



**Planning Committee**

**Anderson Room, City Hall  
6911 No. 3 Road**

**Tuesday, November 8, 2016  
4:00 p.m.**

Pg. #      ITEM

MINUTES

**PLN-6**

*Motion to adopt the **minutes** of the meeting of the Planning Committee held on October 18, 2016.*



NEXT COMMITTEE MEETING DATE

November 22, 2016, (tentative date) at 4:00 p.m. in the Anderson Room

COMMUNITY SERVICES DIVISION

1. **METRO VANCOUVER REGIONAL AFFORDABLE HOUSING STRATEGY**

(File Ref. No. 08-4057-05) (REDMS No. 5080590 v. 4; 5175042)

**PLN-11**

**See Page PLN-11 for full report**

*Designated Speaker: Joyce Rautenberg*

STAFF RECOMMENDATION

*That the Metro Vancouver Regional Affordable Housing Strategy, as detailed in the staff report titled “Metro Vancouver Regional Affordable Housing Strategy”, dated October 14, 2016 from the General Manager, Community Services, be endorsed as a collaborative approach to addressing regional housing needs.*



2. **AFFORDABLE HOUSING STRATEGY UPDATE – RICHMOND HOUSING AFFORDABILITY PROFILE**

(File Ref. No. 08-4057-01) (REDMS No. 5140743 v. 6)

PLN-53

[See Page PLN-53 for full report](#)

*Designated Speaker: Joyce Rautenberg*

STAFF RECOMMENDATION

*That the staff report titled “Affordable Housing Strategy Update – Richmond Housing Affordability Profile” dated October 11, 2016, from the General Manager, Community Services be received for information.*



PLANNING AND DEVELOPMENT DIVISION

3. **APPLICATION BY LLOYD KINNEY FOR A ZONING TEXT AMENDMENT TO PERMIT A MICROBREWERY WITHIN THE INDUSTRIAL BUSINESS (IB1) ZONE AT UNIT #110 - 12500 HORSESHOE WAY**

(File Ref. No. 12- 8060-20-009614; ZT16-734106) (REDMS No. 5180379 v. 2)

PLN-186

[See Page PLN-186 for full report](#)

*Designated Speaker: Wayne Craig*

STAFF RECOMMENDATION

*That Richmond Zoning Bylaw 8500, Amendment Bylaw 9614, for a Zoning Text Amendment to the “Industrial Business (IB1)” zone to allow a “Microbrewery, Winery and Distillery” at #110-12500 Horseshoe Way, be introduced and given first reading.*



4. **APPLICATION BY JACKEN INVESTMENTS INC. FOR REZONING AT 8111 NO. 3 ROAD FROM SINGLE DETACHED (RS1/E) TO COMPACT SINGLE DETACHED (RC2)**

(File Ref. No. 12-8060-20-009630; RZ 15-699299) (REDMS No. 5180861)

PLN-198

[See Page PLN-198 for full report](#)

*Designated Speaker: Wayne Craig*

STAFF RECOMMENDATION

*That Richmond Zoning Bylaw 8500, Amendment Bylaw 9630, for the rezoning of 8111 No. 3 Road from “Single Detached (RS1/E)” to “Compact Single Detached (RC2)”, be introduced and given first reading.*



5. **APPLICATION BY ARCHITECT 57 INC. FOR REZONING AT 4780 STEVESTON HIGHWAY FROM SINGLE DETACHED (RS1/E) TO COMPACT LOT DETACHED (RC2)**

(File Ref. No. 12-8060-20-009635; RZ 16-737903) (REDMS No. 5101845)

PLN-217

[See Page PLN-217 for full report](#)

*Designated Speaker: Wayne Craig*

STAFF RECOMMENDATION

*That Richmond Zoning Bylaw 8500, Amendment Bylaw 9635, for the rezoning of 4780 Steveston Highway from “Single Detached (RS1/E)” to “Compact Lot Detached (RC2)”, be introduced and given first reading.*



6. **APPLICATION BY 1080593 BC LTD. FOR REZONING AT 11740 WILLIAMS ROAD FROM SINGLE DETACHED (RS1/E) TO COMPACT SINGLE DETACHED (RC2)**

(File Ref. No. 12-8060-20-009636; RZ 16-740422) (REDMS No. 5181301)

PLN-233

[See Page PLN-233 for full report](#)

*Designated Speaker: Wayne Craig*

STAFF RECOMMENDATION

*That Richmond Zoning Bylaw 8500, Amendment Bylaw 9636, for the rezoning of 11740 Williams Road from “Single Detached (RS1/E)” to “Compact Single Detached (RC2)”, be introduced and given first reading.*



7.    **APPLICATION BY DUNBAR EQUIPMENT LTD. (DOING BUSINESS AS DON DICKEY SUPPLIES) FOR A TEMPORARY COMMERCIAL USE PERMIT AT 8540 RIVER ROAD**

(File Ref. No. TU 16-732636) (REDMS No. 5132450)

PLN-250

See Page PLN-250 for full report

*Designated Speaker: Wayne Craig*

STAFF RECOMMENDATION

*That the application by Dunbar Equipment Ltd. (doing business as Don Dickey Supplies) for a Temporary Commercial Use Permit at 8540 River Road be considered at the Public Hearing to be held December 19, 2016 at 7:00 pm in the Council Chambers of Richmond City Hall, and that the following recommendation be forwarded to that meeting for consideration:*

- (1)    *“That a Temporary Commercial Use Permit be issued to Dunbar Equipment Ltd. (doing business as Don Dickey Supplies) for property at 8540 River Road to allow the retail sale of outdoor power equipment as an accessory use.”*



8.    **OFFICIAL COMMUNITY PLAN AMENDMENTS - ARTERIAL ROAD POLICY**

(File Ref. No. 10-6350-00) (REDMS No. 5055217 v. 5)

PLN-263

See Page PLN-263 for full report

See supplementary information for Appendices 1 to 5

*Designated Speaker: Wayne Craig*

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.*



9. **MANAGER'S REPORT**

ADJOURNMENT





## Planning Committee

Date: Tuesday, October 18, 2016  
Place: Anderson Room  
Richmond City Hall  
Present: Councillor Linda McPhail, Chair  
Councillor Bill McNulty  
Councillor Chak Au  
Councillor Carol Day (entered at 4:01 p.m.)  
Councillor Harold Steves  
Call to Order: The Chair called the meeting to order at 4:00 p.m.

### MINUTES

It was moved and seconded

*That the minutes of the meeting of the Planning Committee held on October 4, 2016, be adopted as circulated.*

**CARRIED**

*Cllr. Day entered the meeting (4:01 p.m.).*

### NEXT COMMITTEE MEETING DATE

November 8, 2016, (tentative date) at 4:00 p.m. in the Anderson Room

## COMMUNITY SERVICES DIVISION

**1. CHILD CARE OPERATOR SELECTION FOR THE “CRESSEY CADENCE” CHILD CARE FACILITY**

(File Ref. No. 07-3070-01) (REDMS No. 5175900 v. 6)

In reply to queries from Committee, Coralys Cuthbert, Child Care Coordinator, noted that several potential child care operators expressed interest, however, there was only one applicant. She added the affordable housing portion of the development is owned by the developer and the child care amenity portion is a City-owned asset.

Discussion ensued with regard to the number of child care spaces available in the community and Cathryn Volkering Carlile, General Manager, Community Services, noted that a memorandum on the number of child care spaces currently available as well as those proposed in in-stream applications can be provided to Council.

It was moved and seconded

*That Atira Women’s Resource Society be appointed as the child care operator for the City-owned facility currently under construction at 5688 Hollybridge, subject to the Society entering into a lease for the facility that is satisfactory to the City.*

**CARRIED**

## PLANNING AND DEVELOPMENT DIVISION

**2. APPLICATION BY SANDRA LOPEZ AND ANDRE SAVARD FOR REZONING AT 4280 TYSON PLACE FROM LAND USE CONTRACT 042 AND SINGLE FAMILY ZERO LOT LINE (ZS24) TO SINGLE DETACHED (ZS27) – TYSON PLACE**

(File Ref. No. 12-8060-20-009601; RZ 16-726011) (REDMS No. 5163815)

Cynthia Lussier, Planner 1, reviewed the application noting that the applicant will be required to address the exposure of the neighbouring dwelling at 4300 Tyson Place and obtain written authorization from the property owners prior to rezoning adoption. She added that the large trees in the rear yard will be retained.

In reply to queries from Committee regarding potential impact to the neighbourhood, Wayne Craig, Director, Development, noted that should the application proceed, similar applications could come forward.

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It was moved and seconded

- (1) *That "Land Use Contract 042" entered into pursuant to "Lulu Island Holdings Ltd. Land Use Contract Bylaw No. 3234, 1976", be discharged from 4280 Tyson Place; and*
- (2) *That Richmond Zoning Bylaw 8500, Amendment Bylaw 9601, to create the "Single Detached (ZS27) – Tyson Place" zone and for the rezoning of 4280 Tyson Place from "Land Use Contract 042" and "Single Family Zero Lot Line (ZS24)" to the "Single Detached (ZS27) – Tyson Place" zone, be introduced and given first reading.*

**CARRIED**

**3. APPLICATION BY GURPREET BAINS FOR REZONING AT 9660 SEAMEADOW COURT FROM SINGLE DETACHED (RS1/E) TO SINGLE DETACHED (RS2/B)**

(File Ref. No. 12-8060-20-009618; RZ 16-738201) (REDMS No. 5103815)

Mr. Craig reviewed the application, noting that it would be possible to orient vehicle access from the lane for one lot and from the cul-de-sac for the other lot, however, such configuration would not be required for the lots. He added that factors such as traffic safety or tree retention are considered in the configuration of vehicle access to sites.

In reply to queries from Committee, the applicant noted that configuring site access from the lane and cul-de-sac could be an option, however, designs are still in the preliminary stages.

It was moved and seconded

*That Richmond Zoning Bylaw 8500, Amendment Bylaw 9618, for the rezoning of 9660 Seameadow Court from "Single Detached (RS1/E)" to "Single Detached (RS2/B)", be introduced and given first reading.*

**CARRIED**

**4. APPLICATION BY ANUVIR DEHAL FOR REZONING AT 8140 HEATHER STREET FROM SINGLE DETACHED (RS1/E) TO SINGLE DETACHED (RS2/A)**

(File Ref. No. 12-8060-20-009263; RZ 16-737446) (REDMS No. 5159809)

It was moved and seconded

*That Richmond Zoning Bylaw 8500, Amendment Bylaw 9623, for the rezoning of 8140 Heather Street from "Single Detached (RS1/E)" to "Single Detached (RS2/A)", be introduced and given first reading.*

**CARRIED**

**Planning Committee**  
**Tuesday, October 18, 2016**

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5. **APPLICATION BY MUKHTIAR SIAN FOR REZONING AT 3760/3780 BLUNDELL ROAD FROM TWO-UNIT DWELLINGS (RD1) TO SINGLE DETACHED (RS2/B)**

(File Ref. No. 12-8060-20-009627; RZ 15-712886) (REDMS No. 5178409)

Ms. Lussier reviewed the application, noting that access to the site will be maintained in order to protect the trees on-site.

It was moved and seconded

*That Richmond Zoning Bylaw 8500, Amendment Bylaw 9627, for the rezoning of 3760/3780 Blundell Road from the "Two-Unit Dwellings (RD1)" zone to the "Single Detached (RS2/B)" zone, be introduced and given first reading.*

**CARRIED**

6. **MANAGER'S REPORT**

*(i) Tree Bylaw Information Sessions*

Joe Erceg, General Manager, Planning and Development, noted that the City will host a series of six information sessions on the Tree Bylaw starting next month to provide clarity on the City's policies related to trees and emphasize tree retention. He added that the information sessions will be promoted through the City's website and through newspaper advertisements.

*(ii) Arterial Road Policy*

Mr. Erceg commented on the Arterial Road Policy, noting that staff will bring forward a report on proposed amendments at the next Planning Committee meeting.

*(iii) Building Massing*

Mr. Erceg remarked that staff are in the process of responding to the referral on Building Massing and are anticipating that a report to Committee will be brought forward on November 22, 2016. He added that the report would present potential amendments to the zoning bylaw related to building massing and that consultation on the matter would target builders and homeowners.

*(iv) Illegal Residential Hotels*

Discussion ensued with regard to enforcement of illegal short-term residential rentals in the city and assigning a bylaw officer to investigate suspected sites. Mr. Erceg remarked that Law and Community Safety staff are in the process of responding to a referral on the matter.

**Planning Committee**  
**Tuesday, October 18, 2016**

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**ADJOURNMENT**

It was moved and seconded

*That the meeting adjourn (4:31 p.m.).*

**CARRIED**

Certified a true and correct copy of the Minutes of the meeting of the Planning Committee of the Council of the City of Richmond held on Tuesday, October 18, 2016.

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Councillor Linda McPhail  
Chair

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Evangel Biason  
Legislative Services Coordinator



# City of Richmond

## Report to Committee

**To:** Planning Committee

**Date:** October 14, 2016

**From:** Cathryn Volkering Carlile  
General Manager, Community Services

**File:** 08-4057-05/2016-Vol  
01

**Re:** Metro Vancouver Regional Affordable Housing Strategy

### Staff Recommendation

That the Metro Vancouver Regional Affordable Housing Strategy, as detailed in the staff report titled "Metro Vancouver Regional Affordable Housing Strategy", dated October 14, 2016 from the General Manager, Community Services, be endorsed as a collaborative approach to addressing regional housing needs.

Cathryn Volkering Carlile  
General Manager, Community Services  
(604-276-4068)

Att. 1

REPORT CONCURRENCE		
<b>ROUTED TO:</b>	<b>CONCURRENCE</b>	<b>CONCURRENCE OF GENERAL MANAGER</b>
Intergovernmental Relations & Protocol Unit	<input checked="" type="checkbox"/>	
Policy Planning	<input checked="" type="checkbox"/>	
Transportation	<input checked="" type="checkbox"/>	
<b>REVIEWED BY STAFF REPORT / AGENDA REVIEW SUBCOMMITTEE</b>	<b>INITIALS:</b>  DW	<b>APPROVED BY CAO (Acting)</b>  

## Staff Report

### Origin

This report supports Council's 2014-2018 Term Goal #2 A Vibrant, Active and Connected City:

*Continue the development and implementation of an excellent and accessible system of programs, services, and public spaces that reflect Richmond's demographics, rich heritage, diverse needs, and unique opportunities, and that facilitate active, caring, and connected communities.*

#### 2.2. *Effective social service networks.*

This report supports Council's 2014-2018 Term Goal #3 A Well-Planned Community:

*Adhere to effective planning and growth management practices to maintain and enhance the livability, sustainability and desirability of our City and its neighbourhoods, and to ensure the results match the intentions of our policies and bylaws.*

#### 3.4. *Diversity of housing stock.*

This report supports Council's 2014-2018 Term Goal #5 Partnerships and Collaboration:

*Continue development and utilization of collaborative approaches and partnerships with intergovernmental and other agencies to help meet the needs of the Richmond community.*

#### 5.1 *Advancement of City priorities through strong intergovernmental relationships..*

### Background

On May 27, 2016, the Greater Vancouver Regional District Board adopted the updated Metro Vancouver Regional Affordable Housing Strategy and requested that member municipalities endorse it as a collaborative approach to addressing regional housing issues.

The Regional Affordable Housing Strategy (Attachment 1) as presented is an update of the previous strategy, which was first adopted in 2007. The Regional Affordable Housing Strategy aims to provide leadership and collaboration for meeting the region's critical housing issues and advance the goals of the Regional Growth Strategy - "Metro Vancouver 2040 – Shaping Our Future (Metro 2040)" including the creation of complete communities.

The Regional Affordable Housing Strategy includes a renewed vision, goals, strategies and recommended actions for key housing stakeholders including Metro Vancouver, Metro Vancouver Housing Corporation, member municipalities, senior governments, private and non-profit sectors, TransLink and local health authorities. While recognizing that a variety of rental and homeownership options in a variety of forms and prices are important to support economic growth and the development of complete communities, the Regional Affordable Housing Strategy focuses primarily on:



- rental housing (both market and non-market); and
- the housing needs of very low income households (earning less than \$30,000 a year) and low income households (earning between \$30,000 and \$50,000 a year).

The Regional Affordable Housing Strategy also recognizes the important connection between housing affordability and proximity to transit. The Strategy notes that renter households (particularly households that are low income) have a greater dependence on the transit system, and includes strategic direction to increase affordable housing, particularly rental housing, in close proximity to the region's Frequent Transit Network.

Specifically, the Regional Affordable Housing Strategy's five goals are:

1. Expand the supply and diversity of housing to meet a variety of needs;
2. Expand the rental supply and balance preservation of existing stock with redevelopment while supporting existing tenants;
3. Meet housing demand for very low and low income earners;
4. Increase the rental supply along the Frequent Transit Network; and
5. End Homelessness in the region.

The Regional Affordable Housing Strategy was developed through a comprehensive process involving both a technical analysis of issues and trends and stakeholder consultations. Richmond was involved in the update process through Council's participation on the GVRD Regional Housing Committee and staff involvement on the Regional Planning Advisory Committee as well as its Housing Sub-Committee.

A draft Regional Affordable Housing Strategy was distributed for stakeholder review in late 2015. At its regular meeting held on January 25, 2016, Council received a staff report summarizing feedback on the draft Regional Affordable Housing Strategy. This feedback was incorporated into the draft Regional Affordable Housing Strategy, which was revised in June 2016.

## **Analysis**

Staff have reviewed the final Regional Affordable Housing Strategy and recommend Council endorsement.

The Regional Affordable Housing Strategy goals and strategies align closely with policy directions in both Richmond's Official Community Plan (OCP) and the existing Affordable Housing Strategy. Key areas of alignment include:

- *Support for a diverse range of housing types, tenure and affordability:* Richmond's OCP encourages a mix of housing types and densities to accommodate the diverse needs of residents, particularly in areas in close proximity to transit, parks, schools and community centres.

- *The use of incentives to improve housing choice and affordability:* Richmond makes use of density bonusing, inclusionary zoning, parking reductions near transit and the City's Affordable Housing Reserve Funds to facilitate the development of affordable housing projects.
- *Expanding rental supply and preservation of existing rental stock:* OCP policies seek to limit demolition or conversion of existing rental units and encourages a 1:1 replacement of affordable rental units during redevelopment. Recent redevelopment of older rental properties in Richmond (Kiwani Towers) has exceeded this ratio. City staff are currently developing a policy to preserve the existing purpose built rental stock and encourage the development of new purpose built rental housing, including requiring tenant relocation support in the event of redevelopment of existing rental housing.
- *A focus on affordable rental housing and the housing needs of very low and low income households:* Top priorities of the City's existing Affordable Housing Strategy include subsidized rental housing (targeted to households with annual incomes less than \$34,000) and low-end market rental housing (targeted to households with annual incomes less than \$57,500). Since 2007, the City's inclusionary zoning approach combined with density bonusing have been instrumental in the creation of 336 low-end market rental units in Richmond aimed at low income households (as of August 2016);
- *Importance of partnerships to effectively address affordable housing issues:* The Regional Affordable Housing Strategy recognizes the complexity of affordable housing issues and the need for greater collaboration among senior and regional government, local municipalities, the private and non-profit housing sector, community agencies and local health authorities. While Richmond has had an active role in addressing affordability, the City cannot address these issues alone, but can participate in collaborative solutions with other partners. Staff note that the recommended municipal actions in the Regional Affordable Housing Strategy are reasonable and respect local authority.

The Regional Affordable Housing Strategy also addresses key points raised in the City of Richmond's earlier feedback on the draft version of the Strategy including:

- The need for continued advocacy to senior governments to increase their role and funding for a wide range of affordable housing initiatives, including capital and operating funds, improved outreach support, and increasing the shelter component of income assistance;
- Support for municipal policies that encourage increased supply of rental housing including purpose built rental housing;
- Support for the renewal of expiring non-profit and cooperative housing agreements; and
- Support for Metro Vancouver Housing Corporation to consider management of affordable housing units secured through municipal inclusionary zoning policies.

## Next Steps

The City's 2007 Affordable Housing Strategy is currently being updated, with anticipated completion in summer 2017. The updated Affordable Housing Strategy will continue to provide guidance and direction for Richmond's response to housing affordability issues. As demonstrated below, the Regional Affordable Housing Strategy provides updated housing demand targets from 2016 – 2026 for Richmond.

**Figure 1: Richmond's Housing Demand Estimates, 2016 - 2026**

<b>Richmond Housing Demand Estimates 2016 - 2026</b>		
<b>Types of Housing</b>	<b>Annual</b>	<b>10 Year</b>
Very Low-Income Rental	130	1,300
Low-Income Rental	70	700
Moderate Income Rental	60	600
Above Moderate Market Rental	30	300
High Income Market Rental	30	300
<i>Total Rental</i>	<i>320</i>	<i>3,200</i>
<i>Ownership</i>	<i>1,080</i>	<i>10,800</i>
<b>Total Demand</b>	<b>1,400</b>	<b>14,000</b>

Source: Metro Vancouver, 2016.

Staff will incorporate these demand estimates and other strategic directions of the Regional Affordable Housing Strategy into Richmond's Housing Action Plan, which is a required element of municipal Affordable Housing Strategies under the Regional Growth Strategy, to identify local housing priorities and implementation measures to meet housing demand targets. It is anticipated that staff will present a report of housing policy options in early 2017 for Council consideration that will help address these housing demand estimates.

## Financial Impact

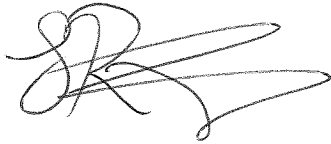
None.

## Conclusion

Staff recommend that Council endorse the Metro Vancouver Regional Affordable Housing Strategy as it represents a well-balanced, strategic framework to address Metro Vancouver's critical housing affordability issues. The Regional Affordable Housing Strategy goals and strategies align closely with policy directions in both Richmond's OCP and the existing Affordable Housing Strategy and provides a timely framework for the update of the Affordable Housing Strategy. The strategy clearly recognizes the need for healthy partnerships, and from a local government perspective it respects the unique role and authority that municipalities play in addressing housing affordability issues.

October 14, 2016

- 6 -

A handwritten signature in black ink, appearing to be 'JR' with a long, sweeping horizontal stroke extending to the right.

Joyce Rautenberg  
Affordable Housing Coordinator  
(604-247-4916)

Att. 1: Regional Affordable Housing Strategy (2016)

**metro**vancouver



# Regional Affordable Housing Strategy







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## PART ONE: INTRODUCTION

### 1.1. WHY A REGIONAL AFFORDABLE HOUSING STRATEGY?

An affordable and diverse housing supply is an important foundation for meeting the needs of a growing population. In a region with high and rising housing costs like Metro Vancouver, an affordable and diverse housing supply is also critical to the region's future prosperity. Housing choices that include a mix of homeownership and rental opportunities across housing types, sizes and price points are essential to accommodate a diverse workforce and to create a future for all regional residents. The Greater Vancouver Regional District Board has adopted the *Regional Affordable Housing Strategy* (RAHS) to provide leadership on regional housing needs, and to advance the complete community goals of *Metro Vancouver 2040: Shaping Our Future* (Metro 2040), the regional growth strategy adopted in 2011. This is the second iteration of the Regional Affordable Housing Strategy; the first was adopted by the Board in 2007.

This *Regional Affordable Housing Strategy* provides a renewed vision, and shared goals, strategies and actions for tackling the housing affordability challenge in Metro Vancouver. As a federation of twenty one municipalities, a treaty First Nation and an electoral area, the region shares an economy and housing market. While the market does a good job of housing most residents, and in fact 95% of all Metro's housing stock is provided through the market, it is not able to do so at a price everyone can afford. This fact is particularly true for very low and low income households earning under \$50,000 per year. Past experience shows that senior levels of government must play a role if there is to be a greater supply of housing that is within the means of this population group. Now the problem of affordability has spilled over to residents with higher income levels, including those seeking entry-level homeownership

### 1.2. ROLES AND RESPONSIBILITIES

This strategy recognizes that increasingly complex housing issues demand more innovative strategies and greater collaboration. The strategy outlines actions for Metro Vancouver and recommended actions for other key housing stakeholders such as local, provincial and federal governments, private and non-profit developers, health authorities and TransLink.

Government policy at all three levels influences the housing system. The provincial mandate for housing policy, land management, transportation, social welfare, and health services and the federal government responsibility for immigration, fiscal and monetary policies mean both are key influencers of housing demand and supply. In addition, provincial and federal housing and homelessness funding programs have traditionally had a significant bearing on the production of new housing that is affordable

for very low and low income households. In recent years, there has been limited senior government funding for new affordable housing supply, which seriously impacted the region's ability to meet estimated housing demand for very low and low income households. As of spring 2016, both the provincial and federal governments have committed to re-investing in new affordable housing, providing welcome resources.

Local governments' chief role lies in ensuring an adequate supply of residential land to meet housing demand through the land use planning and regulatory process, within the context of local and regional housing demand. There are other opportunities for municipal action to address housing affordability, for example, through advocacy and incentives to the private market. And, it is recognized that local





conditions vary from one municipality to another in the region and that local governments have the authority to determine the appropriate response.

Metro Vancouver, as the federation of 21 municipalities, one Electoral Area and one Treaty First Nation, employs the following roles to advance regional goals and strategies and to support its members to achieve their goals.

- *Provide mixed income housing* through Metro Vancouver Housing Corporation (MVHC), a separate wholly owned non-profit housing organization.
- *Set policy direction* through the regional growth strategy *Metro 2040* and the *Regional Affordable Housing Strategy*.
- *Research, collect and analyse data* to support regional and municipal housing policy goals and promote best practices.
- *Convene* municipal politicians and staff on housing issues of regional and local concern.
- *Advocate* to senior governments for tools, policies and resources to support regional housing needs.
- *Use fiscal measures* such as the waiver of Greater Vancouver Sewerage and Drainage District Development Cost Charges for affordable rental housing.

TransLink's mandate is to provide a regional transportation system that moves people and goods and supports the regional growth strategy, as well as provincial and regional environmental objectives and the economic development of the region. TransLink works with partner agencies toward integrated land use and transportation planning and policy, and ensuring the system is physically and financially accessible. The *Regional Transportation Strategy Strategic Framework* recognizes that the transit system is essential to providing affordable access to opportunity and services for all regional residents, including those with the least means (Policy 2.4). In addition, by aligning the locations of transit with the location of people and jobs, overall household transportation costs can be better managed. The Strategic Framework encourages affordable and rental housing along the Frequent Transit Network (Policy 3.1).

Reflecting the collaborative nature of the Metro Vancouver federation, Metro Vancouver staff have worked with member municipalities through the Regional Planning Advisory Committee and it's Housing Subcommittee to update the *Regional Affordable Housing Strategy*. This process included broad stakeholder consultation with the private and non-profit housing sectors, community agencies, TransLink, and provincial and federal governments at key points in the update process.

### 1.3. WHAT HAS BEEN ACCOMPLISHED SINCE THE FIRST STRATEGY?

Since the original *Regional Affordable Housing Strategy* was adopted in 2007, some progress has been made. There is an enhanced collective awareness of the housing affordability issue, and regional and local governments have taken some important steps to address it. For example, Metro Vancouver has:

- Advanced awareness of the importance of rental housing through the Rental Housing Supply Coalition.
- Adopted housing policies and regional and municipal housing demand estimates within *Metro 2040* (2011).
- Completed foundational research on rental housing to ensure there is a good understanding of the purpose built rental housing inventory, and the risk of redevelopment.
- Completed *Metro 2040 Implementation Guideline #3: What Works: Affordable Housing Initiatives in Metro Vancouver Municipalities*, providing guidance on the use and effectiveness of municipal measures for affordable housing.
- Created provisions to waive Greater Vancouver Sewerage and Drainage District Development Cost Charges for affordable rental housing developments.
- Achieved rezoning approval to redevelop Heather Place, an existing Metro Vancouver Housing Corporation housing site in Vancouver. It will create an additional 150 units of mixed-income housing.
- The *Metro Vancouver Housing and Transportation Cost Burden Study: a New Way of Looking at Affordability*, research that broadens the dialogue about affordability.

Municipalities have:

- Adopted Housing Action Plans that demonstrate how municipalities plan to achieve the estimated local housing demand, including that for low and moderate income households.
- Implemented zoning measures in support of housing diversity and affordability, such as permitting secondary suites and/or laneway houses in single-family zoned areas subject to certain conditions, allowing accessory dwelling units in duplexes, reducing parking requirements in areas close to transit, and providing small lot zones, etc.
- Facilitated new supportive and transitional housing for vulnerable populations by providing municipal land at low or no cost through Memorandums of Understanding with the province .
- Used housing reserve funds to lever the development of new non-profit housing by providing grants, purchasing land for non-profit use, and reducing or waiving permit fees.
- Granted additional density to residential developers in exchange for either on-site affordable housing units or fees in lieu of these units.
- Set targets for market rental housing and affordable housing, including preservation of existing affordable housing, in transit corridors.
- Set strategic expectations for transit station areas to accommodate a mix of land uses and housing types, and, on larger sites, new on-site purpose built rental housing units.
- Offered incentives to owners and developers to retain, renew, and enhance the purpose built market rental housing supply.



#### 1.4. METRO 2040 AND THE REGIONAL AFFORDABLE HOUSING STRATEGY

*Metro 2040* provides the overall growth management framework for the region and for the Regional Affordable Housing Strategy. *Metro 2040* coordinates and aligns regional land use and transportation planning, and directs growth to Urban Centres and in Frequent Transit Development Areas (FTDAs). The plan calls for over two-thirds of residential and employment growth to occur in these transit rich locations. Importantly, TransLink's plans and strategies reinforce this concentration of growth for efficient transit service. Goal 4 of *Metro 2040* aims to create complete communities, and one of the strategies for doing this is through policy support for an affordable and diverse housing supply. RAHS is a strategy focused on a single component of growth – housing – and it is intended to provide further direction to implement *Metro 2040*.

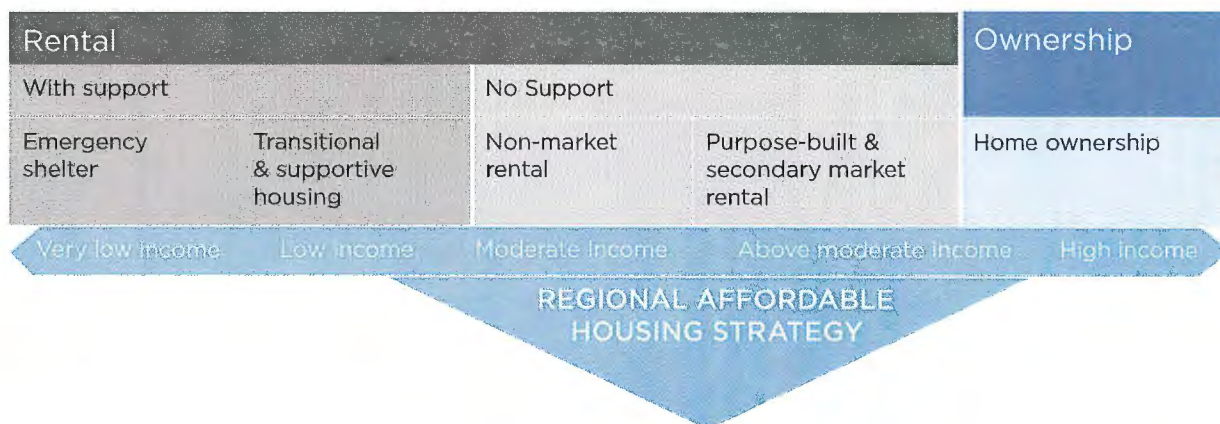
The RAHS relies on Regional Context Statements (RCSs) as one means of implementation. RCSs are the link between Official Community Plans and the regional growth strategy; they are developed by municipalities in collaboration with Metro Vancouver, adopted as part of Official Community Plans and accepted by the Metro Vancouver Board. RCSs demonstrate how local aspirations as expressed in municipal plans align with and support the vision for the future of the region as expressed in *Metro 2040*.

Specifically, RCSs identify what local policies and strategies are in place to address housing needs, as well as confirm the intent to complete and implement a Housing Action Plan. Housing Action Plans, or their equivalents, direct municipal action to address local priorities for housing supply, diversity and affordability within their jurisdiction.

#### 1.5. A RENTAL HOUSING FOCUS

The housing continuum depicts the main elements of the housing supply, including different housing types, tenures and presence of support services (if any) (Figure 1). It also reflects a range of incomes or affordability levels. The main focus of the *Regional Affordable Housing Strategy* is on rental housing – non-market rental and market rental housing – the central part of the housing continuum, as this is the part of the continuum that the market is unable to address adequately. While some regional coordination on homelessness has occurred in the past, this role is presently being redefined by a leadership group of homeless agencies and funders. It is expected that they will seek to coordinate resources around the left side of the continuum for homeless or formerly homeless persons. This strategy also addresses the homeownership part of the continuum, where there are now significant affordability concerns. The *Regional Affordable Housing Strategy's* strategic focus for homeownership is to encourage housing diversity and choice, particularly for entry-level home ownership options.

FIGURE 1: HOUSING CONTINUUM AND RENTAL HOUSING FOCUS



## 1.6. VERY LOW AND LOW INCOME HOUSEHOLDS

Affordability is a measure of the ability to pay for housing. It relates the price or cost of housing to household income. Housing is considered affordable when monthly housing costs (rent or mortgage payments including property taxes, strata fees, and heating costs) consume less than 30% of before tax (gross) household income. Housing affordability concerns are invariably associated with households that have very low and low incomes as they face difficulties affording market rates. Households with higher incomes may choose to pay more than 30% and still live comfortably.



Metro Vancouver's regional median household income (RMHI) in 2011 was \$63,000 per year. Half of regional households had incomes above \$63,000, and half of households' incomes were below it. Of the six largest metropolitan regions in the country, Metro Vancouver has the second lowest median household income, trailing Calgary, Edmonton, Ottawa and Toronto.

The Strategy focuses on the housing needs of very low and low income households recognizing that the market generally does not do so. Very low income households are those earning 50% or less of the regional median, approximately \$30,000 per year. Low income households earn between 50 and 80% of RMHI or between \$30,000-50,000 per year and moderate income households earn 80-120% of RMHI. Table 1 shows the amount that each household income segment can afford to pay for housing. Different household types and sizes will have different incomes and housing costs; for example a family household will have higher housing costs than a single person household.

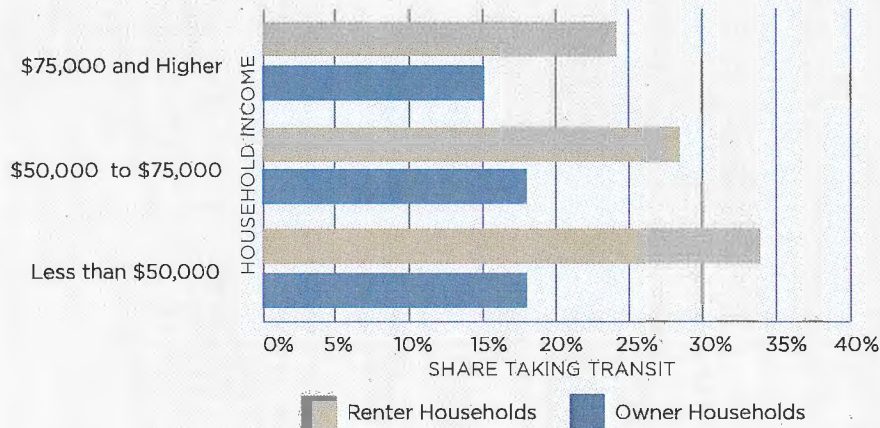
TABLE 1: HOUSEHOLD INCOME CATEGORIES METRO VANCOUVER

Household Income Categories	Share of regional median household income RMHI (\$63,000)	Annual household income range	Affordable monthly housing payment
Very low income households	<50% RMHI	<\$30,000/yr	Less than \$750/mo
Low income households	50%-80% RMHI	\$30,000-\$50,000/yr	\$750-1,250/month
Moderate income households	80% -120% RMHI	\$50,000-\$75,000/yr	\$1,250-1,875/month
Above moderate income households	120% - 150% RHMI	\$75,000-\$100,000	\$1,875 -\$2,500/month
High income households	150% RHMI plus	\$100,000 plus	\$2,500/month plus

Source: Metro Vancouver Housing Demand Estimates 2016-2026. Dec 2015.  
Income based on 2011 National Household Survey.



CHART 1: SHARE OF HOUSEHOLDS USING TRANSIT BY HOUSEHOLD TENURE AND INCOME IN METRO VANCOUVER



Source: NHS 2011.

## 1.7. THE AFFORDABLE HOUSING AND TRANSIT CONNECTION

While households choose where to live for all kinds of reasons, the housing affordability and transit connection is an important consideration. For many working households, transit is a necessity to get to work. Chart 1 shows the relationship between transit use, housing tenure and household income in Metro Vancouver. In general, renters are more likely than owners to take transit to work. In particular, renter households earning less than \$50,000 per year depend on transit the most. Ideally then, affordable rental housing should be located near frequent transit.

Transit-oriented development is viewed as one of the top policy approaches for making land available for affordable housing “at the right location”<sup>3</sup>; for example, where access to public transit links residents to employment and services. Good locations for affordable housing should include access to transit. While transit service levels vary across the region and access to any level of service can be beneficial, the highest quality access is provided by TransLink’s Frequent Transit Network (FTN) (Figure 2).



3 McKinsey Global Institute. October 2014. A blue print for addressing the global affordable housing challenge.



For the purposes of this Strategy, a good transit location is defined as being located within walking distance of the FTN. For rapid transit FTN, this is generally defined as locations within 800 metres walking distance of a rapid transit station. For non-rapid transit FTN, this is generally defined as a location within 400 metres distance of an FTN bus stop. Figure 3 illustrates this concept.

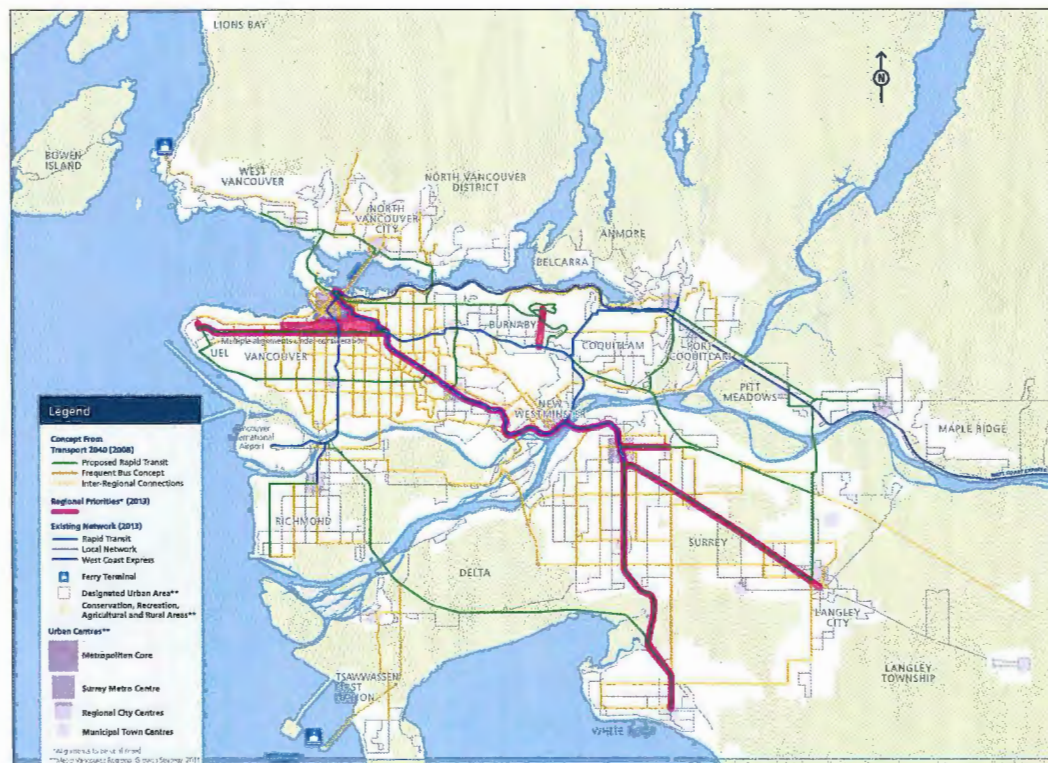
But the region is diverse. Walkability and transit service levels (frequency, coverage and vehicle capacity) can vary greatly within a municipality. Good transit locations for affordable housing in some neighbourhoods and communities may need to be defined more broadly to recognize the variations and permit flexibility.

Generally, being in close proximity to transit stations and stops translates to better access and convenience for residents. But the competition for access can

drive up the land value for parcels near these transit passenger facilities, making affordable housing development financially unfeasible. This is particularly the case for parcels near FTN rapid transit stations, more so than near FTN bus stops. The challenge for public policy is to maintain a broad and realistic outlook for new housing opportunities within reasonable proximity to the FTN.

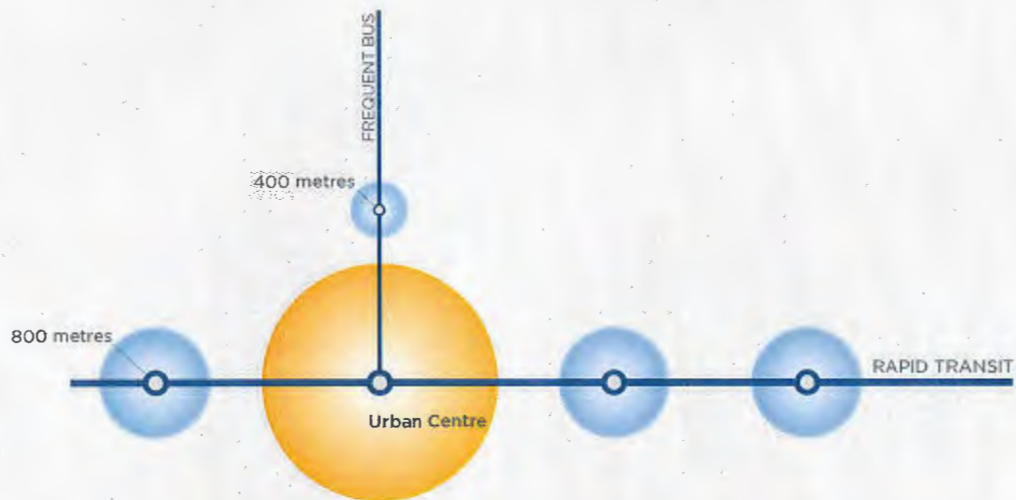
The Frequent Transit Network is the region's network of corridors where transit service runs at least every 15 minutes in both directions throughout the day and into the evening, every day of the week. Rapid transit Frequent Transit Network operates in an exclusive right of way and is typically rail (though can be bus); whereas non-rapid transit Frequent Transit Network (typically bus) operates in mixed traffic.

