not on Arterial Road Development Map)

Rezoning and subdivision applications for compact lot (e.g., 9 m or 30 ft. wide lots) and coach house development on arterial roads in Central Richmond and Steveston may be considered in additional areas not identified on the Arterial Road Development Map if the compact lot and coach house development:

a) is located outside a Single Family Lot Size Policy;

b) dedicates and constructs a fully operational municipal lane.

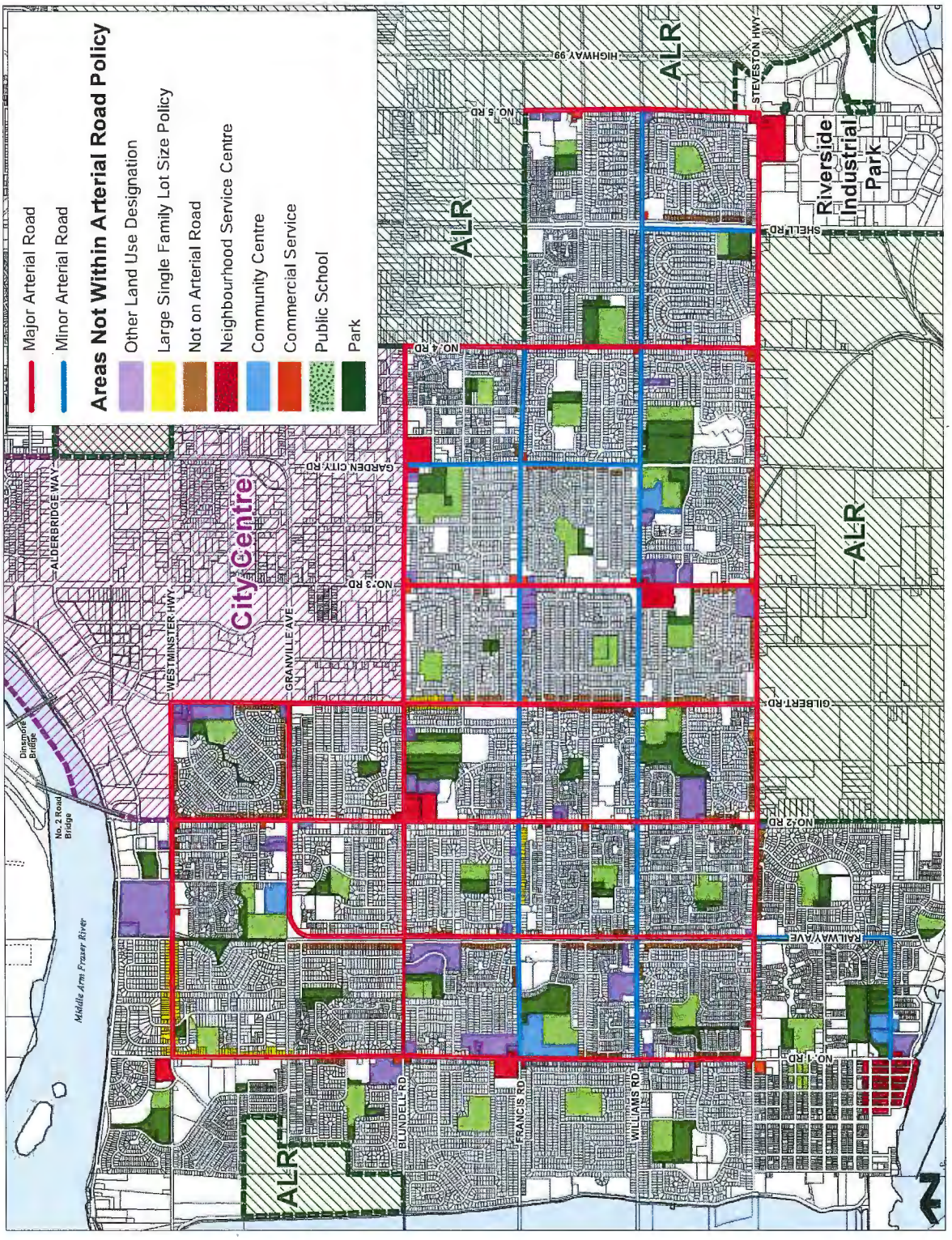
8. No Compact Lot and Coach House Development

Compact lot and coach house development will not be considered in Central Richmond and Steveston on sites identified for Arterial Road Townhouse Development on the Arterial Road Development Map.

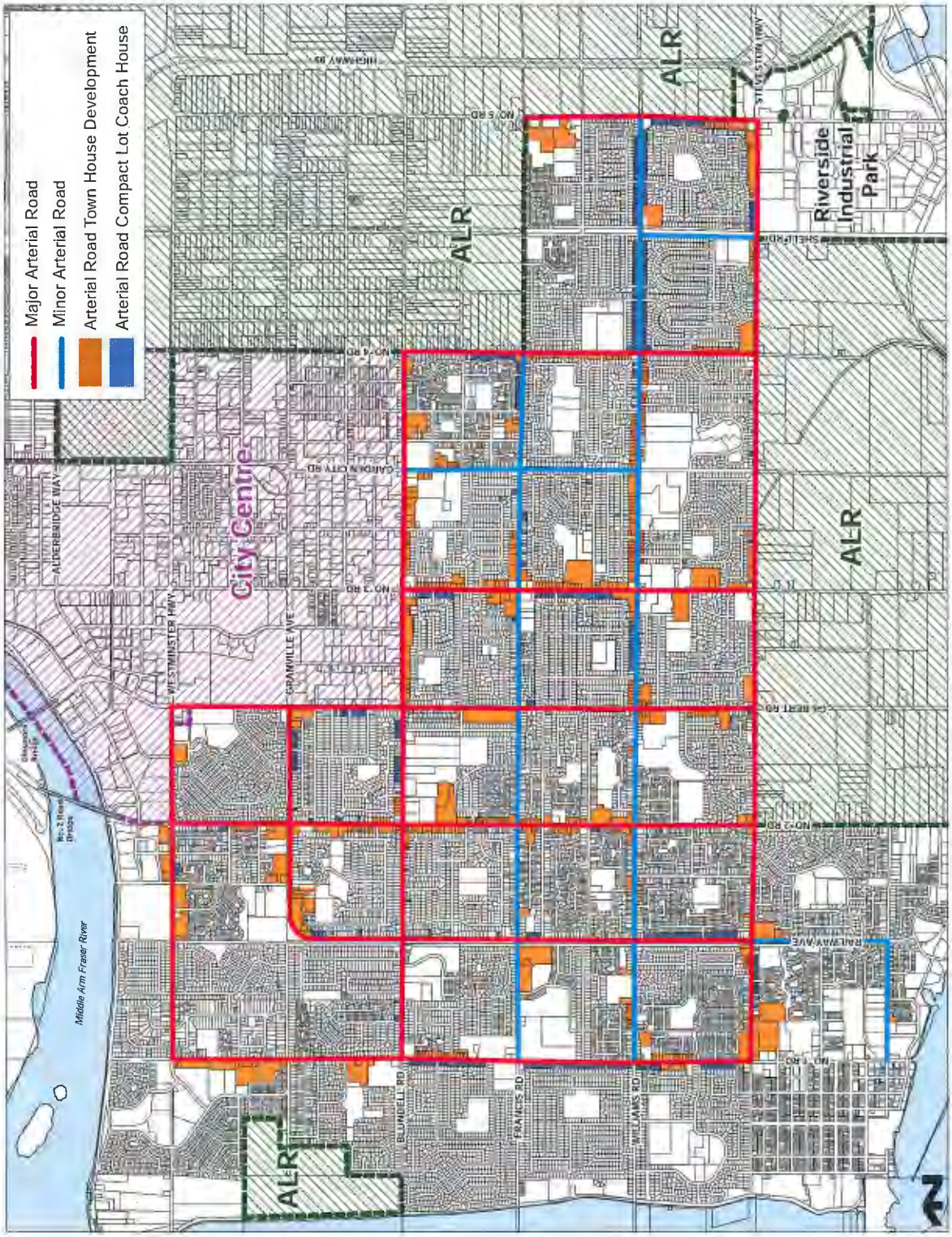
9. Granny Flat Locations

Rezoning applications for the construction of a granny flat on arterial roads in Central Richmond and Steveston may be considered on isolated sites that do not have potential for a townhouse, compact lot or coach house development (e.g., single lot without a lane).

Arterial Road Map



Arterial Road Development Map



Townhouse Development Requirements

All townhouse developments in Central Richmond and Steveston on the arterial roads shown on the Arterial Road Map, whether or not they are on the Arterial Road Development Map, should meet the following development requirements.

Land Assembly

1. Involve a land assembly with at least 50 m (165 ft.) frontage on a major arterial road and 40 m (130 ft.) frontage on a minor arterial road.

Residual Sites

2. Leave a residual site for future townhouse development with at least 50 m (165 ft.) frontage on a major arterial road and 40 m (130 ft.) frontage on a minor arterial road.

Public Consultation

3. Include public consultation prior to Public Hearing where determined by Richmond City Council or City staff (e.g., if the site is the first townhouse development on that block of the arterial road; if it is expected that the surrounding property owners will want input into the development; etc.).

Newer Homes or Narrower Lots

4. Recognize that developing townhouses on lots with new houses (e.g., less than 10–20 years old) and with narrow frontages (e.g., less than 18 m or 60 ft.), will be more difficult, especially for land assembly purposes.