FIGURE 2 : REGIONAL TRANSPORTATION NETWORK, 30-YEAR CONCEPT FROM TRANSPORT 2040 (2008) WITH REGIONAL PRIORITIES (2013) TO BE CONFIRMED IN THE RTS IMPLEMENTATION PLAN



Note: Following completion of the Implementation Plan, these investment maps will be updated to show additional agreed-upon regional priorities. © South Coast British Columbia Transportation Authority doing business as Translink. All rights reserved.

FIGURE 3 : PROXIMITY TO FREQUENT TRANSIT NETWORK



Given that they are often a focus for FTN services, Urban Centres as defined in *Metro 2040* – Metro Core, Surrey Metro Centre, Regional City Centres

and Municipal Town Centres – are good locations for affordable housing, as are Frequent Transit Development Areas.





## 2. PART TWO: THE CHALLENGE

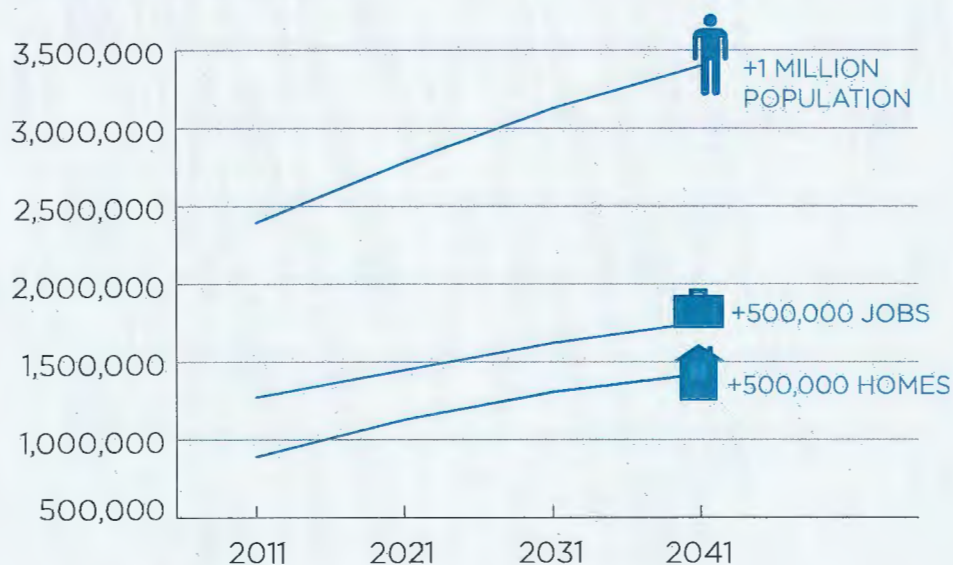
### 2.1. REGIONAL GROWTH TRENDS

Metro Vancouver is growing rapidly. The region is a destination for nearly 35,000 additional people per year, or another 1 million people by 2040. This reality means a growing demand for new homes, roughly 500,000 additional homes over the next 30 years.

Given present trends, the future population will be increasingly diverse and it will become older. As well, the aboriginal population is one of the fastest growing populations in the region, with many people moving to urban areas to pursue employment, education and city life.



CHART 2: A GROWING REGION



Source: Metro 2040, Appendix A, Table A1.



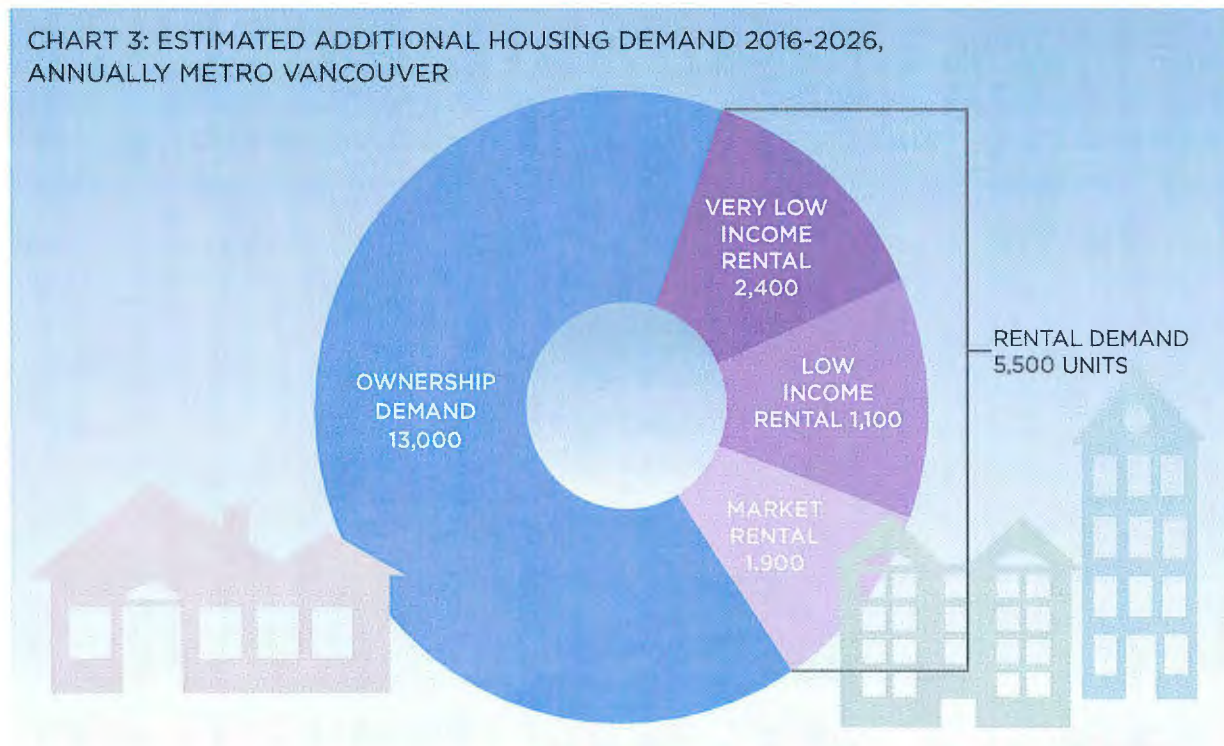
## 2.2. ESTIMATED REGIONAL HOUSING DEMAND

To meet this population growth, Metro Vancouver forecasts additional housing demand of approximately 18,000 units per year over the next ten years. It expects that based on past trends, about two thirds or 13,000 households every year will continue to be able to make the necessary trade-offs to buy a home. Rental housing demand is estimated at 5,500 new units each year over 10 years. Of these rental units, about two thirds are estimated to be for very low and low income

households or 3,500 units per year. The remaining demand is for 1,900 rental units per year for moderate and higher income households who can afford to pay market rents.<sup>4</sup>

<sup>4</sup> Metro Vancouver has prepared updated housing demand estimates for the period 2016-2026 in consultation with municipalities using recent Census and National Household Survey data and a cohort survival model. See Metro Vancouver Regional Planning. Metro Vancouver Housing Demand Projections – Overview of Assumptions and Methodology. Dec 2015.

CHART 3: ESTIMATED ADDITIONAL HOUSING DEMAND 2016-2026, ANNUALLY METRO VANCOUVER



## 2.3. MISMATCH BETWEEN RENTAL HOUSING DEMAND AND SUPPLY

The market is largely meeting the estimated demand for ownership housing, but prices are rising, particularly for desirable single-detached homes. Purpose-built market rental supply is also beginning to grow once again, thanks to changing market conditions and innovative municipal incentive programs, but this has not been able to catch up to the significant unmet demand. The secondary rental market also continues to expand (i.e. investor owned rented condominiums, secondary suites, and laneway houses), but more is needed, as vacancy rates remain low. Not unexpectedly, given high land and construction costs and lack of government funding, there has been less progress in achieving estimates for additional housing affordable for very low income and low income households.

Chart 4 shows that in the recent period from 2011 to 2014 and using broad estimation techniques, new rental supply fell short of rental demand by about 1,600 units overall, and that only about half to two-

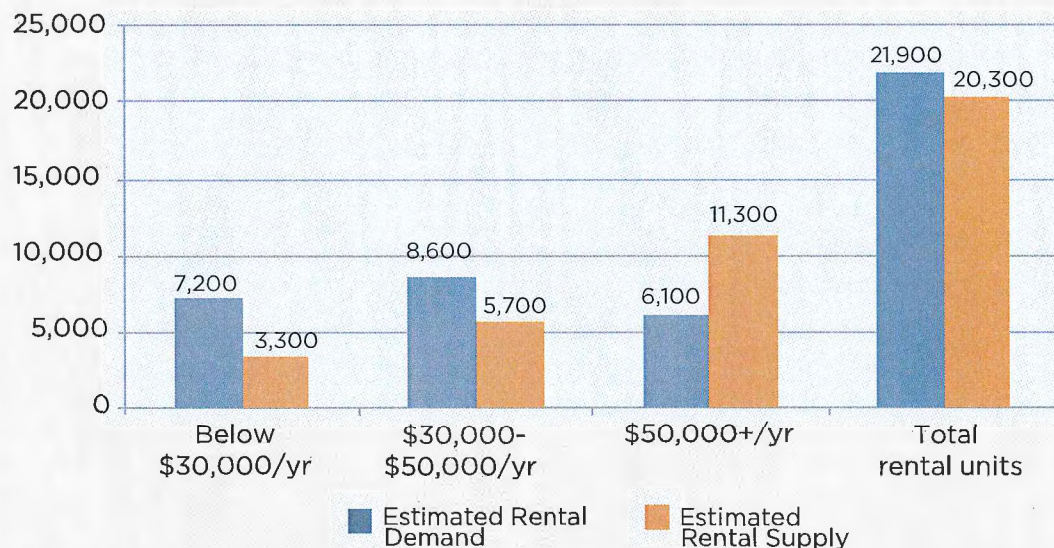
thirds of the estimated rental housing demand for households earning under \$50,000/year, was met with new supply.<sup>5</sup> This is the overall regional picture; the situation in each municipality may be different.

Provincial government rent supplements help to make existing rental housing more affordable for some low income households. Between 2011 and 2014, the province added almost 2,700 new rent supplements for low income households in Metro Vancouver mainly through the Rental Assistance Program (RAP) for families and Shelter Aid for Elderly Renters (SAFER) for seniors.<sup>6</sup> These programs help low income households meet their rental housing needs in the market place by providing them with additional income to pay market rents.

<sup>5</sup> Performance in this period has likely been impacted by the lagged effects of the financial crisis, when housing starts fell dramatically. Completions do not measure units committed or under construction. See Appendix 2 for estimation method

<sup>6</sup> Rent Supplements. BC Housing. Research and Corporation Planning Department. Unit Count History Pivot Table. March 31 of each year. Net increase in the number of rent supplements per year in Metro Vancouver. As of March 31, 2014, 15,175 households in the region received a rent supplement

CHART 4: ESTIMATED RENTAL DEMAND AND SUPPLY BY INCOME 2011-2014 METRO VANCOUVER

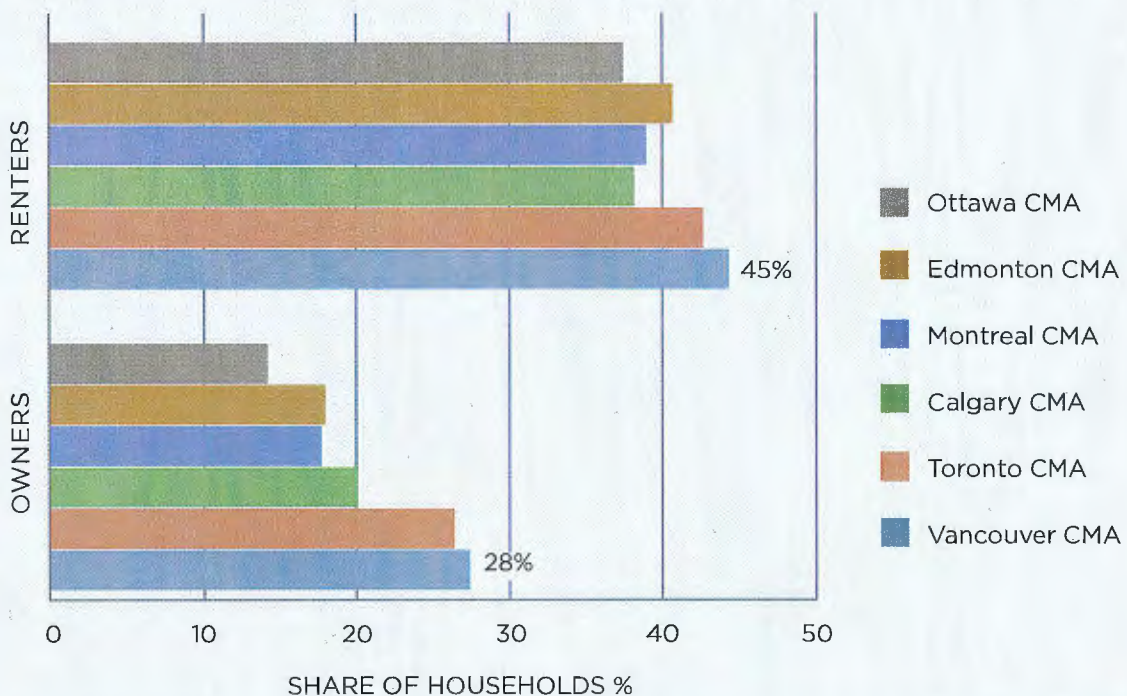




But rent supplements (which do not create new units and instead rely on the existing housing supply) can be inflationary, with the unintended consequence of placing pressure on moderately priced rental units. Rent supplements increase demand by enhancing recipients' ability to pay for rent, allowing very low income households earning under \$30,000 or \$35,000 per year to pay more for rent than they could afford with their income alone, drawing from the supply of higher cost units. When rent supplements are considered, the net result is that over 80% of low income housing demand is met over the period, while only 35% of low-to-moderate income demand is supplied.

One impact of this imbalance is that some households pay more for housing than they can afford, exceeding the 30% affordability threshold. Chart 5 shows that about 45% of Metro Vancouver renter households had a housing cost burden of 30% or more in 2011, and they were significantly worse off than owners. In fact, a greater share of Metro Vancouver households had a housing cost burden exceeding 30% than in any other city in Canada.

CHART 5: SHARE OF HOUSEHOLDS EXCEEDING 30% HOUSING COST BURDEN 2011

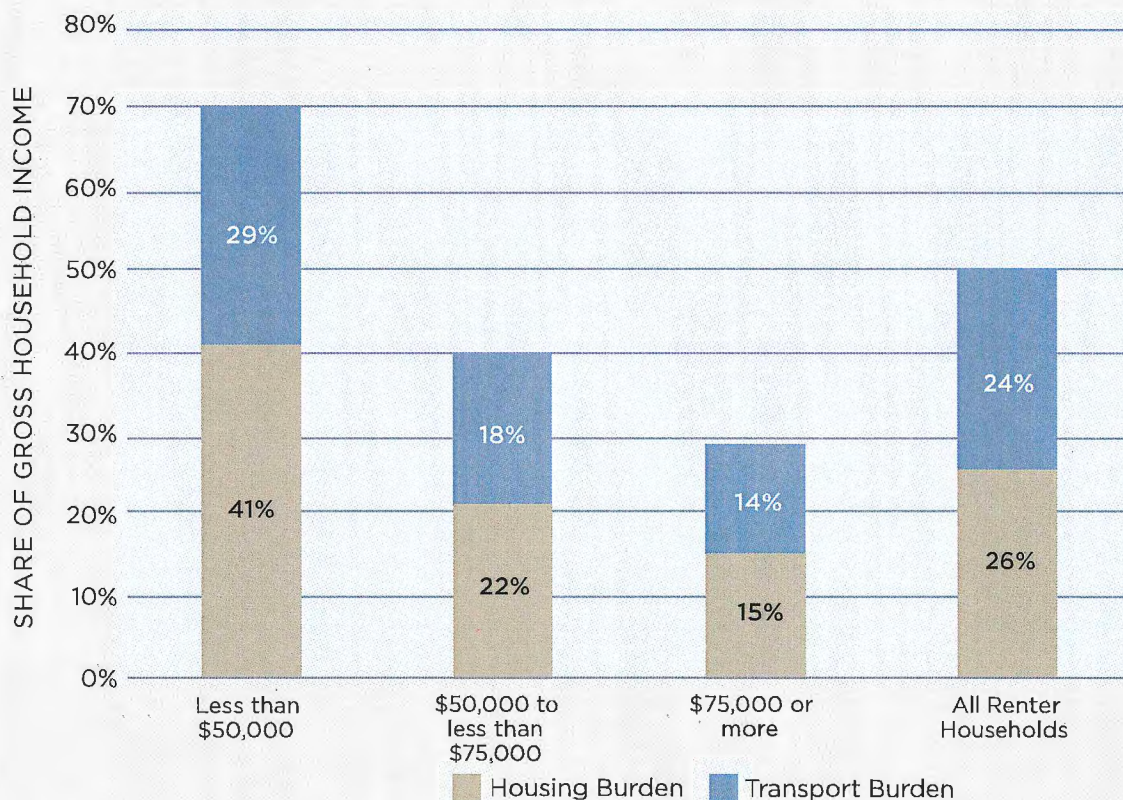


## 2.4. THE HOUSING AND TRANSPORTATION COST BURDEN

Transportation costs add to a household's housing cost burden, and can combine to make affordable living in this region a challenge. The *Metro Vancouver Housing and Transportation Cost Burden Study* (2015) found that working households (households with at least one member in the employed labour force) living in areas well served by transit or close to their job have relatively low transportation costs, whereas households in other locations may face higher transportation costs. It showed that living near frequent transit can make it easier to absorb relatively high housing costs.

Working owner households with mortgages have an estimated housing and transport cost burden (as a percent of their gross income) of 40%; working renters have a higher cost burden of 49%. Renter households with incomes under \$50,000 per year have the highest cost burdens of all households, spending 67% of their gross household income on housing and transportation costs. Providing housing options for low to moderate income households to live in transit-oriented locations can improve overall affordability, and ensure the availability of workforce housing needed for a regional prosperity. New transit investments in the region can improve overall affordability by reducing reliance on automobiles and the associated costs.

CHART 6: HOUSING AND TRANSPORTATION COST BURDEN BY INCOME FOR RENTERS



Source: The Metro Vancouver Housing and Transportation Cost Burden Study: A New Way of Looking at Housing Affordability May 2015

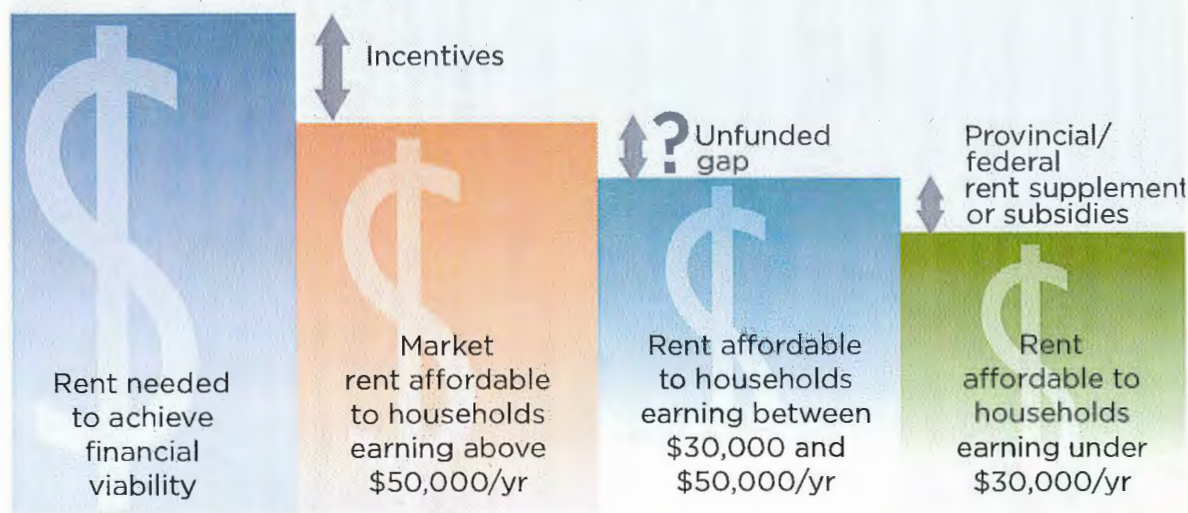


## 2.5. THE FUNDING GAP AND SENIOR GOVERNMENT FUNDING

Very little new purpose built market rental housing has been developed over the past 25-30 years as it has not been financially viable. While new purpose built market rental is being developed today, new units tend to be more expensive than older existing purpose built rental housing. It is more difficult to create rental housing that is affordable to households earning between \$30,000 to \$50,000 per year. Rent supplements help those earning under \$30,000 per year to afford market rents, if they qualify. New rental housing for low income earners of \$30,000 - \$50,000 per year requires further assistance in the form of subsidies or grants from provincial and/or federal government to achieve affordability.

The actions proposed in the *Regional Affordable Housing Strategy* aim to facilitate all forms of rental housing, with a focus on new rental housing affordable for households earning between \$30,000 and \$50,000 per year, assuming the continued availability of provincial rent supplements to make these units affordable households earning below \$30,000 that qualify.

FIGURE 4: THE FUNDING GAP





## PART THREE: THE STRATEGY

The Regional Affordable Housing Strategy begins with a shared regional vision reflecting *Metro 2040*'s broad objectives. It is structured around five goals depicting desired future housing outcomes. Each goal is supported by strategies that are intended to advance that goal. Specific actions follow for Metro Vancouver, for implementation either through Regional Planning, by Metro Vancouver Housing Corporation or the Homelessness Partnering Strategy Community Entity. This is followed by recommended actions for municipalities to be implemented as appropriate, through Official Community Plans, Regional Context Statements, and Housing Action Plans, as well as other plans, policies and programs. Finally, there are recommended actions for the provincial and federal government, the private and non-profit development industry, TransLink and health authorities, where appropriate.

### 3.1 VISION

A diverse and affordable housing supply that meets the needs of current and future regional residents.

### 3.2 GOALS AND STRATEGIES

Table 2 summarizes the five goals and the strategies for advancing each goal. This is followed by a re-statement of each goal and associated strategies, with specific actions for each goal.



TABLE 2: GOALS AND STRATEGIES

Goals	Strategies
GOAL 1 Expand the supply and diversity of housing to meet a variety of needs.	1.1 Diversify the housing supply in terms of unit and lot size, number of bedrooms, built form and tenure 1.2 Improve the clarity of development approval processes while ensuring quality outcomes 1.3 Address community opposition to new residential development 1.4 Plan for the special housing needs of specific populations 1.5 Enhance understanding of the housing market to improve housing policy
GOAL 2 Expand the rental supply and balance preservation of existing stock with redevelopment while supporting existing tenants	2.1 Expand the supply of rental housing, including new purpose built market rental housing 2.2 Make retention and maintenance of existing purpose built market rental housing more attractive 2.3 Ensure that tenant relocations are responsive to tenant needs
GOAL 3 Meet housing demand estimates for very low and low income earners	3.1 Facilitate new rental housing supply that is affordable for very low and low income households 3.2 Support non-profit and cooperative housing providers to continue to operate mixed income housing after operating agreements expire 3.3 Facilitate non-profit and cooperative housing providers to create new mixed income housing through redevelopment or other means. 3.4 Advocate to provincial and federal governments for housing and income support programs to meet housing needs
GOAL 4 Increase the rental housing supply along the Frequent Transit Network	4.1 Expand awareness of the affordable housing and transit connection 4.2 Plan for transit station areas, stop areas and corridors to include rental housing affordable for a range of income levels 4.3 Encourage mixed income rental housing near the Frequent Transit Network
GOAL 5 End homelessness in the region	5.1 Expand housing options to meet the needs of homeless people in the region 5.2 Promote measures that prevent at risk individuals from becoming homeless 5.3 Advocate to the provincial and federal government for support to meet the housing needs of the homeless

## GOAL

1

## EXPAND THE SUPPLY AND DIVERSITY OF HOUSING TO MEET A VARIETY OF NEEDS

The market provides most of the housing supplied in the region, three-quarters of it home-ownership. This goal recognizes that to meet the growing and changing needs of the diverse population, it is desirable that the market continue to produce new supply at a pace that meets demand and with a wider variety of housing forms and tenures at a range of price points. This includes meeting the diverse and special needs of specific populations, including Urban Aboriginals and an aging population. Specifically, it acknowledges that the single-detached home is increasingly out of reach for families in some parts of the region and that alternative ground-oriented home-ownership options are required to meet evolving consumer needs and ability to pay. Easing the concerns of residents about new development can help to ensure that the market is able to supply new housing in a timely fashion, as would enhancing clarity about development approval processes. This goal also recognizes that the regional housing market is impacted by global and national trends and that a better understanding of these trends can help improve policy and planning responses.

### STRATEGIES:

Strategy 1.1:	Diversify the housing supply in terms of unit and lot size, number of bedrooms, built form and tenure
Strategy 1.2:	Improve the clarity of development approval processes while ensuring quality outcomes
Strategy 1.3:	Address community opposition to new residential development
Strategy 1.4:	Plan for the special housing needs of specific populations
Strategy 1.5:	Enhance understanding of the housing market to improve housing policy

### ACTIONS:

Metro Vancouver, through its Regional Planning role, will:

- Update the *Metro 2040* housing demand estimates in consultation with municipalities, including by family type if possible, and monitor and report on progress towards achievement of these estimates.
- Work with housing stakeholders to promote public awareness and understanding of the need to accommodate population growth with increased density and housing diversity, emphasizing that increased supply brings benefits to our respective communities and the best practices for accommodating this growth using examples and strategies from here and elsewhere.
- Prepare an *Implementation Guideline for Municipal Housing Action Plans* to provide best practice guidance on the form and content of these plans.
- Research, collect, acquire and analyse data to support municipal housing policy including undertaking related transportation and parking studies:
  - Explore financial and regulatory barriers, and opportunities for expanding the supply and variety of ground-oriented and medium density ownership housing choices such as infill housing, townhouses, duplexes with accessory dwellings, and cottage housing.
  - Explore best practices in mechanisms to expand home ownership that is affordable for entry-level home buyers, such as cooperatives, co-housing, rent-to-own options, and new forms of shared ownership and the post occupancy satisfaction of residents of these projects.
  - Explore best practices in addressing community opposition for all types of housing along the housing continuum.
  - Convene a regional working group of industry and government stakeholders to obtain data to



better understand the drivers of housing demand in the region (i.e. equity versus income, foreign and investor ownership of residential property, incidence of speculation, and vacant, unoccupied or second units).

- e. Advocate to the provincial and federal governments to collect and report reliable data about the sources and nature of regional housing demand.
  - i. If warranted, advocate for measures to counteract adverse impacts of external demand, vacant units and/or speculation.
  - ii. If appropriate, request that senior governments identify ways that foreign investment could be directed to enhance housing supply and affordability in Metro Vancouver, for example, through investment in new purpose-built rental housing, or by directing additional fees or taxes towards affordable housing.
- f. Offer workshops/seminars/speakers on housing topics of common concern.
- g. Work with stakeholders to develop and advance regional housing policy directions for the urban Aboriginal population, seniors, persons with disabilities and other populations, as warranted.
- h. Work with partners to create an accessible and adaptable housing registry or other means to assist persons with disabilities and seniors to find appropriate housing to live independently.
- i. Identify surplus and underutilized public lands and explore mechanisms that could be used to make these sites available for affordable housing development

**Municipalities will consider, through plans, policies and programs:**

- j. Monitoring and reporting on progress towards achievement of *Metro 2040* housing demand estimates.
- k. Demonstrating how Housing Action Plan policies and initiatives are intended to work towards achieving *Metro 2040* housing demand estimates, recognizing that senior government assistance is required.

- l. Using zoning and regulatory measures to expand the variety of types, tenure and built form of ground-oriented ownership and rental housing (i.e. coach houses/laneway houses, semi-detached and duplexes, micro units, townhouses including freehold townhouses, secondary rental market housing options such as accessory dwelling units in duplexes and townhouses, and other forms of infill and intensification.)
- m. Encouraging a diversity of housing forms in proximity to the Frequent Transit Network including medium density ground oriented options in station shoulder areas.
- n. Promoting family friendly housing, as applicable, through policies for multi-family housing options with 3 or more bedrooms.
- o. Enhancing clarity about intended land use and permitted density for future development through neighbourhood or area planning or other means.

**Proposed Provincial Government Actions;**

- p. Provide a cost effective and timely process for considering changes to the Building Code that would promote innovation in affordable housing.

**Proposed Non-profit and Private Sector Development Partner Actions:**

- q. Work with municipalities to facilitate an effective and efficient development approval process.
- r. Work with municipalities to establish bedroom mix objectives to ensure an adequate supply of family friendly housing.
- s. Bring forward innovative development applications that meet the needs of families using alternate forms, densities and tenures.

**Proposed Health Authority Actions:**

- t. Plan for and fund suitable housing and support services for frail seniors, persons with severe and persistent mental health issues and other vulnerable populations including the homeless.

**GOAL****2****EXPAND THE RENTAL SUPPLY AND BALANCE PRESERVATION OF EXISTING STOCK WITH REDEVELOPMENT WHILE SUPPORTING EXISTING TENANTS**

Market rental housing, consisting of purpose-built units and secondary forms of rental housing, such as secondary suites, laneway units and rented condominiums, is a critical component of the housing continuum and is usually more affordable than the least cost ownership option. It provides housing for recent immigrants, temporary workers, young people, seniors and students. And, as homeownership prices rise, a secure rental housing supply is a more valuable resource. Ensuring that this supply continues to grow is fundamental to the Strategy, as it will enable gradual redevelopment of the existing, aging purpose-built stock to occur without reducing rental supply. This goal also recognizes that rent supplement programs are dependent upon a growing rental supply to provide an adequate number of units and to avoid inflationary pressures. This strategy devotes special attention to purpose-built market rental housing as an especially valuable component of the rental supply due to the security of tenure it offers tenants, and its vulnerability to redevelopment as condominiums. Preserving the existing purpose built rental stock is the least cost approach for affordable rental housing. However, as this is not realistic over the long-term for all buildings, ensuring phased or gradual redevelopment with suitable tenant relocation policies to mitigate tenant impacts, will help to ensure an adequate supply of rental accommodation, while supporting very low and low income tenants.

**STRATEGIES:**

- Strategy 2.1: Expand the supply of rental housing, including new purpose built market rental housing
- Strategy 2.2: Make retention and maintenance of existing purpose built market rental housing more attractive
- Strategy 2.3: Ensure that tenant relocations are responsive to tenant needs

**ACTIONS:**

**Metro Vancouver, through its Regional Planning role will:**

- a. Monitor the purpose-built rental housing supply, including in transit-oriented locations, to identify areas where rental housing is being lost or gained, to alert decision-makers to the vulnerability of the purpose built rental supply.
- b. Expand the information base about the rental supply including rents for vacant units, and better understanding of the difference between purpose built rental housing and other forms of secondary rental housing.
- c. Inform the provincial and federal governments of gaps in rental housing supply by income level and advocate for specific measures to address funding gaps for very low to moderate income housing (i.e capital funding, subsidies, tax incentives or other measures).
- d. Develop an *Implementation Guideline on Municipal Measures to Expand and Sustain the Purpose Built Rental Supply* profiling measures such as transferring density, innovative infill, energy upgrades, parking reductions, and purchase by non-profits.
- e. Research and identify best practices in tenant relocation policies and strategies.

**Municipalities will consider, through plans, policies and programs:**

- f. Offering incentives and using tools that will help make development of new purpose-built market rental housing financially viable (i.e. parking reductions, fee waivers, increased density, and fast-tracking) as needed.
- g. Offering incentives and using tools to preserve and sustain existing purpose-built market rental housing (i.e. reduced parking, increased density for infill development, transfer of density, one for one replacement policies, standards of maintenance bylaws) as needed.
- h. Facilitating non-profit housing organizations to purchase existing rental buildings for conversion to non-profit operation.
- i. Supporting efforts to reduce rental operating costs by improving energy performance of purpose-built rental buildings through the use of energy efficiency incentives offered by Fortis and BC Hydro, such as energy advisors, energy audits, demonstration projects etc.
- j. Establishing bedroom mix objectives to accommodate families in new condominiums and purpose built rental housing.
- k. Providing clear expectations and policies for increasing and retaining the purpose-built market rental housing supply.
- l. Requiring tenant relocation plans as a condition of approving the redevelopment of existing rental housing.
- m. Ensuring that developers notify tenants impacted by redevelopment of their rights under the *Residential Tenancy Act*.

**Proposed Provincial Government Actions:**

- n. Review all provincial taxes and assessment practices, including property transfer tax, to ensure they do not impede the delivery of rental housing.
- o. Review *Residential Tenancy Act* provisions for relocating tenants in a redevelopment situation with a view to enhancing provisions (i.e. moving expenses, notification, reduced rent, free month's rent) to mitigate the impact of relocation and to enable tenants to find suitable alternative accommodation.

**Proposed Federal Government Actions:**

- p. Reinstate federal tax incentives to stimulate new purpose-built market rental supply.
- q. Institute a new direct lending program with affordable rates for new purpose built rental housing as advocated by the Federation of Canadian Municipalities (FCM).
- r. Offer an Eco-energy Tax Credit to encourage small apartment building owners to invest in = retrofits as advocated by Federation of Canadian Municipalities (FCM).



# GOAL 3

## MEET HOUSING DEMAND ESTIMATES FOR VERY LOW AND LOW INCOME EARNERS

This goal focuses on strategies and actions to address the gap in the supply of housing affordable to very low and low income households earning under \$50,000 per year. While existing market rental housing can form a source of supply for very low income households who may be receiving rent supplements, this goal aims to catalyse the assets and resources of the non-profit and cooperative housing sector to continue to provide and to increase the supply of mixed income non-profit rental and cooperative housing for very low to low income households. The pending expiry of non-profit and cooperative housing operating agreements may pose a challenge for some agencies, as providers will no longer receive a subsidy from government to support below market units. It also recognizes that delivering and operating mixed income housing in today's funding environment is complex, requires partnerships and significant municipal and non-profit capacity. This goal recognizes the unique opportunity for Metro Vancouver Housing Corporation to expand its stock of mixed income housing.



### ACTIONS:

Metro Vancouver, through its Regional Planning role, will:

- a. Support and advocate for the renewal of expiring non-profit and cooperative housing operating agreements, including ongoing subsidy for low-income households.
- b. Research and communicate best practices in the municipal development approval process for non-profit and cooperative housing providers and developers.
- c. Review Greater Vancouver Sewerage and Drainage District Development Cost Charge by-law waiver conditions for affordable rental housing to ensure the waiver can assist in the creation of new affordable rental housing by reflecting current funding arrangements and that it is consistent with municipal practices, as much as possible.
- d. Consider making surplus sites in suitable locations owned by Metro Vancouver and affiliated agencies available to the Metro Vancouver Housing Corporation to develop additional mixed income housing.

### STRATEGIES:

- |              |  |
|--------------|--|
| Strategy 3.1 | Facilitate new rental housing supply that is affordable for very low and low income households                                     |
| Strategy 3.2 | Support non-profit and cooperative housing providers to continue to operate mixed income housing after operating agreements expire |
| Strategy 3.3 | Facilitate non-profit and cooperative housing providers to create new mixed income housing through redevelopment or other means    |
| Strategy 3.4 | Advocate to provincial and federal governments for housing and income support programs to meet housing needs                       |

- e. Explore with municipalities, non-profits (including MVHC), the private sector and other stakeholders, the need for and options for managing the property, the tenants, and the agreements for affordable housing created through municipal policies, including consideration of a model like A Regional Coalition for Housing (ARCH) in East King County, Washington
- f. Advocate to the provincial and federal government for specific measures to address funding gaps for very low to low income housing (i.e. capital funding or subsidies for new non-profit and cooperative housing, rent supplements for single persons, and tax incentives for sale of purpose built rental housing to non-profit housing organizations).
- g. Explore new sources of funding/equity capital for Metro Vancouver Housing Corporation to be able to increase the supply of mixed income rental housing.



#### **Metro Vancouver Housing Corporation (MVHC) Actions:**

- h. Work with municipal partners to identify suitable Metro Vancouver Housing Corporation sites for redevelopment at higher density to increase the supply of mixed income non-profit rental housing, providing that adequate municipal incentives and/or other funding is available.
- i. Explore the sale of surplus or underutilized Metro Vancouver Housing Corporation sites with proceeds reinvested into other sites that offer greater opportunity to supply more affordable housing units.
- j. Explore with municipalities opportunities on municipal sites for expanding the supply of mixed income non-profit rental housing.
- k. Consider management of affordable rental units obtained by municipalities through inclusionary housing policies, providing the units can be managed by Metro Vancouver Housing Corporation on a cost-effective basis.
- l. Create a tenancy management package providing MVHC estimated fees for services to manage, on a cost recovery basis, various aspects of affordable housing units obtained through municipal policies.
- m. Explore making available for relocating tenants of redeveloping non-profit and purpose built market rental projects rental housing from within MVHC's existing portfolio of market rental units.





**Municipalities will consider, through plans, policies and programs:**

- n. Offering incentives to non-profits and cooperatives for proposed new mixed income housing (i.e. parking reductions, fee waivers, increased density, and fast-tracking) to assist in making these housing options financially viable.
- o. Clearly stating expectations and policies for development of new non-profit rental and cooperative housing
- p. Ensuring a portion of amenity contributions or payments in lieu are allocated for housing affordable to low and moderate income households.
- q. Allocating housing reserve fund monies to affordable housing projects based on clearly articulated and communicated policies.

- r. Working with non-profit and cooperative housing providers to address issues related to expiring operating agreements, including renegotiating or renewing municipal land leases, if applicable, with suitable provisions for affordable housing, facilitating redevelopment at higher density, and/or other measures, as appropriate

**Proposed Non-profit, Cooperative and Private Sector Development Partner Actions:**

- s. Consider forming partnerships with other private and non-profit housing developers, faith based organizations and/or municipalities to develop new mixed income non-profit housing.

**Proposed Provincial Government Actions:**

- t. Work with residential development industry stakeholders to improve the administration of air space parcels.

- u. Expand the eligibility of provincial rent supplements to other populations, including single persons.
- v. Increase Rental Assistance Program (RAP) and Shelter Aid for Elderly Renters (SAFER) rent and/or income threshold levels in Metro Vancouver, to account for rising rent levels.
- w. Create new capital funding options to increase the supply of non-profit and cooperative housing, particularly in transit-oriented locations.
- x. Provide support for non-profit housing societies wishing to build their capacity to develop new non-profit housing

**Proposed Federal Government Actions:**

- y. Provide rent supplements or ongoing subsidies for low-income tenants in existing cooperative and non-profit housing projects with expiring operating agreements.
- z. Institute a rental housing protection tax credit to preserve existing purpose built rental units through their sale to non-profit housing organizations as advocated by the Federation of Canadian Municipalities.





## GOAL 4

### INCREASE THE RENTAL HOUSING SUPPLY ALONG THE FREQUENT TRANSIT NETWORK

This goal supports the regional priority for residential development along the Frequent Transit Network, a key objective of *Metro 2040*, which sets a target of 68% of residential growth within Urban Centres and Frequent Transit Development Areas. The goal also addresses the high housing and transportation cost burden borne by renter households who are living in locations that are not well served by transit by focusing new rental and non-market housing in these locations. The strategies for this goal recognize that despite higher land costs in these locations, transit station areas, transit stops and Frequent Transit Development Areas (FTDAs) provide an opportunity to meet the rental housing needs of mix of household income levels, particularly as some existing rental supply in these areas is being lost to redevelopment. To the extent that Urban Centres are a focus of transit and walkability, they are also attractive locations for rental housing and non-market housing. It is recognized that municipalities are in different positions with respect to existing and new transit infrastructure and service levels, and that different approaches will have to be employed. This goal suggests that locations near the FTN are preferred for affordable housing, recognizing that more affordable housing is desirable regardless.

#### STRATEGIES:

Strategy 4.1	Expand awareness of the affordable housing and transit connection
Strategy 4.2	Plan for transit station areas, stop areas and corridors to include rental housing affordable for a range of income levels
Strategy 4.3	Encourage new purpose built rental housing near the Frequent Transit Network

#### ACTIONS:

**Metro Vancouver, through its Regional Planning role, will:**

- Convene a regional dialogue to highlight the affordable housing and transit connection and to demonstrate ways in which other jurisdictions have addressed this issue through transit investments, transit oriented development, land use planning, inclusionary housing policies, economic development and workforce and affordable housing initiatives.
- Work with housing and transportation partners to examine the feasibility of innovative financing approaches such as transit oriented affordable housing funds, tax increment financing, aggregating municipal housing reserve funds and other opportunities for closing the funding gap for low to moderate income housing near the Frequent Transit Network.
- Conduct research to support affordable housing in transit oriented locations on such topics as: an inventory of suitable transit-oriented sites adjacent to the FTN; financial viability of affordable housing in transit oriented locations; the business case for affordable housing near transit; innovative uses of land and airspace in good transit locations; parking requirements by unit size, best practices in car share policies and bike storage infrastructure, and the impact of unbundling of parking.
- Develop or cost share development of an online tool that will provide users with estimates of the combined housing and transportation costs associated with any given location in the region.
- Convene key stakeholders including municipalities, the private sector, BC Housing, the provincial and federal government, TransLink and others, to identify opportunities to create rental housing for very low to low income households near existing and future transit locations.





- f. Advocate to TransLink, and the provincial and federal governments for an expanded Frequent Transit Network as a means of improving affordable access and overall household affordability in the region.

**Municipalities will consider, through plans, policies and programs :**

- g. Establishing transit-oriented inclusionary housing targets for purpose built rental and for housing affordable to very low to low income households within 800 metres of new or existing rapid transit stations and 400 metres of frequent bus corridors that are anticipated to accommodate enhanced residential growth.
- h. Providing incentives for new purpose-built rental housing and mixed income housing located in transit-oriented locations to enable these developments to achieve financial viability, as warranted.

**Proposed Provincial Government, Federal Government, Crown Corporations, TransLink, Metro Vancouver and Municipal Action:**

- i. Review opportunities to leverage surplus or underutilized public properties in frequent transit locations for rental housing for very low to moderate income households, where appropriate, to achieve long-term housing, transit and financial objectives.

**Proposed TransLink Actions:**

- j. Collaborate with key stakeholders including municipalities, the private sector, Metro Vancouver, BC Housing, the provincial and federal government and others, to identify opportunities to create rental housing for low and moderate income households near existing and future FTN nodes and corridors, such as during the preparation of Area Transport Plans or other local area planning initiatives.
- k. Acknowledge the potential destabilizing effects on the existing more affordable purpose built rental housing stock and displacement of tenants when planning for new rapid transit corridors, and where unavoidable, consider working with project partners to support tenant relocation options, replacement policies and incentives for new purpose built market rental development.
- l. Seek opportunities with partners to reduce household transportation expenditures in new developments in good transit locations through transportation demand management measures such as reducing parking requirements and the provision of cycling infrastructure /storage, walking paths, vehicle and ride sharing options, and transit fare incentives.
- m. Develop, implement and monitor a regional transit fare policy, and future regional mobility pricing policy that considers household incomes and financial burden, and seeks to provide appropriate relief in particular for transit customers with the least financial means and mobility options.

**Proposed Provincial and Federal Government Actions:**

- n. Ensure that future investments in affordable housing give priority to locations that are proximate to the Frequent Transit Network.

## GOAL 5

### END HOMELESSNESS IN THE REGION

While provincial and federal governments and health authorities hold primary responsibility for meeting the significant health, mental health, social and housing needs of the homeless and at risk population, local governments play a role in facilitating local homeless serving facilities and services, through their land use, housing and social policies. Metro Vancouver plays a role as the Community Entity responsible for delivering and administering federal Homelessness Partnership Strategy funds in the region for 2014-2019.<sup>7</sup> Goal 5 strategies and actions reflect this focus. The strategies and actions for Goals 1 through 4 aim to help address the housing component of the response to homelessness, but senior governments are responsible for the significant capital and operating subsidies involved in social, supportive or transitional housing.

#### STRATEGIES:

Strategy 5.1	Expand housing options to meet the needs of homeless people in the region
Strategy 5.2	Promote measures that prevent at risk individuals from becoming homeless.
Strategy 5.3	Advocate to the provincial and federal governments for support to meet the housing and support needs of the homeless.

#### ACTIONS:

**Metro Vancouver, through its Regional Planning role, will:**

- Participate with member municipalities, stakeholders and key funders in regional coordination efforts around homelessness, as allowed under the Homelessness Partnership Strategy contract with the federal government.
- Advocate to senior levels of government and health authorities for 6,200 additional housing units with support (as needed) over the next 10 years for people who are homeless through a combination of purpose-built, dedicated subsidized buildings and scattered site units with rent supplements in the private market.
- Advocate to senior levels of government and health authorities to provide housing and support throughout the region that meets the needs of specific priority populations, such as housing specific to homeless youth, seniors, women, families, Aboriginal Peoples, people with mental health, addictions and/or other health issues, people with disabilities, francophones, the LGBT2Q population, newcomers and refugees.
- Advocate to health authorities and the provincial government for expanded mental health and addictions services as a means of preventing and reducing homelessness.
- With partners, explore the need for and feasibility of homelessness prevention strategies such as rent banks.
- Continue to deliver the federal Homelessness Partnering Strategy (HPS) through the Metro Vancouver Homelessness Partnering Strategy Community Entity.

<sup>7</sup> It is facilitated by a Community Advisory Board for disbursement of these funds. A separate leadership group comprised of key funders and stakeholders is being formed to collaborate regionally on broader issues surrounding homelessness.

**Metro Vancouver Homelessness  
Partnership Strategy  
Community Entity will:**

- g. Facilitate a landlord engagement initiative to link homeless serving agencies in the community with landlords offering rental units in the private market.
- h. Conduct the tri-annual regional homeless count in partnership with Metro Vancouver municipalities and community organizations.



**Municipalities will consider,  
through plans, policies and programs:**

- i. Ensuring that housing action plans and/or homelessness plans include specific actions to be taken to facilitate partnerships to address homelessness.
- j. Working with non-profit housing providers and private landlords to facilitate suitable housing options for persons who are homeless.
- k. Supporting agencies that serve the needs of the homeless population in the community.

**Proposed Provincial Government Actions:**

- l. Increase the shelter component of income assistance on a regular basis to reflect the cost of living in Metro Vancouver.
- m. Provide a provincially funded rent bank, which can provide short-term financing to families and individuals at risk of eviction and homelessness.
- n. Provide funding to local homeless planning tables, to enable them to coordinate a response to local area service needs, conduct outreach and promote public awareness

**Proposed Provincial and Federal Actions:**

- o. Provide capital/and or operating funding for transitional and supportive housing, including low-barrier housing and shelters for the homeless and those at risk of homelessness.
- p. Increase funding for housing outreach, referral and advocacy programs, which enable residents to maintain their existing housing, locate new housing in crisis situations and address issues which may contribute to homelessness.

**Proposed Federal Government Actions:**

- q. Broaden eligibility for Homelessness Partnering Strategy Housing First funds to include populations who do not meet all the criteria for chronic and episodic homelessness, but who otherwise meet the criteria, such as youth, women with children and families.





**Proposed Health Authority Actions:**

- r. Provide operating funding for transitional and supportive housing for persons who are homeless and at risk of homelessness.
- s. Develop and implement mental health and addictions services with a goal of preventing homelessness.
- t. Develop an integrated pest management strategy to deal with bed bugs and other infestations which can compromise livability and, in severe situations, result in homelessness.
- u. Enhance coordination related to hospital discharge for patients that do not have access to adequate housing and develop temporary housing and support options to enable them to stabilize their health and regain their independence.
- v. Ensure that the Assertive Community Treatment (ACT) Teams work closely with municipalities to address the needs of people with severe and persistent mental illness and addictions and that they target the needs of and work with the street entrenched homeless population.
- w. Fund municipal Hoarding Action Response Teams, which can intervene in situations of severe hoarding and support individuals to manage their hoard and maintain their existing housing.

### 3.3 PERFORMANCE MEASURES

Performance measures will be used to report on progress towards achieving the goals of the Strategy. They will be measured on a regional and a municipal scale, where possible. A progress report will be

prepared following each census as new data becomes available, and reported in the Metro Vancouver Housing Data Book on a regular basis.

TABLE 3: PERFORMANCE MEASURES

MEASURE		DATA SOURCE
<b>Goal 1 – Expand the supply and diversity of housing to meet a variety of needs</b>		
1a	Share of net new regional housing supply relative to estimated regional housing demand	CMHC completions, Metro Vancouver Housing Demand Estimates, annual
1b	Row housing/semi-detached completions as a share of new housing completions	CMHC completions, annual
1c	Change in 2 and/or 3 bedroom multi-units (all tenure)	Census, census years
1d	Share of home sales by type (all units, apt, attached, detached) affordable to moderate income households (family, non-family proposed)	Metro Vancouver Housing Databook with data from Real Estate Boards
<b>Goal 2 – Expand the rental supply and balance preservation of existing stock with redevelopment while supporting existing tenants</b>		
2a	Average rental apartment vacancy rates	CMHC
2b	Net change in rental unit universe (suites, purpose-built market rental, rented condos, non-market housing)	Metro Vancouver Housing Databook (multi-sources)
2c	Change in purpose-built market rental (PBMR) housing	CMHC PBMR universe
<b>Goal 3 – Meet housing demand estimates for very low and low income earners</b>		
3a	Share of estimated rental housing demand achieved in new supply by income level and by household type	Metro Vancouver Housing Demand Estimates, Census, census years
	<b>By Income Level</b>	As above
	Very low income (<\$30,000)	
	Low income (\$30,000-50,000)	
	Moderate income (\$50,000-75,000)	
	Above moderate income (\$75,000-100,000)	
	High income (\$100,000+)	
	<b>By Household Type</b>	As above
	Family households	
	Non-family households	
3b	Housing and transportation cost burden (H+T) for renters and owners by household income level (as above).	Census and TransLink Trip Diary data, derived, census years.
<b>Goal 4 – Increase the rental housing supply along the Frequent Transit Network</b>		
4a	Share of multi-family rental starts along TransLink's Frequent Transit Network and in Urban Centres	BC Housing Homeowner Protection Office, Municipalities, BC Assessment Authority
<b>Goal 5 – End homelessness in the region</b>		
5a	Nobody is living on the streets	Regional Homeless Counts.
5b	Additional units for the homeless (transitional and supportive housing)	BC Housing



## GLOSSARY

### **At Risk of Homelessness**

People are considered at risk of homelessness if they are living in spaces or situations that do not meet basic health and safety standards, do not provide security of tenure or personal safety, and are not affordable. One common measure of risk of homelessness is the number of households in core housing need (not affordable, inadequate or unsuitable) and spending at least 50% of their income on shelter.

### **Core Housing Need**

Core housing need is a measure of housing need in Canada. Core housing need reports on the number of households in a community who unable to find housing that is suitable in size, in good repair and affordable without spending 30% or more of their income on housing.

### **Expiry of non-profit and cooperative housing operating agreements**

Over the next 20 years non-profit and cooperative operating agreements will expire and this will mean a loss of annual subsidy usually linked with mortgage payment. There is a risk of loss of some units affordable to low income households as non-profits/coops may have to raise rents to achieve operating viability. There may be a possible corresponding increase in rental supply affordable to moderate income households as rents rise.

### **Frequent Transit Network (FTN)**

The Frequent Transit Network is the region's network of corridors where transit service runs at least every 15 minutes in both directions throughout the day and into the evening, every day of the week. Rapid transit FTN operates in an exclusive right of way and is typically rail (though can be bus), whereas non-rapid transit FTN (typically bus) operates in mixed traffic.

### **Homelessness Partnering Strategy (HPS)**

This program provides federal funding for designated communities to address homelessness according to certain funding parameters. It is administered at the local level by Metro Vancouver, as the Community Entity approved by the federal Government. Since 2000, the Metro Vancouver region has received \$8.2 million annually under the Homelessness Partnering Strategy (HPS) to invest in local solutions to homelessness. The 2014-2019 Homelessness Partnering Strategy program introduced the Housing First approach to addressing homelessness by primarily focusing funds on chronically and episodically homeless persons.

### **Homelessness Partnering Strategy (HPS) Community Entity (CE)**

The Greater Vancouver Regional District (Metro Vancouver) is the Community Entity for the Homelessness Partnering Strategy. In partnership with the Community Advisory Board (CAB), it manages the call for proposals process to allocate federal funding under the Homelessness Partnering Strategy and administers that funding. Investment priorities and recommended projects are determined by a Community Advisory Board comprised of community representatives.

### **Housing Action Plan (HAP)**

Municipal Housing Action Plans set out strategies and actions for meeting housing demand estimates in their jurisdiction. *Metro 2040*, the regional growth strategy, set out an expectation that municipalities would prepare these plans to guide local housing affordability actions.

### **Housing affordability**

Housing is considered affordable when monthly housing costs (rent or mortgage payments including property taxes, strata fees, and heating costs) consume less than 30% of before tax (gross) household income. Housing affordability concerns are invariably associated with households with low and moderate incomes as they cannot afford market rates.

### **Mixed Income Housing**

Refers to housing, usually rental, with units renting at both market rent levels and subsidized rents levels, which can provide a range of affordability levels. A non-profit model of mixed income housing involves rental of some units at market rates, with surplus funds allocated to support units renting at below market rates. Some federal and provincial social housing programs used this model as well.

### **Non-market rental housing**

This term describes housing units that rent at below market rates. These units are usually developed and operated by non-profit organizations. They may or may not use government housing funding programs, they may rely on a mixed-income model of rents, and/or financial contributions from government, non-profits, philanthropic organizations, or others. Term often used interchangeably with non-profit housing.

### **Non-profit housing and cooperative housing**

Specific types of social housing built under certain federal and provincial government housing supply programs from the 1970s to early 1990s that were provided with significant government subsidy to offer below market rents. They are governed by operating agreements linked to the length of the mortgage. Non-profit and cooperative housing may consist of a mix of low income rental units and market rental units, although some programs provided funding for 100% subsidized units. Many of these projects are receiving ongoing funding from senior governments until operating agreements expire.

### **Purpose-built market rental housing (PBMR)**

Privately initiated rental buildings with 3 or more units constructed for the purpose of long-term rental tenure and not subdivided into co-op, strata condominium or fractional ownership arrangements. In Metro Vancouver they consist primarily of 3 or 4 story wood frame walk-up style apartments and high rise buildings completed in the 1960s to 1980s using federal tax incentives available at the time.

### **Regional Median Household Income (RMHI)**

The median regional household income for all households in 2010, based on the National Household Survey, was \$63,000. It will be updated from time to time. Very low, low and moderate income levels are established relative to this amount.

**Very low income households** earn 50% or less of the regional median household income or below \$30,000 per year, based on the 2011 National Household Survey and updated from time to time.

**Low income households** earn between 50 and 80% of RMHI or between \$30,000-50,000 per year, based on the 2011 National Household Survey and updated from time to time.

**Moderate income households** earn between 80 and 120% of RMHI.

**Above moderate income households** earn between 120 and 150% of RMHI.

**High income households** earn over 150% of RMHI.

### **Rental Assistance Program (RAP)**

The provincial Rental Assistance Program provides eligible low-income, working families with cash assistance to help with their monthly rent payments. To qualify, families must have a gross household income of \$35,000 or less, have at least one dependent child, and have been employed at some point over the last year. Rent supplements do not directly increase the supply of rental housing. Provincial expenditures on rent supplements are growing.

### **Regional Homelessness Plan (RHP)**

The Regional Steering Committee on Homelessness adopted a Draft Regional Homelessness Plan in 2014. The goal of that Regional Homelessness Plan (RHP) is to end homelessness in the Metro Vancouver region. The plan focuses on three areas: housing, prevention and support, and capacity building. The plan remains in a draft stage and an implementation plan has not been completed.

### **Shelter Aid for Elderly Renters (SAFER)**

The provincial Shelter Aid for Elderly Renters (SAFER) program helps make rents affordable for BC seniors with low to moderate incomes. SAFER provides monthly cash payments to subsidize rents for eligible BC residents who are age 60 or over and who pay rent for their homes. BC Housing provides these subsidies to more than 17,000 senior households renting apartments in the private market, including singles, couples and people sharing a unit.





# City of Richmond

## Report to Committee

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**To:** Planning Committee **Date:** October 11, 2016  
**From:** Cathryn Volkering Carlile **File:** 08-4057-01/2016-Vol  
General Manager, Community Services 01  
**Re:** **Affordable Housing Strategy Update – Richmond Housing Affordability  
Profile**

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### Staff Recommendation

That the staff report titled “Affordable Housing Strategy Update –Richmond Housing Affordability Profile” dated October 11, 2016, from the General Manager, Community Services be received for information.

Cathryn Volkering Carlile  
General Manager, Community Services  
(604-276-4068)

Att. 3

REPORT CONCURRENCE		
<b>ROUTED TO:</b>  Policy Planning	<b>CONCURRENCE</b>  <input checked="" type="checkbox"/>	<b>CONCURRENCE OF GENERAL MANAGER</b> 
<b>REVIEWED BY STAFF REPORT / AGENDA REVIEW SUBCOMMITTEE</b>	<b>INITIALS:</b> 	<b>APPROVED BY CAO (Acting).</b> 

## Staff Report

### Origin

The purpose of this report is to present Council with Richmond's *Housing Affordability Profile*. This Profile is a key deliverable and marks the completion of Phase 1 of the Affordable Housing Strategy update. The Housing Affordability Profile is comprised of three parts:

- 1) Executive Summary (Attachment 1)
- 2) Statistics Report (Attachment 2)
- 3) Consultation Summary Report (Attachment 3)

Combined, these three documents provide a comprehensive assessment of the state of housing affordability in Richmond. The Profile highlights priority groups in need and housing gaps that will be addressed during the Policy Review Phase (Phase 2), which will take place from fall 2016 – winter 2017.

This report supports Council's 2014-2018 Term Goal #2 A Vibrant, Active and Connected City:

*Continue the development and implementation of an excellent and accessible system of programs, services, and public spaces that reflect Richmond's demographics, rich heritage, diverse needs, and unique opportunities, and that facilitate active, caring, and connected communities.*

#### *2.2. Effective social service networks.*

This report supports Council's 2014-2018 Term Goal #3 A Well-Planned Community:

*Adhere to effective planning and growth management practices to maintain and enhance the livability, sustainability and desirability of our City and its neighbourhoods, and to ensure the results match the intentions of our policies and bylaws.*

#### *3.4. Diversity of housing stock.*

This report also supports the Social Development Strategy Goal #1: Enhance Social Equity and Inclusion:

*Strategic Direction #1: Expand Housing Choices*

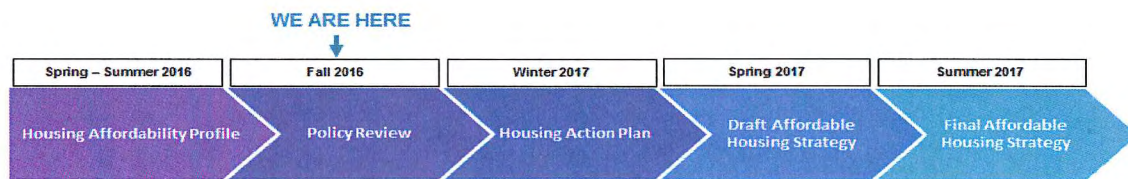
### Analysis

#### Affordable Housing Strategy Update Process

Staff are in the process of updating the City's existing Affordable Housing Strategy, originally adopted by Council in 2007. The update process will help to ensure that the Strategy remains relevant and reflects current and emerging socio-economic trends and issues, market conditions, local housing needs and the evolving role of senior government with respect to housing.

Phase 1 of the update process is now complete. The attached Housing Affordability Profile represents a critical milestone that will inform next steps in the review process.

Figure 1: Affordable Housing Strategy Update Process - Key Phases



### Housing Affordability Profile – Highlights

The following section provides highlights from the Richmond Housing Affordability Profile, Statistics Report (Attachment 2) and the Consultation Summary Report (Attachment 3).

#### *Statistics Report – Highlights*

The Housing Affordability Profile, Statistics Report (Attachment 2) is an analysis of key demographic and housing statistics that helps to highlight the emerging housing needs in Richmond. Key indicators of future housing needs are:

#### Population

- Richmond's population is currently estimated to be 213,891;
- Richmond has a growing and aging population, which will increase the demand for more adaptable housing forms allowing seniors to age in place;
- Richmond has diverse household types including single parent families and multi-generational families, signalling a need for larger units to accommodate diverse households;
- Over 120 Richmond residents are homeless and in need of shelter; and
- Almost 9% of Richmond households are at risk of homelessness.

#### Housing Stock

- Richmond has limited rental options. Most of this inventory was built before 1980 and it is estimated that over 1,100 units are at risk of being lost due to age, condition and development pressure.

#### Renter Market

- Richmond was found to be the third most unaffordable municipality in BC for renters in terms of affordability and suitability of rental housing;
- Richmond has persistently low vacancy rates adding pressure for higher rents; and
- Median renter household incomes are approximately 30% less than that of homeowners, despite similar living costs.

### Homeownership Market

- There is a growing gap between the purchase price of units and the median annual household income.

### *Consultation Summary Report – Highlights*

The City engaged in consultation with a wide variety of stakeholders including the public, community groups, non-profit housing providers, the development industry, senior levels of government and health authorities. Detailed feedback organized by stakeholder groups and housing themes can be found in the Consultation Summary Report (Attachment 3). Below is a summary of the feedback from the consultation sessions, organized thematically by housing type:

#### Non-Market Rental Housing

- Although the current supply provides affordable and secure homes for tenants, the demand for this type of housing is greater than the supply.

#### Market Rental Housing

- Renters are increasingly experiencing difficulty finding suitable rental housing that is affordable with their incomes; and
- The development community is interested in City incentives to build more purpose built market rental housing.

#### Low-End Market Rental Housing

- Clustering low-end market rental units would allow non-profit organizations to provide more efficient delivery of services and tenant supports and have greater control over the maintenance and management of the units;
- The public, non-profit service providers and the development community desire a centralized waitlist;
- The public and non-profits wish to have a better management system in place to ensure households in need are selected and that ongoing tenant support is provided; and
- The development community expressed concern regarding the ongoing management of low-end market rental units, as many of the stakeholders are not in the business of property management and lack the resources or expertise.

#### Homeownership

- Families and young adults are moving away to more affordable communities in order to purchase homes; and
- The public desires more opportunities for homeownership, including the ability to purchase homes located on smaller lots or in stacked townhouses.

### *Priority Groups in Need*

Based on the review of key demographics and housing data, combined with feedback from recent community consultation activities, the following groups in need of affordable housing have been identified as:



- Families;
- Low-moderate income households;
- Persons with disabilities;
- Seniors; and
- Vulnerable populations including households on fixed incomes, persons experiencing homelessness, women and children experiencing family violence, persons with mental health and addiction issues and Aboriginal populations.

### *Housing Gaps*

Preliminary data analysis highlights that Richmond's population is growing, aging and increasingly diverse. Compounded with low vacancy rates and escalating housing prices, it can be inferred that many Richmond households face significant barriers in finding housing that is suitable and affordable. Through various consultation activities with members of the public and key community stakeholders, it was indicated that there are a range of gaps in affordable housing in Richmond. Despite the variety of housing types available in Richmond, including the existing stock of purpose-built, non-market and low-end-market rental housing, the current demand exceeds the supply. The housing gaps are identified as:

- Family friendly units across the housing continuum;
- Accessible and adaptable units along the housing continuum;
- All types of rental housing;
- Non-market housing with supports; and
- Emergency shelter spaces for women and children.

In addition to these housing gaps, the City acknowledges that housing with licenced care is needed in Richmond, as identified by key stakeholders. As this type of housing and care is primarily the mandate of senior government and health authorities, the City itself may not be able to propose initiatives to address these gaps but supports their provision in the OCP. These housing gaps are identified as:

- Licenced care for persons with complex disabilities;
- Residential care beds; and
- Semi-independent and supportive housing for individuals, including seniors with mental health issues.

The Housing Affordability Profile has provided staff with information on the current housing gaps and emerging community needs, and challenges and successes of the current affordable housing policies. This information will be used to strengthen and update existing affordable housing policies throughout the Policy Review (Phase 2).

### **Financial Impact**

None.

**Next Steps**

The affordability challenges and gaps identified through the Housing Affordability Profile are now informing the update of the City's existing Affordable Housing Strategy priorities (low-end market rental, subsidized rental and entry-level homeownership) to ensure that Richmond develops policies that will generate a range of affordable housing options for all household types. Recent announcements from senior governments regarding affordable housing investments will be addressed as part of this review.

It is anticipated that staff will present a report of housing policy options in early 2017 for Council consideration, and subsequent to Council approval will consult with stakeholders on possible policy updates in winter 2017.

**Conclusion**

With Metro Vancouver's estimation of 2,600 housing units for low-moderate income households needed in Richmond over the next 10 years, it is timely to review the successes and challenges of the current affordable housing policies. A thorough analysis of the existing affordable housing policies will generate policy recommendations that will better respond to current housing needs, which have been identified in the Housing Affordability Profile. This is especially important considering the current rental and homeownership markets in Richmond with high rents and purchase prices that may be out of reach for many Richmond residents. Encouraging more affordable housing opportunities along the housing continuum will help to generate a full range of options to meet the needs of a diverse population.



Joyce Rautenberg  
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- Att. 1: Richmond Housing Affordability Profile – Executive Summary  
2: Richmond Housing Affordability Profile – Statistics Report  
3: Richmond Housing Affordability Profile – Consultation Summary Report

# City of Richmond Housing Affordability Profile *Executive Summary*

Community Social  
Development Department  
November 2016





## *Purpose*

The City of Richmond's 2007 Affordable Housing Strategy is currently being updated to reflect current and future needs of Richmond and will help the City reach its goal of being a liveable and inclusive community.

The Housing Affordability Profile is a critical step in the update process. The profile identifies the state of housing in Richmond through a review of key demographics and housing statistics as well as feedback from stakeholders including the public, community groups and non-profit housing providers, the development industry, and senior governments.





What we know  
*The Facts*



# Population

Over

120



Richmond residents are

**homeless** and in need of shelter and affordable housing options

## Lower median incomes

Richmond median household income is **\$60,479**

**Lower than most municipalities in**

**Metro Vancouver** and may not be sufficient to cover housing and living costs

## A growing and aging population



30% more residents by 2041—280,000 people

In 2011, seniors made up **14%** of the population—this is projected to grow to **26%** by 2041, increasing demand for more affordable and accessible housing forms allowing seniors to age in place

## Higher rates of low-income individuals



**22.4%** in 2011 compared to BC (16.2%) and Canada wide (14.9%). In Richmond—**20%** of these individuals were children

## Growing and diverse households types



Greater number of families with children, single parent families, and multiple family households compared to regional and national averages indicating a need for diverse housing forms



## Living on the **Edge**

Almost **9%** (5,320) of all Richmond households are **at risk of homelessness** (living in core need and spending more than 50% of income on housing, higher than the recommended 30%)



# The City's Housing Stock

---



## Limited rental options

Richmond only has **0.4%** of Metro Vancouver's existing rental housing stock

---

## Aging rental housing stock



Most of the City's purpose built rental inventory (3,477 apartments and townhouses as of 2016) **was built before 1980 and is an important part of the City's affordable rental stock**

**Over 1,100** purpose built rental apartments in Richmond are at risk of being lost due to age, condition and development pressure

---

## Increasing Density

Apartments have dominated residential development since 2009 and the number of single family homes is decreasing



# Renters

## Situation **CRITICAL**

Richmond is the **third most unaffordable municipality** in BC for renters in terms of affordability and suitability of rental housing (BCNHPA Rental Housing Index)

### A constrained rental market






**0.9%**  
Vacancy Rate

In 2015 the **vacancy rate** was **0.9%**—far below a ‘healthy’ housing market of **3%**, adding pressure for higher rents

### Increasing rents

How much do you need to earn to affordably rent in Richmond?

	Type	Average monthly rent	Increase since 2011	Annual income necessary
	1 Bed	\$1,025	13.2%	\$39,760
	2 Bed	\$1,296	1.4%	\$47,920
	3+ Bed	\$1,596	20.5%	\$53,080

**\$43,115**  
Average renter income

VS

**\$60,479**  
Average homeowner income

Median household incomes for renters are approximately **30% less** than homeowners in Richmond, despite similar living costs



In 2015, **641 Richmond households** were waiting for provincially subsidized housing, a 49% increase since 2009 (a waitlist of 5–7 years):

**234 families** | **274 seniors** | **73 persons with disabilities**



**47.5%** of all renter households spend more than **30%** on their housing costs, and may be living in unaffordable situations



### Expiring Operating Agreements—An Opportunity or Challenge?




**1,543** non market housing units in Richmond (61% of total non-market stock) are faced with expiring federal funding over the next 5 years, leading to uncertainty for Richmond's affordable housing stock



# Homeowners

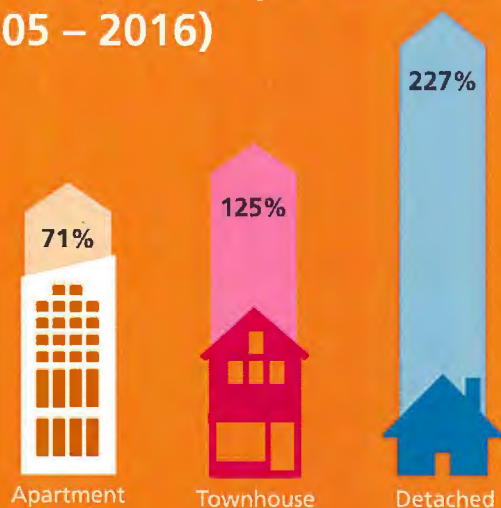
## How much does it cost to own in Richmond?

Benchmark prices in Richmond and annual income necessary to affordably purchase (as of August 2016)

Type	Benchmark Price	Annual income necessary with a 20% down payment
 Single Detached	\$1,717,100	\$250,708
 Townhouse	\$724,100	\$111,495
 Apartment	\$432,200	\$69,195

→ Far above the **median household income** of **\$60,479** in Richmond

## The growing gap between homeownership and income (2005 – 2016)



**Housing cost increase (2005–2016)**

However, average annual income only increased **20.8%** from 2001–2011 signalling a growing housing affordability gap

## ~~Who can~~ <sup>cannot</sup> afford to buy an apartment in Richmond?

(based on the median provincial income and the benchmark apartment)



**Retail Sales**  
\$38,078



**Nurses**  
\$59,995



**Teachers**  
\$57,922

# What we've heard

## *Stakeholder Feedback*

The City engaged in consultation with a wide variety of stakeholders, including the public, community groups, non-profit housing providers, the development industry, and senior governments. The following is selected stakeholder feedback organized by housing theme.





## Low-end Market Rental

- Clustering these units would allow a more efficient delivery of services
- The public, non-profits, and the development community express a need for a more centralized waitlist to improve access to housing information and availability
- The public and non-profits desire better administration of the units so that appropriate applicants are selected and ongoing support is offered to tenants

## Non-Market Housing

- Existing supply is aging and will be in need of improvements
- Many low-income households are spending far greater than 30% of their income in the private market while waiting for non-market housing on the BC Housing Registry waitlist

## Market Rental Housing

- Renters are experiencing difficulty finding suitable housing that is affordable with their incomes
- Affordable older stock of rental housing is being renovated for higher rents ("renoviction") and displacing tenants

## Family Friendly Housing

- Many families are faced with difficult choices between living in unaffordable units or living in inadequately sized units
- Family friendly housing is needed along the housing continuum, for both renter and owner households

## Homeownership

- High demand is causing bidding wars for home purchase and has priced many households out of the market, especially families and first time homebuyers
- Families and young adults are moving to more affordable communities
- There is a desire for more homeownership options, including smaller lot sizes and stacked townhomes





## *Key Housing Needs and Gaps in Richmond*

Based on the review of key demographic and housing data, combined with feedback from recent community consultation activities, the following groups in need and housing gaps have been identified:

### **Groups in Need:**

- Families
- Low-moderate income earners
- Persons with disabilities
- Seniors
- Vulnerable populations (households on fixed incomes, persons experiencing homelessness, women and children experiencing family violence, individuals with mental health/addictions issues, and Aboriginal populations)





# Housing Continuum

Homeless and At Risk			Rental Housing				Homeownership	
Emergency Weather Shelters	Shelters	Transitional Housing	Non-Market/Social Housing	Low-End-Market Rental	Purpose Built Rental	Secondary Market Rental	Affordable Homeownership	Market Homeownership
Temporary shelters opened when an Extreme Weather Alert is issued.	Short-stay housing with varying levels of support to individuals.	Short to medium term housing that includes the provision of support services (on or off-site), to help people move towards self-sufficiency.	This housing usually receives funding from senior government and includes housing managed by BC Housing, Metro Vancouver, non-profit and co-operative housing providers.	Rental units secured through inclusionary zoning. Targets low-moderate income households with rents set at below market rates.	Residential housing built as rental units, and may not be converted into stratified units. May be owned by a developer or a non-profit organization, or a secondary suite on a single-family lot.	Privately owned condominiums that could be rented out by the owner at market rate.	Units affordable to middle income home buyers. These housing units are usually modestly sized and targeted to first-time home buyers.	Ownership including single family dwellings, row houses, and strata owned condominiums at market prices.

## Housing Gaps:

Despite the mix of housing types currently available in Richmond, movement along the continuum is currently strained due to the high land values and low vacancy rates. Key housing gaps in Richmond are:

- All types of rental housing
- Non-market housing with supports
- Family friendly housing along the continuum
- Accessible and adaptable units along the continuum
- Emergency shelter beds

Outside of the City's mandate, it is recognized that there is a lack of licensed care facilities, including:

- Licensed care for persons with complex disabilities
- Residential care bed
- Semi-independent and supportive housing for seniors with mental health issues

# *Moving Forward*

Affordability gaps and challenges identified in the Housing Affordability Profile will inform the development of new and updated municipal actions aimed at ensuring a range of affordable housing choices are available in Richmond for individuals and families of all ages, types and incomes.



City of Richmond

# **Housing Affordability Profile**

## **Part 1 – Statistics Report**





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# 1. Introduction

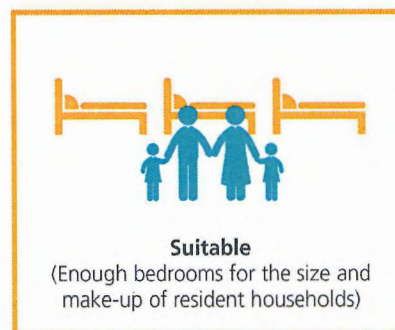
Housing affordability continues to be a critical issue both regionally and at the local level. Richmond's *Affordable Housing Strategy* (AHS), adopted by Council in 2007, is currently being updated to reflect current and future needs of the community and to align with City and regional planning goals. Central to this update is understanding the housing affordability context in Richmond and the needs of existing and future residents so that anticipated policy recommendations can effectively address identified gaps and priorities. This profile helps to identify current and emerging trends relative to Richmond's housing market and highlights affordability needs through an analysis of available current demographic and housing data. This quantitative analysis, combined with results from consultations during May and June, 2016 with a broad range of stakeholders including the public, senior government and the private and non-profit housing sectors, will help inform the Strategy update.

## 1.1 Housing and Complete Communities

### 1.1.1 What is Housing Affordability?

Housing affordability is a relative term linking housing costs to a households' gross income. According to Canadian Mortgage Housing Corporation (CMHC), households should not spend more than 30% of their before tax income on housing costs. For renters, this includes rent and utilities and for homeowners, includes mortgage payments, utilities, property taxes and house insurance.

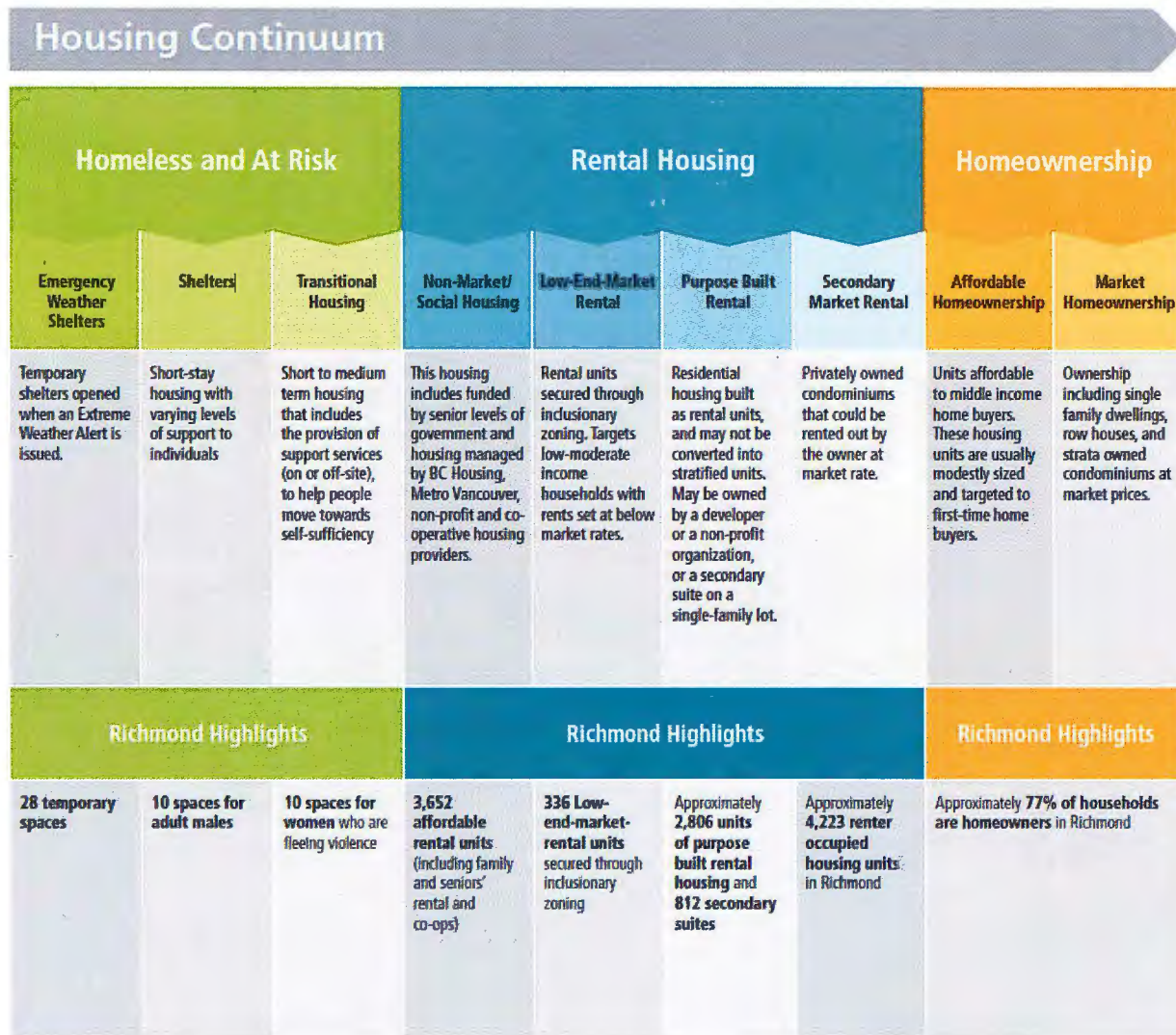
Appropriate housing is defined as housing that is affordable, adequate and suitable:



### 1.1.2 The Benefits of Affordable Housing

Every household should have access to housing that is affordable, adequate and suitable for their income and specific needs. A community should include an appropriate mix of housing choices for a diversity of households that need them. The housing continuum highlighted in Figure 1 is a useful framework that identifies this spectrum of choices including ownership and rental, as well as government supported non-market housing such as non-profit, co-op and emergency shelters.

Figure 1: Housing Continuum



Communities with a mix of housing options will provide a range of benefits including:

- Supporting economic growth by providing local workers and residents with appropriate local housing options;
- Reducing pressure on urban sprawl and traffic congestion by ensuring households can afford housing within their community;
- Creating diversity by allowing different housing forms and sizes to accommodate growing families, local workers and seniors for example; and
- Social diversity by supporting options for all income levels and housing with supports for households with barriers to housing.



## 2. Policy Context

### 2.1 Senior Government

The Federal and Provincial governments in Canada have traditionally and historically played a major role in the provision of affordable housing. This has shifted significantly over the past 20+ years, as senior government policy changes have resulted in less funding to support the creation of new affordable housing options for low and moderate income households. In BC, the Provincial Government has continued to match available federal funding on housing but with an increased focus on providing rent supplements as the primary means of improving affordability for low-income households (Metro Vancouver, 2015). These changes have continued to place considerable pressure on local governments to become more active beyond their primary land use planning and development approvals role in the provision of affordable housing.

### 2.2 Metro Vancouver

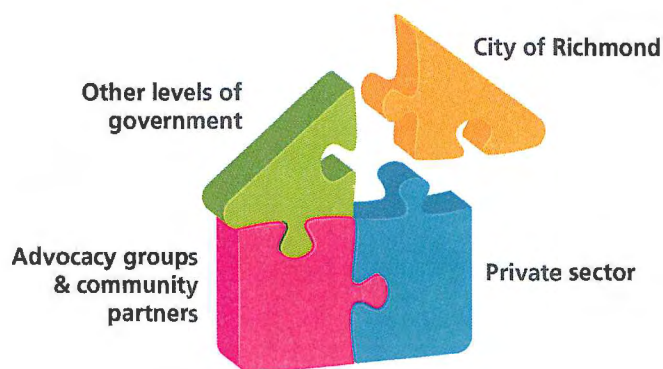
*Metro Vancouver 2040-Shaping Our Future (2011)*, the regional growth strategy, provides the overall growth management framework for Metro Vancouver. It coordinates regional land use and transportation planning and directs the bulk of future growth to urban centres. It also provides population, employment and housing projections to inform municipalities of future demands on specific communities. In supporting the regional growth strategy, municipalities are required to develop local Housing Action Plans, which are intended to play an important role in implementing regional goals to provide diverse and affordable housing choices.

In May 2016, the Metro Vancouver Board adopted an updated Regional Affordable Housing Strategy (RAHS) that includes a renewed vision, goals, strategies and recommended actions for key housing stakeholders including the Regional District, Metro Vancouver Housing Corporation, member municipalities, senior governments, private and non-profit sectors, TransLink and local health authorities. While recognizing that a range of rental and homeownership options in a variety of forms, sizes and price points are important to support economic growth and the development of complete communities, the RAHS focuses primarily on:

- Rental housing (both market and non-market);
- Transit oriented affordable housing developments; and
- The housing needs of very low and low income households (e.g. households earning approximately \$30,000 annually and between \$30,000 and \$50,000 annually).

### 2.3 City of Richmond

Although the mandate to provide affordable housing is the primary responsibility of senior governments, Richmond has long acknowledged that providing a range of affordable and diverse housing types for residents is an integral part of creating a liveable community. The City recognizes that it cannot solve local affordable issues on its own, but can play a role within its authority in partnership with senior levels of government, the private and non-profit sectors. Many affordable units in Richmond, especially those built prior to 2007, when the current Affordable Housing Strategy (AHS) was adopted, are the result of collaboration among these key partners.