Internal Lot

5. An internal lot facing and addressed off a local road may be included in a townhouse development if the lots facing and abutting the arterial road are less than 35 m (115 ft.) deep.

Access—Local Road or Lane

6. Access should not be from a local road or lane, unless acceptable to the City.

Shared Access

7. Access may be required to be provided through or shared with another townhouse development by means of a statutory right-of-way or other suitable arrangement to the City.

Access Locations

8. Driveway accesses should be located across from a local road or commercial access, where possible.

Access Setbacks

9. Townhouse access points should generally be setback:
   a) 35 m (115 ft.) to 50 m (164 ft.) from a local road;
   b) 50 m (164 ft.) to 75 m (246 ft.) from a minor arterial road intersection;
   c) 75 m (246 ft.) to 100 m (328 ft.) from a major arterial road intersection;
   d) 80 m (262 ft.) to 100 m (328 ft.) from another townhouse access point.

Additional Density

10. Additional density along arterial roads (e.g., increase from the normal density range of 0.60–0.65 FAR outside the City Centre to an additional density of 0.65–0.70 FAR) may be considered:

    a) on corner lots with required frontage improvements on two or more streets; or

    b) where significant road dedication is required; or

    c) on a land assembly with more than 100 m (328 ft.) frontage on a major arterial road and 80 m (262 ft.) on a minor arterial road; or

    d) on a site abutting a park or other non-residential land use; or

    e) where additional community benefits are provided (not including affordable housing contributions).

Compact Lot and Coach House Development Requirements

All compact lot (e.g., 9 m or 30 ft. wide lots) and coach house developments in Central Richmond and Steveston on the arterial roads shown on the Arterial Road Map, whether or not they are on the Arterial Road Development Map, should meet the following development requirements.

Landscape Plan

1. A landscape plan, prepared by a registered landscape architect must be submitted as a condition of rezoning adoption.

Landscape Cost

2. The landscape architect must submit a cost estimate of the proposed landscaping (including fencing, paving and installation costs) as a condition of rezoning adoption.

Landscape Security

3. Security in the amount of the cost estimate submitted by the landscape architect for landscaping must be received by the City as a condition of rezoning adoption.

Grade—Front Yard

4. The grade between the City's sidewalk and the landscaping along the front property line should be the same.

Grass Strip—Front Yard

5. Wherever possible, a grassed strip with at least one deciduous tree (minimum 6 cm or 2.5 in. calliper) per lot should be installed along the front property line (see New Trees—Front Yard).

Existing Tree and Hedge Retention

6. Wherever possible, existing trees and hedges should be retained, particularly if the trees are in the front yard and the hedges are in the side yard.

Replacement Trees

7. Where existing trees are being removed, the replacement trees shall:
   a) meet the City's 2:1 replacement policy;
   b) comply with the minimum planting sizes specified in the City's Tree Protection Bylaw, unless approved otherwise by the Director of Development or designate;
   c) include an appropriate mixture of coniferous and deciduous trees.

New Trees—Front Yard

8. In addition to the aforesaid landscaping along the front property line, one deciduous tree (minimum 6 cm or 2.5 in. calliper) or one coniferous tree (minimum height 3.5 m or 11.5 ft.) is to be planted on each lot in the front yard.

Coniferous Trees

9. Coniferous trees must be sized and spaced appropriately and be subject to CPTED principles.

Fencing—Front Yard

10. Fencing in the front yard is limited to a maximum height of 1.2 m (4 ft.) and must be picket, wicket or post-rail rather than solid panel, which could be setback from the front property line if possible.

Flowers and Low Lying Landscaping—Front Yard

11. Fencing should incorporate flower beds, flowering shrubs and other low lying landscaping to provide improved articulation.

Decorative Features—Front Yard

12. Decorative arbours/brackets/trellis features may be used to further articulate the fencing provided that they are in scale with and totally complementary to the fencing details.

Planting—Front Yard

13. All front yard areas and front property lines must be planted with a combination of lawn, flower beds, flowering shrubs and ground cover to provide seasonal interest and water permeability.

Shrubs—Front Yard

14. If individual shrubs are planted in the front yard, they must be of a low height that will not exceed 1.2 m (4 ft.) and must be located behind any fencing on the front property line.

Hedges—Front Yard

15. Continuous hedges are not permitted in the front yard.

Walkways/Pathways—Front Yard

16. Walkways/pathways from the arterial road to the entrance of the single family residence or coach house are not to consist of asphalt materials (e.g., should be aggregate concrete, stamped concrete, paving stones, pervious paving or other acceptable material to the City.

- pavement in contrasting colour and texture across driveway entrances;
- minor architectural elements;
- appropriate landscaping.

d) Individual gates that access street fronting yards and the main door of street oriented townhouse units are encouraged.

e) Trellises, arbours and low walls may be considered at the entrance point of walkways from the street to the interior of townhouse sites or ending of internal drive aisle to screen paved areas from view and to clearly define the threshold between public and private spaces.

f) Fences within the front yard should be no higher than 1.2 m (3.94 ft.) and should be placed a minimum of 0.50 m (1.64 ft.) from the internal edge of the sidewalk. Trellises and arbours should be placed a minimum of 0.50 m (1.64 ft.) from the fences along the front property line. In yards that abut public spaces, landscaped terraces no greater than 0.5 m (1.64 ft.) high and no less than 0.75 m (2.46 ft.) deep should be used to reach the new grade.

g) Internal drive aisles that provide access to garages should be treated as vehicle courtyards and include textured, contrasting, coloured pavers.

h) The use of decorative pavers within a drive aisle is encouraged to define a pedestrian pathway where there is no other means of pedestrian circulation through the site.

14.4.13 Arterial Road Guidelines for Townhouses

The intent is to provide articulation and character to the building form and landscaping of townhouse development on the arterial roads.

14.4.13.A Side Yard—Building Heights

a) Step down to a maximum building height of 2 storeys within 7.5 m (25 ft.) of the side yard interface with single-family housing and other townhouse developments along the arterial road.

14.4.13.B Rear Yard—Building Heights and Form

a) Along the rear yard interface with single-family housing:
- the building height should be 2 to 2½ storeys (not any 3 storey townhouses);
- the building form should consist of duplex townhouse units, except in certain situations where the City deems triplex townhouse units as being appropriate.

14.4.13.C Rear Yard—Setbacks

a) Along the rear yard interface with single-family housing:
- may have a 6 m (20 ft.) setback where deemed necessary;
- may have 1 storey projections less than 1.5 m (5 ft.) into the rear yard, subject to:
  - appropriate opportunities for tree planting;
  - the provision of appropriate private outdoor space.

14.4.13.D Front Yard—Setbacks

a) Along the front yard facing the arterial road, may have a 4.5 m (15 ft.) setback where a 6 m (20 ft.) rear yard is deemed necessary, subject to:
- an appropriate interface with neighbouring properties;
- the provision of appropriate private outdoor space;
- balconies and porches not projecting into the 4.5 m (15 ft.) front yard setback.

14.4.13.E Design Fronting Local Roads

a) Design the townhouse units fronting onto a local road to look like single-family houses (e.g., 2 storey height, except that 2½ storeys may be permitted at the corner of the arterial road and local road).

14.4.13.F Overlook and Privacy

a) Locate windows and private outdoor areas carefully to avoid adjacent overlook and privacy concerns.

14.4.13.G Roof Lines

a) Vary roof lines to break down the massing, promote opportunities for sunlight penetration and provide visual interest.

14.4.13.H Landscaping

a) Landscaping for townhouse developments shall:

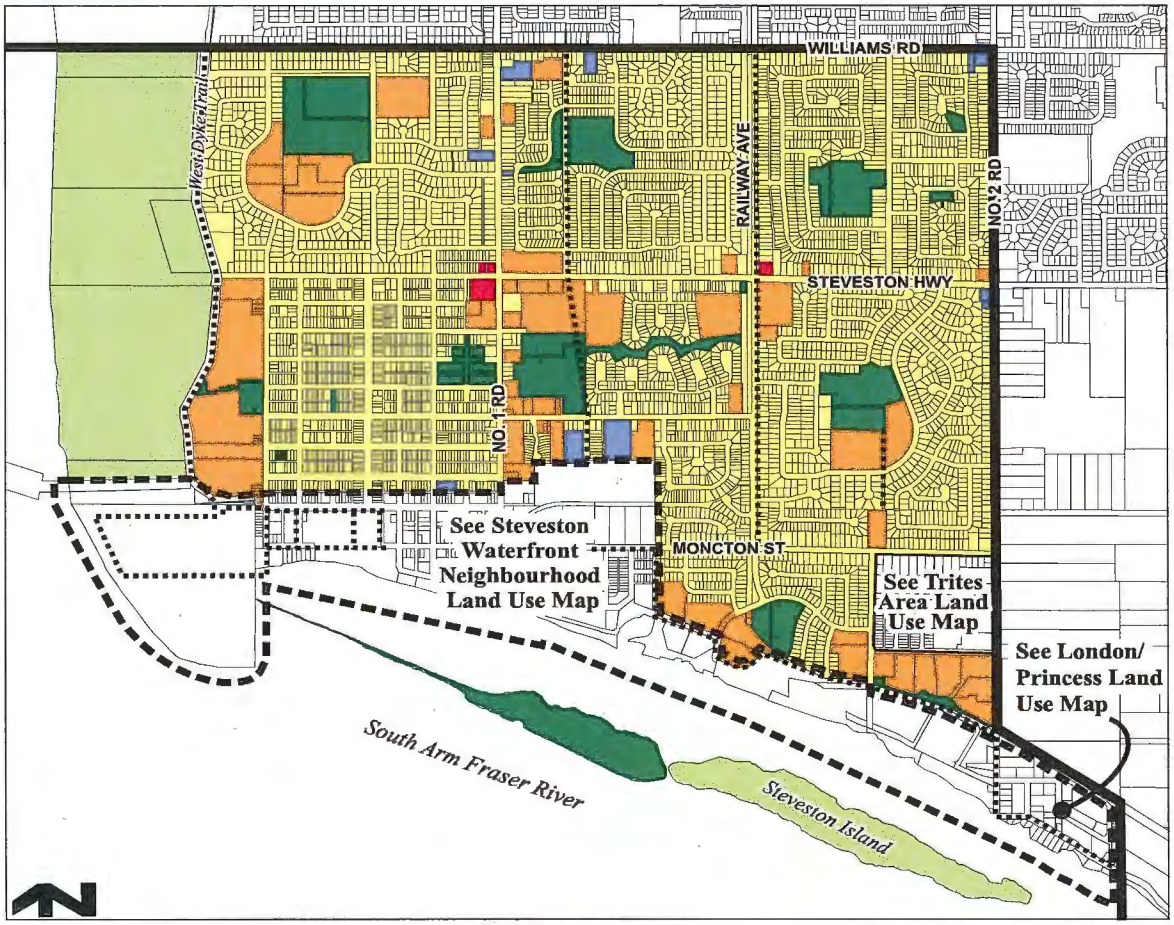
- meet the City's 2:1 replacement policy where existing trees are being removed;
- comply with the minimum planting sizes specified in the City's Tree Protection Bylaw where replacement trees are being planted, unless approved otherwise by the Director of Development or designate;
- have a minimum planting height of 0.3 m–0.45 m (1 ft.–1.48 ft.) for shrubs; shrubs over 1.2 m (3.94 ft.) in height is discouraged;
- include an appropriate mixture of deciduous and coniferous trees, with the coniferous being sized and spaced appropriately and to address Crime Prevention Through Environmental Design (CPTED) principles.

C. LOW TO MID-RISE HOUSING

The intent is to integrate 4-storey buildings (and up to 6 storeys at some locations) into some areas located in close proximity to future Neighbourhood Centres (e.g., Broadmoor, Blundell and Garden City Shopping Centres), to provide a more urban character to the Neighbourhood Centres and to define a transition between the Neighbourhood Centres and lower density townhouses and single family neighbourhoods.

Steveston Area Land Use Map

Bylaw 7783
2010/04/12



Note:

Please see Supplementary Information Binder for Official Community Plan Amendments - Arterial Road Policy Appendices 1 to 5

City of Richmond

Bylaw 9603

Richmond Official Community Plan Bylaw 9000 Amendment Bylaw 9603 (Arterial Road Land Use Policy)

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

1. Richmond Official Community Plan Bylaw 9000 is amended by:

   a) deleting Section 3.6.1 Arterial Road Policy in its entirety and replace it with the following:

   "3.6.1 Arterial Road Land Use Policy

   OVERVIEW:
   The City supports densification along its arterial roads. The purpose of this densification is to locate developments on arterial road properties in close proximity to commercial services, public amenities, schools, and transit service. Two (2) guiding principles have been established for this form of developments:

   1. Densification along major arterial roads should minimize traffic disruption by eliminating driveways along arterial roads; and
   2. Densification along minor arterial roads should result in no net increase in the number of driveways to maintain existing traffic flow.

   This densification includes the following housing types:

   a. **Arterial Road Townhouse** – two (2) to three (3) storey townhouse units
   b. **Arterial Road Row House** – attached dwelling units on fee simple lots (lane access)
   c. **Arterial Road Duplex/Triplex** – two (2) to three (3) attached dwelling units on one (1) lot (road access, no lane)
   d. **Arterial Road Compact Lot Duplex** – compact front to back duplex (lane access)
   e. **Arterial Road Compact Lot Coach House** – single detached dwelling with a coach house unit above a detached garage (lane access)
   f. **Arterial Road Compact Lot Single Detached** – single detached dwelling with or without a secondary suite (lane access)

   OBJECTIVE 1:
   Direct appropriate development onto certain arterial roads outside the City Centre.

1. Arterial Road Land Use Policy Area

The 2041 OCP Arterial Road Land Use Policy only applies to the arterial roads in Central Richmond and Steveston shown on the Arterial Road Housing Development Map. It does not apply to lands located within the City Centre Area Plan (City Centre), the Agricultural Land Reserve (ALR) or Riverside Industrial Park.

2. Additional New Arterial Road Areas

Additional new areas to the Arterial Road Land Use Policy outside Central Richmond and Steveston may be considered as part of the update of the applicable Area Plans (e.g., Bridgeport Area Plan; East Cambie Area Plan; West Cambie Area Plan; Hamilton Area Plan).

3. Areas Not Within Arterial Road Policy

The Arterial Road Land Use Policy does not apply to "excluded areas" shown on the Arterial Road Housing Development Map. The excluded areas are:

a) designated for uses other than Neighbourhood Residential on the City of Richmond 2041 OCP Land Use Map;

b) zoned for other residential uses such as Edgemere Granny Flat or Coach House;

c) located within a Single Family Lot Size Policy area that does not permit small lot subdivision or multiple-family development; or

d) not considered fronting onto an arterial road.

4. Arterial Road Housing Development Map

The Arterial Road Housing Development Map will be used to guide townhouse, row house, duplex/triplex and compact lot (e.g., min. 9 m or 30 ft. wide lots with lane access, including single detached dwelling with or without a secondary suite, single detached dwelling with a coach house unit above a detached garage, and compact front to back duplex) developments. This Arterial Road Housing Development Map is developed based on the location criteria identified in the subsequent sections and this map is a guiding map that does not need to be amended to show new or re-designated development areas approved by Richmond City Council.

5. Arterial Road Townhouse Areas

Rezoning and Development Permit applications for Townhouse development may be considered in Central Richmond and Steveston where the site is located within walking distance of any one of the following sites identified on the Arterial Road Housing Development Map:

a) 800 m (2,625 ft. or 10 minute walk) of a Neighbourhood Centre (e.g., Broadmoor, Blundell, Garden City, Seafair, Terra Nova or Ironwood Shopping Centres); or

b) 800 m (2,625 ft. or 10 minute walk) of a City Community Centre (e.g., South Arm, Thompson, West Richmond or Steveston Community Centres); or

c) 400 m (1,312 ft. or 5 minute walk) of a Commercial Service use (e.g., store, shopping plaza or gas/service station with a retail sales area); or

d) 400 m (1,312 ft. or 5 minute walk) of a Public School (e.g., elementary or secondary school); or

e) 400 m (1,312 ft. or 5 minute walk) of a Park on City or School Board lands (e.g., playing field or open space).

Townhouse development will not be considered in Central Richmond and Steveston on sites identified for any other Arterial Road Land Uses on the Arterial Road Housing Development Map, except if the proposed townhouse development is within 800 m (2,625 ft. or 10 minute walk) of a Neighbourhood Centre (e.g., shopping centre).

6. Arterial Road Row House Areas

Rezoning and Development Permit applications for Row House development may be considered in Central Richmond and Steveston on sites:

a) where there is access to/from an operational municipal lane; and

b) located within 800 m (2,625 ft. or 10 minute walk) of a Neighbourhood Centre (e.g., Broadmoor, Blundell, Garden City, Seafair, Terra Nova or Ironwood).

7. Arterial Road Duplex/Triplex Areas

Rezoning and Development Permit applications for Arterial Road Duplex/Triplex development may be considered in Central Richmond and Steveston on sites along minor arterial roads where there is no opportunity for lane establishment.

Arterial Road Duplex/Triplex development will not be considered in Central Richmond and Steveston on sites identified for Arterial Road Townhouse on the Arterial Road Housing Development Map.

8. Arterial Road Compact Lot Areas

Rezoning and Development Permit applications, as required, for Arterial Road Compact Lot development (i.e., Arterial Road Compact Lot Single Detached, Arterial Road Compact Lot Coach House and Arterial Road Compact Lot Duplex) may be considered in Central Richmond and Steveston:

a) where the site is located outside a Single Family Lot Size Policy; and

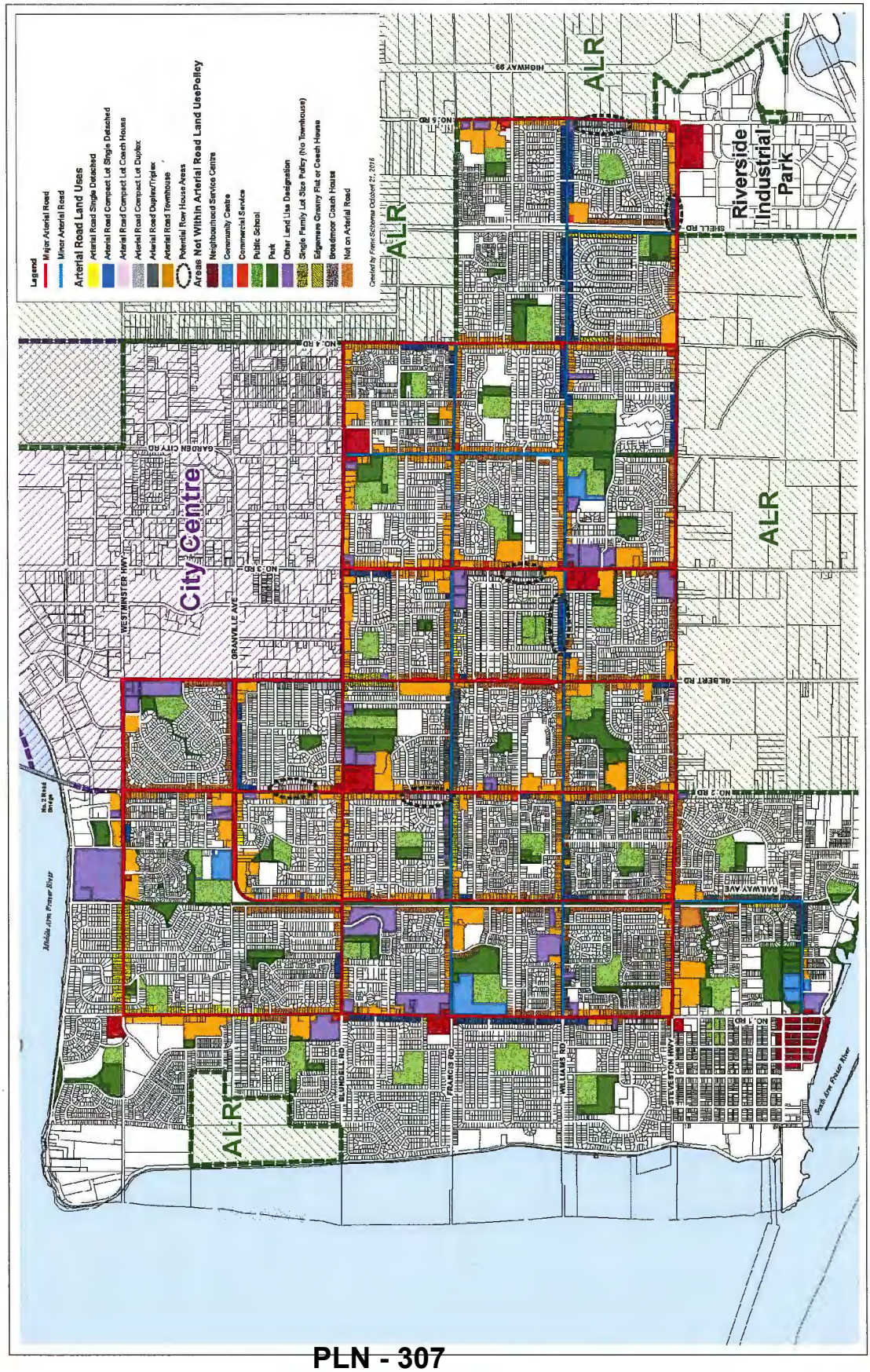
b) where there is access to/from an operational municipal lane.

Compact lot development will not be considered in Central Richmond and Steveston on sites identified for Arterial Road Townhouse on the Arterial Road Housing Development Map.

9. Isolated Sites

Rezoning and Development Permit applications, as required, for the construction of a coach house, granny flat or duplex/triplex along arterial road may be considered on isolated sites identified for Arterial Road Single Detached on the Arterial Road Housing Development Map based on its own merit.

Arterial Road Housing Development Map



Arterial Road Townhouse Development Requirements

All townhouse developments in Central Richmond and Steveston on the arterial roads shown on the Arterial Road Housing Development Map, should meet the following development requirements.

Land Assembly

1. Involve a land assembly with at least 50 m (164 ft.) frontage on a major arterial road and 40 m (131 ft.) frontage on a minor arterial road.

Residual Sites

2. Leave a residual site for future townhouse development with at least 50 m (164 ft.) frontage on a major arterial road and 40 m (131 ft.) frontage on a minor arterial road.

Newer Houses or Narrower Lots

3. Recognize that developing townhouses on lots with new houses (e.g., less than 10–20 years old) and/or with narrow frontages (e.g., less than 18 m or 59 ft.) will be more difficult, especially for land assembly purposes. Such new townhouse development may deviate from the minimum land assembly or residual site sizes, provided that:
   a) the development site is an isolated (orphaned) site and is not able to consolidate with adjacent properties (e.g., surrounding lots recently redeveloped);
   b) the development would not compromise the guiding principles of this policy and compromise the ability to consolidate access points;
   c) it can be demonstrated that high quality development can be achieved in full compliance with the objectives of the Arterial Road Policy, Development Permit Guidelines, all other Townhouse Development Requirements, and the provisions of the Zoning Bylaw.
   d) the form and character of the development, including massing and building height, are compatible with the adjacent existing developments;
   e) density (i.e., in terms of total floor area and unit yield) and building height are reduced, where necessary, to ensure appropriate interface with adjacent existing single-family homes; and
   f) the proposed development provides a recognizable benefit to the area, such as tree retention and high quality pedestrian environment along the fronting streets.

Public Consultation

4. Include public consultation prior to Public Hearing where determined by Richmond City Council or City staff (e.g., if the site is the first townhouse development on that block of the arterial road; if it is expected that the

surrounding property owners will want input into the development; if variances to any planning policy and/or zoning bylaw are being proposed; etc.).

Internal Lot

5. An internal lot facing and addressed off a local road may be included in a townhouse development if the lots facing and abutting the arterial road are less than 35 m (115 ft.) deep.

Access – Arterial Roads Only

6. Access should not be from a local road or lane, unless acceptable to the City.

Shared Access

7. Access may be required to be provided through or shared with adjacent townhouse development by means of a statutory right-of-way or other suitable arrangement to the City.

Access Locations

8. Driveway accesses should be located across from a local road or commercial access, where possible.
9. Townhouse access points should generally be located:
   a) 35 m (115 ft.) to 50 m (164 ft.) from a local road;
   b) 50 m (164 ft.) to 75 m (246 ft.) from a minor arterial road intersection;
   c) 75 m (246 ft.) to 100 m (328 ft.) from a major arterial road intersection;
   d) 80 m (262 ft.) to 100 m (328 ft.) from another townhouse access point.

Additional Density

10. Additional density along arterial roads (e.g., increase from the typical density of 0.60 FAR to a density of 0.70 FAR) may be considered:
    a) on corner lots with required frontage improvements on two (2) or more streets and where significant road dedication is required, provided that the density bonus is used solely to balance the loss of land for road dedication; and/or
    b) on a land assembly with more than 100 m (328 ft.) frontage on a major arterial road and 80 m (262 ft.) on a minor arterial road; and/or
    c) on a site abutting a park or other non-residential land use if affordable housing is provided on site; and/or
    d) where additional community benefits are provided (not including affordable housing contributions).

11. Additional density along arterial roads may also be considered for the provision of secured Low End Market Rental housing units, provided that:
    a) the additional density is used for the provision of built Low End market Rental units secured by a Housing Agreement;
    b) the built affordable housing units comply with the City's Affordable Housing strategy provisions related to unit sizes, tenant eligibility criteria and maximum rental rates; and
    c) the overall project complies with the form and character as per the Development Permit guidelines for arterial road townhouse developments.

Development Permit

12. A Development Permit is required for all townhouse developments.

Arterial Road Row House Development Requirements

All row house developments in Central Richmond and Steveston on the arterial roads shown on the Arterial Road Housing Development Map, should meet the following development requirements.

Land Assembly

1. Involve a land assembly with at least 19.65 m (64 ft.) frontage on an arterial road; or involve a land assembly including a corner lot with a minimum overall development site frontage of 21.45 m (70 ft.) along an arterial road; in order to facilitate a subdivision to accommodate a minimum of three (3) row house lots.

Residual Sites

2. Leave a residual site for future row house development with at least 19.65 m (64 ft.) frontage along an arterial road for an internal site and at least 21.45 m (70 ft.) frontage along an arterial road for a corner site.

Lot Configuration

3. Minimum lot depth must be at least 30 m (98 ft.) after lane dedication, where applicable.

Density

4. The maximum density for row house developments is 0.6 FAR.

Lane Access

5. Vehicle access should be from a functional municipal lane.

Public Consultation

6. Include public consultation prior to Public Hearing where determined by Richmond City Council or City staff (e.g., if the site is the first row house development on that block of the arterial road; if it is expected that the surrounding property owners will want input into the development; if variances to any planning policy and/or zoning bylaw are being proposed; etc.).

Development Permit

7. A Development Permit is required for all row house developments.

Arterial Road Duplex/Triplex Development Requirements

All duplex/triplex developments in Central Richmond and Steveston on the arterial roads shown on the Arterial Road Housing Development Map, should meet the following development requirements.

Land Assembly

1. Existing single family lot with at least 13.4 m (44 ft.) frontage on a minor arterial road may be redeveloped with a front to back duplex/triplex.
2. A land assembly with at least 20.7 m (68 ft.) frontage on a minor arterial road may be redeveloped into two (2) front to back duplex or triplex lots with a shared access, by means of a statutory right-of-way or other suitable arrangement to the City.

Internal Lot

3. An internal lot facing and addressed off a local road may be included in a duplex/triplex development fronting onto a minor arterial road if the adjacent corner lot abutting the arterial road is less than 35 m (115 ft.) wide or deep measured from the property line along the arterial road.

Lot Size

4. The minimum lot area for a duplex development is 464.5 m^2 (5,000 ft^2) and the minimum lot area for a triplex development is 743.2 m^2 (8,000 ft^2).