The City continues to use an integrated approach to tackle local housing affordability issues including land use planning (*Official Community Plan*), social planning (*Social Development Strategy*), and the AHS which prioritizes the need for:



#### **Subsidized (Non-market) rental**

Annual household incomes  
less than \$34,000



#### **Low End Market Rental**

Annual household incomes  
between \$34,000 and \$57,000



#### **Entry Level (affordable) Homeownership**

Annual household incomes  
less than \$64,000

### **2.3.1 Subsidized Housing**

Subsidized housing is a form of non-market housing. Subsidized housing funded by senior government and managed by non-profit groups is often referred to as social housing and provides affordable rental units for households requiring deep subsidies. In Richmond, subsidized housing refers to housing for households with annual incomes of less than \$34,000, or that is partially financed with developer cash contributions from the Affordable Housing Reserve Fund and is provided in partnership with non-profit organizations and/or senior governments. This housing is intended to meet the specific needs of households, including: individuals experiencing homelessness, addictions, mental health challenges, or disabilities; single parents with limited income; seniors on fixed pension; and other groups in need.

### **2.3.2 Low-end Market Rental (LEMR) Housing**

Low-End Market Rental (LEMR) units are targeted at low to moderate income households earning between \$34,000 - \$57,500 and are secured through the City's inclusionary zoning policy. In exchange for a density bonus, residential developments greater than 80 units are required to provide a minimum of 5% LEMR units.

### **2.3.3 Entry Level Homeownership**

Entry Level Homeownership refers to modest housing units that are affordable for first-time homebuyers. In many other jurisdictions, this is commonly referred to as 'affordable homeownership' and often helps to create housing stock that is affordable in perpetuity through resale restrictions. In Richmond, these units are intended to be targeted to households with annual incomes of less than \$60,000.

Through implementation of the 2007 AHS, the City, working collaboratively with the private sector, has been able to secure 1,392 units of affordable housing for low-income households. This is in addition to the 3,175 affordable rental units in the City that were built prior to 2007, largely through the efforts of senior government and non-profit organizations. Figure 2 summarizes the City's achievements to date supporting and facilitating affordable housing in Richmond.

**Figure 2: Richmond's Achievements Highlights**

# Highlights

## Affordable Housing Achievements (as of August 2016)

### Affordable Housing Inventory

- 1,415 units secured through the Affordable Housing Strategy since 2007:



- 3,175 affordable rental units secured outside of the Affordable Housing Strategy (including family and seniors' rental, and co-ops)

### City Contributions to Affordable Housing Projects

- The City has made significant contributions over the past three years towards the construction costs and municipal fees for two local housing developments:
  - \$24.1 million to the Kiwanis Towers for low-income seniors' rental housing (*project completed*).
  - \$19.1 million to the Storeys development for vulnerable individuals and families (*project under construction*).

### Land Partnerships

- The City has leased seven (7) City-owned properties at below market rates to non-profit housing providers



### 3. Richmond at a Glance – Population and Housing

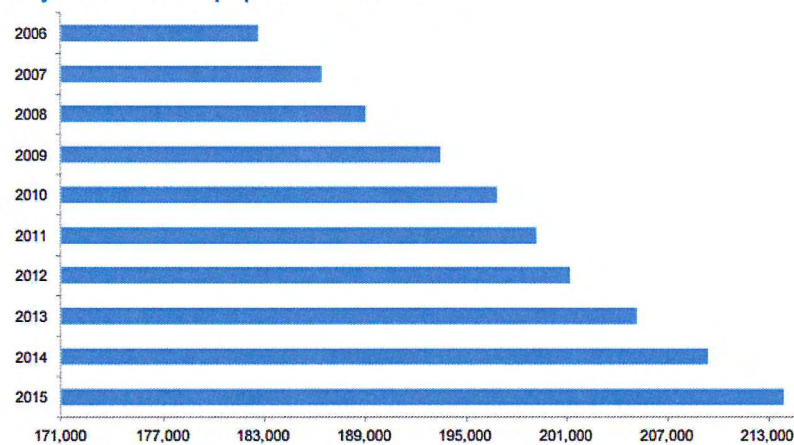
#### 3.1 Population

In 2016, the City's estimated population is 213,891 making Richmond the fourth largest municipality in British Columbia after Vancouver, Surrey and Burnaby.

Richmond's population is both growing and getting older. Total population growth between 2006 and 2011 was 9.2%, similar to the regional growth rate of 9.3% (City of Richmond, 2014). The fastest growing planning areas of Richmond during this time period were City Centre, Steveston, Shellmont, West Cambie and Broadmoor neighborhoods. By 2041, the City's population is projected to grow to 280,000 residents – a 30.9% increase from 2016.

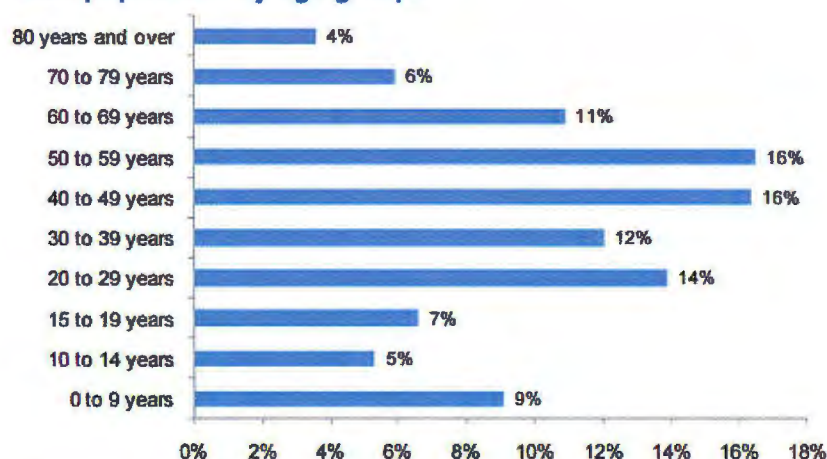
**Figure 3: City of Richmond Population Growth 2006 - 2015**

City of Richmond population 2006–2015



Source: City of Richmond Policy Planning Division

In 2011, individuals over the age of 65 accounted for 13.7% of the total population – a 2% (6,690 residents) increase from 2001 (2001 & 2011 Census). The percentage of seniors is expected to increase significantly – accounting for 26% of the population by 2041 (City of Richmond, 2012 Official Community Plan). This trend will have a strong influence on future housing demand in the City, such as the need for more affordable and accessible forms of housing that will allow seniors to age in place.

**Figure 4: City of Richmond Populations, 2011 by Age Groups****Total population by age groups**

Source: Statistics Canada 2011 Census of Population

In 2011, the number of census families in Richmond was 55,400, which is an increase of 10.3% from 2006, compared to the national rate of increase of 5.8% (2011 Census).<sup>1</sup> According to the 2011 Census, Richmond has an average of 3.0 persons per census family which is comparable to Province wide statistics but slightly higher than the average family size in Metro Vancouver (2011 Census).

Figure 5 highlights family composition comparisons between Richmond, Metro Vancouver, British Columbia and Canada.

**Figure 5: Percentage of Census Family, by Type<sup>2</sup>**

Census Family	Richmond	Metro Vancouver	British Columbia	Canada
Couples with children 24 and under	31.6	26.9	24.4	26.5
Lone parent family households	11.3	9.6	9.6	10.3
Multiple family households	5.1	3.8	2.9	2.0
Single person households	20.9	28.2	28.3	27.6

Source: 2011 Census

<sup>1</sup> According to Statistics Canada, a “census family” refers to related individuals who may or may not live in the same private dwelling. In comparison, private households refer to a person or a group of persons who occupy a private dwelling as their usual place of residence. The number of private households in Richmond increased 10.6% from 2006 (61,435) to 2011 (67,975) (2011 Census).

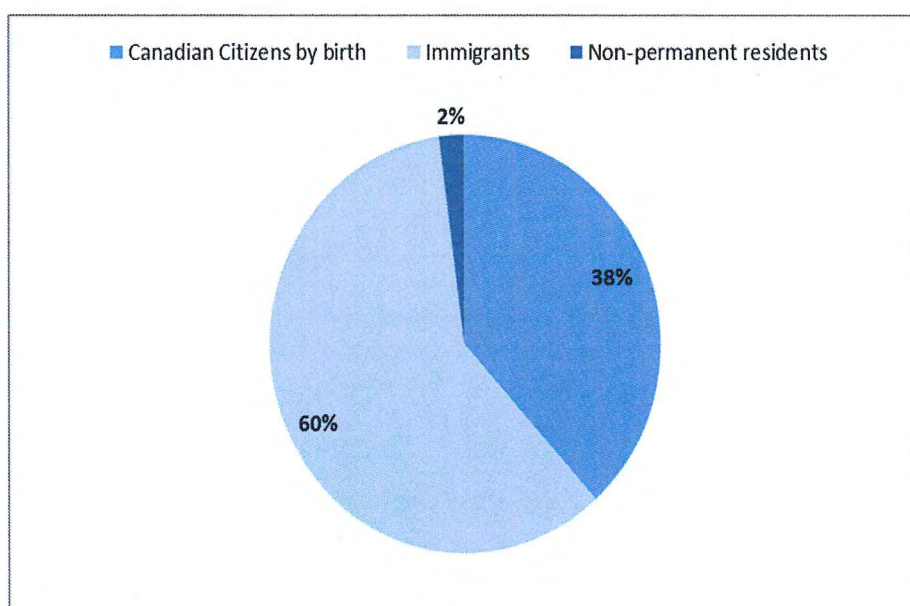
<sup>2</sup> According to Statistics Canada, a ‘couple with children 24 and under’ refers to households with at least one child aged 24 and under; a ‘lone-parent-family household’ refers to all lone-parent family households regardless of age of children; and a ‘multiple-family household’ refers to a household in which two or more census families (with or without additional persons) occupy the same private dwelling.

Family composition has an impact on demand for specific housing forms. Compared to regional and national averages, Richmond has a greater percentage of families with children 24 and under living at home, lone parent families and multiple family households. This has an implication on the demand for larger units that can accommodate growing families and multi-family households. Lone parent households typically earn below the median household income and may struggle to find housing that is affordable and large enough for their family.

### *A Culturally Diverse Community*

Figure 6 highlights the immigration status of Richmond residents in 2011. While 72,480 residents were born in Canada, 112,875 were immigrants. In addition, 3,955 persons currently residing in the City were non-permanent residents, including those with a work or study permits or refugee claimants. Immigration has provided many benefits to Richmond by strengthening our economy, adding cultural diversity and supporting an enhancement of civic amenities.

**Figure 6: Population in Richmond by Immigration Status in 2011**

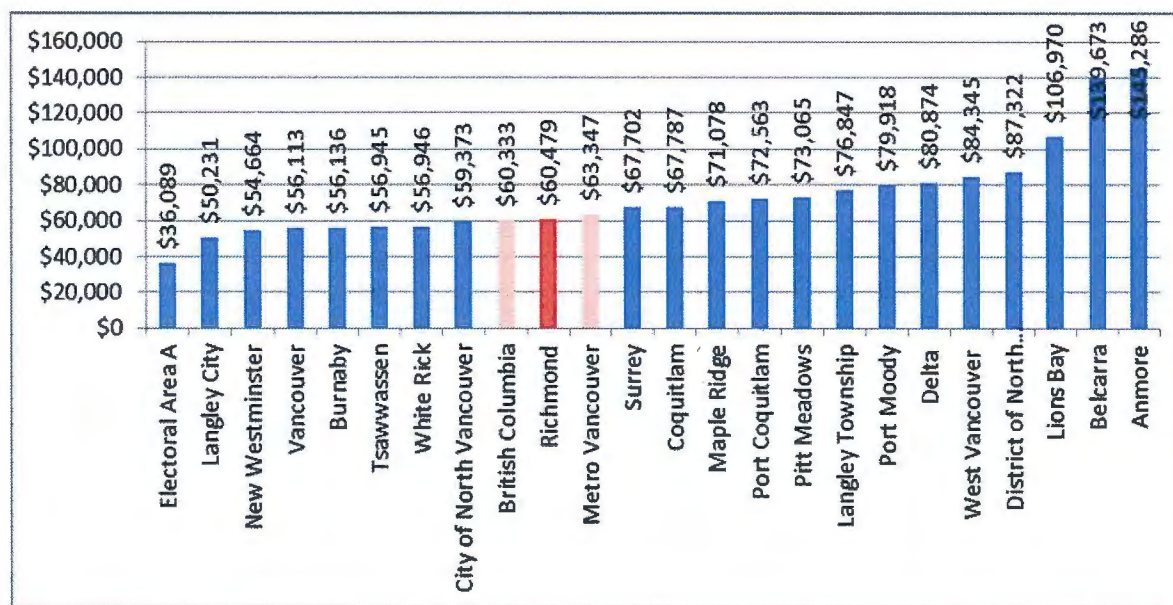


Source: 2011 NHS.

## **3.2 Income**

In 2011, the median annual household income in Richmond was \$60,479. While higher than the City of Vancouver, this is lower than several other Metro Vancouver municipalities and the regional median income. Median household income can be used as a measure for determining a household's ability to find housing in their community at an affordable price.



**Figure 7: Median Household Total Incomes by Municipality in 2011**

Source: 2011 NHS.

Incomes in Richmond vary substantially depending on type of household. For example, median gross family income for lone-parent families was \$42,129 (2011 NHS), substantially less than the median income for all Richmond households. In an environment of increasing housing costs, these families in particular may be experiencing affordability challenges.

The Low-Income Measure after tax (LIM-AT)<sup>3</sup> provides municipalities with an indicator of the number of households that may be struggling to find housing. According to this measure, Statistics Canada estimated that 22.4% of Richmond residents were considered low-income in 2011. This represents a 1.5% increase since 2006. The percentage of low-income households in Richmond is significantly greater than the provincial (16.4%) and national (14.9%) averages (2011 NHS). Presently, Richmond's low-income households are concentrated in City Centre, Thompson, Blundell, and West Cambie planning areas. Of particular note is that 20.8% of all low-income residents in 2011 were children under the age of 18. These estimates however, may not reflect an accurate number of those who are truly low-income due to Canadian and foreign tax laws.

**Figure 8: Richmond Population in Low-Income by LIM-AT**

Richmond Population in Low-Income by Age	
Under 18 Years	8,820
18 - 64 Years	28,700
65+ Years	4,855
<b>Total Persons in Low-Income</b>	<b>42,365</b>

Source: 2011 NHS.

<sup>3</sup> This measurement is a fixed percentage (50%) of median adjusted after-tax income of households observed at the person level, where "adjusted" indicates that a household's needs are taken into account. Adjustment for household sizes reflects the fact that a household's needs increase as the number of members increases, although not necessarily by the same proportion per additional member. For example, if a household of 4 persons has an after tax income of less than \$38,920 all members of the household are considered low-income (Statistics Canada, 2010).

### 3.3 Employment

#### *Disparity Between Local Workforce Salaries and Cost of Housing*

According to the 2011 NHS, there were 126,105 jobs in Richmond including those with a fixed workplace, no work place (including contractors) and those who work from home. The most prevalent occupations in Richmond are the sales and service sector (29% or 32,215 jobs); business, finance, and administration (18% or 20,405 jobs); and management occupations (12% or 12,090 jobs) (2011 NHS).<sup>4</sup>

Figure 9 highlights the average salaries (provincially) for these employment sectors. To affordably purchase an apartment in Richmond, households would need to earn a minimum of \$65,171 annually. On average, two-thirds of Richmond's top occupations do not provide enough compensation for employees to purchase an apartment in the City (assuming 30% of total income spent on shelter).

**Figure 9: Richmond Top Occupation Sectors with Average British Columbia Salary**

Top 3 Occupation Sectors with Average British Columbia Salary	
Sales and Service	\$23,257
Business, Finance, and Administration	\$42,143
Management Occupations	\$68,991

Source: 2011 NHS.

To affordably rent the average one-bedroom in Richmond, households would need to earn \$41,000 annually. Figure 10 highlights the top five occupations in Richmond for individuals that live and rent in the City. Of these, only employees in the Professional, Scientific & Technical Services earn enough compensation to affordably rent a one bedroom apartment in Richmond (assuming 30% of total income spent on shelter). In 2016, the Canadian Centre for Policy Alternatives found that the percentage of working poor individuals in Richmond (10.5%) is higher than the Metro Vancouver average (10.4%).<sup>5</sup>

**Figure 10: Top Occupations for Richmond Renter Households and Average Salaries**

Top Occupations in Richmond and Average Salaries		
Occupation	Number of Renter Households Employed	Average Individual Income
Restaurant and Hospitality	2,980	\$21,655
Retail	1,985	\$28,332
Professional, Scientific & Technical Services	1,575	\$45,601
Healthcare & Social Services	1,515	\$37,140
Transportation & Warehousing	1,445	\$37,354

Source: BCNPHA Rental Housing Index, 2014.

<sup>4</sup> The most prevalent occupations in Richmond are given as a percentage of the total occupations in Richmond that have a fixed workplace and those that work from home, from a total of 109,945 jobs.

<sup>5</sup> The Canadian Centre for Policy Alternatives used the Metcalf Foundation's definition of the working poor. According to this definition, an individual is considered to be a member of the working poor if they are between the ages of 18 – 64, live in a family with an after-tax income below Statistics Canada's Low Income Measure, earn at least \$3,000 per year, are not a student, and live independently (alone with a spouse and/or dependent children) or not with parents or other relatives.



This data suggests that housing affordability may be a significant challenge for many residents who comprise a major proportion of the local work force. This observation supports findings in the June 2014 Business Development Survey<sup>6</sup> conducted by the City of Richmond which identified cost of living and housing affordability among the top concerns for local employees. More recently, a survey conducted in July 2016 by the Richmond Chamber of Commerce found that housing unaffordability had become a significant employee recruitment and retention issue for the majority of its members. The City's *Social Development Strategy* recognizes this challenge and the need to explore options for increasing the supply of “work force” housing, as ensuring local workers can live in Richmond is essential to creating a complete community.

### 3.4 Housing Tenure

The City is increasingly becoming a city of homeowners. According to the 2011 National Household Survey (NHS), 77.1% (52,420) of households in Richmond were homeowners, while 22.9% (15,555) were renters. In 2001, 71% of households in the City were homeowners and 29% were renters.

### 3.5 Housing Stock

Figure 11 highlights the number of units by type in 2006 and 2011. The number of single family detached housing is decreasing while multi-family residential development is increasing throughout the City. The most significant increase was for apartments greater than five stories going from 3,760 in 2006 to 13,445 in 2011.

**Figure 11: Number of Units of Housing, by Type – 2006 and 2011**

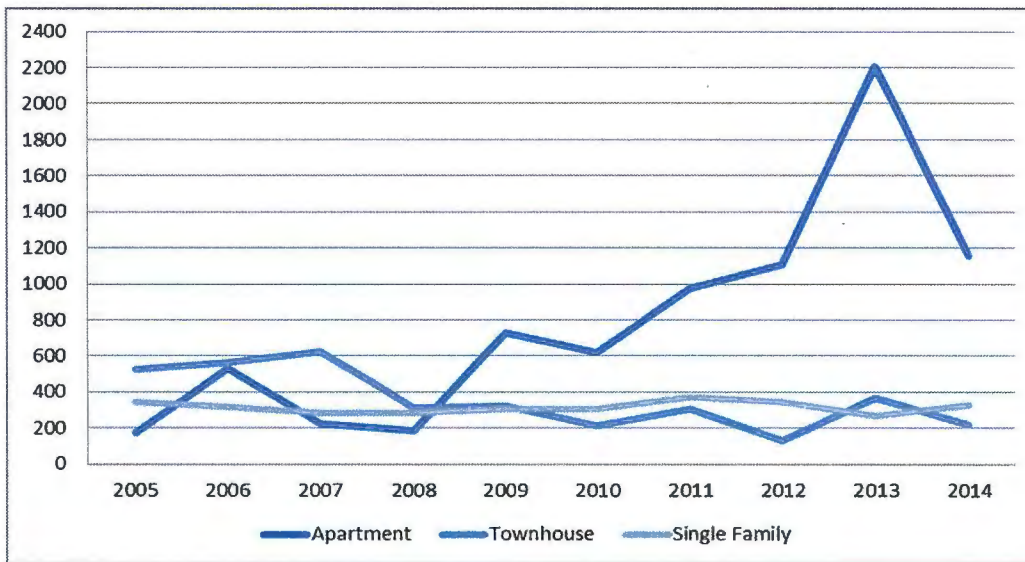
Housing Type	2006		2011	
	# of Units	% of Total	# of Units	% of Total
Single-Detached House	25,385	41.3	25,320	37.2
Apartment (fewer than 5 storeys)	15,160	24.6	16,210	23.8
Row House	11,805	19.2	13,445	19.8
Apartment (greater than 5 storeys)	3,760	6.1	13,445	10.2
Duplex	3,230	5.2	4,090	6.0
Semi-Detached House	1,840	2.9	1,695	2.5
Moveable Dwelling	235	0.38	250	0.4
Other Single-Attached House	10	0.02	20	0.03
Total # of Occupied Dwellings	61,430	100	67,980	100

Source: 2011 NHS.

This trend is further reflected in the City's recent building permit statistics. In 2014, apartments comprised 71% of all housing starts in Richmond, followed by single family dwellings (21%), and townhomes (8%). Figure 9 displays the number of completed new housing units in Richmond by unit type, highlighting that apartments have dominated residential development in Richmond since 2009.

<sup>6</sup> This survey included responses from 52 companies representing over 2,100 employees.

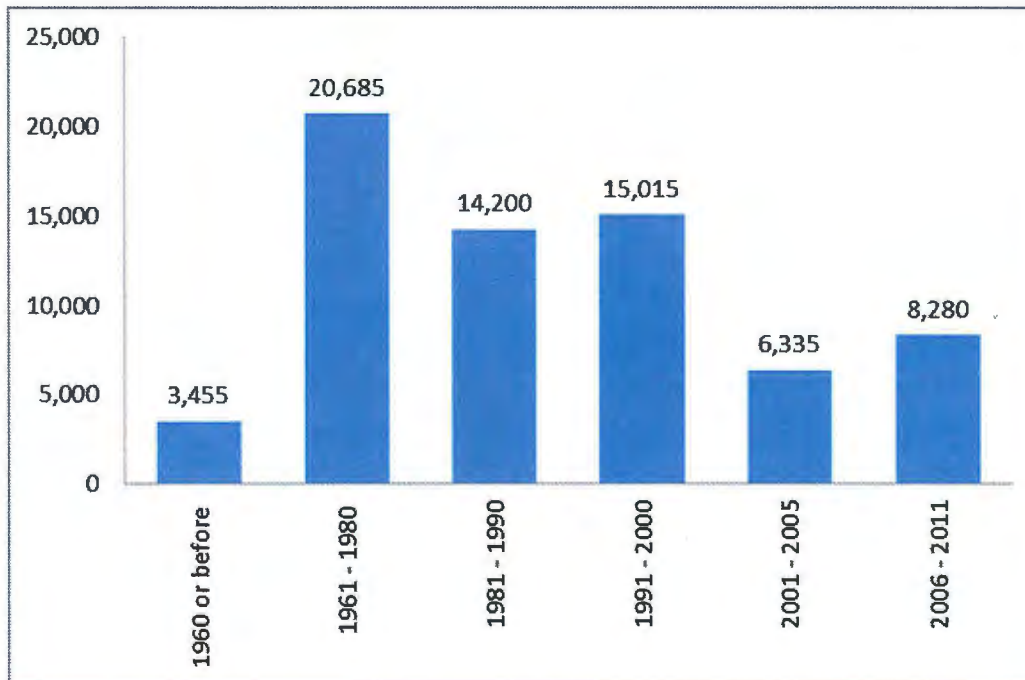


**Figure 12: Completions in Richmond 2005 - 2014, by Unit Type**

Source: City of Richmond building permits records.

### 3.6 Age of Housing Stock

While recent residential construction activity continues to add substantial amounts of new housing, homes built prior to 1980 make up over 36% of the City's housing inventory (2011 NHS). This is an important and significant part of the City's overall housing stock which, due to its age may need substantial improvements and may be facing pressure for redevelopment.

**Figure 13: Age of Richmond's Housing Stock by Years Old in 2011**

Source: NHS, 2011.

Of particular interest is the City's inventory of 3,477 purpose-built rental units, most of which were built between 1960 and 1990 and which constitute a significant amount of the City's affordable housing stock. Much of this stock may be under pressure for redevelopment due to its age, condition and the potential for higher density development. In 2012, Metro Vancouver's Rental Inventory and Risk Analysis estimated that 15 properties comprising a total of 1,180 rental units in Richmond were at high risk of redevelopment. The City is currently preparing a policy aimed at protecting and enhancing this important component of Richmond's housing stock.

## 4. Richmond's Housing Market

### 4.1 Non- Market Housing

#### 4.1.1 The Facts

There are currently 2,874 non-market housing units in Richmond that include assisted and co-op family housing and which were secured primarily through the efforts of the non-profit sector with a variety of earlier senior government funding programs prior to 2007. The City currently leases seven (7) City-owned properties at below market rates to non-profit housing providers. In addition, 477 subsidized rental units have been secured through the 2007 AHS.

A critical issue with respect to much of the older affordable housing stock is expiring operating agreements, whereby senior governments provided subsidies to non-profit and co-operative (co-op) societies to support the financial viability of affordable housing projects, and subsidized rents for low-income tenants through a rent-geared-to-income approach. These agreements were secured during the 1960s and 1970s and were usually tied to a mortgage, meaning that when the mortgage expires, non-profits and co-ops will be solely responsible for the project's ongoing financial viability. Although these non-profits will have greater control over financial management without an operating agreement, they may be vulnerable to revenue deficits, insufficient capital reserves, and major project renovation repairs without continued government financial support. The number of affordable units, administered by co-op and non-profit societies, with expiring operating agreements in Richmond in the next five years is 1,543 (BC Housing, 2014). Figure 14 displays the number of affordable housing units with expiring operating agreements over time.

**Figure 14: Affordable Housing Units in Richmond with Expiring Operating Agreements**

Richmond Affordable Housing Units with expiring Operating Agreements	
Year	Number of Units
2016-2020	1,543
2021-2025	534
2026-2030	299
2030-2040	80
<b>Total by 2040</b>	<b>2,513</b>

Source: Metro Vancouver, 2015. Housing Data Book.

#### 4.1.2 Indicators of Need

##### *Low Income Households – Disparity Between Income Assistance Shelter Rates and Housing Costs*

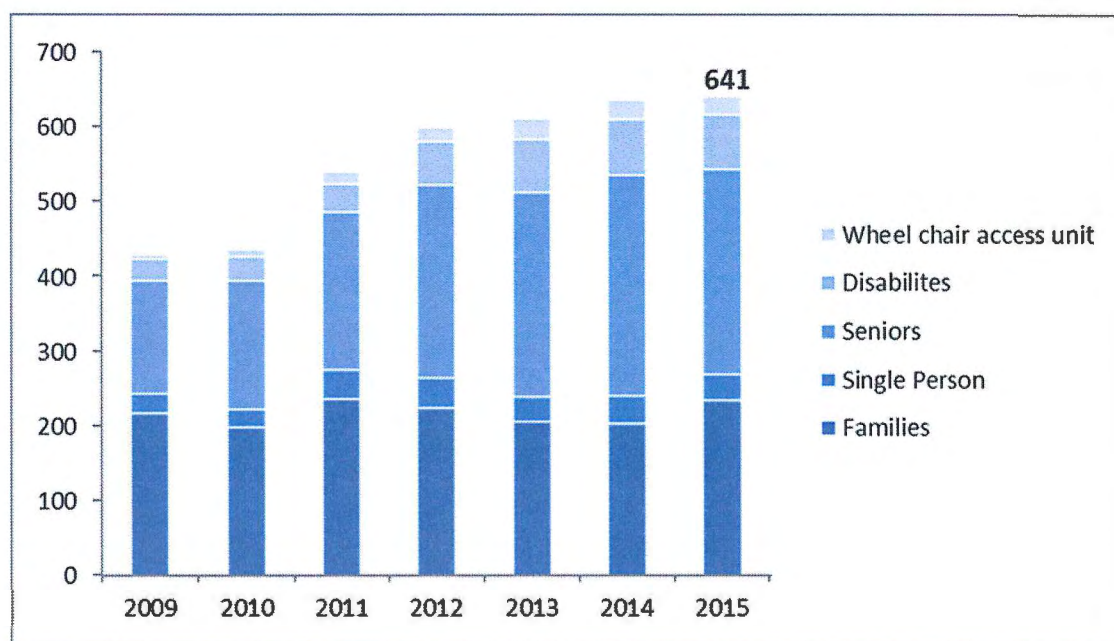
As noted, 22.4% of Richmond residents were considered low-income in 2011. While many low-income households receive income assistance from the Province, the maximum monthly shelter allowance for an individual is \$375 and for a family of four is \$700 – rates that have not increased since 2007. Due to the high cost of housing in Metro Vancouver, these households likely require access to non-market housing with deep subsidies in order to have income left for basic needs such as food, electricity and transportation.



*Social Housing Wait Lists – Growing Number of Richmond Households Waiting for Subsidized Housing*

BC Housing provides social housing throughout the Province, including rent-geared-to-income for households under specific income thresholds. The waitlist (BC Housing Registry) for this type of housing in Metro Vancouver has increased by 30% from 7,421 households in 2010 to 9,674 households in 2015. The wait list is an important indicator of affordable housing need throughout the region. There are currently 641 households waiting for social housing in Richmond, with an average wait time of five to seven years (Metro Vancouver, May 2015). Figure 15 highlights that seniors and families are the largest groups needing subsidized housing in Richmond. Also of note is that the wait list for adaptable units for people with disabilities has increased 180% from 35 households (2009) to 98 households in 2015. This may indicate the difficulties that individuals with disabilities have in finding accessible accommodation that is also affordable. BC Housing currently administers the waitlist for 16 developments on the Housing Registry in Richmond.

**Figure 15: Richmond Households on Social Housing Waitlists, by Need (May 2015)**



Source: Metro Vancouver, 2015, Housing Data Book.

*Homelessness and At Risk of Homelessness*

Figure 16 highlights the Homelessness Hub's definitions of homelessness. The Metro Vancouver Homeless Count has been conducted regionally every three years since 2002. The 2014 Homeless Count found 38 people were unsheltered and emergency sheltered, or absolutely homeless in Richmond. It is recognized that the 24-hour survey is an underestimation since all homeless persons cannot be located. Service providers in Richmond estimate this number to be much higher noting that they collectively serve over 120 homeless clients.

**Figure 16: Definitions of Types of Homelessness**

Types of Homelessness	
<b>Unsheltered</b>	Absolutely homeless and living on the streets or in places not intended for human habitation
<b>Emergency Sheltered</b>	Individuals staying in overnight shelters
<b>Provisionally Accommodated</b>	Individuals in temporary accommodation, such as “couch surfing” or lacking security of tenure
<b>At Risk of Homelessness</b>	Individuals who are not homeless, but whose current economic and/or housing situation is precarious and/or does not meet public health and safety standards

Source: Homelessness Hub, 2015.

“Core housing need” is a measure of the number of households that are inadequately housed due to the condition, size or the cost of a housing unit. In Metro Vancouver, households in core housing need *and* spending at least 50% of their household income on shelter are considered to be in dire need and at risk of homelessness. Using this measure, 8.7% (5,320) of all Richmond households were at risk of homelessness in 2011. This includes 13.4% of all renter households and 7.3% of all owner households (2016 Metro Vancouver Housing Data Book).

#### *A Community Based Response to Homelessness*

Local non-profit agencies continue to work together to provide services to the homeless population in Richmond.

Currently, the Salvation Army operates the only year-round emergency shelter in Richmond. The shelter has 10 men-only beds and one (1) additional bed reserved for Richmond Hospital discharged clients. The shelter is always at capacity and turns away approximately 133 visits per month (equating to approximately 60 individual clients).

Chimo Community Services operates Nova Transition House, where there are 10 emergency beds for women fleeing violence. This is not a low-barrier shelter, and at this time there are no beds for homeless women and children in Richmond. On average, Chimo reports that it turns away 10 women every month seeking shelter.

There are 22 emergency shelter extreme weather shelter beds at St. Alban Church and the Salvation Army. These beds are only available only during the winter months (November 1 – March 31) when the weather is deemed severe enough. St. Alban’s emergency weather shelter was open for 40 nights this Winter season and offered accommodation to 617 individuals, including 70 females.

Richmond is in danger of losing many of its homeless resources, as the Salvation Army’s location has been sold to a developer and the emergency weather shelter’s future is unknown. The Drop-In Centre, which functions as a central resource hub for homeless persons, recently closed and its future is also unknown.



## 4.2 Rental Housing

### 4.2.1 The Facts

Rental housing is an important and valuable component of the City's housing continuum and includes non-market, low end market rental (LEMR) units, purpose built market rental and units available in the secondary market e.g. rented strata-titled units. According to the CMHC 2015 Rental Market Report, there are 3,477 units of purpose built rental units in Richmond. In addition, it is assumed that approximately 12,078 renter households find accommodation in the secondary rental market (2011 Census).

Between 2011 and 2015, the average rents for all sizes of purpose built rental units in Richmond have increased by 12.4%; the largest increase (20.5%) was for three bedroom units. Figure 17 displays the increase in rent for all unit types in Richmond from 2011 – 2015.

**Figure 17: Richmond Rents Increases – 2011-2015, by Unit Type**

Richmond Monthly Average Rents, by Unit 2011-2015 (\$)				
	Bachelor	1 Bedroom	2 Bedroom	3 Bedroom +
2011	736	905	1,278	1,325
2012	749	947	1,365	1,417
2013	796	953	1,177	1,508
2014	808	994	1,198	1,327
2015	843	1,025	1,296	1,596
<b>% Change</b>	<b>14.5%</b>	<b>13.2%</b>	<b>1.4%</b>	<b>20.5%</b>

Source: CMHC, 2011 – 2015 Rental Market Surveys.

Figure 18 displays the number of renter households in Richmond who spend more than 30% of their before tax income on housing and the percentage of renter households living in non-market housing.

**Figure 18: Number of Renter Households spending 30% or Greater of Total Annual Income on Shelter**

Renter Households in Richmond	
Number of tenant household in private dwellings	15,545
% of renter households in subsidized housing	15.3%
% of renter households spending 30% or more of households total income on shelter costs	47.5%
Median monthly shelter costs for rented dwellings (\$)	\$1,101
Median annual household income	\$43,115

Source: 2011 NHS & Metro Vancouver, 2015. Housing Data Booklet.

### 4.2.2 Indicators of Need

#### *Income Gap – Renter Household vs. Market Rent*

The median annual income for renter households in 2015 was \$43,115 (Metro Vancouver, 2015) which is substantially lower than the median household income of \$60,479 for all Richmond households.



Figure 19 highlights the minimum annual income necessary and the percentage of median renter annual income required to spend 30% or less of gross annual income on the average priced rental unit. Although these minimum annual incomes are less than those necessary to own a home – due to the extremely low vacancy rates, it can be assumed that finding affordable rents may be a challenge, especially for families who require multi-bedroom rental units.

**Figure 19: Annual Income Necessary to Rent in Richmond, by Unit Type**

Housing Type	3+ Bedroom	2 Bedroom	1 Bedroom	Bachelor
Average Monthly Rent	\$1,596	\$1,296	\$1,025	\$843
Annual Income Necessary to Rent with 30% GDS	\$63,840	\$51,840	\$41,000	\$33,720

Source: Metro Vancouver, 2015. Housing Data Booklet & Community Social Development 2016.

As of March 2016, 467 family households and 796 seniors receive monthly rent supplements from BC Housing to provide some financial relief by making market rent rates more affordable. This data further reflects a gap between renter income and the average market rent in Richmond.

#### *Increasing Number of Households in Core Housing Need*

In Richmond, the number of all households in core housing need (both renter and owner households) as defined by CMHC has increased from 18.2% in 2006 to 19.5% in 2011. In 2011, 33.3% of all renter households and 15.5 % of all owner households were considered to be in core need (CMHC, 2011).

#### *Persistently Low Vacancy Rates*

In 2015, rental vacancy rates in Richmond were lower than 1%, except for 1 bedroom apartments (1.4%). This is an average decrease of 25% in vacancy since 2011. According to the most recent CMHC Rental Market Survey (Fall 2015), the average vacancy rate for purpose-built apartments in Canada's 35 major urban centres was 2.7%, close to what many housing professionals believe is a healthy rental market. Richmond's lower than average vacancy rates are indicative of a constrained rental housing market adding pressure for higher rents and making it more difficult for renters to find adequate housing.

#### *Situation "Critical"*

The Rental Housing Index, developed by the BC Non Profit Housing Association and Vancity, using data from the 2011 National Household Survey provides a detailed analysis of the affordability and suitability of rental housing in over 800 municipalities across Canada. The Index measures affordability (% of household income spent on housing), overspending (households spending more than 50% on housing), income gap (additional annual household income needed to make current rent affordable), overcrowding (living in units not suitable for household size) and bedroom shortfall (additional bedrooms needed to suitably house renters). The Index was published in 2015 and found that Richmond is the third least affordable municipality in BC for renters – a situation considered "critical," ranking 70th out of 72 BC municipalities in terms of affordability and suitability of rental housing.

## 4.3 Homeownership

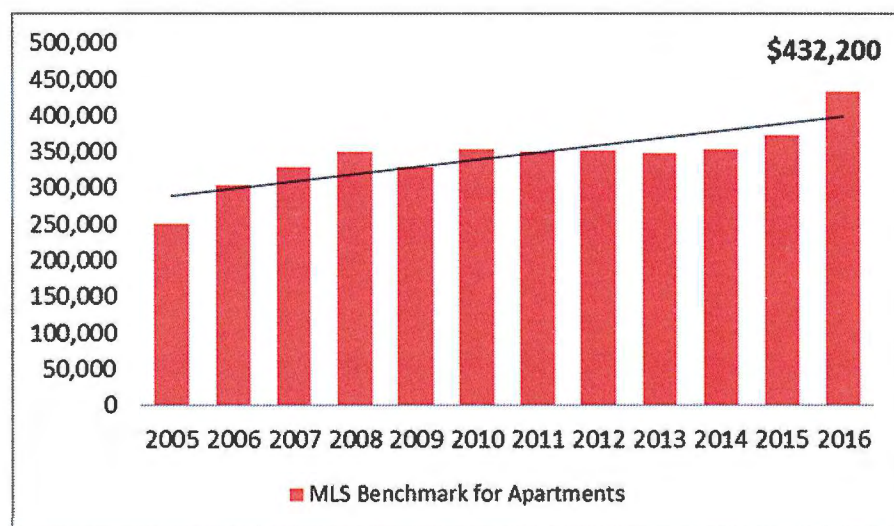
### 4.3.1 The Facts

#### *Persistent and Significant Increase in the Price of Housing*

While increasing numbers of Richmond residents are homeowners, homeownership may be out of reach for many people as the increase in housing prices, particularly for single family homes is far outpacing increases in household incomes. Between 2001 and 2011, median household income increased by only 20.8%, which is far exceeded by the increase in real estate prices.

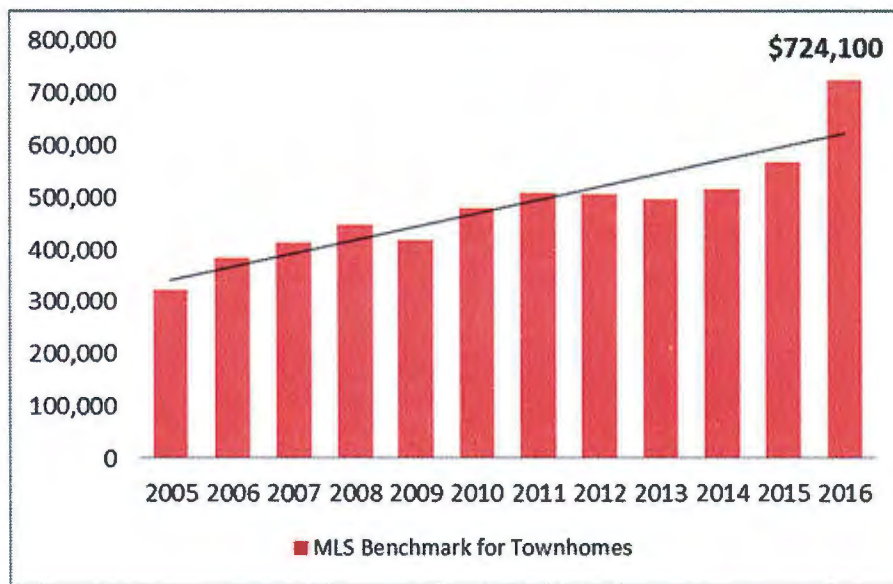
The benchmark price of housing units in Richmond has been steadily increasing from 2005 to 2016. Specifically, the benchmark price of apartments has increased by 71%, townhomes by 125%, and single detached houses by 227% (Real Estate Board of Greater Vancouver, July 2016). Figures 20 – 22 demonstrate the increase in benchmark price for an apartment, townhouse and single detached housing unit based on the home price index used by the Vancouver Real-Estate Board, 2005-2015.<sup>7</sup>

**Figure 20: MLS Benchmark Price for Richmond Apartments, 2005-2016**

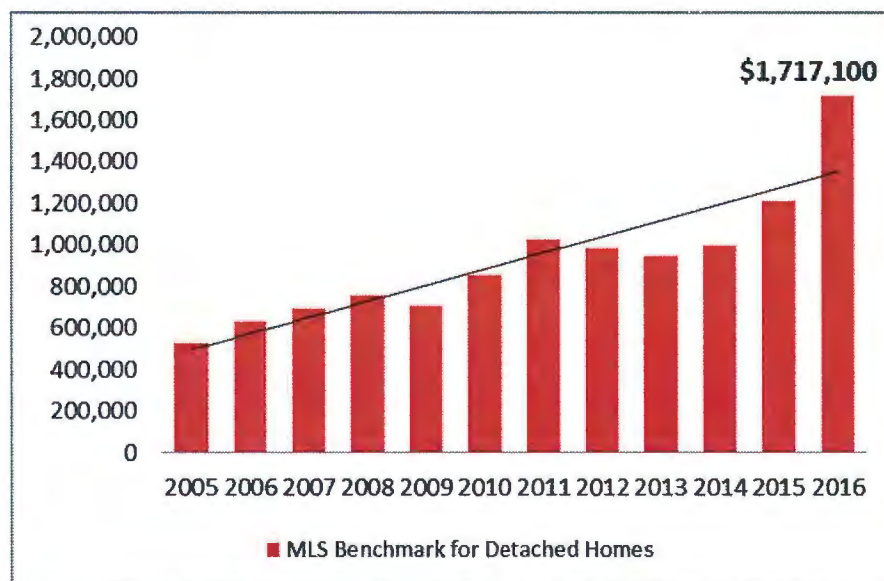


Source: Real Estate Board of Greater Vancouver. July 2016, MLS Home Price Index.

<sup>7</sup> The MLS Benchmark price represents the price of a typical property within each market. It takes into account characteristics such as lot size, age, and the number of rooms that average and median price of housing units do not account for.

**Figure 21: MLS Benchmark Price for Richmond Townhouses, 2005-2016**

Source: Real Estate Board of Greater Vancouver. July 2016, MLS Home Price Index.

**Figure 22: MLS Benchmark Price for Richmond Single Detached Houses, 2005-2016**

Source: Real Estate Board of Greater Vancouver. July 2016, MLS Home Price Index.



### 4.3.2 Indicators of Need

#### *Housing Price Increases Outpacing Household Incomes.*

According to the Annual Demographia International Housing Affordability Survey (2015), Metro Vancouver ranked as the third most unaffordable market internationally for homeowners behind Hong Kong and Sydney (Australia). This organization ranks urban centres using the median multiple, which divides the median house price of all housing types by the gross annual median income. According to this ratio (a recommended measure by the World Bank), buyers in Metro Vancouver need to earn ten times the median income to purchase the median priced housing unit. Figure 23 displays the median multiple ratings indicating unaffordability.

**Figure 23 Demographia International Housing Affordability Survey: Housing Affordability Rating Categories**

Demographia International Housing Affordability Survey: Housing Affordability Rating Categories	
Rating	Median Multiple
Severely Unaffordable	5.1 & Over
Seriously Unaffordable	4.1-5.0
Moderately Unaffordable	3.1-4.0
Affordable	3.0 & Under

Source: Demographia, 2015. Annual Demographia International Housing Affordability Survey & Community Social Development 2016.

When the median multiple is calculated for Richmond (using available data of benchmark housing prices), all housing types in the City would be considered severely unaffordable, relative to the median household income in Richmond (\$60,479). See Figure 24 for calculations of the affordability for Richmond.

**Figure 24: Median Multiple of Richmond Housing Types**

Unit Type	Benchmark Price	Median Multiple
Single Detached	\$1,717,100	28.4
Townhouse	\$724,100	12.0
Apartment	\$432,200	7.1

Source: Community Social Development 2016.

Figure 25 illustrates the minimum annual income necessary to purchase a housing unit in Richmond based on a gross-debt-service (GDS) ratio of 32%.<sup>8</sup> According to the calculations in the charts, the annual income necessary to purchase a typical unit in Richmond significantly exceeds median household income (\$60,479). Saving for a down payment is a barrier for many first-time homebuyers and therefore it is assumed that some households will not be able to provide a 20% down payment and therefore require a higher annual income to support a larger mortgage.

<sup>8</sup> Calculations are made with the following assumptions. The purchase price is the benchmark price for the Richmond housing market, set by the Real Estate Board of Greater Vancouver, March 2016 Home Price Index. The mortgage amount is calculated with a 25 year amortization period with a 5 year fixed interest rate of 3.19% and bi-monthly payments. The strata fees are calculated as 50% of an assumed median strata fee of \$300. Heating costs were assigned a price of \$25 monthly, and \$50 for a single detached unit.

**Figure 25: Annual Incomes Necessary for Homeownership in Richmond with 32% GDS, by Unit Type<sup>9</sup>**

Housing Type	Benchmark Price	Down Payment	Annual Income Necessary with 32% GDS Ratio
Single Detached	\$ 1,717,100.00	5%	* see footnote 3
		10%	
		20%	\$ 250,708
Townhouse	\$ 724,100.00	5%	\$ 130,626
		10%	\$ 124,612
		20%	\$ 111,495
Apartment	\$ 432,200.00	5%	\$ 80,938
		10%	\$ 77,024
		20%	\$ 69,195

Source: Real Estate Board of Greater Vancouver. July 2016, MLS Home Price Index & Community Social Development 2016.

Figure 26 displays the number of owner and renter households in Richmond who spend more than 30% of their before tax income on housing provision.

**Figure 26: Number of Owner Households spending 30% or Greater of Total Annual Income on Shelter**

Owner Households in Richmond	
Number of owner households in private dwellings	52,305
% of owner households with a mortgage	55%
% of owner households spending 30%> of household total income on shelter costs	32%
Median monthly shelter costs for owned dwellings (\$)	\$1,047
Median annual household income	\$66,661

Source: 2011 NHS & Metro Vancouver, 2015. Housing Data Booklet.

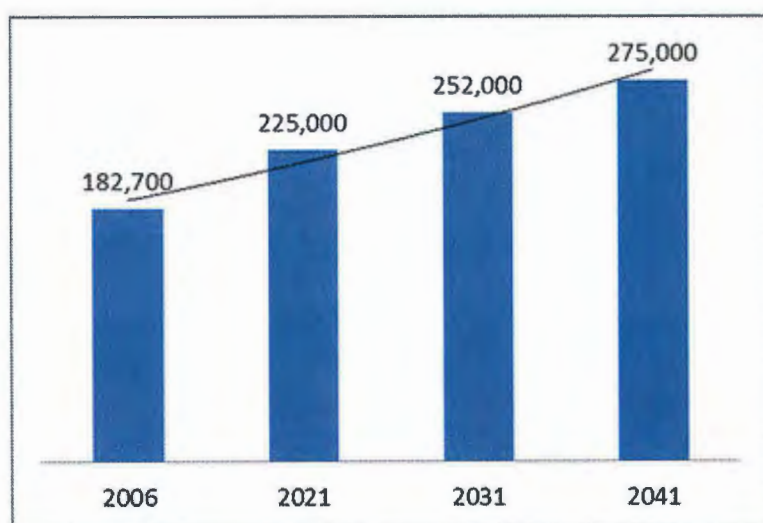
<sup>9</sup> In December 2015, the Federal Government changed the requirements regarding CMHC insured mortgages. Homebuyers will now need to place a 5% down payment on a \$500,000 portion and a 10% down payment on the portion after \$500,000. Therefore calculations for minimum annual income needed for a townhouse in Figure 26 are slight underestimations. CMHC will not insure mortgages for units over \$1,000,000, so therefore a household must have a 20% down payment for units greater than this price. Households' GDS ratio is an important indicator of housing affordability; however it does not take into consideration the condition or suitability of a household's unit. For example, households may need to exceed the 30% GDS ratio if they need to rent or purchase a multi-bedroom in order to better accommodate their family. This measurement also does not take into consideration the costs of living including child care, transit and food. In October 2016, further changes were made to mortgage insurance. Now, buyers with less than a 20% down payment will also need to qualify for a mortgage using the Bank of Canada's five-year fixed posted mortgage rate, which is usually higher than what a typical buyer can negotiate. These buyers will also only be eligible for a mortgage that equates to monthly payments that are less than 39% of their total monthly income. Together, these changes may make it more difficult for some households to qualify for a mortgage necessary to purchase a housing unit in Richmond.

## 5. Future Need

### 5.1 Projections

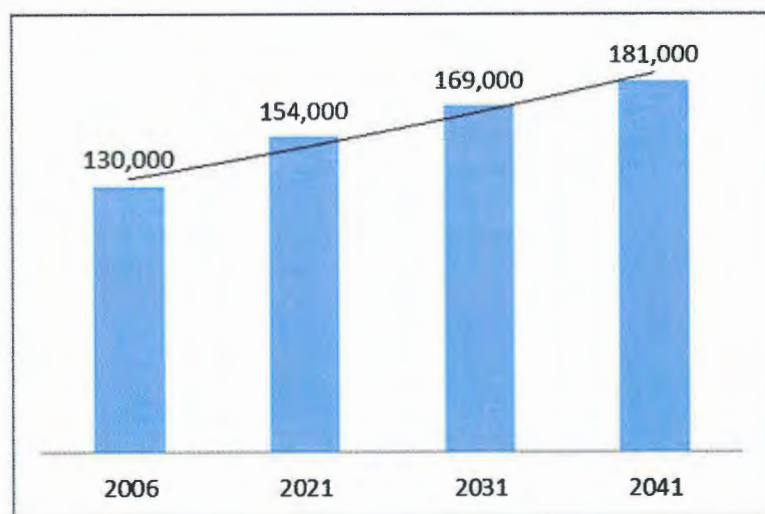
According to the *Official Community Plan*, Richmond's population is projected to grow to 280,000 by 2041. This represents a 30.9% increase from current population estimates. Along with an increase in population, there will be an increase in demand for local employment opportunities and dwelling units. Metro Vancouver (2015) estimates that the City of Richmond will have to accommodate a total of 181,000 jobs and 115,500 housing units by 2041. Also according to Richmond's OCP (2012), much of the growth will be accommodated in the City Centre planning area. Figures 27 – 29 display Metro Vancouver's population, employment and housing unit projections for Richmond.

**Figure 27: Richmond Population Projections, 2006 - 2041**



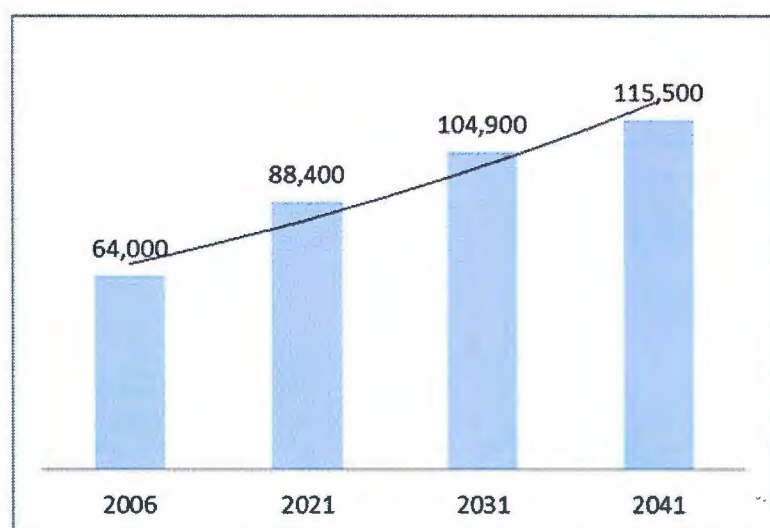
Source: Metro Vancouver, 2011. Metro 2040: Shaping Our Future.

**Figure 28: Richmond Employment Projections, 2006 - 2041**



Source: Metro Vancouver, 2011. Metro 2040: Shaping Our Future.



**Figure 29: Richmond Housing Unit Projections, 2006 - 2041**

Source: Metro Vancouver, 2011. Metro 2040: Shaping Our Future.

Projections prepared for the City of Richmond (Urban Futures, 2010) predict that apartments will comprise 42% of all housing units in Richmond by 2041, with most located in the City Centre. According to the 2011 Census, apartments currently comprise 33% of housing units.

## 5.2 Housing Demand Estimates

Metro Vancouver, in consultation with municipal staff throughout the region, has calculated 10 year housing projections to help guide the preparation of local affordable housing strategies. Figure 30 displays Richmond's housing demand estimates by type annually and for the period from 2016 to 2026.

**Figure 30: Richmond's Housing Demand Estimates, 2016 - 2026**

Richmond Housing Demand Estimates 2016 - 2026		
Types of Housing	Annual	10 Year
Very Low-Income Rental	130	1,300
Low-Income Rental	70	700
Moderate Income Rental	60	600
Above Moderate Market Rental	30	300
High Income Market Rental	30	300
<i>Total Rental</i>	<i>320</i>	<i>3,200</i>
<i>Ownership</i>	<i>1,080</i>	<i>10,800</i>
<b>Total Demand</b>	<b>1,400</b>	<b>14,000</b>

Source: Metro Vancouver, 2016.

## 6. Conclusions

The data and statistics presented in this profile have identified key housing affordability issues and trends facing the City that will help inform the development of an updated Affordable Housing Strategy, including:

- Richmond's population will continue to grow and age, affecting the demand for smaller, affordable and accessible housing units allowing ageing in place;
- The number of low-income residents is growing and exceeding provincial and national averages – in 2011, 22.4% of the population was considered to be low-income;
- Median household incomes are lower than the regional average, and local employees are struggling with housing affordability as there are growing gaps between income, housing purchase price and rents;
- The number households waiting for supportive housing is growing including seniors, families and persons with disabilities;
- There is a large number of market rental housing at risk of redevelopment, which currently provides valuable affordable housing stock;
- Consistently low vacancy rates increase the cost of renting;
- Increasing rents and the purchase price of housing are outpacing income growth;
- 47% of tenants and 32% of owners in Richmond are spending more than 30% of their gross income on housing (exceeding CMHC's measurement of affordability);
- 8.7% of Richmond households are considered to be in dire need and at risk of homelessness (in core housing need *and* spending at least 50% of their household income on shelter are);
- 19.5% of all households are in core-housing need according to CMHC;
- Renter households with a median annual income (\$43,115) cannot afford to rent units that are larger than 1 bedroom;
- The price of homeownership is increasing – the benchmark prices of single detached, townhouse, and apartment units increased by 131%, 76%, and 48% respectively from 2005 – 2015; and
- Homeownership is considered to be severely unaffordable in Richmond, and may be out of reach for many residents.

The statistical research and analysis presented in this profile will be supplemented with Richmond residents' "lived experiences," that emerged through recent consultation with the public and local stakeholders during the spring 2016 (Part 2). Feedback from these sessions will help to further develop a collective understanding of the scope of current and future affordable housing challenges in Richmond.

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# City of Richmond Housing Affordability Profile Part 2 *Consultation Summary Report*

October 5, 2016







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# Introduction

## PURPOSE

The City of Richmond engaged CitySpaces Consulting to complete the first phase of a multi-phased approach to updating its 2007 Affordable Housing Strategy. The objective of this phase was to gain insight into the challenges of stakeholders including local private and non-profit housing developers and community service sector, and the lived experiences of residents in Richmond to help inform the update of the Affordable Housing Strategy. This report summarizes the outcomes of Phase 1 engagement activities, which took place from May to June 2016 and included ongoing promotion and awareness building, pop-up events throughout the community, stakeholder meetings, stakeholder workshops, and an open house.

## AFFORDABLE HOUSING STRATEGY

The City's current Affordable Housing Strategy was adopted in 2007. It defines the priority areas for addressing affordable housing challenges and outlines recommendations, policies, directions, priorities, definitions, and annual targets for affordable housing.

Since 2007, the City of Richmond has secured approximately 1,392 affordable housing units ranging from low-end of market rental, subsidized rental, market rental, secondary suites and coaches, and affordable homeownership. An additional 3,175 affordable rental units were secured outside of the Affordable Housing Strategy.

The City has encouraged and supported innovative approaches to delivering affordable housing in Richmond, including providing contributions to offset construction costs, leasing City-owned land to non-profit housing providers, and providing development incentives such as density bonusing.



Although the City has achieved many of its objectives outlined in the 2007 Affordable Housing Strategy, there remains significant housing issues and challenges in the community. The real estate market has changed with increasing housing and rental prices. There are changing demographics, growth and development pressures. There are new and emerging housing issues to consider, and vulnerable groups are still challenged to find suitable and affordable housing that meets their needs.



This consultation summary report complements the City's "Housing Affordability Profile" which includes a review of key housing indicators and demographic data.

## PHASE 1 OBJECTIVES

The objectives for Phase 1 of the Affordable Housing Strategy update were as follows:

# 1

### PROVIDE INFORMATION THAT WILL RAISE COMMUNITY AWARENESS ABOUT:

- Current and future housing issues in Richmond;
- The roles of different levels of government as well as the private and non-profit sectors in addressing affordable housing concerns;
- The City of Richmond's current affordable housing policies; and
- Achievements to-date in addressing affordable housing needs.

# 2

### OBTAIN INPUT FROM THE PUBLIC, COMMUNITY PARTNERS, AND STAKEHOLDERS ABOUT:

- The experience of Richmond residents with respect to housing affordability;
- Challenges with implementing the City's current affordable housing policies; and
- Potential ideas for future policy directions.

## FOCUS AREAS

Discussions from the Phase 1 consultation activities centred around the following three priority areas identified in the 2007 Affordable Housing Strategy:

Priority	Affordable Housing Type	Definition	Household Annual Income Threshold
1st	Subsidized Rental	A form of non-market housing. In Richmond, subsidized housing refers to housing that is partially financed with developer cash contributions from the Affordable Housing Reserve Fund and is provided in partnership with non-profit organizations and sometimes senior governments.	\$34,000 or less
2nd	Low End Market Rental	Units that are targeted at low-moderate income households and are secured through the City's inclusionary zoning policy. In exchange for a density bonus, residential developments greater than 80 units are required to provide a minimum of 5% low-end market rental units.	Between \$34,000 or less and \$57,500 or less
3rd	Entry Level Homeownership	Modest housing units that are affordable for first-time home buyers. In many other jurisdictions, this is commonly referred to as 'affordable homeownership' and often helps to create housing stock that is affordable in perpetuity through resale restrictions.	Less than \$60,000

The consultation framework was built around these focus areas as prioritized by the City. However, all conversations were open and participant-driven to ensure that a wide-range of housing comments from Richmond residents and stakeholders were reflected.



# Consultation At-A-Glance

## EVENTS



7 POP-UP EVENTS

4 STAKEHOLDER MEETINGS

3 STAKEHOLDER WORKSHOPS

25 HOURS OF ONE-ON-ONE  
ENGAGEMENT WITH RESIDENTS

1 OPEN HOUSE WITH 75 PEOPLE  
IN ATTENDANCE

## INPUT



363 QUESTIONNAIRES SUBMITTED

121 POST-IT BOARD  
RESPONSES

40 RESPONSES FROM THE  
VISUAL EXPLORER  
CONSULTATION GAME

807 LETS TALK RICHMOND WEBSITE VIEWS



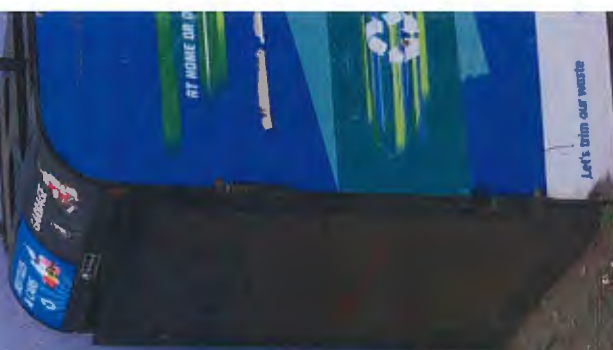
# STEVESTON COMMUNITY CENTRE



Richmond  
Affordable Housing  
Strategy Update



COME  
VISIT US!





# Consultation Activities

## PROMOTION AND AWARENESS BUILDING

The City of Richmond website was a primary tool to inform the community about the Affordable Housing Strategy update process and to provide opportunities to engage with the project.

Advertisements were placed in the Richmond News to promote the engagement events. Media coverage of the events and Affordable Housing Strategy update process was included in both the Richmond News and Metro 24 Vancouver local newspapers.

Additional communications materials provided by the City included an Affordable Housing Strategy Report Card outlining the City's successes since 2007; a business card promoting the Affordable Housing Strategy update and survey; a poster advertising the open house; a set of display boards for the open house; and, social media engagement (Twitter and Facebook).





## POP-UP EVENTS

A series of seven pop-up events were held at key community hubs throughout the City during May 2016. Locations included:

- Hamilton Community Centre;
- Cambie Community Centre;
- Steveston Community Centre;
- South Arm Community Centre;
- Minoru Place Activity Centre;
- City Centre Community Centre; and
- Minoru Aquatic Centre.

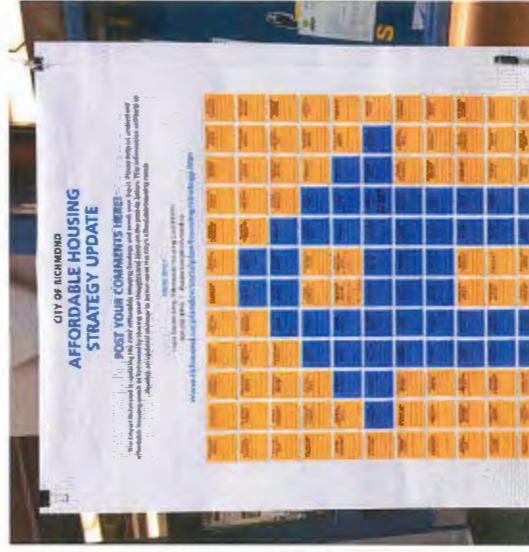
While the pop-up events were advertised, they were also hosted at community centres where residents frequent daily or weekly. As such, these events allowed City staff and consultants to engage with residents who might not normally attend City-organized events or regularly check the City's website.

These events incorporated the use of the Affordable Housing Post-it Poster to prompt passers-by and engage them in discussions about housing issues important to them. The Post-it Boards were left behind at each of these locations so that the remaining empty notes could be filled.

## STAKEHOLDER MEETINGS

The City of Richmond facilitated four meetings with key stakeholders to obtain input from a regional and provincial perspective. These groups included Metro Vancouver, Canada Mortgage and Housing Corporation, Vancouver Coastal Health, and BC Housing. A list of stakeholder meeting participants can be found in Appendix E.

A key engagement tool that was used throughout the consultation was the Affordable Housing Post-it Posters. This was a public art-oriented tool aimed at drawing attention to the affordable housing needs in Richmond. It consisted of a poster designed with a series of boxes that resemble post-it notes. Each post-it note had a starter sentence, such as "Affordable rental in Richmond is....", and "Richmond's biggest housing issue is...." etc. Passers-by had the chance to write on the poster and fill in the blanks after the starter phrase. The posters were installed in neighbourhoods throughout the city.



## STAKEHOLDER WORKSHOPS

A series of three facilitated workshops were held with targeted stakeholders including non-profits and community service providers, the development community, and small builders. The purpose of these workshops were to identify housing issues and opportunities from these groups that deliver, build, and/or operate housing projects.

Each workshop was two and a half hours in length, divided into identifying housing issues, followed by identifying potential solutions to those issues. At the end of each workshop, participants prioritized the opportunities they thought were the most important for the City. A list of stakeholder workshop participants can be found in Appendix E.

## PUBLIC OPEN HOUSE

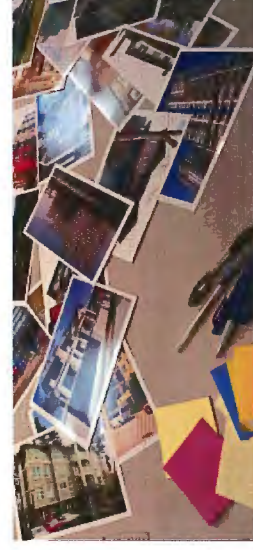
As a culmination of consultation events, a public open house was hosted on June 28 at the Richmond Cultural Centre. The open house was four hours in length and facilitated by the consultants and City staff.

Information, issues, and concerns were shared through one-on-one and informal group discussions. Activities at the open house included a Visual Explorer™ exercise, the Affordable Housing Post-it Poster, and an affordable housing word search and colouring sheet. Display boards from the public open house can be found in Appendix D.

## SURVEY

The City of Richmond prepared a survey consisting of 20 questions related to identifying and prioritizing affordable housing issues in Richmond. The survey was available online using the City's "Let's Talk Richmond" survey platform and available as hard copies for residents and stakeholders to complete and return to the City. Demographic information was also obtained in addition to questions related to the housing circumstances of the participant. The survey was publicly available from May 5 - July 5, 2016 through the City of Richmond website as well as at the pop-up open houses, workshops, meetings, and the open house. A total of 363 forms were submitted. Detailed survey questions and responses can be found in Appendix A.

*The Visual Explorer™ game is a tool for creative conversations using imagery. An adapted version of the activity was developed, using a wide variety of images relevant to housing in the City of Richmond. Participants chose an image that, in their opinion, represented a housing option that is either missing, lacking, or exists but falls short of meeting the housing needs of Richmond residents. Participants then described why the photo represented a housing option that is missing/needed/not needed, recorded their comments, and displayed them on a comment board for other open house participants to review and discuss.*





# Priority Groups in Need

This section outlines the priority groups in need of affordable housing in Richmond as identified by participants in community consultation activities. The priority groups do not necessarily reflect the values or intentions of all participants, or that of the City, and are not listed in any particular order.

- **Families:** Families (including lone-parent families, families with children, and multigenerational families) of all income ranges and circumstances are challenged to find affordable and suitable housing across the entire housing continuum. There is a need for more variety of family-friendly housing options (three or more bedroom units), particularly ground-oriented, multi-unit residential housing.
- **Low- and Moderate-Income Earners:** Low- and moderate-income earners are challenged to afford the average market rental prices in Richmond. This includes all household types, from low-income seniors to families, singles, couples, students, seniors, and persons with disabilities. There are wait lists for low-end market rental units and subsidized housing in Richmond. There is also a gap between low-end market rental units and subsidized units where households are not eligible for either of these affordable housing programs.
- **Persons with Disabilities:** Persons living with a disability were a particular vulnerable population identified as experiencing significant challenges finding suitable, accessible, and affordable housing in Richmond across the entire housing continuum, including homeownership, market rental housing, non-marketing housing, and supportive housing. Families that have one or more members of their family with a disability have limited purchasing and rental options that are affordable, accessible, and large enough to accommodate all members of their family. In Richmond, housing geared towards persons with disabilities mostly focuses on wheelchair accessibility



and overlooks suitable housing for persons with developmental disabilities or other challenges such as persons on the autistic spectrum. There are also limited visitable housing options in Richmond (i.e. the integration of basic accessibility features into all newly built homes and housing).

- **Seniors:** Low-income seniors have few rental, non-market housing, semi-independent, and supportive housing options in Richmond that are accessible, suitable, and affordable to their incomes. Low- and moderate-income seniors are increasingly experiencing family pressures to support their adult children and grandchildren with their respective housing costs. Seniors are seeing their family members relocate to different communities in search for affordable housing, which limits their social connections and support systems. Other seniors are delaying their retirement, taking on debt, re-mortgaging their homes, or selling property in order to support family members.
- **Vulnerable Populations:** Low-income households and households on fixed incomes (i.e. households receiving Income Assistance or Disability Assistance), persons experiencing homelessness, women and children experiencing family violence and in need of shelter, persons with mental health issues, substance users, and Aboriginal populations are challenged to find and afford housing that meets their needs.

# Summary of Housing Gaps

From discussions with stakeholders at various consultation activities, it was indicated that there are several gaps in Richmond's provision of affordable housing. Despite the variety of housing types available in Richmond, including an existing supply of purpose-built non-market and low-end-market rental housing, current demand exceeds supply. These gaps are outlined below:

- Family-friendly homeownership, market rental, and non-market housing;
- Accessible, adaptable, and visitable homeownership, market rental, and non-market housing;
- Purpose-built rental housing;
- Low-barrier rental housing;
- Low-end of market rental housing for singles, couples, students, youth, families, seniors, and persons with disabilities;
- Non-market housing for singles, couples, students, families, seniors, persons with disabilities, persons with mental health issues, and substance users; and
- Emergency shelter for women and children.

The City acknowledges that housing with licensed care is needed in Richmond, but is the mandate of the health authorities. The City may not be able to propose policies to address this gap, but recognizes it is a significant need in Richmond, including:

- Licensed care for persons with complex disabilities;
- Residential care beds; and
- Semi-independent and supportive housing for seniors with mental health issues.



# What We Heard

The following section summarizes comments and feedback from each of the consultation activities, including facilitated stakeholder workshops, meetings with senior agencies, and public engagement events.

Summaries of discussions have been paraphrased and have not been filtered, fact-checked, or corrected.







# PUBLIC ENGAGEMENT ACTIVITIES

## POP-UP EVENTS, OPEN HOUSE AND SURVEY

The following section contains paraphrased comments from the public, organized by theme.

### POPULATION GROUPS MOST IN NEED:

- Families, seniors, students, persons with disabilities, persons with mental health issues, women and children fleeing violence, youth aging out of foster care, and Aboriginal households are challenged to find suitable and affordable housing in Richmond.
- Increasing observations of persons experiencing homelessness in Richmond. There are gaps in shelter and housing options for women experiencing homelessness.

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### COMMUNITY AND OUT-MIGRATION:

- Households, mostly made up of young adults and families, which are unable to afford housing in Richmond are relocating to other more affordable municipalities. This has led to an erosion of social connections and sense of community for relocating households.
- Households that are staying in Richmond are making sacrifices to their livability in order to afford housing, such as adult children living with their parents because they cannot afford housing on their own.
- Concern that increasing demand combined with foreign investment is increasing purchase prices for housing. Equally concerned that Chinese immigrants are unfairly blamed for housing issues.
- Richmond's neighbourhoods are experiencing a demographic transition and gentrification from middle class to upper/wealthy neighbourhoods.
- Suggestion that the City should work towards creating a more inclusive community and educate the public on learning about local housing issues and solutions.



## MARKET OWNERSHIP HOUSING AND AFFORDABLE HOMEOWNERSHIP:

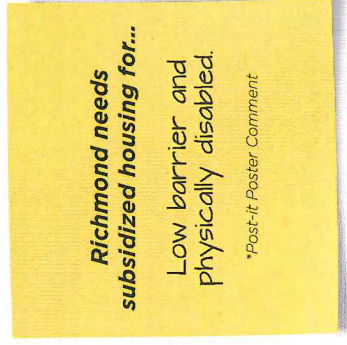
- Housing prices are significantly increasing across all types, including townhouses, which are becoming unaffordable to the average household.
- Families are challenged to afford market ownership housing that have enough bedrooms to accommodate all members of their family, especially in strata condominiums where families can quickly outgrow their units.
- Homebuyers are financially over-stretched and at-risk of losing their homes if the market changes (i.e. an increase to interest rates) or changes to personal financial circumstances. Young adults and families are taking on more debt in order to afford housing, especially in Richmond, where bidding wars are common and households have to stretch their financial ability to compete for purchasing.
- Family households with children with disabilities are challenged to find suitable and affordable housing. For example, a family with an autistic teenager living in a townhouse experienced noise complaints from neighbours, but have limited housing alternatives.
- Multi-generational households are combining financial resources to purchase housing, however are challenged to find housing for aging parents that is accessible with a bedroom and full bathroom on the ground floor. There are also more situations where unrelated multiple families purchase homes together to make mortgage payments more affordable.
- Many adult children require help from their parents to offset the cost of rent or a down payment for a home, but not all parents have the savings or equity to help adult children. There are a growing number of instances where parents, often seniors, are re-mortgaging their home and/or delaying retirement to support their adult children to purchase a home. This has led to some seniors facing hard choices between their financial security or supporting their children.
- Suggestion that Richmond could benefit by introducing affordable homeownership, especially targeting families.





## MARKET RENTAL HOUSING:

- Families, seniors, students, persons with disabilities, and persons with mental health issues are challenged to afford the average price of market rental housing in Richmond. Annual rent increases are outpacing household incomes. Households are increasingly challenged to save enough money for a down payment and are increasingly "stuck" as renters.
- Low vacancy rates and high demand for market rental housing has led to competitive tenant application processes and bidding wars.
- "Renovictions" are displacing renters and resulting in a loss of rental stock. ("Renovictions" refers to the unwanted and/or unplanned termination of a tenancy to allow the landlord to have vacant possession in order to undertake renovations, which can lead to displaced tenants, increased rental prices and sometimes resulting in a loss of rental housing stock.)
- New purpose-built rental projects and condos/secondary rental market have high-end finishes and not affordable to low- to moderate-income renters.
- Suggested that there is a need to increase the market rental housing supply of all bedroom sizes throughout the city. Family-friendly rental housing (i.e. three or more bedrooms) is needed as well, especially in City Centre.



## NON-MARKET RENTAL HOUSING:

- Existing non-market rental housing is aging and in need of improved maintenance and standards.
- Long waitlists for social housing has created situations where low-income households are spending more than 30% of their income on private market rental housing with less disposable income for other necessities such as food, child care and transportation.
- There is a need for more subsidized seniors housing, affordable accessible housing, and housing with integrated supports.
- There is a need for affordable rental and low-end of market rental units for households that are ineligible for subsidized housing and who cannot afford the average rental prices in Richmond.

## CO-OP HOUSING:

- The existing co-op housing stock in Richmond is safe, secure, and affordable, and it meets the needs of Richmond residents who live there, and more co-op housing should be developed.
- Changing demographics of households living in co-op housing is creating new challenges. For example, households that were originally accepted as a family now have adult children who have moved out, and the single parent is over-housed in their three or four bedroom unit and may be at-risk of eviction. They are concerned they will not find affordable, suitable, and secure rental housing in Richmond if they leave the co-op.
- Existing co-op housing projects are reaching the expiry of operating agreements in tandem with anticipated major capital repairs. Suggestion that this may lead to higher rents that may be unaffordable to low-income tenants.

**Richmond needs  
subsidized housing for...**  
Single mothers and  
children.

*\*Post-It Poster Comment*

**Richmond needs  
subsidized housing for...**  
People at risk of  
being homeless.

*\*Post-It Poster Comment*

## HOUSING FORMS AND OPTIONS:

- Suggestion that there is a need to increase the overall housing supply in Richmond including creating more ground-oriented housing such as rental suites, compact lots, laneway housing, backyard cottages, suites above detached garages, duplexes, fourplexes, townhouses, small four to eight unit infill projects, and multi-unit building conversions (i.e. one large house converted into suites). Suggestion that Richmond has a limited land supply that should be better utilized, including increasing density in low-density neighbourhoods. Belief that monster home developments with no secondary suites do not add value to neighbourhoods.
- There is a need for more congregate living options for seniors, families, and multi-generational households. There is limited availability of extended care units and long waitlists. Housing units for seniors are generally too small.
- There is a need for more multi-generational housing forms. Current condos and apartments are not large enough for families (i.e. no space to store a stroller). Multi-unit family housing needs more space for family livability (i.e. children playspace, yard).
- Suggestion that there is a need to revisit height restrictions to allow for taller, higher-density towers. Higher-density housing has insufficient parking.
- Suggestion to consider introducing more housing options on sites within the Agricultural Land Reserve. The City should encourage other housing forms on agricultural land secured through housing agreements such as co-op housing, congregate living, and townhouses instead of large, one-unit mansions. Land would be better utilized and farmers could generate revenue.
- Suggestion that housing and transportation need to be planned more closely together. Should encourage more housing located at transit hubs with direct access to amenities and other services.

## PROGRAMS AND TOOLS:

- Suggestion that amenity contributions from developers should be allocated towards addressing the housing crisis in Richmond.
- Suggestion that the City should require more affordable housing contributions from developers.







# STAKEHOLDER WORKSHOPS

## WORKSHOP #1: NON-PROFIT AND COMMUNITY GROUPS

The following section contains paraphrased comments from non-profit and community groups, organized by theme.

### COST OF LIVING:

- The cost of living in Richmond has significantly increased, including the costs of childcare, housing, and transit. As incomes have not increased at the same rate, there is a growing income gap leading to housing affordability challenges.
- There is no national poverty reduction strategy in Canada.

### POPULATION GROUPS MOST IN NEED:

- In general, low- and moderate-income households, and people receiving income assistance, are challenged to afford average rental prices in Richmond. Groups that are most affected include low-income families, single parents, the working poor, seniors, and persons with disabilities. There are no housing options for renters at "shelter rate" (\$375 per month).
- The low-end market rental rates are too high for the working poor.
- There are increasing numbers of persons experiencing homelessness in Richmond, and a need for an emergency shelter for women. Some service providers are exploring innovative housing options to address homelessness, including utilizing vacant homes to temporarily house clients. The City should support these initiatives and educate the broader community on homelessness issues.





- Eligible low-income renters may encounter barriers to accessing the BC Housing SAFER rent subsidy if they do not have a landlord reference, or if they intend to apply their subsidy towards an illegal rental suite.
- Moderate-income seniors are increasingly supporting their adult children and grandchildren with the cost of housing, resulting in reducing their retirement equity, prolonging retirement, and risking their own housing security.
- Families are living in inadequate accommodations including over-crowding, especially new immigrant families who are more likely to have large and extended families. There is a need for family-friendly rental units, such as three and four bedroom units, to accommodate large inter-generational and extended family households.
- Moderate-income households and the working poor are challenged to afford the average rental and homeownership prices in Richmond. This includes working families, firefighters, teachers, and nurses.

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### AFFORDABLE HOMEOWNERSHIP:

- Households in need of affordable homeownership include families, single parents, and seniors who do not have enough equity to purchase housing. Homeownership affordability challenges adds pressure to the rental supply as households are unable to transition from renter to homeowner.
- Suggestion that Richmond could benefit by introducing an affordable homeownership program, including resale restrictions.
- A Land Trust could be an option to deliver affordable homeownership in Richmond. The Land Trust could be mandated by the City, administered by a non-profit, and "bank land" (acquire and hold land in trust for future affordable housing development) to lease to other organizations and non-profits to deliver and retain affordable homeownership units.
- Suggestion that permitting lock-off suites could support affordable homeownership objectives by both increasing the rental housing supply and by providing a mortgage helper in multi-unit residential homeownership projects. The flexibility of lock-off suites to accommodate a variety of household arrangements would be a highly desirable option for non-profit housing providers.





- Suggestion that introducing a Rent-to-Own program could assist households in entering the homeownership market who otherwise would be challenged to afford a down payment and start-up costs. ("Rent-to-own" programs, also known as "lease-to-purchase" options or contracts, are real estate agreements under which a property is leased for a fixed portion of time and a portion of monthly rent may be credited toward eventual purchase of the property at a predetermined price.) Other shared ownership models should be explored in partnership with private developers.
- Suggestion to consider providing low-interest loans to assist households with providing a down payment towards purchasing a home. Down payment support may not be useful for households that cannot afford the average monthly housing costs (mortgage, utilities, insurance).
- Suggestion that the City could consider providing discounts (i.e. property tax discounts) or grants to long-time residents to offset the cost of housing.
- Suggestion that the City should work to reduce the cost of housing in Richmond, rather than offsetting or subsidizing households' financial shortfalls.

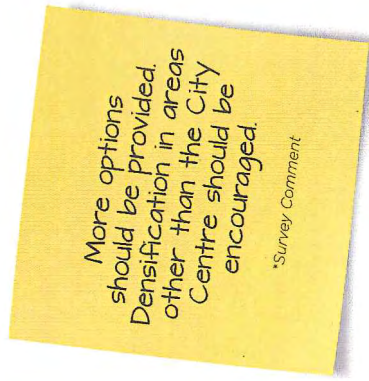
#### **MARKET CONDOMINIUM HOUSING:**

- Medium- and high-density residential development projects in Richmond should be purpose-built rental units rather than high-end condominiums that are not affordable to the average household. Strata rules limit rental opportunities.
- There should be a moratorium on the development of stratified condominiums, including apartments and townhouses, in order to encourage more purpose-built rental housing. Richmond should consider a model where new units are secured as rental for the first 10 years. This model could support a rent-to-own program.
- The City should consider applying a tax on unoccupied homes, including condos.



## MARKET RENTAL HOUSING:

- Older rental housing stock is being renovated and in the process has resulted in "renovictions" of low-income tenants. ("Renovictions" refers to the unwanted and/or unplanned termination of a tenancy to allow the landlord to have vacant possession in order to undertake renovations, which can lead to displaced tenants, increased rental prices and sometimes resulting in a loss of rental housing stock.) Renovating rental housing allows landlords to rent the units at higher rates. This incrementally decreases the availability of affordable rental housing in Richmond, and displaces tenants. Demolition of older affordable rental housing affects vulnerable populations, such as seniors, who are evicted with no supports and struggle to find temporary or permanent housing.
- Older rental housing stock is being demolished, redeveloped, and replaced with new housing stock that is rented at higher rates. This includes the redevelopment of older single-detached homes with illegal secondary suites replaced by single-detached homes without suites, which displaces tenants and leads to the loss of affordable rental units.
- Renters need to better understand their rights and responsibilities in order to access and retain rental housing. The Residential Tenancy Act also needs to be better enforced.
- Suggestion that there is a need to better understand the impact of Air BNB on the rental supply in Richmond.
- Rental housing supplied through the secondary market is not affordable, especially when the rents have to cover expensive strata fees. (The secondary rental market consists of rented houses, secondary suites, and individually rented condominium units, as opposed to a primary or conventional rental market consisting of purpose-built rental apartments.)
- Suggestion that Richmond could benefit from a centralized market rental inventory.



## LOW END MARKET RENTAL (LEMR) UNITS:

- While more LEMR units have been introduced in Richmond, there is still not enough supply. More LEMR units need to be developed in Richmond to meet the demand.
- There is an opportunity to utilize vacant homes and other properties such as motels to deliver more LEMR units in Richmond.
- The City should create a definitive target for the number of LEMR units (rather than percentages) to be delivered in the City on an annual basis. To achieve this, the City should increase the required LEMR units in new project developments and encourage mixed income housing.
- The City should provide incentives for developers to include LEMR units in their projects, including waiving development cost charges and reducing parking requirements. The City could also facilitate partnerships between developers and other agencies.
- LEMR income thresholds are too low, and LEMR rent prices are unaffordable for the target population, which includes seniors on fixed incomes, single parents, new immigrants, the working poor, and persons with disabilities. There is a need for units priced between shelter costs (\$375) and a LEMR bachelor unit cost (\$800). Equally, there is a gap between the \$57,000 income limit for LEMR units and the \$60,000 for affordable homeownership.
- The management of LEMR units is currently insufficient. The City does not own or manage LEMR units, and as a result the management and tenant selection is the responsibility of the developer. Belief that developers select tenants with the least amount of barriers, and exclude high priority households. Suggestion that eligibility requirements should be better defined.
- LEMR units are not available to persons with disabilities, and persons with mental health issues. There is a need for more physically accessible LEMR units, low-barrier LEMR units, and integrated supports for LEMR tenants.
- The LEMR program could benefit by permitting non-profit housing providers to own the LEMR units that are scattered throughout various projects in Richmond. Non-profit ownership could achieve more inclusive screening of tenants and incorporate wrap-around services where needed.