Density

5. The maximum density for duplex/triplex developments is 0.6 FAR.
6. No secondary suite is permitted in a duplex/triple unit.

Access

7. Duplex/triplex access points should generally be located at least 12 m (39 ft.) from a road intersection.

8. For corner lots, access should be from a local road, where appropriate.

Public Consultation

9. Include public consultation prior to Public Hearing where determined by Richmond City Council or City staff (e.g., if the site is the first duplex or triplex development on that block of the arterial road; if it is expected that the surrounding property owners will want input into the development; if variances to any planning policy and/or zoning bylaw are being proposed; etc.).

Development Permit

10. A Development Permit is required for all duplex/triplex developments.

Arterial Road Compact Lot Development Requirements

All compact lot developments in Central Richmond and Steveston on the arterial roads shown on the Arterial Road Housing Development Map, should meet the following development requirements.

Lane Access

1. All compact lot developments must have vehicle access from a functional municipal lane.

Internal Lot

2. An internal lot facing and addressed off a local road may be included in a compact lot development fronting onto an arterial road if it is located between the arterial road and the proposed back lane as shown on the Lane Network Map.

Compact Lot Single Detached

3. Single detached housing with a secondary suite is permitted on all compact lots (e.g., min. 9 m or 30 ft. wide lots).

Compact Lot Coach House

4. Single detached housing with a detached coach house unit is permitted on compact lots with at least 35 m (115 ft.) lot depth.

Compact Lot Duplex

5. A front to back duplex is permitted on compact lots with at least 40 m (131 ft.) lot depth.
6. Duplex development may be considered on corner sites with lane access.
7. No secondary suite is permitted in a duplex unit.
8. A Development Permit is required for all compact lot duplex developments.

Density

9. The maximum density for compact lot developments is 0.6 FAR.

10. The maximum number of units on each compact lot is two (2) (i.e., a single detached dwelling with a secondary suite, a single detached dwelling with a coach house unit above a detached garage, or a front to back duplex).

Corner Lot Building Facades

11. Appropriate design treatment to both street facades shall be provided when the building is on a corner. The design of a corner should be unique and incorporate special features.

Landscape Plan

12. For Compact Lot Single Detached and Compact Lot Coach House developments, a landscape plan, prepared by a registered landscape architect, must be provided as a condition of Rezoning. Landscaping in Compact Lot Duplex developments is subject to a Development Permit.

Landscape Cost Estimates

13. The landscape architect must submit a cost estimate of the proposed landscaping (including fencing, paving, installation costs and a 10% contingency) with the landscape plan as a condition of Rezoning.

Landscape Security

14. Security in the amount of the cost estimate submitted by the landscape architect for landscaping must be provided as a condition of Rezoning.

Grade—Front Yard

15. The site grade between the City's sidewalk and the landscaping along the front property line should be the same.

Grass Strip—Front Yard

16. Wherever possible, a grassed strip with at least one (1) deciduous tree (minimum 6 cm or 2.5 in. caliper) per lot should be installed along the front property line (see New Trees—Front Yard).

Existing Tree and Hedge Retention

17. Wherever possible, existing trees and hedges should be retained, particularly if the trees are in the front yard and the hedges are in the side yard.

Replacement Trees

18. Where existing trees are being removed, the replacement trees shall:

a) meet the City's 2:1 replacement policy;
b) comply with the minimum planting sizes specified in the City's Tree Protection Bylaw, unless approved otherwise by the Director of Development or designate;
c) include an appropriate combination of coniferous and deciduous trees.

New Trees—Front Yard

19. In addition to the aforesaid landscaping along the front property line, one (1) deciduous tree (minimum 6 cm or 2.5 in. caliper) or one (1) coniferous tree (minimum height 3.5 m or 11.5 ft.) is to be planted on each lot in the front yard.

Coniferous Trees

20. Coniferous trees must be sized and spaced appropriately and be subject to Crime Prevention Through Environmental Design (CPTED) principles.

Fencing—Front Yard

21. Fencing in the front yard is limited to a maximum height of 1.2 m (3.94 ft.) and must be picket, wicket or post-rail rather than solid panel, which could be setback from the front property line if possible.

Flowers and Low Lying Landscaping—Front Yard

22. Fencing should incorporate flower beds, flowering shrubs and other low lying landscaping to provide improved articulation.

Decorative Features—Front Yard

23. Decorative arbours/brackets/trellis features may be used to further articulate the fencing provided that they are in scale with and totally complementary to the fencing details.

Planting—Front Yard

24. All front yard areas and front property lines must be planted with a combination of lawn, flower beds, flowering shrubs and ground cover to provide seasonal interest and water permeability.

Shrubs—Front Yard

25. If individual shrubs are planted in the front yard, they must be of a low height that will not exceed 1.2 m (3.94 ft.) and must be located behind any fencing on the front property line.

Hedges—Front Yard

26. Continuous hedges are not permitted in the front yard.

Walkways/Pathways—Front Yard

27. Walkways/pathways from the arterial road to the entrance of the single family residence or coach house are not to consist of asphalt materials (e.g., should be aggregate concrete, stamped concrete, paving stones, pervious paving or other acceptable material to the City.

Lane Network for Compact Lots

Lane Network Map

1. The Lane Network Map identifies areas where lane establishment and/or extension are possible.

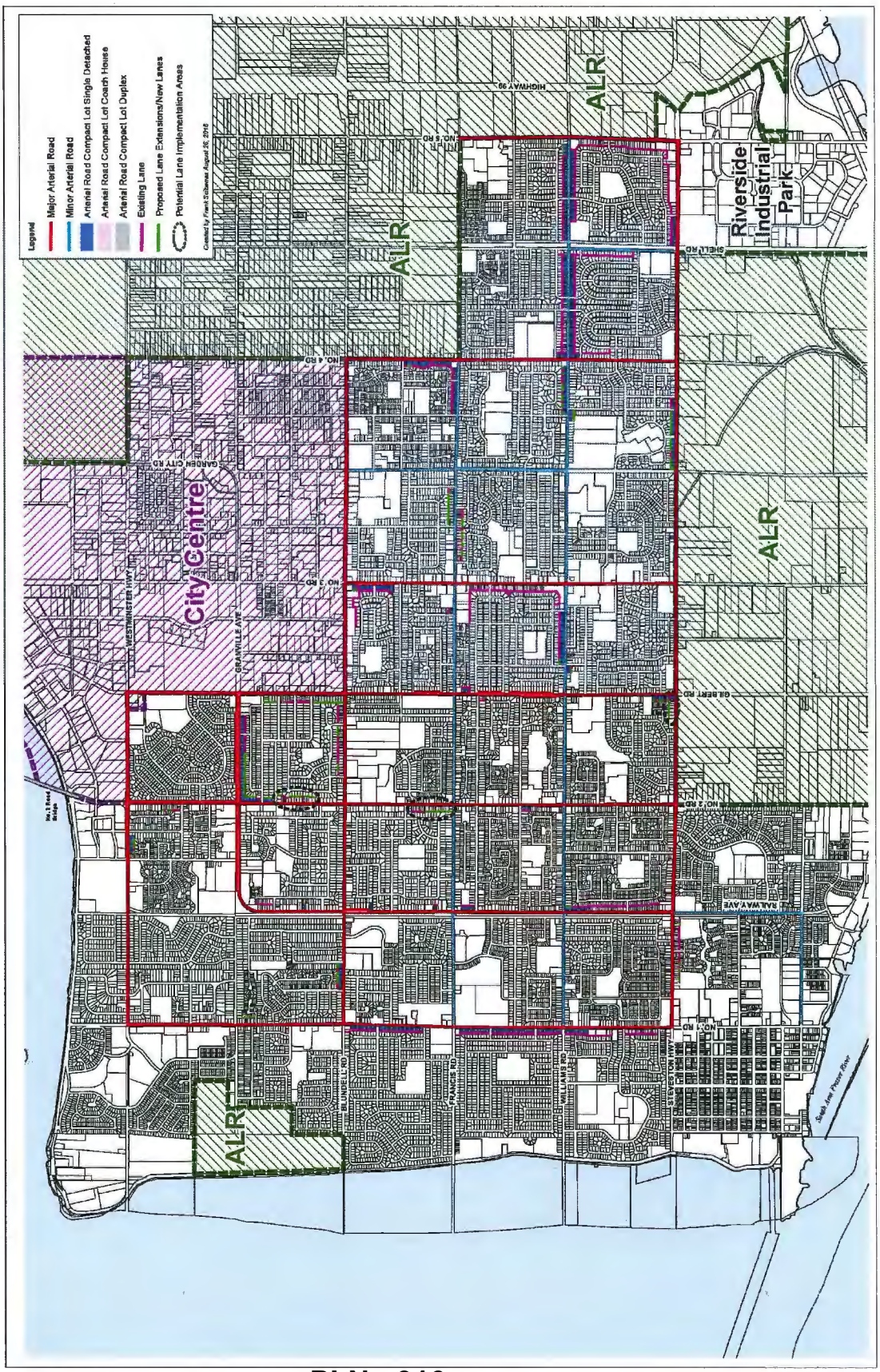
Connecting Lane

2. Where a city block has been identified for Compact Lot development on the Arterial Road Housing Development Map but has limited opportunity for the existing lane to be extended to a local road, a connecting lane to an arterial road may be considered.