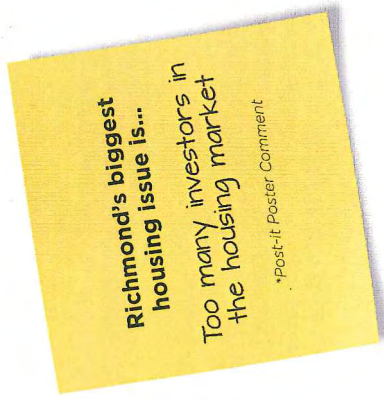
- The LEMR program would benefit by having a centralized registry and waitlist, managed by a non-profit service provider, with priority given to highest need.

### **SUBSIDIZED RENTAL HOUSING:**

- Suggestion that the City should encourage mixed-income communities, and avoid segregating subsidized rental housing in Richmond. This includes providing subsidized rental housing tenants with access to amenities typically offered to market rental housing tenants, such as parking and amenity space.
- Belief that the aging co-op housing stock and expiring operating agreements will significantly impact the security of existing subsidized rental housing in Richmond.
- Suggestion that the Affordable Housing Strategy should clarify the requirements of subsidized rental housing.

### **HOUSING FORMS AND OPTIONS:**

- Richmond has limited housing options, forms, and types across the entire housing continuum.
- There should be opportunities to encourage creative housing forms to address affordability, such as shipping containers, modular housing, live-work units, life-lease housing, co-op housing, co-housing, lock-off suites, secondary suites, and generally more purpose-built rental housing.
- More purpose-built rental housing is needed in Richmond with respect to total number of units and the variety of unit and layout options. This includes permitting flexible lock-off suites that could adapt small units into larger units to accommodate larger families.
- Encourage more secondary suites, including regularizing illegal suites, to provide more rental housing and to make homeownership more affordable via mortgage helper.
- Encourage infill and/or redevelopment of underutilized sites in Richmond to build affordable housing. (Infill housing means developing new housing on vacant or under-utilized sized in established neighbourhoods.) This includes opportunities



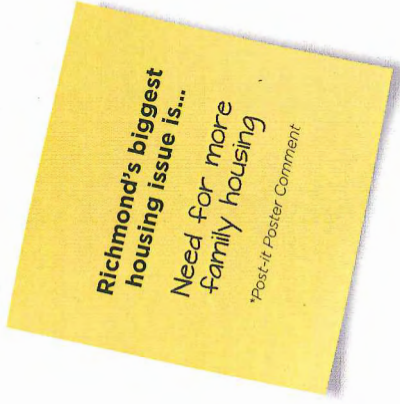
to redevelop underutilized church sites into high-density housing, redevelop underutilized co-op sites into high-density housing, and repurpose warehouse and commercial space and converting into residential uses.

## AFFORDABLE HOUSING AND TRANSPORTATION

- The proximity of housing to transportation can improve, or negatively impact, a household's overall cost of living. Affordable housing should be located near transit, as well as other amenities such as childcare.
- Access to public transportation must improve in order to open-up neighbourhoods, lands, and housing options in Richmond.
- Suggestion to reconsider parking requirements in areas where transit is available and where transit should be encouraged. Parking reductions should be provided for affordable housing projects.
- Richmond should focus on locating affordable housing, LEMR units, and subsidized rental units in proximity to the Canada Line and along major transit routes.

## MUNICIPAL TOOLS:

- Suggestion that the City's policy tools be reviewed to support affordable housing objectives. For example, co-housing and lock-off suites should be permitted uses in zones; and co-location of housing and social services should be encouraged. The Standards of Maintenance Bylaw should be updated to discourage the demolition of older homes in good condition. The City should pre-zone land for subsidized rental housing.
- The City should own more property that could be designated for affordable housing projects.
- The City of Richmond could create a housing authority, similar to Vancouver, to oversee the development of affordable rental housing.
- The City should consider a program similar to the Vancouver Rental 100 Program.



## AFFORDABLE HOUSING RESERVE FUND (AHR):

- The existing Affordable Housing Reserve Fund may not be currently used most effectively to target high-need populations.
- Suggestion that the AHR be used toward funding subsidized rental housing units.
- Suggestion that the AHR be updated so funds can be used for other projects that are not designated for subsidized rental housing units.
- Suggestion to consider broadening the use of AHR funds to include supporting non-profit housing providers with the purchasing of housing. Cost savings could be transferred to the non-profit clients with respect to lowering rents and make them available to populations that may otherwise be excluded from developer-screened LEMR units.
- Suggestion to consider increasing the required developer AHR contribution rate.

## PARTNERSHIPS:

- Suggestion that the City of Richmond should participate in multilateral cooperation with Provincial and Federal Governments on projects of mutual interest such as a National Housing Strategy.
- Suggestion that BC Housing build more affordable housing in Richmond.
- Developers could partner with non-profit organizations to purchase units or homes, rather than lease, as this improves security of portfolio.
- Landlords and non-profit societies should work together to house non-profit clients, such as utilizing a city-wide centralized resource system.

## PERSONS WITH DISABILITIES

- Persons living with a disability are challenged to find suitable, accessible, and affordable housing in Richmond.
- There is a need to develop more accessible and adaptable multi-unit housing available for purchase and renting, such as townhouses. This is especially important for families that have





one person with a disability, as they need housing large enough to accommodate all members of their family.

- There appears to be more accessible independent housing options in Surrey, which has resulted in an out-migration of persons with disabilities from Richmond to Surrey, disconnecting them from their existing support system.
- Accessible housing units that are delivered into the market often respond to the needs of wheelchair accessibility. Housing suitable to persons with developmental disabilities is often overlooked.
- Unit sizes are important. Small units are not suitable for persons with disabilities. This is especially evident in new condos with galley kitchen layouts.

#### **VULNERABLE POPULATIONS:**

- Vulnerable populations, such as persons with mental health issues, substance users, women and children fleeing violence, and persons experiencing homelessness, are identified as experiencing significant challenges finding suitable affordable housing in Richmond.
- Non-profit service providers prefer to have housing for their clients in both scattered sites and congregate living models. Clustering many units in one building or one site allows staff to support their clients in a single location. This reduces staff travel time, and provides better resources to respond to emergencies.

#### **INVESTMENT PROPERTY AND OUT-MIGRATION:**

- There is decreasing availability of affordable commercial, retail, and food space in City Centre.
- Belief that investors are acquiring housing for speculative reasons rather than as a basic need of local residents, which detracts community spirit and sense of place.
- Investment property is influencing property values and housing prices, leading to increasing prices that are pushing people towards leaving Richmond in search of affordable housing, such as young professionals.

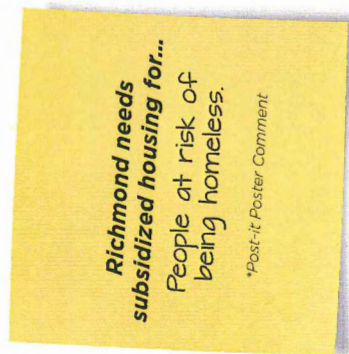


## WORKSHOP #2: DEVELOPERS

The following section contains paraphrased comments from the private sector, organized by theme.

### AFFORDABLE HOMEOWNERSHIP:

- Suggestion that the City should determine the target populations, eligibility criteria, and housing forms that should be prioritized. Families would be an appropriate target population.
- Suggestions that there can be more than one approach to introducing affordable homeownership in Richmond: (i) supporting households to enter the market, with no supports thereafter; (ii) supporting households to enter the market with restricted resale, securing the affordability and availability of these units in the long-term for the community but limiting the individual households' equity potential; (iii) rent-to-own model; (iv) one-time down payment support; and, (v) introducing a combination of these models.
- Other mechanisms to introduce an affordable homeownership program in Richmond could include securing in perpetuity, partial land leases, third party administration (i.e. credit union), restricted resale, and bulk introduction (rather than delivering on a site-by-site basis).
- Suggestion to introduce affordable homeownership units in both new-build projects and through acquiring existing housing projects. Consider repurposing underutilized non-residential uses into affordable homeownership units such as commercial buildings, old school sites, and hotels.
- Suggestion that the subsidy level could be related to the Consumer Price Index, or calculated as a percentage below market value. Consider 20% below market value to ensure project viability.
- Developers require incentives to deliver affordable homeownership units. Fast-tracking rezoning applications can reduce carrying costs of development. Re-allocating administration of units can alleviate burden and related costs. Supporting high-density

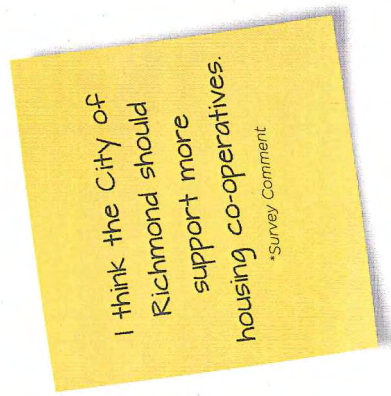


projects, density transfers, pre-zoning along arterial roads, and dedicating City-owned land can also help.

- Suggestion that the City should establish an affordable homeownership waitlist and connect eligible households to appropriate projects and/or partner with non-profit organizations for administrative assistance.
- Restricted resale may limit households' ability to build equity and to move up the housing continuum into market homeownership. The City should find ways to allow households to build equity for their next steps in the housing market.
- Restricted resale will have a better chance at success if there is a large supply of affordable homeownership units and households can move within this supply to meet their changing needs.
- There may be a negative perception if an affordable homeownership program would not target high-need households. Suggestion that an education program should be implemented with the introduction of an affordable homeownership program.

#### **LOW-END MARKET RENTAL (LEMR):**

- The target population for LEMR units should be households spending 50-60% of income towards housing costs. LEMR rent ranges should be 10% below Canada Mortgage and Housing Corporation (CMHC) average market rents.
- Clustering LEMR units is more successful and allows non-profits to be involved in project design to meet their client needs. Non-profits are challenged to manage scattered units, especially when out-numbered on strata councils. In strata environments, non-profits have no control over building management, maintenance fees, and other costs. Scattered units are less attractive for BC Housing partnerships.
- There is an opportunity to integrate LEMR units on the same site as market rental units but in separate building. This could allow LEMR and market rental tenants to have the same access to onsite amenities. Encouraging both clustered and scattered LEMR units in Richmond could provide flexibility towards making projects viable.





- Ownership and operations of LEMR units should be undertaken by non-profit housing societies. Developers do not have the skills to support LEMR clients, and administration is otherwise difficult.
- Mixing LEMR units with market housing decreases marketability of market units.
- Minimum size guidelines need to be revisited and made more flexible. New-build projects have modern designs that include efficient small units.
- Increasing the percentage of required LEMR units is more challenging in Richmond compared to other municipalities because of floor and ceiling (height) restrictions. Developers are challenged to accommodate other required community amenities and development cost charges. Increasing the percentage of LEMR units may limit project viability.
- Developers require incentives in exchange for increased requirement of LEMR units, such as reduced parking requirements. Increasing the 5% requirement may be more achievable near the frequent transit network. There is an opportunity to introduce a tiered requirement system in Richmond based on location and proximity to transit.
- Suggestion that the City consider creating LEMR land banks (acquiring and holding land in trust for future affordable housing development) through density transfers and land value transfers.
- Suggestion that the City consider utilizing Affordable Housing Reserve fund for financing LEMR units.
- Suggestion that the older rental housing stock be considered as part of the overall LEMR unit delivery approach. Incentives should be provided to retain older rental housing stock, and the City should monitor rental housing unit demolition, retention, and replacement.

### SUBSIDIZED RENTAL HOUSING:

- Suggestion that target population should be households in core housing need. Some projects may need integrated onsite supports.
- The current definition of subsidized housing is not clear, and confused with the general understanding of non-market housing.



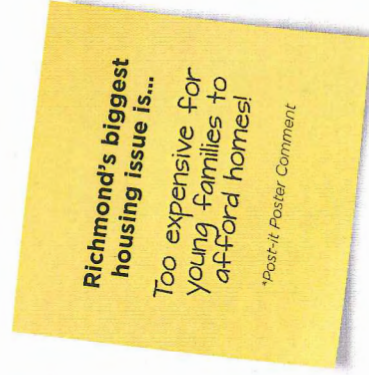
- There is a gap between the income levels of households needing non-market housing and those needing LEMR units.
- Suggestion that the City consider offsetting non-market rents through increasing density, encouraging mixed-use developments with commercial and retail space to generate revenue, subsidizing land, and creative problem-solving with support from planning staff and Council. This includes development incentives such as density bonusing, waiving development cost charges, discount building permit fees and pre-zoning.
- Partnerships can make projects more viable, especially partnering with property owners of underutilized and valuable land such as faith-based organizations and community centres. A non-profit operator needs to be involved early in the process to provide input on design that meets their client needs.
- Landsdowne Centre has major potential to be redeveloped into high density mixed market and non-market housing. With close proximity to the Canada Line, there could be parking reduction to reduce capital costs. Value transfers could support this site.

## WORKSHOP #3: SMALL BUILDERS'

The following section contains paraphrased comments from small builder representatives, organized by theme.

### CREATING AFFORDABLE HOUSING:

- The City's definition of affordability is unclear.
- Suggestion that the City consider a tiered approach to percentage of units required for affordable housing projects geared towards size of project. One approach could be to support small builders to incorporate a feasible number of affordable housing units onsite and provide the remainder via cash-in-lieu contribution.
- Increasing density on sites leads to more infrastructure requirements that can limit the ability to introduce affordable housing into projects.



- There should be flexibility in building types based on site constraints and development incentives.
- Growing interest in supporting and partnering with non-profit organizations. The City should be more supportive in these initiatives.
- There is a growing interest among developers in supporting and partnering with non-profit organizations. The City should be more supportive in these initiatives.
- Compact lots, coach houses, triplexes, fee simple rowhouses, stacked townhouses, and modular housing are appropriate typologies for delivering affordable housing. Utilizing City-owned land, pre-zoning, and creating design guidelines can support streamlining these projects. Need to remove disincentives to building coach houses such as onerous specifications and lot-size restrictions.

#### **DEVELOPMENT REQUIREMENTS:**

- It is challenging to accommodate development requirements while trying to introduce affordable housing. For example, requirements for public art, outdoor furnishings, development cost charges, and recycling old material can all be costly.
- Eliminating amenity space requirements in townhouse developments near community amenities could make townhouses more affordable. The developer could make cash contributions to these amenities.

#### **DEVELOPMENT APPLICATIONS AND PROCESS**

- Administrative processes at City Hall makes it challenging to introduce housing affordability.
- There is an opportunity to build better relationships and trust between builders and the City, including creating a preferred builders list for fast track applications.



# STAKEHOLDER MEETINGS

## BC HOUSING

The following section contains paraphrased comments from BC Housing representatives.

### POPULATION GROUPS MOST IN NEED:

- Seniors are in need of a variety of forms of housing including affordable rental housing, residential care beds, accessible housing, and more flexible use of SAFER rent subsidies and rent ceilings to coincide with local market conditions.
- Aboriginal populations are disproportionately represented as households in core housing need and overrepresented in emergency shelters. Aboriginal households are increasingly interested in returning to the Reserve but the limited unit availability on reserves is resulting in Aboriginal households paying high rents in urban centres.
- Aboriginal youth are in need of affordable housing with supports, such as wrap-around services, community connections, and life-skills training.

### AFFORDABLE HOMEOWNERSHIP:

- Suggest small market housing as an entry point for first-time home buyers.

### RENTAL HOUSING:

- The Homeowner Protections Office has information on new purpose-built rental province-wide.
- Suggest that the City introduce policy to retain and protect existing rental housing stock and encourage the development of new purpose-built rental housing.
- Consider modular housing, locating rental housing in close proximity to community centres, and encouraging mixed-tenure buildings. Incorporating some strata developments can make purpose built rental projects more financially feasible.

- Suggest introducing family-friendly housing policies into an overarching policy statement.
- Suggestion that the City explore land and value transfers as a negotiation strategy for gaining affordable housing units.

#### **ADVOCACY AND PARTNERSHIPS:**

- Encourage the City to advocate for a National Housing Strategy.
- There may be interest from Metro Vancouver and BC Housing to play the 'match-maker' role between non-profits and developers for property management of affordable housing units.

**Richmond's biggest housing issue is...**

High house prices that local residents cannot afford.

*\*Post-It Poster Comment*

## METRO VANCOUVER

The following section contains paraphrased comments from Metro Vancouver representatives.

### POPULATION GROUPS MOST IN NEED:

- Prioritizing need is important to ensure that affordable units are reserved for households in need. Metro Vancouver has full-time staff calculating rent geared to income (RGI), verifying income, and asset testing to ensure housing is made available to households in highest need.

### AFFORDABLE HOMEOWNERSHIP:

- Affordable homeownership is not a priority in Metro Vancouver's Regional Affordable Housing Strategy; but is acknowledged.
- There may be provincial direction on affordable homeownership in the future.

### LOW END MARKET RENTAL HOUSING (LEMR):

- Richmond has a higher than average LEMR unit-size requirements compared to other communities in the region. Smaller sizes can be achieved when more indoor and outdoor amenities are incorporated into the building and site design.
- Management of LEMR units is more efficient when clustered rather than scattered.
- A third party matchmaker could be involved in the early stages of development to partner a developer with a non-profit for the management of the LEMR units.
- Richmond should not create a separate centralized waitlist for LEMR units, but rather work with BC Housing's already established Housing Registry. Housing providers should be responsible for tenant intake. The City could prioritize Richmond residency for LEMR units.



## CANADA MORTGAGE AND HOUSING CORPORATION (CMHC)

The following section contains paraphrased comments from the Canada Mortgage and Housing Corporation (CMHC) representatives.

### AFFORDABLE HOMEOWNERSHIP:

- The target population for affordable homeownership should be geared towards families.
- Suggestion that the City work with financial partners, such as VanCity, to offer good lending rates to developers for building affordable housing.
- Canada Mortgage and Housing Corporation funding may not be flexible enough to support an affordable homeownership program.

### AFFORDABLE RENTAL HOUSING:

- Non-profit housing providers preference change between clustered and scattered affordable housing depending on the housing provider and the clients they serve.
- The large unit size requirements of low end market rental units are challenging to achieve in Richmond compared to other jurisdictions. In addition, BC Housing's unit size standards are larger than what is delivered in the market.
- There is a need for family-friendly rental housing.

### PARTNERSHIPS:

- Canada Mortgage and Housing Corporation can facilitate discussions between community partners on funding opportunities.
- It is challenging for small housing providers to make projects financially viable. Partnerships between non-profits and developers can be successful as both bring complementary strengths to make projects feasible.

## VANCOUVER COASTAL HEALTH

The following section contains paraphrased comments from Vancouver Coastal Health representatives.

### POPULATION GROUPS MOST IN NEED:

- Persons with mental health issues, substance users, mobile and mobility-challenged seniors, persons with disabilities, persons with complex disabilities, and high-functioning low-income individuals are challenged to afford housing in Richmond.
- There are seniors at-risk of homelessness, and some come to "live" in hospitals as they wait for a residential care bed opening.
- Persons experiencing mental health issues have very limited housing options. This includes residential care facilities in Richmond that do not intake seniors with mental health issues. This leads to housing seniors with mental health issues in housing without adequate supports.

### HOUSING GAPS:

- There is a need for low-barrier rental housing in Richmond including Single Room Occupancy hotels (SROs), social housing available at \$375 monthly shelter rates, transitional housing, semi-supportive congregate housing, affordable mobility accessible housing for seniors and persons with complex disabilities, residential care beds, and licensed care facilities. Generally, there is a need for housing availability along the entire housing continuum so that people have options to adapt to their changing circumstances.
- Persons with complex disabilities are required to relocate to other municipalities in order to secure licensed care facility beds, however this disconnects them from their networks and support services.
- Assisted living is not affordable for low and moderate-income seniors. There is a need for a seniors' health care facility with assisted living, and a senior "foster care system" where families are paid to look after single seniors.

- There is a need for supports to help seniors to age-in-place through home adaptations/modifications. It is difficult to accommodate in-home medical adaptations, such as hospital bed, for over-crowded multi-generational households living in one home.
- Housing for vulnerable populations should be located close to transit.

### **MARKET RENTAL HOUSING:**

- There are increasing restrictions of tenancies in market rental housing, which adversely affects vulnerable populations in need of housing. This includes requiring tenants to declare their income, provide bank statements, and share past work experience.
- There are numerous examples of high-functioning patients on rent subsidies that are excluded through screening processes.
- There is a need for low-barrier rental housing with onsite supports.
- Scattered units can work with the delivery of in-home supports. This approach is appropriate for clients who may experience adverse affects from moving, especially clients with mental health issues.

### **EMERGENCY SHELTERS:**

- Homelessness is a trigger for mental health issues. Vancouver Coastal Health is increasingly receiving low-income, high-functioning patients who cannot afford housing.
- There is a major gap in emergency shelters in Richmond, for all population types. There are increasing numbers of hospital discharges of persons experiencing homelessness with no housing provided upon discharge. As a result, the emergency room is increasingly being used as an emergency shelter. Some clients go to emergency shelters in other municipalities, including Vancouver's downtown eastside. Persons with mental health issues sometimes do not want to leave Richmond, and will often become homeless or hospitalized rather than leave their community.



- There is a need for a low-barrier shelter for women and children. The 10-bed men's shelter is not meeting demand, as it is not accessible, inclusive of women, and does not have enough space for the number of homeless individuals in need of shelters.
- There is a need for safe housing for youth experiencing mental health issues, and youth aging out of care.

#### **PARTNERSHIPS:**

- There is an opportunity for Vancouver Coastal Health to partner with the City to address housing issues of mutual interest.
- More advocacy on supportive housing forms should be undertaken with landlords and the broader community.





# Key Themes

This section summarizes the key findings from the consultation activities. The discussion items highlighted in this section represent comments that were consistently mentioned by participants, or ones that were found to have particular merit or interest.

The key themes outlined below are a direct outcome of public and stakeholder consultation. They do not necessarily reflect the values or intentions of all participants, or that of the City, and they have not been given any particular priority.

## AFFORDABLE HOMEOWNERSHIP

Many participants described challenges while trying to enter the homeownership market in Richmond. The increasing land and housing prices, competition, and limited supply have led to bidding wars with some households priced out of the market. Low- and moderate-income families, multi-generational families, single parents, and young adult couples appear to experience the most challenges with being unable to afford the average price of market homeownership housing in Richmond. As a result, families and young adults are leaving Richmond for more affordable communities, leading to long daily commutes (to their employment in Richmond), disconnection from family and social networks, and decreased livability standards.

Participants expressed an appetite for more homeownership options in Richmond, particularly ground-oriented units such as compact lots, duplexes, triplexes, four-plexes, townhouses, and stacked townhouses. A desire for detached homes with mortgage helpers, such as secondary suites and coach houses, were also suggested. Local small builders identified ways to make these housing forms more affordable to consumers by providing development incentives such as waiving development cost charges, eliminating requirements for beautification and onsite amenities, parking reductions, pre-zoning, and fast-tracking applications.





While alternative housing options were suggested, many participants conveyed concern that introducing a variety of housing forms will not fully alleviate the high cost of housing, particularly land costs. There was growing support for introducing an affordable homeownership program in Richmond that delivered a variety of ground-oriented housing options at a reduced price for prioritized households. Several approaches were suggested, including one-time down payment support, rent-to-own, restricted resale, and land banking (acquiring and holding land in trust for future affordable housing development i.e. via community land trust).

## **MARKET RENTAL HOUSING**

Renters in Richmond are increasingly challenged to find available and suitable rental housing affordable to their incomes. Low vacancy rates, increasing rents, applicant competition, and limited new supply are intensifying the challenge. Students, singles, couples, families, seniors, persons with disabilities are among the groups challenged to find and afford average market rental housing in Richmond.

Among the challenges are affordable older rental housing stock being renovated for higher rents ("renovictions"), or redeveloped into new condominiums available through the secondary rental market at higher rental rates. There was also concern that Air BNBS may be impacting the availability of rental housing in Richmond. Participants expressed concern for the loss of existing affordable rental housing stock and limited rental retention policies in Richmond.

Service providers discussed instances of private market landlords unfairly discriminating against their clients. Specifically, individuals who receive rent subsidies to offset the cost of market rental housing are excluded from rental units due to their income source, despite having the ability to pay for rent and wrap around supports. It was suggested that more projects be developed with low-barrier rental units with supportive services.



## LOW-END MARKET RENTAL (LEMR) HOUSING

Low-end market rental housing (LEMR) was identified as being a highly important and needed housing option in Richmond. Participants presented a positive response to the delivery of LEMR units in Richmond over the past decade, and expressed the need to significantly increase the overall number of LEMR units to meet the growing need and demand for seniors on fixed incomes, single parents, families, new immigrants, the working poor, persons with disabilities, and persons with mental health issues.

Participants suggested that the City should revisit the approach to determining LEMR requirements. Specifically, participants suggested that the City move away from a required percentage method, and towards a target number of units. Participants suggested a variety of approaches to increase the number of LEMR units in Richmond, including acquiring and repurposing existing properties, utilizing vacant homes, increasing the requirement for developers to include LEMR units in new-build residential projects, and encouraging density and value transfers. Given development constraints in Richmond with respect to height restrictions and floor limitations, local developers indicated that incentives to reduce capital costs would be required to feasibly deliver more LEMR units. Local developers also suggested that LEMR unit requirements should be a tiered system tied to location and proximity to public transit.

It was also suggested that the City should consider delivering LEMR units in clusters in a single project or site. Having clustered LEMR units provides options to best meet the needs of non-profit organization resources, capacity, and client needs. Revisiting LEMR size guidelines was also suggested.

Both developers and non-profit organizations suggested revisiting the administration of LEMR units. It was shared that while developers have a role in delivering units, non-profit organizations have the skills and knowledge to better screen applicants, manage eligibility requirements and waitlists, and provide ongoing monitoring and support of tenants. Management could be either leased to or owned by non-profits. It was also mentioned that the City could have a role in potentially managing a centralized LEMR wait list, and/or a third party organization could facilitate arrangements early in the development process.





Participants expressed concern that the LEMR income thresholds and rents are too high for the target populations. It was suggested that the City revisit income thresholds and rent ranges. Some suggested approaches include linking LEMR rents to the Consumer Price Index or 10% below Canada Mortgage and Housing Corporation (CMHC) average market rents, and rent-geared to income (RGI).

## NON-MARKET HOUSING

Participants expressed a need for non-market housing options for low-income and vulnerable populations in Richmond, ranging from co-op housing to subsidized independent housing, semi-supportive non-market housing, and supportive non-market housing with integrated supports.

Participants expressed concern for Richmond's existing non-market housing supply, including aging facilities and infrastructure, a need to improve maintenance and standards, long waitlists, and risks related to anticipated expiring operating agreements.

The public expressed a desire for more mixed-income communities. Participants felt that residents in non-market and subsidized rental buildings should feel included and welcomed in the community, and have access to amenities usually located near market developments. Local developers indicated that permitting higher density development combined with creative and flexible city planning could better support the delivery of more subsidized housing units in Richmond. Developers also suggested providing more incentives to offset the cost of delivering subsidized housing including waiving development costs charges, discounting building permit fees, providing parking reductions, and allowing pre-zoning.

Co-op housing was consistently mentioned in consultation activities. Participants suggested that the existing co-op housing supply offers safe, secure and affordable housing and more co-op housing developments should be encouraged by the City. It was also mentioned that the existing co-op housing supply is encountering significant challenges in the near future, including aging buildings in need of major repairs or redevelopment, increasing rents to cover capital and operating costs, expiring operating agreements, and changing demographics. In particular, participants noted that many long-term co-op residents are at-risk of eviction due to changes to income status and changing household characteristics (i.e. smaller family sizes after children moving out).





In addition, participants mentioned that the current definition of subsidized housing is confusing and difficult to differentiate from the broader concept of non-market housing. It was suggested that the City revisit the definition of subsidized housing and non-market housing, and clarify requirements.

Generally, partnerships between various levels of government, developers, non-profit organizations, and land holders with a social mandate (i.e. faith-based organizations) were identified as essential to delivering non-market housing in Richmond.

## **EMERGENCY SHELTERS**

There are an increasing number of observations of persons experiencing homelessness in Richmond, including youth, seniors, men, women, and children. The current shelter for men is no longer meeting demand, is not accessible and is not inclusive of women. Women and children were mentioned numerous times and participants identified that developing a shelter for women and children in Richmond should be prioritized.

These shortages of emergency shelter spaces in Richmond have resulted in challenges for social service and health care providers to meet the needs of their clients. For example, Vancouver Coastal Health is not able to discharge clients in need of housing or shelter beds. Richmond Hospital is increasingly seeing individuals experiencing homelessness access waiting rooms and Emergency Rooms as an alternative to an emergency shelter bed. Vancouver Coastal Health participants expressed concern for the mental-health triggers associated with homelessness and the limited shelter and affordable housing options in Richmond.

Service providers noted that local non-profit housing providers are exploring innovative options to house persons at risk or experiencing homelessness, including utilizing vacant homes to temporarily house clients before demolition permits are issued. Participants suggested that the City could play a role by disseminating information to potential interested small builders and developers.

## FAMILY-FRIENDLY HOUSING

Generally, family-friendly housing was identified as a high priority need in Richmond.

A re-occurring issue identified by public participants is the need for family-friendly housing along the entire housing continuum, including homeownership, market rental housing, and non-market housing.

Family-friendly housing is seen by the public as primarily ground-oriented units, with three or more bedrooms to accommodate all members of a household, and onsite amenities such as yard space, playspace for children and youth, storage, and in proximity to family-oriented services such as schools, community centres, parks, shopping, and transit. Duplexes, triplexes, fourplexes, townhouses, and stacked townhouses were identified as appropriate family-friendly housing types. Non-ground-oriented options were described as less desirable due to the lack of play and outdoor space, but acknowledged as more affordable, such as three- or four-bedroom condos and apartments.

The public indicated that there is limited availability and affordability of family-friendly units in Richmond as described above. As a result, families are living in inadequate housing conditions including over-crowding; inadequate amenities; long distances from transit; and paying far more than 30% of their income towards housing costs. There are increasing examples of parents helping their adult children and grandchildren with affording family-friendly housing including delaying retirement, taking on debt, re-mortgaging their property, and/or selling their property.

There are increasing numbers of multi-generational and extended family households combining financial resources to afford family-friendly housing. However, there are limited housing options in Richmond that accommodate this type of household arrangement. Multi-generational households are also challenged to find accessible family-friendly housing options for aging parents such as bedrooms and full bathrooms on the ground floor. It was suggested that basement suites and coach houses are not necessarily culturally appropriate for some multi-generational household families who prefer shared common space.



## HOUSING AND TRANSPORTATION

Transportation was identified as a key related issue to affordable housing and overall cost of living for Richmond residents. Participants noted that transportation has implications on housing options, and vice versa, for working families to vulnerable populations. Participants indicated that access to good public transit can reduce their dependence on personal vehicles and can offset monthly housing costs.

Participants from the non-profit and private sector indicated that housing and transportation should be closely planned together. Specific suggestions include encouraging more affordable housing at or near transit hubs, reducing parking requirements near transit and especially along the frequent transit network and in proximity to the Canada Line, and prioritizing affordable housing within transit-oriented development projects. Participants suggested that public transit should be integrated into more neighbourhoods to provide improved access and to reduce households' overall cost of living.

Local developers suggested that increasing the requirements of delivering LEMR units and non-market housing units is more achievable in areas within proximity to transit and where incentives, such as parking reductions, can be possible. Participants from the non-profit and private sector suggested that affordable housing requirements could be updated as a tiered system tied to location and proximity to transit.





Yellow sticky note

Pink sticky note

Red sticky note

Orange sticky note

Richmond needs  
subsidized  
housing for...

Affordable  
homeownership  
in Richmond is...

Richmond's  
biggest housing  
issue is...

Affordable rental  
in Richmond is...  
difficult

Affordable  
homeownership  
in Richmond is...  
out of reach  
for most  
families

Affordable rental  
in Richmond is...

Affordable rental  
in Richmond is...

I wish Richmond  
had housing  
options like...

Affordable  
homeownership  
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Richmond needs  
subsidized  
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seniors  
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Richmond's  
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Affordable  
homeownership  
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Affordable  
homeownership  
in Richmond is...

Richmond needs  
subsidized  
housing for...  
- low income youth  
who are just  
starting out  
- foster youth who  
are not

I wish Richmond  
had housing  
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homeless  
seniors  
single/families

Richmond's  
biggest housing  
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not enough  
to find

I wish Richmond  
had housing  
options like...

Affordable rental  
in Richmond is...  
attainable

I wish Richmond  
had housing  
options like...

Richmond's  
biggest housing  
issue is...  
getting into  
other  
housing market

Affordable rental  
in Richmond is...

I wish Richmond  
had housing  
options like...  
condos

Richmond needs  
subsidized  
housing for...  
low barrier  
& physically  
disabled

Richmond's  
biggest housing  
issue is...

Richmond's  
biggest housing  
issue is...

Affordable  
homeownership  
in Richmond is...

Richmond needs  
subsidized  
housing for...  
single mother  
homeless

Affordable rental  
in Richmond is...

Affordable  
homeownership  
in Richmond is...

I wish Richmond  
had housing  
options like...  
Women shelter

Affordable rental  
in Richmond is...

Richmond's  
biggest housing  
issue is...

I wish Richmond  
had housing  
options like...  
3 bedroom  
apartments at  
subsidized

Affordable  
homeownership  
in Richmond is...

I wish Richmond  
had housing  
options like...  
subsidized  
senior housing

Affordable rental  
in Richmond is...

# Next Steps

This report, along with the recently completed Housing Affordability Profile, will be used to inform the next phase of the Affordable Housing Strategy Update, which is the policy review phase. In this phase, the City will review the existing three priority policy areas in the 2007 Affordable Housing Strategy to ensure that they remain relevant and reflect current and emerging housing trends and issues. Updated policy recommendations will be developed that will work to address housing gaps in Richmond and provide options for priority groups in need, which have been identified in this report.

PLN - 157





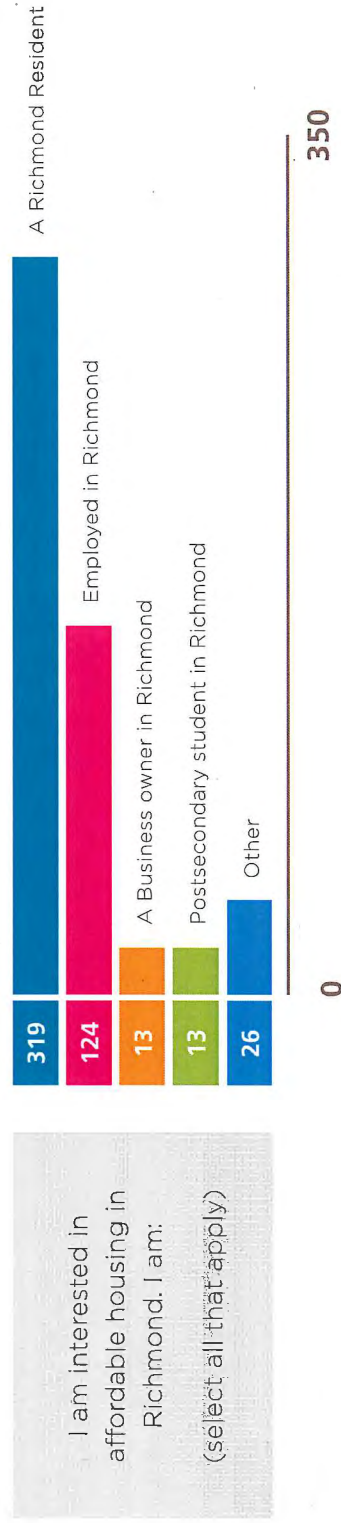




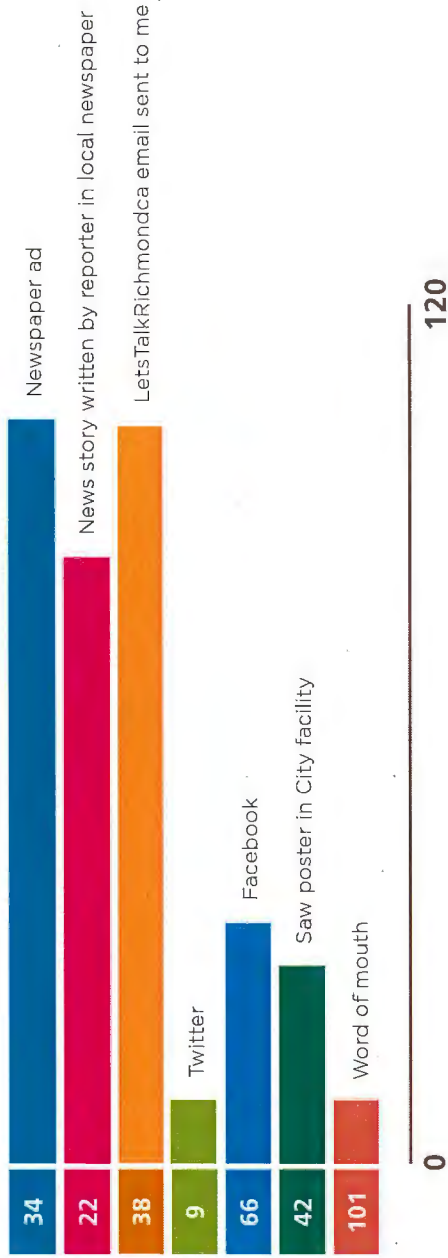
# Appendices

## APPENDIX A: SURVEY RESPONSES

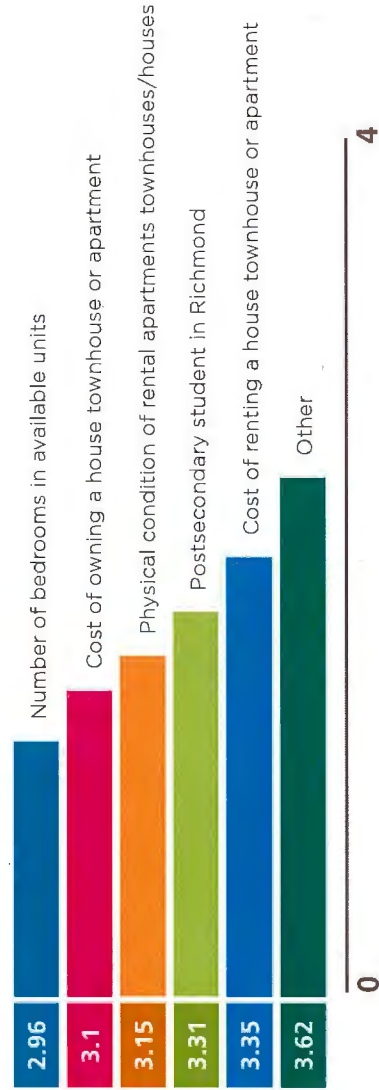
A housing survey was made available for the public online and via hard copies. The survey collected information from participants on key housing issues. Answers to the following questions were not mandatory, allowing residents to answer the questions that applied to them and provide information they were comfortable sharing. Verbatim comments were selected from the open ended survey questions to gain a qualitative narrative on housing concerns and opportunities, and have been organized by theme. This feedback was integrated into the "Pop Up Events, Open House and Survey" portion of the "What We Heard" section of this report. All verbatim comments are available at City Hall upon request.



I heard about this public engagement opportunity via (check all that apply):

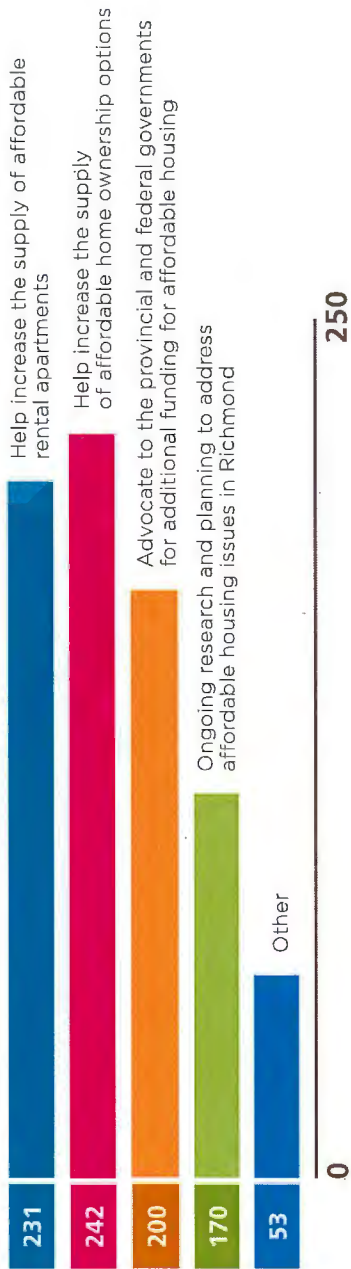


When thinking of housing affordability in Richmond, I feel the most important issues are:

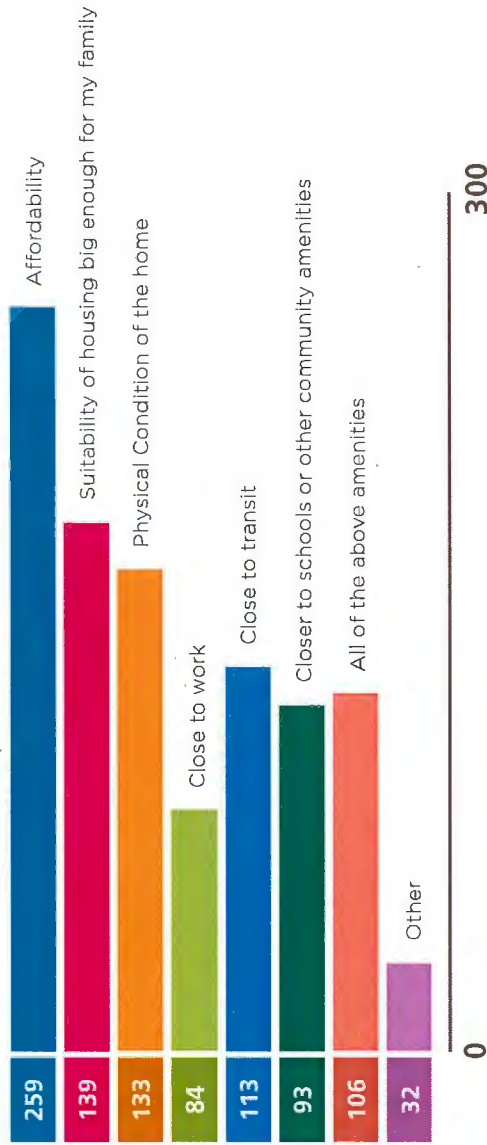


(Please rank with 6 being MOST important, 1 being LEAST important)

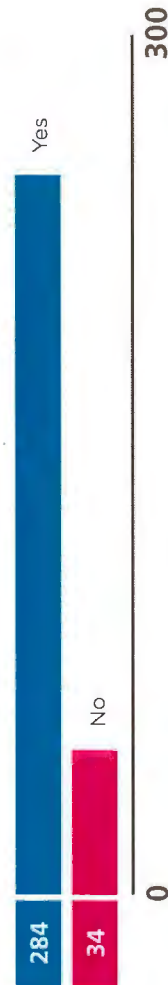
I think the City of Richmond's primary focus in addressing housing affordability concerns should be:



If I consider moving in the future, the top three most important factors influencing my decision will be:

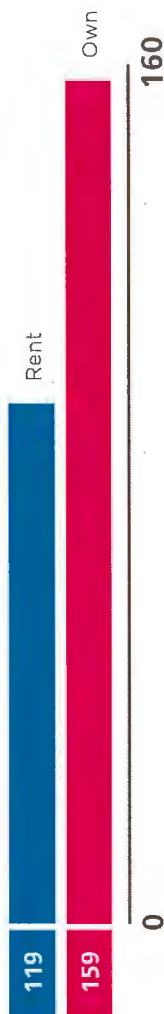


I am a Richmond resident:





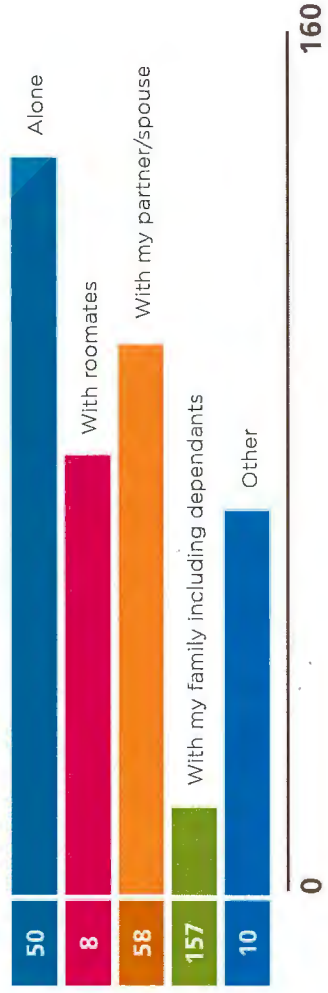
I rent or own my home:



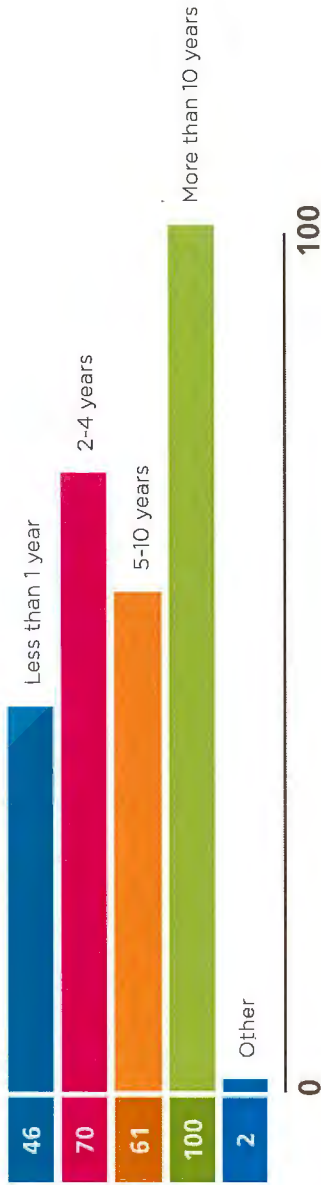
My home is a:



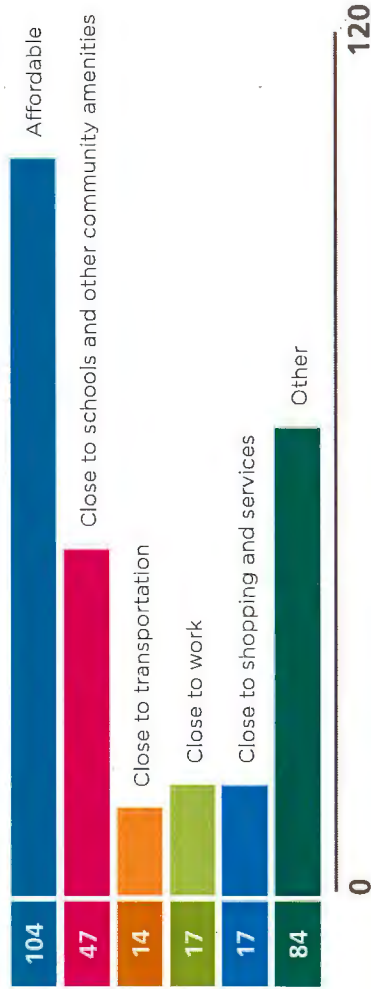
I live with:



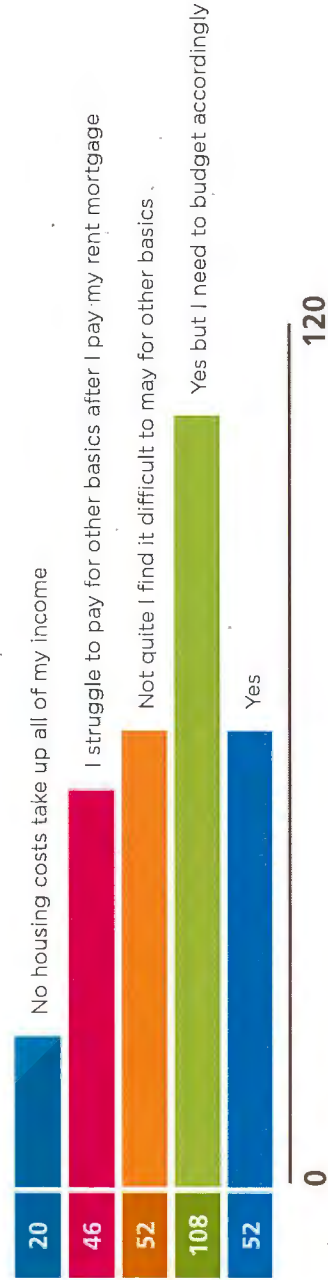
I have lived in my home for:



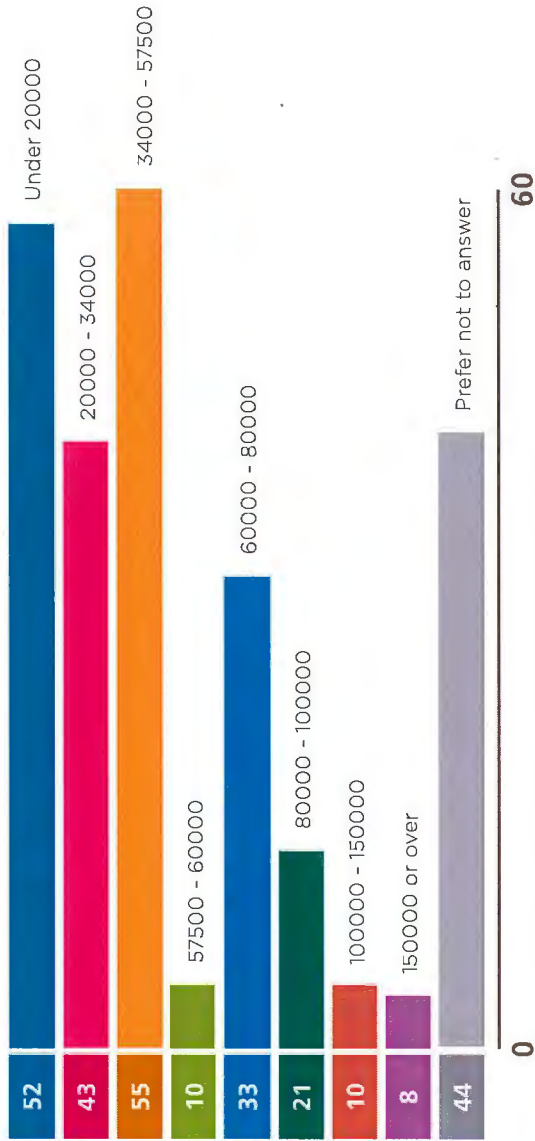
I chose my current housing location because it was/is:



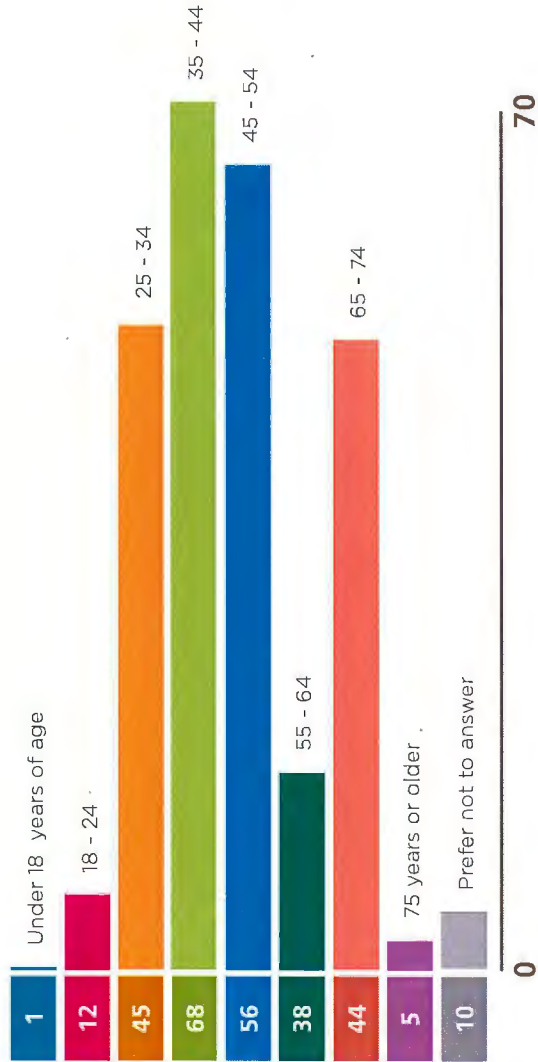
After paying my regular housing costs, I feel that I have enough money left over to cover other basics such as food and clothing:



My current income bracket is:



My current age bracket is:

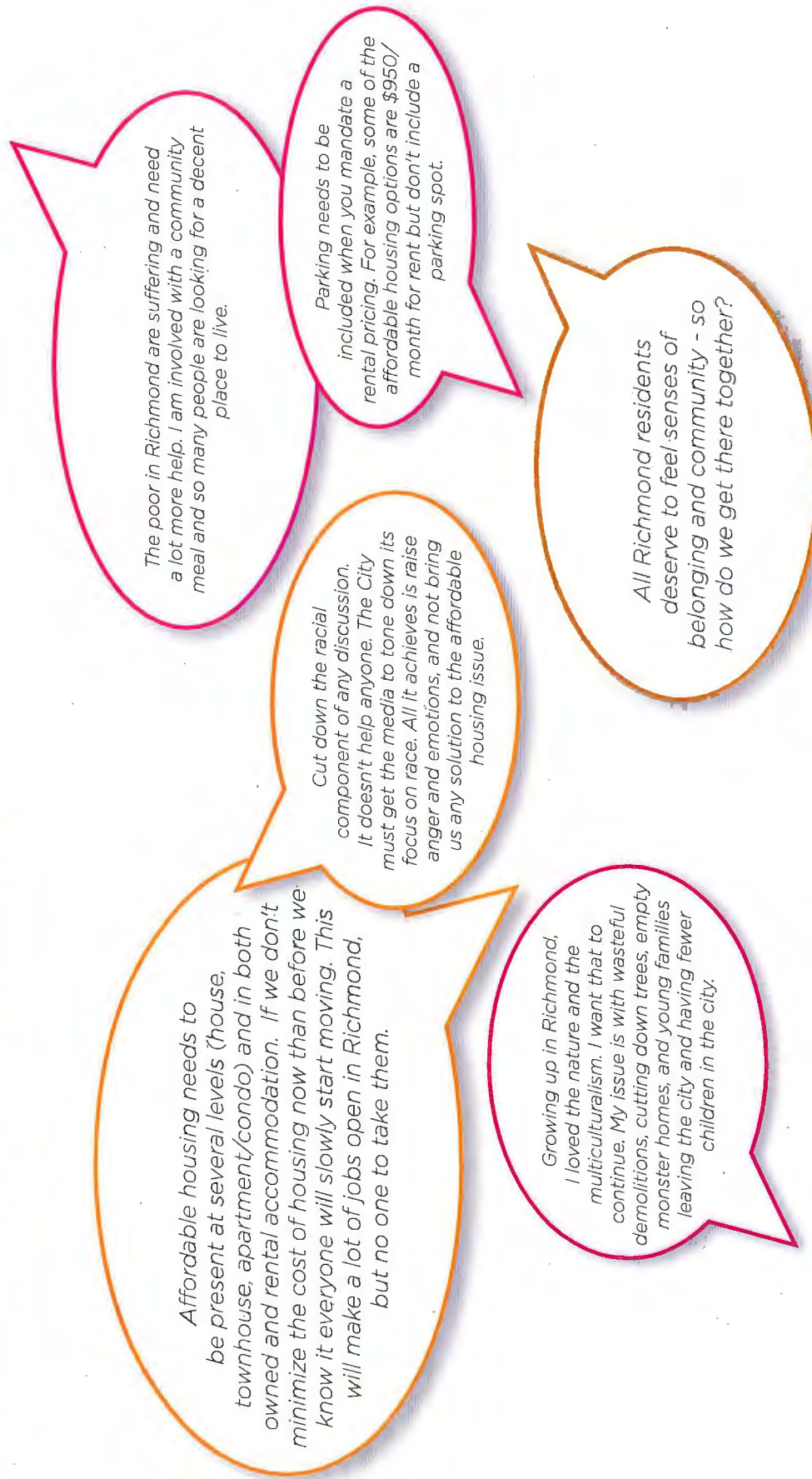




## APPENDIX A: SURVEY RESPONSES

The following section includes selected open ended survey questions, organized by theme.

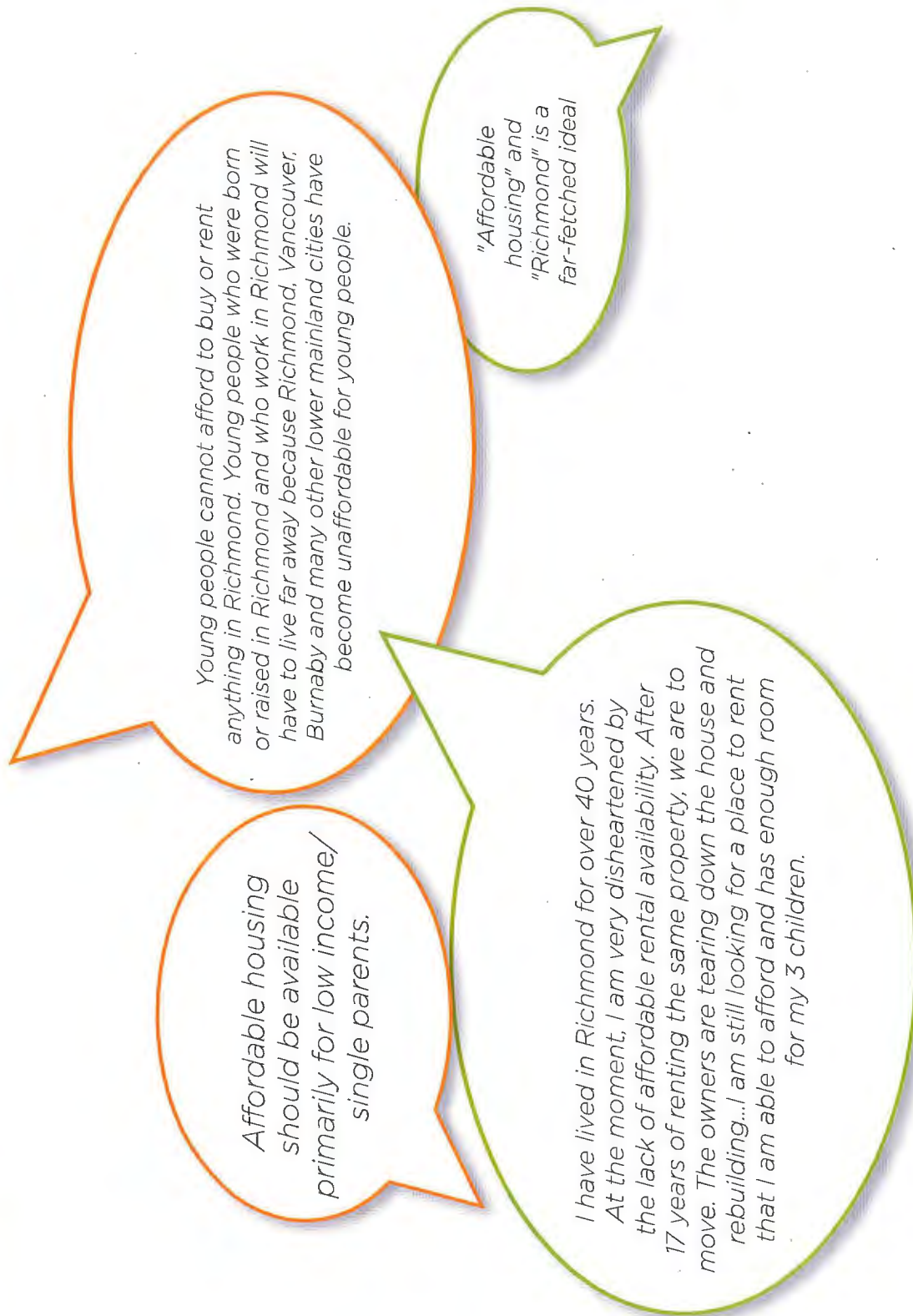
### LIVEABLE AND INCLUSIVE COMMUNITY



## BUILT FORM



## RENTAL MARKET





## HOMEOWNERSHIP MARKET

Prices  
for most types of  
housing other than  
some.

There should be control  
for overseas investments in  
housing property.

I am concerned that my  
kids will not be able to live  
and own homes in Richmond  
when they become adults.

I would really like to own a home in  
Richmond. But with the insane market here  
we could not make the jump with three kids.  
How is it there are hundreds of homes vacant  
in this city and yet no one can find a home  
to rent?

I think the  
City of Richmond  
should support  
more housing  
co-operatives.

Richmond  
needs to study  
how much of our  
housing is owned by  
non-residents.

Need to focus on affordable housing for  
the middle class with growing family. Affordable  
housing doesn't apply to just low income families.  
Young middle class families who have aspirations to raise  
a family in Richmond should be able to afford a reasonably  
sized single family home. I know too many working middle  
class young professionals who have chosen to not have  
children or move out of BC due to their inability to  
afford a house in the lower mainland.

I lived in Richmond, but had to move  
due to the unaffordability of purchasing  
a home for my family here. Now I have to  
commute, sometimes more than two hours per  
day, to get to work. This decreases time with  
my family, which is why I am trying to find  
another employment option.

## NON-MARKET HOUSING

SAFER rates should be raised up to present rent levels to reflect rent increases.

There are very few affordable house listing for Seniors who can live independently in Richmond area. As I tried to apply those listed under BC Housing & even in Co-ops, the answers are all the same, "it takes long & even years to have your application approved & processed".

We need to focus on reducing street homeless and get people into housing. Street homeless costs us more than placing them in houses.

The loss of government rent assistance for low-income members as federal housing agreements end affects seniors, people with disabilities, new Canadians and others on limited or fixed incomes. If these co-op members have to leave their co-op homes they will be facing the most expensive rental market in the country.

Many of my clients are homeless, and remain, so despite our best efforts to find suitable accommodations. There is a lack of low-barrier options in Richmond, and the options on the rental market are shrinking and are often overpriced.

I'm concerned about Richmond's extremely high poverty rates and whether the low-income non-market housing will adequately meet the needs of those families.

My family has also lived in a Co-op for 12 years...we are now two-income earners with University degrees and yet we cannot afford to leave the Co-op unless we move well out of Richmond, yet we both work in Richmond, have our kids in school here and our elderly parents living in Richmond. The middle income earners are getting left behind in this market.

## APPENDIX B: POST-IT BOARD RESPONSES

Post-it posters were displayed throughout the community and at consultation events, including pop-up events and the public open house, which allowed participants to provide comments on housing issues and opportunities important to them. This section summarizes the collection of poster comments.

### *Richmond's biggest housing issue is...*

PLN - 170

Lack of  
affordable  
purpose-build rental  
housing.

Need for more  
family housing  
(rental)

Make smaller  
single-family  
detached homes,  
subdivide larger  
properties.

Foreign ownership

Too expensive for  
young families to  
afford homes!

Lack of  
workforce housing.

Affordability for  
rent and ownership

High house prices  
that local residents  
cannot afford.



*Richmond needs subsidized housing for...*

Low barrier and  
physically disabled

People at risk of  
being homeless.

Low income youth  
who are just  
starting out

Single mother and  
children

Retiring seniors  
and Seniors, (60+)

Families with kids.

Both working  
parent in middle  
class cannot  
afford to save  
for the huge down  
payment when  
they have children.

Low income  
families

Government  
inaction!

Working poor and  
young people and  
families.

*I wish Richmond had housing options like...*

Subsidized housing  
for seniors

Smaller homes with  
yards for kids to  
play.

Townhouse with  
community  
gardens.

More affordable  
housing

Equity housing,  
more co-ops, more  
housing for singles  
+ seniors

3 bed room  
apartments of  
townhouses.

Co-Housing

More co-ops.  
creative housing,  
land trusts

Subsidized housing  
for seniors

*I wish Richmond had housing options like...*

Seniors

More for homeless  
seniors, singles/  
families.

Habitat for  
Humanity.

Seniors housing in  
Kiwamis

Row houses  
(no strata)



*Affordable rental in Richmond is...*

*Affordable homeownership in Richmond is...*

Hard to come by.  
Too expensive for  
young families  
to save for  
ownership.

Attainable  
through innovative  
partnerships.

For the wealthy  
foreign investor.

Unattainable.

Needed! Especially  
for young families.

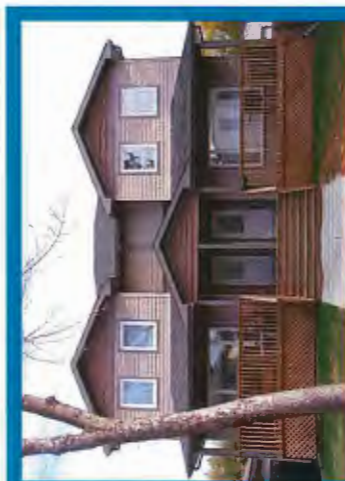
Absolutely  
ridiculous!

Something  
my parents  
experienced not us!

Difficult to  
control so-called  
"Mega Homes" on  
fake farmland.

## APPENDIX C: PUBLIC RESPONSE TO VISUAL EXPLORER

Below are written comments from the public in response to photos from the Visual Explorer game. They provide insight into what housing forms and features participants perceive are adequate or inadequate for their household needs.



Great for family, young starter home because has yard and 2 levels.



Good green space.



Easily accessible.



Too small for seniors.



(1) Doesn't help community. Too big. Expensive. Only houses 3 people. You could fit more; (2) Too big of a footprint! Make it into 1 or 2 lots so builders can't build too big and put the price too high. Homes will be more affordable.





Townhouse big enough + affordable for families.



Height + number of residents (outside of flight corridors) greenspace for play (maybe home gardens), water nearby provides cool in summer.



Higher density and less parking so people have to bike/walk/bus; Kiwanis and service community agency could help with funding.



Affordable rental, visibility, outdoor amenity space: garden, playspace, green space.



Pleasant livable.



(1) Too small for seniors/young single person; (2) Too small for family - single only.





Good size.



Too many stairs for seniors.



Size is good for seniors, good location by richmond. But no laundry in-suite.



Yay! Would love more green space, available to residents/ community (i.e. not just manicured/landscaped).



(1) 2 bedroom - too expensive;  
(2) Can't have more than one child because can't afford another bedroom.



Low livability for seniors.

## APPENDIX D: OPEN HOUSE DISPLAY BOARDS



**Richmond**  
**Affordable Housing**  
**Strategy Update**

*Let's Talk...*

**Welcome!**

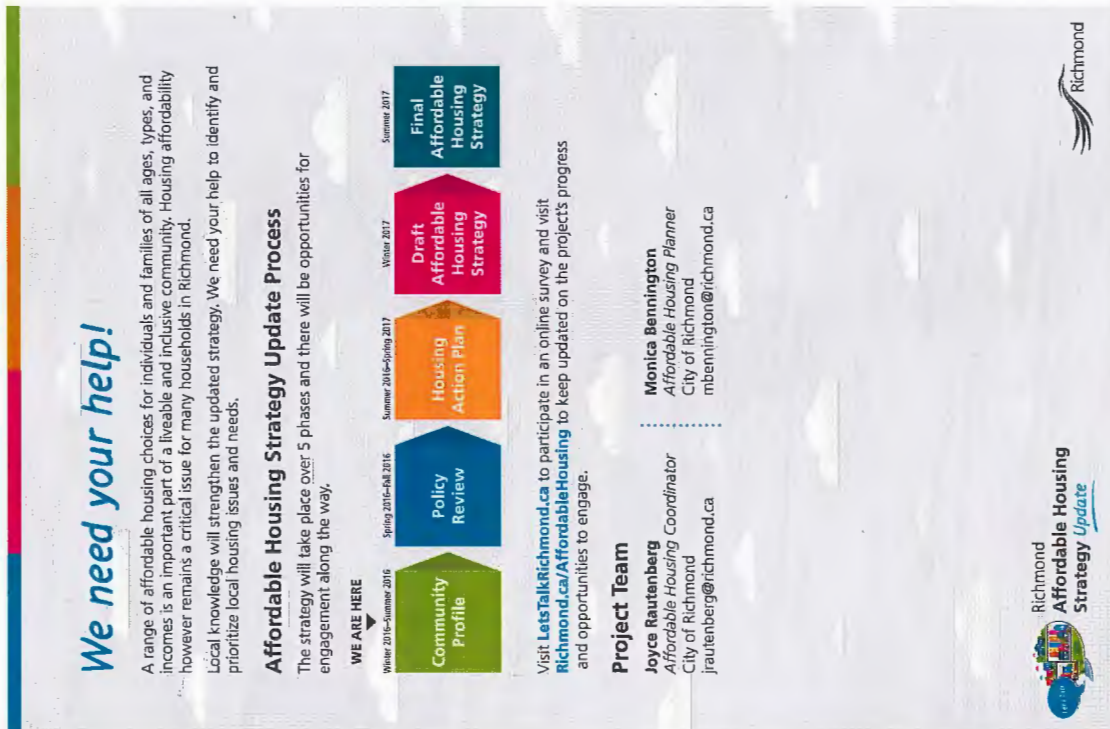
The City is working to update the current Affordable Housing Strategy, adopted by Council in 2007, and we would like to hear from you.

Please review the display material and connect with City Staff to ask questions and share your experiences with housing in Richmond.

Input and feedback received will help ensure that the updated Affordable Housing Strategy reflects community needs and priorities.

**Thank you!**

Richmond



**We need your help!**

A range of affordable housing choices for individuals and families of all ages, types, and incomes is an important part of a liveable and inclusive community. Housing affordability however remains a critical issue for many households in Richmond. Local knowledge will strengthen the updated strategy. We need your help to identify and prioritize local housing issues and needs.

**Affordable Housing Strategy Update Process**

The strategy will take place over 5 phases and there will be opportunities for engagement along the way.

**WE ARE HERE**

Winter 2016–Summer 2016  
Spring 2016–Fall 2016  
Summer 2016–Spring 2017  
Winter 2017  
Summer 2017

Community Profile  
Policy Review  
Housing Action Plan  
Draft Affordable Housing Strategy  
Final Affordable Housing Strategy

Visit [Let'sTalkRichmond.ca](http://Let'sTalkRichmond.ca) to participate in an online survey and visit [Richmond.ca/AffordableHousing](http://Richmond.ca/AffordableHousing) to keep updated on the project's progress and opportunities to engage.

**Project Team**

**Joyce Rautenberg**  
Affordable Housing Coordinator  
City of Richmond  
[jrautenberg@richmond.ca](mailto:jrautenberg@richmond.ca)

**Monica Bennington**  
Affordable Housing Planner  
City of Richmond  
[mbennington@richmond.ca](mailto:mbennington@richmond.ca)

Richmond  
**Affordable Housing**  
Strategy Update

Richmond



## Defining Affordable Housing

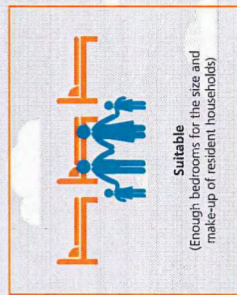
'Affordable Housing' is commonly defined as households spending no more than 30% of their gross income towards housing costs. For renters, this includes rent and utilities. For homeowners, this includes mortgage payments, utilities, property taxes and house insurance.



For example, a household that earns \$60,000 a year should ideally not pay more than \$1,500 a month on housing costs.

### Appropriate Housing

'Appropriate Housing' is housing that is affordable and that is:



## City's Role in Affordable Housing

### A partnership role

The City cannot solve housing affordability problems alone. It recognizes that it can play a role in partnership with the federal and provincial governments, which have the primary responsibility for affordable housing, and the private and non-profit housing sectors.



### 2007 Affordable Housing Strategy

The current Affordable Housing Strategy directs the City's response to ensure that a range of housing options are developed for households of different ages, family types, and income.

#### 3 Key Priorities



#### Key elements in the City's response to Affordable Housing:

- Planning and housing policy development
- Leasing City owned land to non-profit housing providers
- An Affordable Housing Reserve Fund, which contributes funding to affordable housing projects
- Inclusionary zoning requiring developers to build affordable rental units in exchange for density bonuses



## Highlights

### Affordable Housing Achievements (as of March 2016)

#### Affordable Housing Inventory

- 1,392 units secured through the Affordable Housing Strategy since 2007:

320 low-end market rental units	477 subsidized rental units	411 market rental units	165 secondary suites and coach houses	19 affordable homeownership units
---------------------------------	-----------------------------	-------------------------	---------------------------------------	-----------------------------------

- 3,175 affordable rental units secured outside of the Affordable Housing Strategy (including family and seniors' rental, and co-ops)

#### City Contributions to Affordable Housing Projects

- The City has made significant contributions over the past three years towards the construction costs and municipal fees for two local housing developments:
  - \$24.1 million to the Kiwanis Towers for low-income seniors' rental housing (project completed).
  - \$19.1 million to the Storeys development for vulnerable individuals and families (project under construction).

#### Land Partnerships

- The City has leased seven (7) City-owned properties at below market rates to non-profit housing providers

#### Density Bonusing

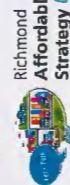
- The City collects affordable housing contributions at a flat rate in exchange for density bonuses:

\$2 per square foot for single family developments	\$4 per square foot for townhouse developments	\$8 per square foot for apartment/mixed-use developments with 80 units or less
--	--	--

- In developments with more than 80 units, the City requires at least 5% of the total floor area to be constructed as low-end market rental units

#### Affordable Housing Reserve Fund

- Since 2007, the City has collected \$7,459,208 in developer contributions towards Affordable Housing

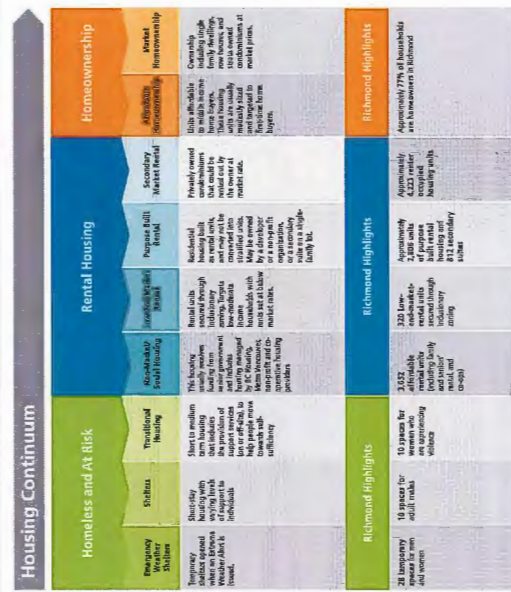


Richmond  
Affordable Housing  
Strategy Update



## Housing in Richmond

The City acknowledges that an important part of a liveable and inclusive community is having housing options to ensure all households of different sizes, ages, and incomes have access to housing that meet their needs. The following housing continuum identifies this mix of housing options.



Richmond  
Affordable Housing  
Strategy Update



## A Snapshot of Housing Affordability in Richmond



What will happen to our communities if families and our workforce cannot afford to live here?

### Rental Market

In 2015 the vacancy rate was 0.9% (vs. 3% for the Greater Vancouver region).

47.5% of renter households spent more than 30% of their income on housing costs.

As of 2015 there were a total of **2,806** affordable rental units in Richmond.

Indicators of need  
100 residents are waiting for social housing

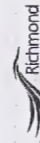
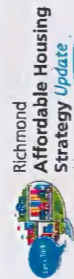
In 2015, almost **10,000** households in Metro Vancouver were waiting for social housing (a waitlist of 5-7 years)

### Homeownership Market

Benchmark prices in Richmond, and annual income necessary to affordable purchase (as of March 2017).

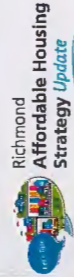
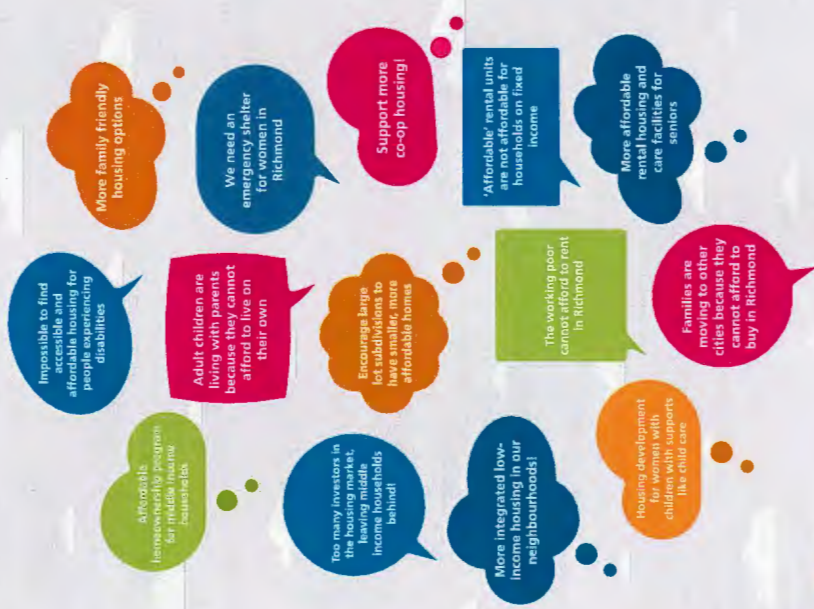
Type	Benchmark Price	Annual income necessary with a 20% down payment
Single Detached	\$1,411,500.00	\$108,376
Townhouse	\$371,000.00	\$68,230
Apartment	\$454,700.00	\$65,171

For above the median household income of \$60,479 in Richmond



## What we've heard so far...

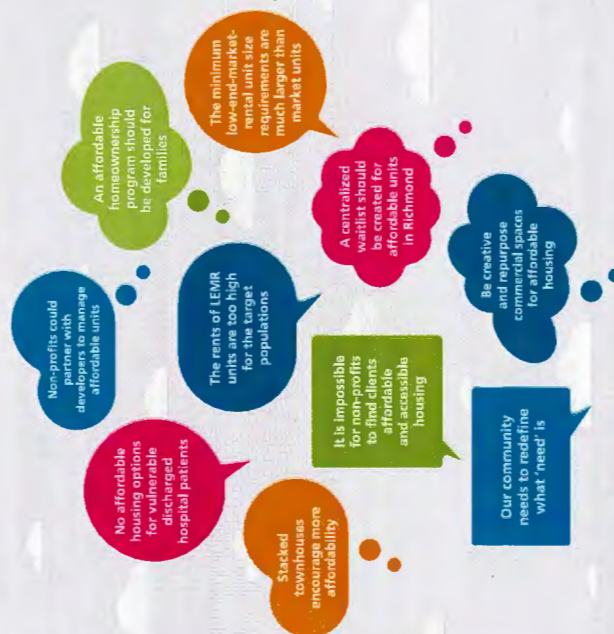
Your experience with housing in Richmond and your thoughts on creating a liveable community will help shape the updated Affordable Housing Strategy. The strategy will guide the City's actions in addressing local housing challenges in the coming years. Here are some of the comments and ideas we have heard so far.





## What we've heard so far...

The City of Richmond works to create affordable housing options in partnership with senior levels of government and the non-profit and private sectors. Here are some comments our stakeholders have shared regarding housing affordability in Richmond:



## Visual Explorer Game

If a picture is the same as a 1,000 words, what do these pictures say to you?

On the table are a variety of housing images. They are from a range of places and settings. Pick out one image that illustrates what housing options you'd like to see in Richmond. Feel free to play the Visual Explorer game again if you see other important images you'd like to speak about.

*Note: The images are chosen from many possible housing photos. They do not, nor are they intended, to represent the ideal illustration of Richmond's housing forms. Their role is to help inspire you*

### How to Play

- 1 Imagine**  
Think of what housing options you'd like to see in Richmond.
- 2 Browse and Select**  
Go to the image table and select an image from the available collection that illustrates a part of your vision for housing in Richmond.
- 3 Reflect**  
Take a moment to write or draw how the image related to what housing options you'd like to see in Richmond and why. Make sure you identify the number (on the back) of the picture you chose.
- 4 Share**  
Stick your note to the board and take a few moments to enjoy the contributions of others.




## APPENDIX E: LIST OF PARTICIPANTS

Thank you to the following participants for their time and feedback:

- Adam Collinge (BC Housing)
- Ajit Thaliwal (Private Builder)
- Aileen Cormack (Richmond Seniors Advisory Committee and Richmond Homelessness Coalition)
- Andre Chevier (Mental Health Housing Supports – Vancouver Coastal Health)
- Barbara Bawlf (Richmond Mental health Consumer and Friends Society)
- Belina Boyd (Community Engagement – Vancouver Coastal Health)
- Blaire Chisholm (Brook Pooni Associates)
- Brendan Coyle (Richmond Community Council, Richmond Centre for Disability, and Richmond Society for Community Living)
- Bruce Smith (Coast Mental Health)
- Clive Alladin (Private Builder)
- Darrell Burnham (Coast Mental Health)
- Darren Kitchen (Co-op Housing Federation of BC)
- David Jacobson (Intracorp)
- De Whalen (Richmond Poverty Response Committee)
- Diana Dilworth (BC Non-Profit Housing Association)
- Don Littleford (Metro Vancouver Housing Corporation)
- Ella Huang (Richmond Centre for Disability)
- Erika Martens (Mental Health Outreach – Vancouver Coastal Health)
- Harjit Sandhu (Landcraft Group)
- James Caspersen (Turning Point Recovery Society)
- Janice Barr (Richmond Society for Community Living)
- Jeff Fisher (Urban Development Institute)
- Karen Hemmingson (BC Housing)
- Karen Barclay (Community Mental Health – Vancouver Coastal Health)
- Kathie Chiu (Salvation Army)
- Lance Jacobek (CMHC)
- Margaret Eberle (Metro Vancouver)
- Mark Sakai (Greater Vancouver Home Builders Association)
- Mike Amiri (MYK Construction Ltd.)
- Mukhiar Sinan (Sinan Group)
- Millie Beckel (Richmond Society for Community Living)
- Neena Randhawa (Chimo Community Services)
- Nissim Samuel (Private Builder)
- Peter Chan (Richmond Community Services Advisory Committee)
- Raman Kooner (Sutton Group)
- Richard Dillon (Patient Flow – Vancouver Coastal Health)
- Richmond Mental Health Friends and Consumers
- Robert Brown (Catalyst Community Developments)
- Sam Sandhu (Breek Holdings Limited)
- Shaila Jamal (Occupational Therapist, Mental Health/Addictions – Vancouver Coastal Health)
- Steve Jedreichich (Townline)
- Susan Rechel (Regional Specialized Housing – Vancouver Coastal Health)
- Suzanne Lightfoot (Caring Place Society)
- Tammy Bennet (BC Housing)
- Tiffany Duzita (Vancouver Community Land Trust)
- Yoko Kihara (Gilmore United Church)



Prepared for:  
 Richmond

Prepared by:  
 CITY SPACES







# City of Richmond

## Report to Committee Planning and Development Division

**To:** Planning Committee  
**From:** Wayne Craig  
Director, Development

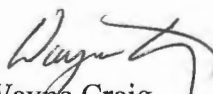
**Date:** October 26, 2016

**File:** ZT16-734106

**Re:** Application by Lloyd Kinney for a Zoning Text Amendment to Permit a Microbrewery within the Industrial Business (IB1) Zone at Unit #110 - 12500 Horseshoe Way

### Staff Recommendation

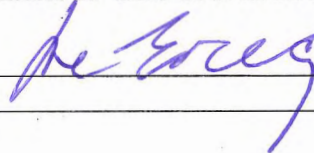
That Richmond Zoning Bylaw 8500, Amendment Bylaw 9614, for a Zoning Text Amendment to the "Industrial Business (IB1)" zone to allow a "Microbrewery, Winery and Distillery" at #110-12500 Horseshoe Way, be introduced and given first reading.