Local Lane Implementation Strategy

3. Where a new connecting lane between the rear lane and the arterial road is required, a local lane implementation strategy may be established to ensure that the initial developers will be able to recover their lane costs from later developments. Potential local lane implementation areas are identified on the Lane Network Map.
4. The location of the Connecting Lane will be determined at the time of a development application based on:
   a) the overall access needs for the entire block;
   b) location of the existing driveways; and
   c) type of traffic movements appropriate for the block.
5. Only one (1) additional lane access per block will be considered.
6. At the time of the development, the first developer will dedicate and build the Connecting Lane; the costs of land and construction would be reimbursed by later benefiting developers.
7. Future developments will contribute lane costs on a proportional basis (i.e., based on their development site area)";

Lane Network Map



b) inserting the following in Section 14.1.5 Development Permit Area Designations:

"• intensive residential areas where duplexes and triplexes are permitted along arterial roads within the Arterial Road Land Use Policy Area";

c) deleting the title and introduction of Section 14.3,

"14.3 Intensive Residential Guidelines – Granny Flats and Coach Houses

These Guidelines are intended to ensure that granny flats and coach houses achieve high quality design, as well as integrate and blend into the form and character of existing neighbourhoods, in the following intensive residential areas:"

and replacing it with the following:

"14.3 Intensive Residential Guidelines

These Guidelines are intended to provide direction on the general form and character of intensive residential developments.

A. GRANNY FLATS AND COACH HOUSES

The intent is to ensure that granny flats and coach houses achieve high quality design, as well as integrate and blend into the form and character of existing neighbourhoods, in the following intensive residential areas:";

d) inserting the following after Section 14.3.2.P:

"B. DUPLEXES AND TRIPLEXES

These Guidelines are intended to ensure appropriate articulation and character to the building form and landscaping for duplex and triplex development on arterial roads.

14.3.3 Neighbourhood Character

The intent is to achieve variety in form and design to ensure this form of housing is compatible with existing neighbourhood character.

a) The form and character, scale and siting of new buildings should be compatible with the existing character and scale of the surrounding single-family neighbourhood.

b) The exterior finish of duplexes/triplexes should
   i. complement, but not replicate, the overall character of the existing neighbourhood; and
   ii. have a high quality of architectural design and detailing.

14.3.3.A Variety in Design

a) Developments should include a variety of unit types, sizes, and unit treatments to encourage architectural diversity.

b) Variations in the design of duplex/triplex clusters should be encouraged so as not to repeat the same architectural appearance, building form and elevations on the same block.

c) No two (2) substantially similar duplex/triplex clusters should be located side by side.

d) Duplex/triplex units within the same building cluster should avoid the mirror image effect.

e) Variations in height and roof lines are recommended between building clusters and between units within a building cluster to provide visual diversity within the same development; however, overall expression should be a cohesive urban form and unity of architectural expression.

14.3.3.B Streetscape

a) The design of duplexes and triplexes should enhance the streetscape, and should include landscaped front yards and strong front doors and building entries.

b) Small variations in setbacks between building clusters should be utilized, in order to reflect the scale and articulation found in single family areas.

14.3.4 Site Planning

The intent is to provide direction on the location of the building clusters, services and parking.

14.3.4.A Circulation

a) Each development should have adequate, well-defined circulation routes, parking areas and site access.

b) Vehicle access should be from a lane or a local road, where possible.

c) Access driveways from arterial roads should be limited to 6.0 m (19.7 ft.) in width, and driveways to adjacent lots should be combined/shared.

d) All shared access must provide vehicle access and egress between the front lot line and the garages, carports, and parking pads on site.

e) Internal drive aisle(s) providing access to garages should be designed to accommodate a turnaround area allowing for passenger vehicles.

f) Fire access, adequate space for garbage and recycling facilities, and mail services should be provided on site to the satisfaction of the relevant authorities.

14.3.4.B Entrances

a) Entrances to units should front public streets, where possible, and be directly accessible from the adjacent public sidewalk with minimal changes in grade.

b) Individual unit entrances should be designed to be highly visible from the street.

c) Entry porches are encouraged. The maximum depth of the porches should be limited to 1.5 m (4.92 ft.). Design porches to incorporate prominent main entries and integrate into the façade.

d) Verandas are encouraged. Verandas should be between 1.8 m (5.91 ft.) and 2.5 m (8.2 ft.) deep to allow for usability. Design verandas to be integrated into the facade and the main entries.

14.3.4.C Parking and Garages

a) Garages should be designed to minimize the visual impact along any rear lane and the internal drive aisle.

b) Garage door width and driveway width should be minimized and driveways should be paired or combined to provide additional landscaping opportunities along the rear lane and internal drive aisle.

c) Paired garage doors should be separated by a small landscaped area large enough to accommodate a tree with a minimum caliper size of 6 cm (2.5 in.).

d) Garage doors should not front onto an arterial road.

e) Front yards and flanking side yards should not be used for parking.

f) Resident parking should be covered and screened from the street.

14.3.4.D Outdoor Amenity Space

a) Each dwelling unit should have a well-defined private outdoor space of 30 m^2 (323 ft^2) unoccupied and unobstructed by any buildings, structures, projections and on-site parking, except for cantilevered roofs and balconies which may project into private outdoor space for a distance of not more than 0.6 m (1.97 ft.).

b) Private outdoor space provided in the form of yard space should have a depth no less than 4.5 m 14.8 ft.); or 3.0 m (9.84 ft.) for duplexes on compact lots.

c) Paved patio or deck space within a private outdoor space in the yard space should have a depth no more than 2.5 m 8.2 ft.).

d) Private outdoor space provided in the form of balcony and/or deck above the ground floor should have a depth no less than 1.8 m (5.91 ft.).

e) Where the only private open space of a unit is provided on the yard facing an arterial road, a balcony or deck space facing the interior side or back yard should be provided.

14.3.4.E Garbage, Recycling and Organics Storage

a) Garbage, recycling and organics storage bins should be easily accessible, and be contained within a roofed/walled enclosure.

b) Where there is lane access, the roofed/walled enclosure should be set back a minimum of 1.5 m (4.92 ft.) from the rear lot line.

c) Where vehicle access is from the fronting street, a paved area for the placement of garbage, recycling and organics storage bins should be provided within the front yard by the entry driveway; and this area should be screened from the street.

14.3.5 Building Form

The intent is to ensure that duplexes/triplexes are attractive and do not adversely impact adjacent homes.

14.3.5.A Scale and Massing

a) Building mass should be arranged to minimize shadowing and optimize natural lighting.

b) At least 40% of the gross floor area of each duplex unit developed as a Compact Lot Duplex should be located on the second floor.

c) The minimum length of party wall connecting duplex/triplex units on the same lot should be the greater of:

i. 5.4 m (17.7 ft.); or

ii. 70% of the overall width of the front-to-back units or 70% of the overall depth of the side-by-side units.

d) Party wall between duplex/triple units on the same lot should be no less than one (1) storey high.

14.3.5.B Adjacencies

a) Privacy of adjacent dwellings should be maintained through increased setbacks above the ground floor, careful placement of doors and patios, and offsetting windows on adjacent facades.

b) Site design should include fencing, screening and landscaping, to ensure privacy for adjacent properties.

14.3.6 Architectural Treatment

The intent is to ensure that development has a high quality character and finishing.

14.3.6.A Character

a) The primary façade of duplex/triplex unit facing the street should be articulated to create architectural interest.

b) Entrances should be designed to articulate the individual units and to enhance the pedestrian-scale character of the site through a strong connection with public streets.

c) Finished site grade of the main unit entries should be no more than 1.2 m (3.94 ft.) above the public sidewalk to ensure an appropriate level of street interface.

d) Architectural treatment of unit entrances should reinforce proximity to grade level (e.g., avoid two-storey features).

e) Duplexes and triplexes that are developed on flanking lots should be designed with sufficient articulation and building character to "address" both the flanking and fronting streets.

f) The primary façade of duplex/triplex unit facing the internal drive aisle should be visually broken into smaller components or sections to discourage wide, flat unbroken facades.

g) Discourage situations where the main entrances to units are adjacent to, or on the same façade as garage doors. Where this situation is unavoidable, unit entry should be visually prominent.

h) Garage doors should be recessed behind the main façade along the internal drive aisle.

i) In order to minimize the apparent bulk of a building, recessed and partly recessed balconies are preferred to projecting balconies.

j) Exterior stairs should be designed to be integrated into the overall architectural and/or landscape concept of the development.

k) Eaves, bay windows and other projections from the building face are encouraged.

14.3.6.B Windows

a) Windows should be visually prominent in street fronting façades and should be articulated with colour and/or white trim. The use of muntins and mullions in street fronting windows is encouraged.

b) Scale and proportions of dominant windows should be compatible with the massing and roof forms of the building or portion of the building that contains them. Large, horizontal picture windows are not considered appropriate.

c) Side yard windows should also be modest in size and be recessed in that section of the building façade.

d) Building faces and dormers should not be windowless, and sidelight windows should be incorporated into bay projections.

14.3.6.C Exterior Finishing

a) Materials to convey an image of quality, durability and a high level of craftsmanship.

b) Buildings and roofing materials should reflect the heritage and climate of Richmond.

14.3.6.D Materials

a) A variety of complementary materials and colours is encouraged for visual interest.

b) Strong, bold colours in contrast with white or light colours for façade details and trim is encouraged.

c) Stone is recommended as an accent material.

d) Stucco is acceptable when used in combination with other exterior finishing materials.

e) Vinyl siding is acceptable if finished with wood or other high quality detailing.

14.3.6.E Roof Materials

a) Cedar shingles or a similar type of roofing (in terms of colour and texture), or high profile asphalt shingles are preferred to accentuate a single family character.

14.3.6.F Flashing and Gutters

a) Flashing and gutters should be integrated into the design of the building in terms of colour, location on the façade, or other method.

14.3.7 Landscaping

The intent is that landscaping be lush and that fences or gate be attractive, particularly along any street frontages or common area.

14.3.7.A Trees Retention and Replacement

a) Existing natural landscaping, including significant trees, should be retained and incorporated into site development plans.

14.3.7.B Tree Planting

a) The City's 2:1 replacement policy must be met where existing trees are being removed.

b) Comply with the minimum planting sizes specified in the City's Tree Protection Bylaw where replacement trees are being planted.

c) A grassed strip with at least one (1) deciduous tree (minimum 6 cm or 2.5 in. caliper) per lot should be installed along the front property line.

d) A minimum of one (1) deciduous tree (minimum 6 cm or 2.5 in. caliper) or one (1) coniferous tree (minimum height 3.5 m or 11.5 ft.) should be planted on each lot in the front yard.

e) In the case of a corner lot, additional trees should be planted within the flanking side yard.

f) Include an appropriate mixture of deciduous and coniferous trees, with the coniferous being sized and spaced appropriately.

14.3.7.C Landscaping

a) Landscaping should pay special attention to front yard quality, including protection of mature trees. Low-maintenance, native plant materials are preferred.

b) The grade between the City's sidewalk and the landscaping along the front property line should be the same.

c) All front yard areas along front property lines should be planted with a combination of lawn, flower beds, flowering shrubs and ground cover to provide seasonal interest and water permeability.

d) If individual shrubs are planted in the front yard, they should be of a low height that will not exceed 1.2 m (3.94 ft.) and should be located behind any fencing on the front property line.

e) Continuous hedges are not permitted within the front yard.

f) For duplex development on a compact lot, an unobstructed, permeable pathway of a minimum 0.9 m (2.95 ft.) wide should be provided between the front or flanking lot line and the pedestrian entry to each of the dwelling units.

g) A walkway should also be provided between parking garage/area and each of the duplex units.

h) Material for walkways/pathways from the arterial road to the entrance of the duplex/triplex units should be aggregate concrete, stamped concrete, paving stones, pervious paving or other acceptable material to the City. Asphalt is not permitted.

i) Permeable material is strongly encouraged for use in unenclosed surface parking areas and carports as well as paths.

j) Landscaping should be provided on areas along the rear property line and internal drive aisle where the areas are not used for parking purposes.

k) Provide adequate lighting to enhance security and visibility, particularly along the rear lane and internal drive aisle. Exterior lighting should be designed to avoid "light-spill" onto adjoining properties.

14.3.7.D Fences and Gates

a) Fences within the front and flanking side yards should be a maximum of 1.2 m (3.94 ft.) in height and should be placed a minimum of 0.50 m (1.64 ft.) from the internal edge of the sidewalk.

b) Fences in front yards and flanking side yards should be picket, wicket or post-rail; metal transparent fences with brick or stone pilasters are also encouraged. Solid panel is not permitted.

c) Fencing areas should be designed to incorporate flower beds, flowering shrubs and other low lying landscaping.

d) Decorative arbours/brackets/trellis features may be used to further articulate the fencing provided that they are in scale with and complementary to the

fencing details and be placed a minimum of 2.0 m (6.56 ft.) from the front property line.

e) Vehicle gates at duplex/triplex site entrances are discouraged. To define the boundary between private and public space, provide:
   i. pavement in contrasting colour and texture across driveway entrances;
   ii. minor architectural elements;
   iii. appropriate landscaping.

f) Fences within the side and rear yards should be a maximum of 1.83 m (6 ft.) in height.";

e) deleting Section 14.4.13 Arterial Road Guidelines for Townhouses in its entirety and replacing it with the following:

"**14.4.13 Arterial Road Guidelines for Townhouses**

The intent is to provide articulation and character to the building form and landscaping of townhouse development on the arterial roads.

14.4.13.A **Front Yard—Building Heights and Form**

a) Building massing of 3 storey townhouse units should be reduced by stepping back the top storey or enclosing it under a pitched roof.

14.4.13.B **Side Yard—Building Heights**

a) Step down to a maximum building height of 2 storeys or 9 m (30 ft.), whichever is less, within 7.5 m (25 ft.) of the side yard interface with single-family housing and 2 storey townhouse developments. For townhouse buildings with a flat roof, the maximum height is 7.5 m (25 ft.).

14.4.13.C **Rear Yard—Building Heights and Form**

a) Along the rear yard interface with single-family housing:
   - the building height should be 2 storeys or 9 m (30 ft.), whichever is less. For townhouse buildings with a flat roof, the maximum height is 7.5 m (25 ft.).
   - the building form should be limited to two (2) units in a townhouse cluster (i.e., duplex), except in certain situations where the City deems three (3) units in a townhouse cluster (i.e., triplex) as being appropriate.

14.4.13.D **Rear Yard—Setbacks**

a) Along the rear yard interface with single-family housing:
   - should have a 6 m (19.7 ft.) setback;
   - may have a ground floor setback of 4.5 m (14.8 ft.) up to 50% of the width of the building, subject to:
     - no impact to tree preservation;

- appropriate opportunities for tree planting (e.g. a landscaped area that could accommodate a tree with a minimum caliper size of 8 cm (3 in.) or a minimum height of 4.0 m (14 ft.), outside of any SRW's;
- the provision of appropriate private outdoor space (e.g. minimum 30 m^2 or 323 ft^2); and
- bay windows and porches not projecting into the 4.5 m (14.8 ft.) setback.

14.4.13.E **Front Yard—Setbacks**

a) Along the front yard facing the arterial road:
   - should may have a 6 m (19.7 ft.) setback;
   - may have a 4.5 m (14.8 ft.) setback where a 6 m (19.7 ft.) rear yard setback to both the ground and second floors of the rear units is provided, subject to:
     - no impact to tree preservation;
     - an appropriate interface with neighbouring properties;
     - appropriate building articulation with a mix of projections, recesses, and staggered or varied building setbacks;
     - appropriate opportunities for tree planting (e.g. a landscaped area that could accommodate a tree with a minimum caliper size of 8 cm (3 in.) or a minimum height of 4.0 m (14 ft.), outside of any SRW's;
     - the provision of appropriate private outdoor space (e.g. minimum 30 m^2 or 323 ft^2); and
     - balconies, bay windows, and porches not projecting into the 4.5 m (14.8 ft.) setback.

14.4.13.F **Design Fronting Local Roads**

a) Design the townhouse units fronting onto a local road to have a single-family character (e.g., 2 storey height, except that 2½ storeys may generally be permitted at the corner of the arterial road and local road).

14.4.13.G **Overlook and Privacy**

a) Locate windows and private outdoor areas carefully to avoid adjacent overlook and privacy concerns.

14.4.13.H **Roof Lines**

a) Vary roof lines to break down the massing, promote opportunities for sunlight penetration and provide visual interest.

14.4.13.I **Landscaping**

a) Landscaping for townhouse developments shall:
   - meet the City's 2:1 replacement policy where existing trees are being removed;
   - comply with the minimum planting sizes specified in the City's Tree Protection Bylaw where replacement trees are being planted, unless approved otherwise by the Director of Development or designate;

- have a minimum planting height of 0.3 m–0.45 m (1 ft.–1.48 ft.) for shrubs; shrubs over 1.2 m (3.94 ft.) in height is discouraged;
- include an appropriate mixture of deciduous and coniferous trees, with the coniferous being sized and spaced appropriately and to address Crime Prevention Through Environmental Design (CPTED) principles.";

f) inserting the following as Section 14.4.14 and renumbering the remaining sections accordingly:

"**14.4.14 Arterial Road Guidelines for Row Houses**

The intent is to provide articulation and character to the building form and landscaping of row house development on the arterial roads.

14.4.14.A **Site Planning**

a) All row house units should be oriented toward the arterial road with vehicle access from a rear lane.

14.4.14.B **Variety in Design**

a) Developments should include a variety of unit types, sizes, and unit treatments to encourage architectural diversity.

b) Variations in the design of row house clusters should be encouraged so that no two (2) substantially similar row house clusters are located side by side.

c) Row house clusters should avoid the mirror image effect.

14.4.14.C **Street Presence**

a) All row housing units should be oriented towards the street through individual front entrances and landscaped front yards.

b) Row housing units that are developed on flanking lots should be designed to address both the flanking and fronting streets.

14.4.14.D **Entrances**

a) Pedestrian entry for the corner unit should be designed to face the flanking street.

b) Entrances should be designed to articulate the individual units in keeping with surrounding neighbourhood character and to enhance the pedestrian-scale character of the area.

14.4.14.E **Private Outdoor Space**

a) A private outdoor space with a minimum area of 30 m^2 (323 ft^2) and a minimum width and depth of 4.5 m (14.8 ft.) should be provided on the lot outside of the front yard and flanking side yard unoccupied and unobstructed by any buildings, structures, projections and on-site parking, except for cantilevered roofs and balconies which may project into private outdoor space for a distance of not more than 0.6 m (1.97 ft.).

14.4.14.F **Parking and Garages**

a) All row housing lots should have direct access to a rear lane from which parking can be accessed.

b) Garages should be designed to minimize the visual impact along the rear lane.

c) Garage door width should be minimized and paired up to provide additional landscaping opportunities along the rear lane.

d) Paired garage doors should be separated by a small landscaped area that is sufficiently large to accommodate a tree with a minimum caliper size of 6 cm (2.5 in.).

14.4.14.G **Garbage, Recycling and Organics Storage**

a) Garbage, recycling and organics storage bins should be easily accessible, and should be contained within a roofed/walled enclosure that is set back a minimum of 1.5 m (4.92 ft.) from the rear lot line.

14.4.14.H **Building Massing and Scale**

a) Building mass should be arranged to minimize shadowing and optimize natural lighting. Consider terracing upper levels to increase sun penetration to the interior of the site, especially toward the private outdoor areas.

b) The maximum number of units in a row house cluster should be 6 units and the maximum length of a row house cluster should be of 35 m (115 ft.).

c) At least 40% of the gross floor area of each row house unit should be located on the second floor.

d) The maximum building depth of an interior unit should be 15 m (49 ft.).

e) Party wall between two (2) row housing units should be no less than 75% of the total area of the exterior walls on or adjacent to the common side lot line on either unit.

f) The maximum length of a garage cluster should be 20 m (66 ft.).

14.4.14.I **Character**

a) Row house developments should use visual means to separate units in order to avoid monotony and avoid the impression of one long, continuous and unarticulated building front.

b) Row house units should be designed to be identifiable through single family residential design features that will also reinforce a unified residential character along the street.

14.4.14.J **Windows**

a) Side yard windows should be modest in size and be recessed in that section of the building façade.

b) Building faces and dormers should not be windowless, and sidelight windows should be incorporated into bay projections.

14.4.14.K **Materials**

a) Vinyl siding is acceptable if finished with wood or other high quality detailing.

14.4.14.L **Tree Planting**

a) The City's 2:1 replacement policy must be met where existing trees are being removed.

b) Comply with the minimum planting sizes specified in the City's Tree Protection Bylaw where replacement trees are being planted.

c) A grassed strip with at least one (1) deciduous tree (minimum 6 cm or 2.5 in. caliper) per lot should be installed along the front property line.

d) A minimum of one (1) deciduous tree (minimum 6 cm or 2.5 in. caliper) or one (1) coniferous tree (minimum height 3.5 m or 11.5 ft.) should be planted on each lot in the front yard.

e) In the case of a corner lot, additional trees should be planted within the flanking side yard.

f) Include an appropriate mixture of deciduous and coniferous trees, with the coniferous being sized and spaced appropriately.

14.4.14.M **Landscaping**

a) The grade between the City's sidewalk and the landscaping along the front property line should be the same.

b) All front yard areas along front property lines should be planted with a combination of lawn, flower beds, flowering shrubs and ground cover to provide seasonal interest and water permeability.

c) If individual shrubs are planted in the front yard, they should be of a low height that will not exceed 1.2 m (3.94 ft.) and should be located behind any fencing on the front property line.

d) Continuous hedges are not permitted within the front yard.

e) Material for walkways/pathways from the arterial road to the entrance of the row house units should be aggregate concrete, stamped concrete, paving stones, pervious paving or other acceptable material to the City. Asphalt is not permitted.

f) An unobstructed, permeable pathway of a minimum 0.9 m (2.95 ft.) wide should be provided between the rear lane and the private outdoor space of the lot if the lot in question is an interior lot or an end lot, which has a lot width equals to or great than 7.2 m (24 ft.).

g) Landscaping should be provided on areas along the rear property line and internal drive aisle where the areas are not used for parking purposes.

h) Provide adequate lighting to enhance security and visibility, particularly along the rear lane. Exterior lighting should be designed to avoid "light-spill" onto adjoining properties.

14.4.14.N **Fences and Gates**

a) Fences in front yards and flanking side yards should be picket, wicket or post-rail; metal transparent fences with brick or stone pilasters are also encouraged. Solid panel is not permitted.

b) Fencing area should be designed to incorporate flower beds, flowering shrubs and other low lying landscaping.

c) Decorative arbours/brackets/trellis features may be used to further articulate the fencing provided that they are in scale with and complementary to the fencing details and be placed a minimum of 2.0 m (6.56 ft.) from the front property line. ";

2. This Bylaw may be cited as **"Richmond Official Community Plan Bylaw 9000, Amendment Bylaw 9603".**

FIRST READING _____

PUBLIC HEARING _____

SECOND READING _____

THIRD READING _____

ADOPTED _____

CITY OF RICHMOND
APPROVED by
BIC
APPROVED by Manager or Solicitor

_____ MAYOR

_____ CORPORATE OFFICER

City of Richmond

Bylaw 9604

Richmond Official Community Plan Bylaw 7100 Amendment Bylaw 9604 (Arterial Road Land Use Policy)

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

1. Richmond Official Community Plan Bylaw 7100, Schedule 2.4 (Steveston Area Plan), is amended by deleting the Steveston Area Land Use Map and replacing it with the Steveston Area Land Use Map shown in "Schedule A" attached to and forming part of Bylaw 9604.

2. This Bylaw may be cited as **"Richmond Official Community Plan Bylaw 7100, Amendment Bylaw 9604".**

FIRST READING	
PUBLIC HEARING	
SECOND READING	
THIRD READING	
ADOPTED	

CITY OF RICHMOND
APPROVED by
B/C
APPROVED by Manager or Solicitor

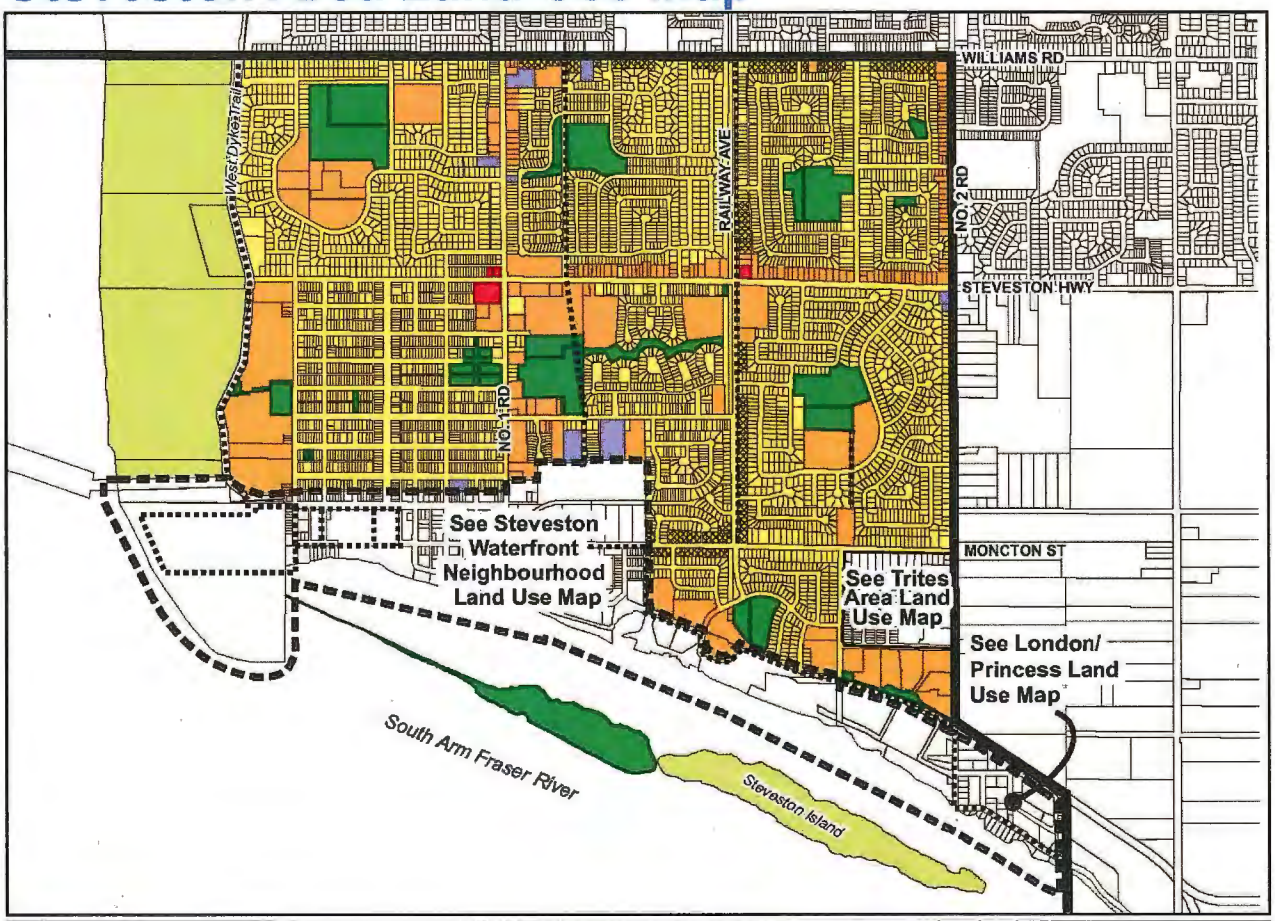
MAYOR

CORPORATE OFFICER

"Schedule A" attached to and forming part of Bylaw 9604

Schedule A

Steveston Area Land Use Map



- Single-Family
- Single-Detached/Duplex/Triplex
- Multiple-Family
- Commercial
- Public Open Space
- Institutional
- Conservation Area
- Trail
- Steveston Area Boundary
- Steveston Waterfront Neighbourhood Boundary