  
Wayne Craig  
Director, Development

WC:mm  
Att. 4

### REPORT CONCURRENCE

CONCURRENCE OF GENERAL MANAGER



## Staff Report

### Origin

Lloyd Kinney has applied to the City of Richmond for a Zoning Text Amendment to the “Industrial Business (IB1)” zone to allow a microbrewery at #110-12500 Horseshoe Way (Attachment 1).

The applicant has operated a 112 m<sup>2</sup> (1,200 ft<sup>2</sup>) brewery in one (1) unit of an industrial complex on the subject site since January 2016, as a permitted industrial use. The applicant has now applied for a zoning text amendment to allow for the brewery to operate as a microbrewery, and utilize 30 m<sup>2</sup> (323 ft<sup>2</sup>) of the brewery space for a retail store.

The brewery currently operates under the current “Industrial Business (IB1)” zone and received a “manufacturer” licence from the *Liquor Control and Licensing Branch* (LCLB). The applicant has also now applied to the LCLB for manufacturer “on-site store” license endorsement. The applicant has applied to amend the “Industrial Business (IB1)” zone to allow the “Microbrewery, Winery and Distillery” use to operate the retail store within the subject strata unit only.

### Findings of Fact

A Development Application Data Sheet providing details about the development proposal is attached.

### Surrounding Development

The subject site is located within the Ironwood Industrial Park surrounded by light industrial and low-rise business park office buildings.

To the North: Light industrial/office building zoned “Industrial Business (IB1)”.

To the South: Light industrial/office building zoned “Industrial Business (IB1)”.

To the East: Across Horseshoe Way, Light industrial/office building zoned “Industrial Business (IB1)”.

To the West: Light industrial/office building zoned “Industrial Business (IB1)”.

### Background

The Provincial Government’s *Liquor Control and Licensing Act* regulations allow for liquor manufacturer licence holders to apply for “endorsements” for additional ancillary uses which include: on-site store, lounge, special event area, tour area, and picnic area.

In Fall 2015, Planning Committee considered a Staff Report to create a new “Microbrewery, Winery and Distillery” use and permit this use within the IB1 zone for one site only at 11220 Horseshoe Way for the Fuggles and Warlock Microbrewery. That zoning text amendment was

approved on November 9, 2015 by Council to allow the brewery to obtain the required LCLB “lounge” and “on-site store” endorsements to its manufacturer licence and to be issued a City business licence.

Planning Committee recommended that Staff proceed to prepare a further Richmond Zoning Bylaw 8500 to add “Microbrewery, Winery and Distillery” to a number of standard mixed-use and commercial zones as follows:

- “Steveston Commercial (CS2; CS3)”
- “Downtown Commercial (CDT1, CDT2, CDT3)”
- “Auto-Oriented Commercial (CA)”
- “Entertainment & Athletics (CEA)”

The Staff Report noted that all future applications for microbreweries in other zoning districts would require site-specific rezoning applications.

On March 21, 2016, Council adopted Zoning Amendment Bylaw 9490 which included the “Microbrewery, Winery and Distillery” use in the above-noted zones.

### **Related Policies & Studies**

#### **Official Community Plan/Shellmont Area Plan**

The Official Community Plan (OCP) designates the subject site as “Mixed Employment”. The existing brewery use and proposed ancillary store use is consistent with the “Mixed Employment” designation.

The Shellmont Area Plan does not include specific land use designations affected by the proposed application.

#### **Richmond Zoning Bylaw 8500**

The current Britannia Brewing Company operation is permitted as alcohol manufacturing under the “industrial, general” use within the “Industrial Business (IB1)” zone.

The proposed zoning text amendment would permit the “Microbrewery, Winery and Distillery” use in the specific strata lot now occupied by Britannia Brewing Company to operate the proposed ancillary on-site store as provided by LCLB regulations. The “Microbrewery, Winery and Distillery” use requires that the existing brewery (liquor manufacturing) use continue to occupy more than fifty percent (50%) of the total floor area of the premises. This zoning provision is consistent with the intent of the LCLB alcohol manufacturer license which requires that the brewery operation continue to be the principal use.

The proposed zoning amendment, if adopted, would allow the proposed “on-site store” to be permitted along with the currently permitted brewery. City Business Licencing and the LCLB require no additional public consultation for the ancillary on-site retail store. The applicant is not seeking a “lounge” LCLB endorsement that would require further public and Council comment.



The applicant has submitted a LCLB manufacturer license “on-site store” endorsement application. The LCLB requires a written declaration from the applicant that the “on-site store” is permitted under local zoning and asks for local government confirmation that the store is allowed under its zoning.

### **Public Consultation**

A Development Application sign has been installed on the subject property. Staff have not received any comments from the public about the application in response to the placement of the development applications sign on the property.

Should the Planning Committee endorse this application and Council grant first reading to the zoning text amendment bylaw, the bylaw will be forwarded to a Public Hearing, where any area resident or interested party will have an opportunity to comment.

Public notification for the Public Hearing will be provided as per the *Local Government Act*.

### **Analysis**

The applicant is applying to allow an ancillary “on-site” store where LCLB permits only sale of the manufacturer’s own beer produced on-site and related non-liquor products (e.g. mugs, promotional T-shirts, etc.).

The subject site is near the recently approved Fuggles and Warlock Microbrewery within the IBI zone in the same industrial business park neighbourhood and is near a bus route.

### **Transportation and Site Access**

The site composed of two (2) multi-tenant light industrial buildings with a central parking lot located between the buildings access via a driveway from Horseshoe Way. This section of Horseshoe Way has existing curb, sidewalk and street lighting with no improvements required as a result of this application. The applicant has agreed to provide a contribution of \$1,650 to the City to plant two (2) street trees within the grass boulevard within the Horseshoe Way road allowance adjacent to the subject site.

The subject unit #110 complies with the parking requirements under Richmond Zoning Bylaw 8500 and is assigned two (2) parking spaces under the strata plan within the parking lot located between these two (2) buildings. There are also two (2) shared loading spaces for the building complex near the front of the parking lot. The existing parking and loading for the unit meets the requirements for the existing brewery and the proposed retail store.

Under Richmond Zoning Bylaw 8500, the applicant will need to provide one (1) exterior visitor bicycle Class 1 space/rack and one (1) interior Class 2 employee bicycle parking space when applying for a tenant improvement building permit.

## **Conclusion**

The proposed text amendment is to facilitate the addition of a small on-site store to be included along within the existing brewery already permitted under the "Industrial Business (IB1)" zone. Staff supports the proposed Zoning Text Amendment given its location, adjacent uses and the limited size of the ancillary brewery store which will be required to be consistent with the LCLB regulations.

It is recommended that Richmond Zoning Bylaw 8500, Amendment Bylaw 9614 be introduced and given first reading.

A handwritten signature in black ink, appearing to read 'Mark McMullen', is written over the printed name.

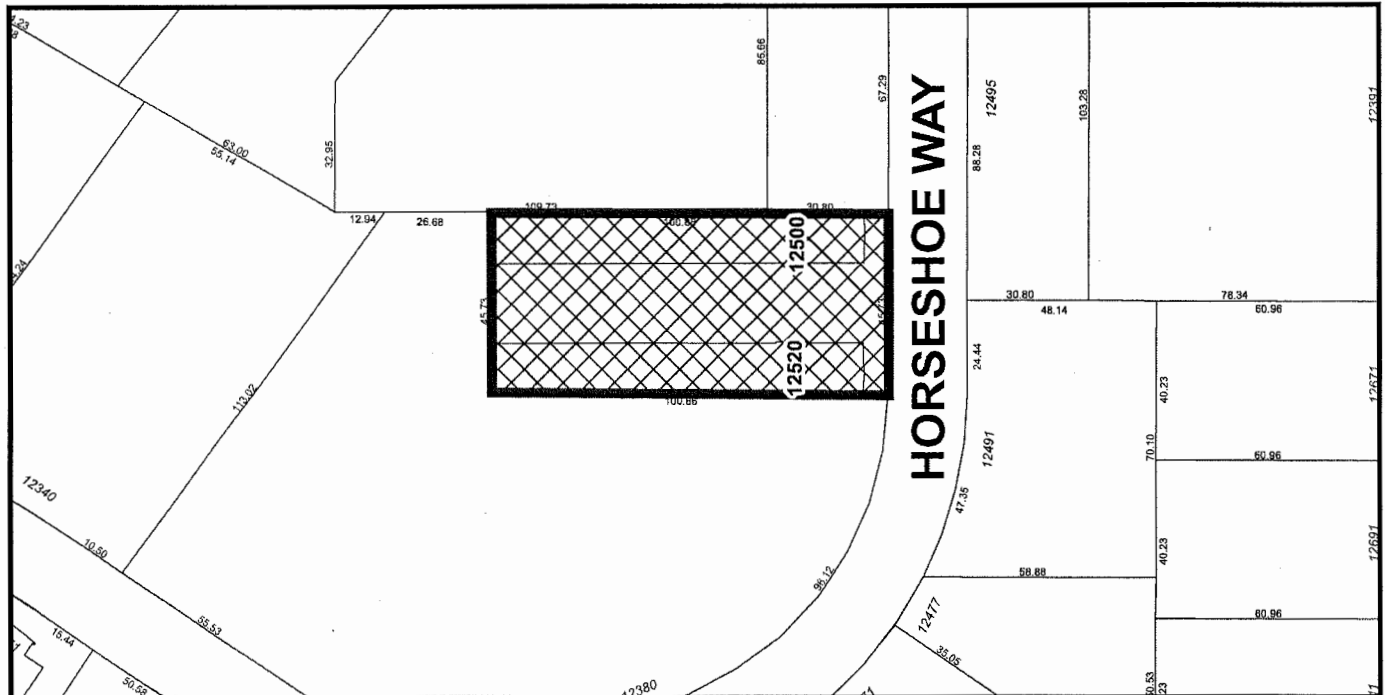
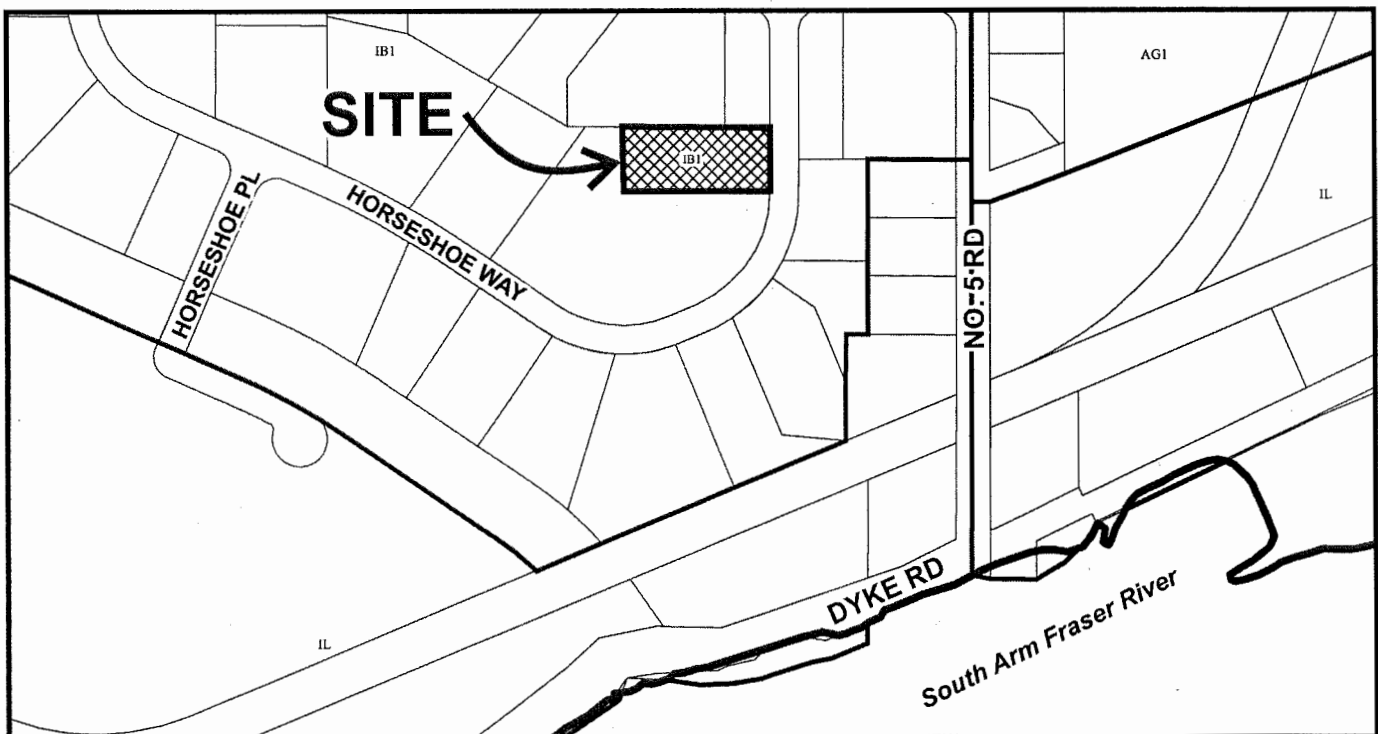
Mark McMullen  
Senior Coordinator - Major Projects

MM:rg

- Attachment 1: Location Map / Aerial Photo
- Attachment 2: Development Application Data Sheet
- Attachment 3: Strata Plan Showing Building and Unit #110
- Attachment 4: Rezoning Considerations



City of  
Richmond



**ZT 16-734106**  
**Unit 110 - 12500 Horseshoe Way**

Original Date: 06/23/16

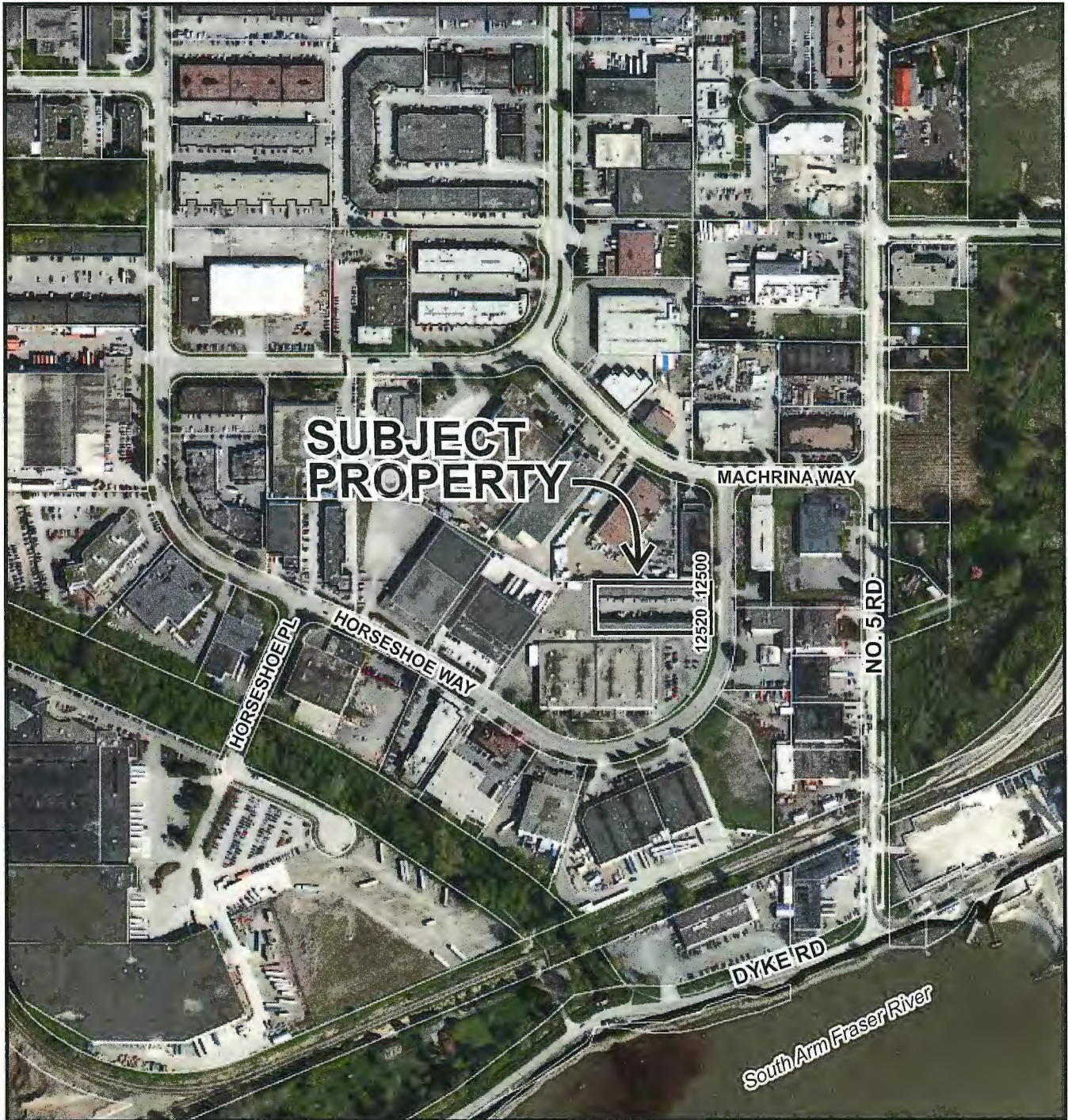
Revision Date: 10/25/16

Note: Dimensions are in METRES





City of  
Richmond



ZT 16-734106

Original Date: 06/23/16

Revision Date:

Note: Dimensions are in METRES



**ZT16-734106**

**Attachment 2**

Address: #110-12500 Horseshoe Way

Applicant: Lloyd Kinney

Planning Area(s): Shellmont

	Existing	Proposed
<b>Owner:</b>	1014787 BC Ltd.	1014787 BC Ltd.
<b>Site Size (m<sup>2</sup>):</b>	4,611m <sup>2</sup>	4,611m <sup>2</sup>
<b>Land Uses:</b>	General Industrial, Brewery	General Industrial, Microbrewery
<b>OCP Designation:</b>	Mixed Employment	No Change
<b>Area Plan Designation:</b>	N/A	N/A
<b>Zoning:</b>	Industrial Business (IB1)	No Change
<b>Number of Units:</b>	N/A	N/A
<b>Other Designations:</b>	N/A	N/A

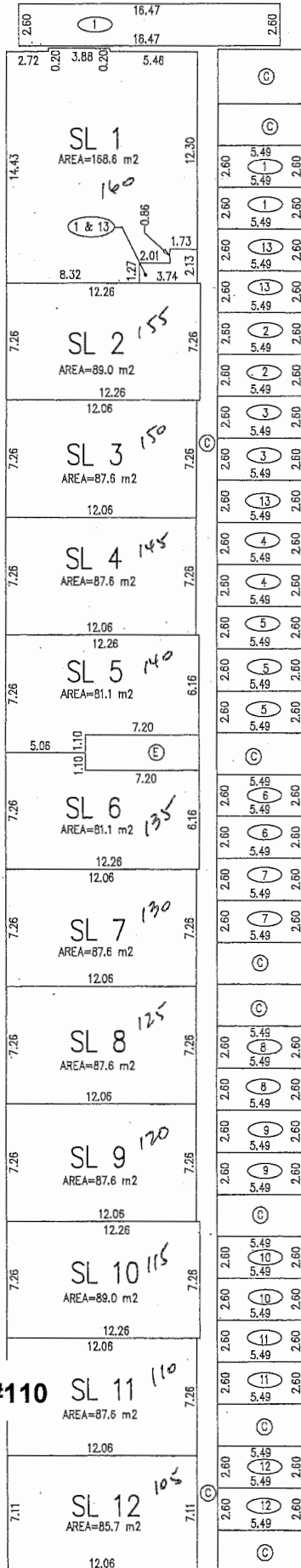
On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	1.0 Max.	No change	none permitted
Buildable Floor Area (m <sup>2</sup> ):*	4,611m <sup>2</sup> Max.	No change	none permitted
Lot Coverage (% of lot area):	60% Max.	No change	none
Lot Size:	None	No change	none
Lot Dimensions (m):	Width: N/A Depth: N/A	No change	none
Setbacks (m):	Front: Min. 3.0 m Rear: Min. 0.0 m Side: Min. 0.0 m Exterior Side: Min. 3.0 m	No change	none
Height (m):	12.0 m	No change	none
Off-street Parking Spaces – Total:	2 (for unit)	No change	none



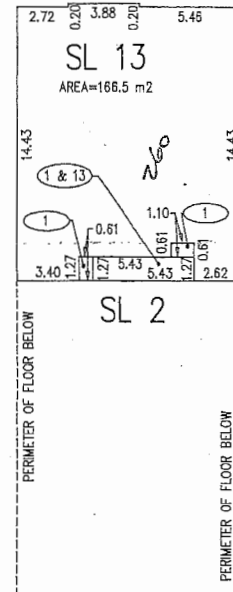
STRATA PLAN BCS\_1607  
FLOOR PLANS BUILDING A

SCALE 1 : 250

0 5 10 15 20 25 m  
ALL DISTANCES ARE IN METRES AND DECIMALS THEREOF



MAIN FLOOR



2ND FLOOR  
(ABOVE SL 1)

Subject Unit #110

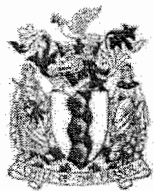
G.A. HOL

B.C.L.S.

DATE: NOVEMBER 18, 2005



DATE: NOVEMBER 18, 2005



City of  
Richmond

ATTACHMENT 4

**Rezoning Considerations**  
Development Applications Department  
6911 No. 3 Road, Richmond, BC V6Y 2C1

**Address:** #110-12500 Horseshoe Way

**File No.:** ZT 16-734106

**Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 9614, the developer is required to complete the following:**

1. Provide a cash contribution of \$1650 to the City of Richmond to plant two (2) street trees within the Horseshoe Way road allowance adjacent to the subject site.

**Prior to Building Permit Issuance, the developer must complete the following requirements\*:**

1. Provide one exterior visitor bicycle Class 1 space/rack and one interior Class 2 employee bicycle parking space.
2. Prior to the issuance of BP, a construction parking and traffic management plan to be provided to the Transportation Division (Ref: <http://www.Richmond.ca/services/ttp/special.htm>)

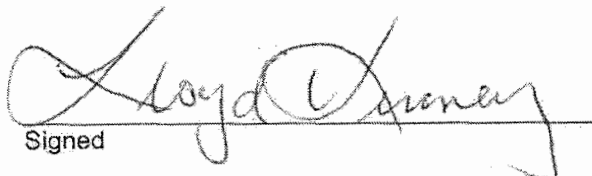
**Note:**

- \* This requires a separate application.
- Where the Director of Development deems appropriate, the preceding agreements are to be drawn not only as personal covenants of the property owner but also as covenants pursuant to Section 219 of the Land Title Act.

All agreements to be registered in the Land Title Office shall have priority over all such liens, charges and encumbrances as is considered advisable by the Director of Development. All agreements to be registered in the Land Title Office shall, unless the Director of Development determines otherwise, be fully registered in the Land Title Office prior to enactment of the appropriate bylaw.

The preceding agreements shall provide security to the City including indemnities, warranties, equitable/rent charges, letters of credit and withholding permits, as deemed necessary or advisable by the Director of Development. All agreements shall be in a form and content satisfactory to the Director of Development.

- Additional legal agreements, as determined via the subject development's Servicing Agreement(s) and/or Development Permit(s), and/or Building Permit(s) to the satisfaction of the Director of Engineering may be required including, but not limited to, site investigation, testing, monitoring, site preparation, de-watering, drilling, underpinning, anchoring, shoring, piling, pre-loading, ground densification or other activities that may result in settlement, displacement, subsidence, damage or nuisance to City and private utility infrastructure.
- Applicants for all City Permits are required to comply at all times with the conditions of the Provincial *Wildlife Act* and Federal *Migratory Birds Convention Act*, which contain prohibitions on the removal or disturbance of both birds and their nests. Issuance of Municipal permits does not give an individual authority to contravene these legislations. The City of Richmond recommends that where significant trees or vegetation exists on site, the services of a Qualified Environmental Professional (QEP) be secured to perform a survey and ensure that development activities are in compliance with all relevant legislation.

  
Signed

  
Date



**Richmond Zoning Bylaw 8500  
Amendment Bylaw 9614 (ZT 16-734106)  
#110-12500 Horseshoe Way**

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

1. Richmond Zoning Bylaw 8500 is amended by repealing Section 12.3.11.5 of the “Industrial Business Park (IB1)” zone and replacing it with the following:

**“Microbrewery, Winery and Distillery shall be only permitted on the following sites:**

- (a) 11220 Horseshoe Way  
PID 000-564-095  
Lot 45 Section 1 Block 3 North Range 6 West New Westminster District Plan  
56980
- (b) #110-12500 Horseshoe Way  
PID 026-556-791  
Strata Lot 11 Section 12 Block 3 North Range 6 West New Westminster District  
Strata Plan BCS1607”

2. This Bylaw may be cited as **“Richmond Zoning Bylaw 8500, Amendment Bylaw 9614”**.

FIRST READING

PUBLIC HEARING

SECOND READING

THIRD READING

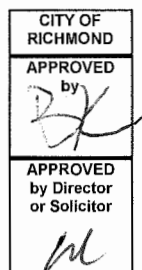
MINISTRY OF TRANSPORTATION AND  
INFRASTRUCTURE APPROVAL

OTHER CONDITIONS SATISFIED

ADOPTED

\_\_\_\_\_  
MAYOR

\_\_\_\_\_  
CORPORATE OFFICER







# City of Richmond

## Report to Committee Planning and Development Division

**To:** Planning Committee  
**From:** Wayne Craig  
Director, Development

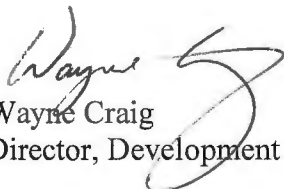
**Date:** October 24, 2016

**File:** RZ 15-699299

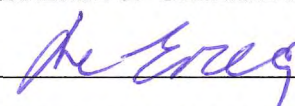
**Re:** Application by Jacken Investments Inc. for Rezoning at 8111 No. 3 Road from  
Single Detached (RS1/E) to Compact Single Detached (RC2)

### Staff Recommendation

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9630, for the rezoning of 8111 No. 3 Road from "Single Detached (RS1/E)" to "Compact Single Detached (RC2)", be introduced and given first reading.

  
Wayne Craig  
Director, Development

WC:sds  
Att. 7

REPORT CONCURRENCE		
<b>ROUTED TO:</b>	<b>CONCURRENCE</b>	<b>CONCURRENCE OF GENERAL MANAGER</b>
Affordable Housing	<input checked="" type="checkbox"/>	

## **Staff Report**

### **Origin**

Jacken Investments Inc. has applied to the City of Richmond for permission to rezone the property at 8111 No. 3 Road from the “Single Detached (RS1/E)” zone to the “Compact Single Detached (RC2)” zone, to permit the property to be subdivided to create two (2) lots, with vehicle access from the existing rear lane (Attachment 1). The site is currently occupied by a single-family dwelling, which will be demolished. A site survey showing the proposed subdivision plan is included in Attachment 2.

### **Findings of Fact**

A Development Application Data Sheet providing details about the development proposal is attached (Attachment 3).

### **Surrounding Development**

Development immediately surrounding the subject site is as follows:

- To the North: Across the east-west lane, single-family dwellings on two (2) lots zoned “Single Detached (RS1/E)”, currently under a rezoning application (RZ 16-731751) to rezone to “Compact Single Detached (RC2)”, in order to create four (4) lots.
- To the South: Single-family dwellings on lots zoned “Compact Single Detached (RC2)” fronting the frontage road to No. 3 Road.
- To the East: A frontage road separated from No. 3 Road by a large coniferous hedge, and across No. 3 Road, single-family dwellings on lots zoned “Single Detached (RS1/E)” fronting No. 3 Road.
- To the West: Across the north-south lane, single-family dwelling on a lot zoned “Single Detached (RS1/E)” fronting Sunnymede Crescent.

### **Related Policies & Studies**

#### **Official Community Plan/Arterial Road Policy**

The Official Community Plan (OCP) land use designation for the subject site is “Neighbourhood Residential”. The Arterial Road Policy in the OCP identifies the subject site for redevelopment as Compact Lot or Coach House. The proposed rezoning and subdivision would comply with these designations.

#### **Floodplain Management Implementation Strategy**

The proposed redevelopment must meet the requirements of the Richmond Flood Plain Designation and Protection Bylaw 8204. Registration of a flood indemnity covenant on Title is required prior to final adoption of the rezoning bylaw.

**Public Consultation**

A rezoning sign has been installed on the subject property. Staff have not received any comments from the public about the rezoning application in response to the placement of the rezoning sign on the property.

Should the Planning Committee endorse this application and Council grant 1<sup>st</sup> reading to the rezoning bylaw, the bylaw will be forwarded to a Public Hearing, where any area resident or interested party will have an opportunity to comment. Public notification for the Public Hearing will be provided as per the Local Government Act.

**Analysis****Existing Legal Encumbrances**

There is an existing statutory right-of-way (SRW) registered on Title for BC Hydro along the north property line (3.05 m); which will not be impacted by the proposed development. The applicant is aware that encroachment into the SRW is not permitted.

**Transportation and Site Access**

Vehicle access to the proposed lots is to be from the existing rear lane; with no access permitted from No. 3 Road, in accordance with Residential Lot (Vehicular) Access Regulation Bylaw No. 7222.

**Tree Retention and Replacement**

A Certified Arborist's Report was submitted by the applicant (Attachment 4), which identifies tree species, assesses tree structure and condition, and provides recommendations on tree retention and removal relative to the proposed development. The report assesses two (2) bylaw-sized trees located on the subject site.

The City's Tree Preservation Coordinator has reviewed the Arborist's Report, conducted on-site visual tree assessment, and concurs with the Arborist's recommendations to:

- Remove one (1) Cherry tree (tag# 1) and one (1) Birch tree (tag# 2) located on the subject property due to poor condition from previous severe topping (25, 39 cm dbh).
- One (1) City-owned cedar hedge located in front of the subject property is also identified on the survey. The applicant has received approval from the Parks Department for removal and must contact the department four (4) business days prior to removal.

*Tree Replacement*

For the removal of the two (2) trees on-site, the OCP tree replacement ratio goal of 2:1 requires four (4) replacement trees to be planted and maintained on the proposed lots. The applicant has proposed to plant and maintain a minimum of four (4) replacement trees onsite; two (2) replacement trees on each lot.



As per Tree Protection Bylaw No. 8057, based on the sizes of the on-site trees being removed (25, 39 cm dbh), replacement trees shall be the following minimum sizes:

No. of Replacement Trees	Minimum Caliper of Deciduous Replacement Tree	or	Minimum Height of Coniferous Replacement Tree
2	6 cm		3.5 m
2	8 cm		4 m

To ensure the four (4) replacement trees are planted on-site at development stage, and that the front yards of the subject site are enhanced consistent with the landscape guidelines of the Arterial Road Policy, the applicant will provide a landscape security based on 100% of the cost estimate provided by the Landscape Architect (which includes \$2,000 for the four (4) replacement trees), prior to final adoption of the rezoning bylaw. Securities will not be released until a landscaping inspection has been passed by City staff after construction and landscaping has been completed. The City may retain a portion of the security for a one (1) year maintenance period from the date of the landscape inspection.

### **Built Form, Architectural Character & Landscaping**

The applicant has submitted preliminary conceptual plans showing the proposed architectural elevations of the proposed corner lot dwelling (Lot A) at the intersection of the frontage road to No. 3 Road and the east-west lane (Attachment 5).

Prior to final adoption of the rezoning bylaw, the applicant is required to submit revised conceptual plans showing the proposed architectural elevations of the proposed corner lot dwelling (Lot A), to the satisfaction of the Director of Development, and register a legal agreement on Title to ensure that the building design is generally consistent with the proposed building design. Future Building Permit plans must comply with all City regulations and staff will ensure that Building Permit plans are generally consistent with the registered legal agreement.

The applicant has also submitted a preliminary Landscape Plan, prepared by a Registered Landscape Architect, for the front yards of the proposed lots (Attachment 6). As stated above, the applicant will provide a landscape security based on 100% of the cost estimate provided by the Landscape Architect, prior to final adoption of the rezoning bylaw.

### **Affordable Housing Strategy**

The City's Affordable Housing Strategy for single-family rezoning applications requires a secondary suite on 100% of new lots, or a secondary suite on 50% of new lots plus a cash-in-lieu contribution of \$2.00/ft<sup>2</sup> of total buildable area towards the City's Affordable Housing Reserve Fund for the remaining 50% of new lots, or a 100% cash-in-lieu contribution if no secondary suites are provided.

The applicant proposes to provide a legal secondary suite on both of the two (2) lots proposed at the subject site. To ensure that the secondary suites are built to the satisfaction of the City in accordance with the City's Affordable Housing Strategy, the applicant is required to enter into a legal agreement registered on Title, stating that no final Building Permit inspection will be

granted until the secondary suite is constructed to the satisfaction of the City in accordance with the BC Building Code and Richmond Zoning Bylaw 8500. Registration of this legal agreement is required prior to final adoption of the rezoning bylaw.

### **Site Servicing and Frontage Improvements**

At Subdivision stage, the applicant is required to enter into a standard City Servicing Agreement for the design and construction of required site servicing and frontage improvements, as outlined in Attachment 7. Frontage improvements include, but are not limited to, the following:

- Installing asphalt, curb and gutter, drainage sewer and street lighting within the lanes along the west and north frontages of the proposed development (north-south lane and east-west lane).
- Existing driveways on the frontage road to No. 3 Road to be removed and replaced with barrier curb, new concrete sidewalk and boulevard to match the southeast frontage.
- Restoration of existing sidewalk panels, curb and boulevard.
- 3 m by 3 m corner cuts to be provided at the northwest corner (lane) and northeast corner (No. 3 Road) of the proposed development (proposed Lot A) prior to final adoption of the rezoning bylaw.

At Subdivision stage, the applicant is also required to pay the following year's taxes, Development Cost Charges (City and GVS & DD), School Site Acquisition Charge, Address Assignment Fees, and the costs associated with the completion of the required servicing works and frontage improvements as described in Attachment 7.

### **Financial Impact or Economic Impact**

The rezoning application results in an insignificant Operational Budget Impact (OBI) for off-site City infrastructure (such as roadworks, waterworks, storm sewers, sanitary sewers, street lights, street trees and traffic signals).

### **Conclusion**

The purpose of this rezoning application is to rezone the property at 8111 No. 3 Road from "Single Detached (RS1/E)" to "Compact Single Detached (RC2)", to permit the property to be subdivided to create two (2) lots.

This rezoning application complies with the land use designations and applicable policies contained within the OCP for the subject site.

The list of rezoning considerations is included in Attachment 7, which has been agreed to by the applicant (signed concurrence on file).

On this basis, it is recommended that Richmond Zoning Bylaw 8500, Amendment Bylaw 9630 be introduced and given first reading.



Steven De Sousa  
Planning Technician - Design

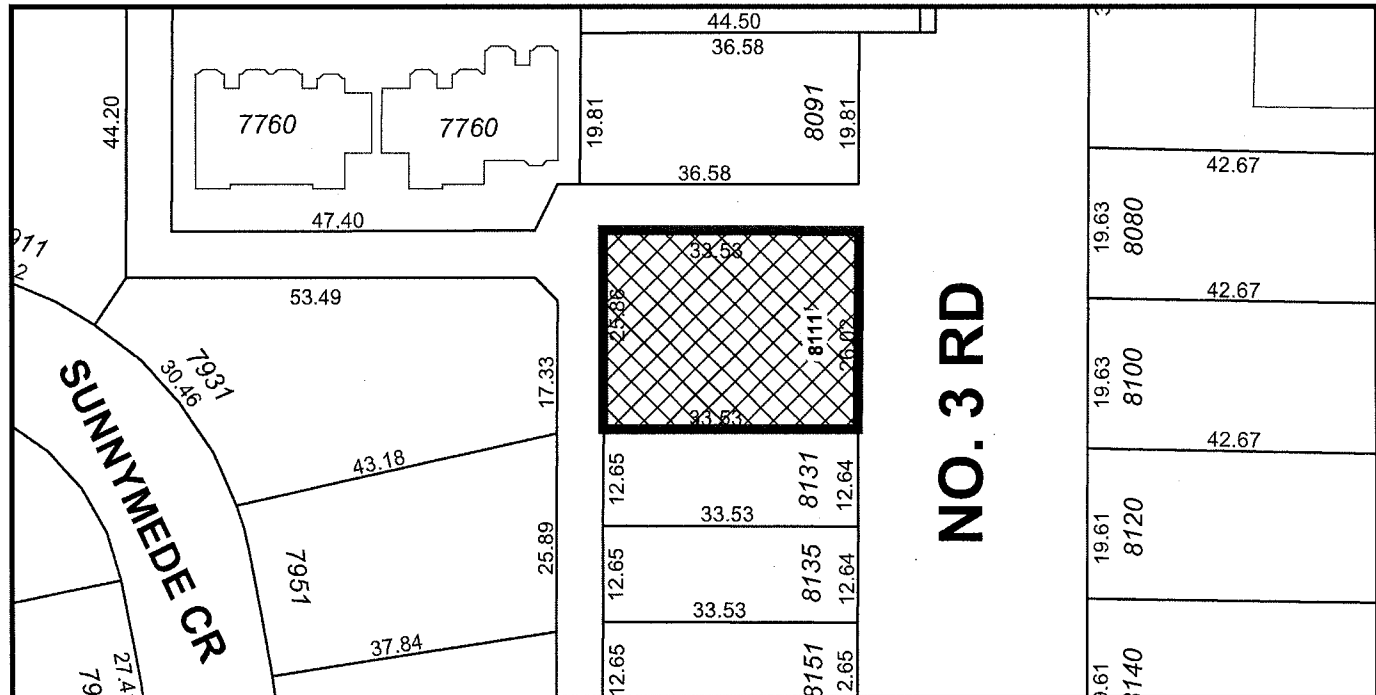
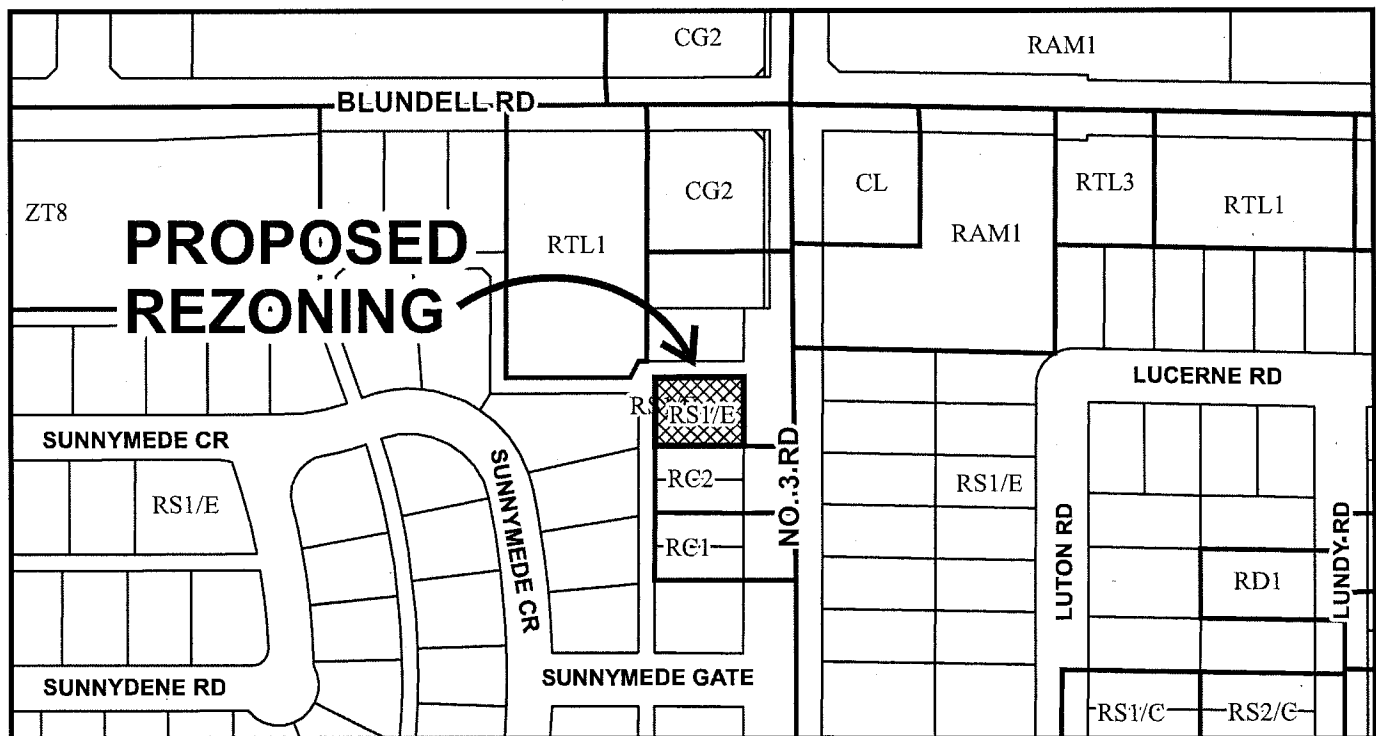
SDS:rg

- Attachment 1: Location Map
- Attachment 2: Proposed Subdivision Plan
- Attachment 3: Development Application Data Sheet
- Attachment 4: Tree Management Plan
- Attachment 5: Conceptual Building Elevations
- Attachment 6: Preliminary Landscape Plan
- Attachment 7: Rezoning Considerations





City of  
Richmond



RZ 15-699299

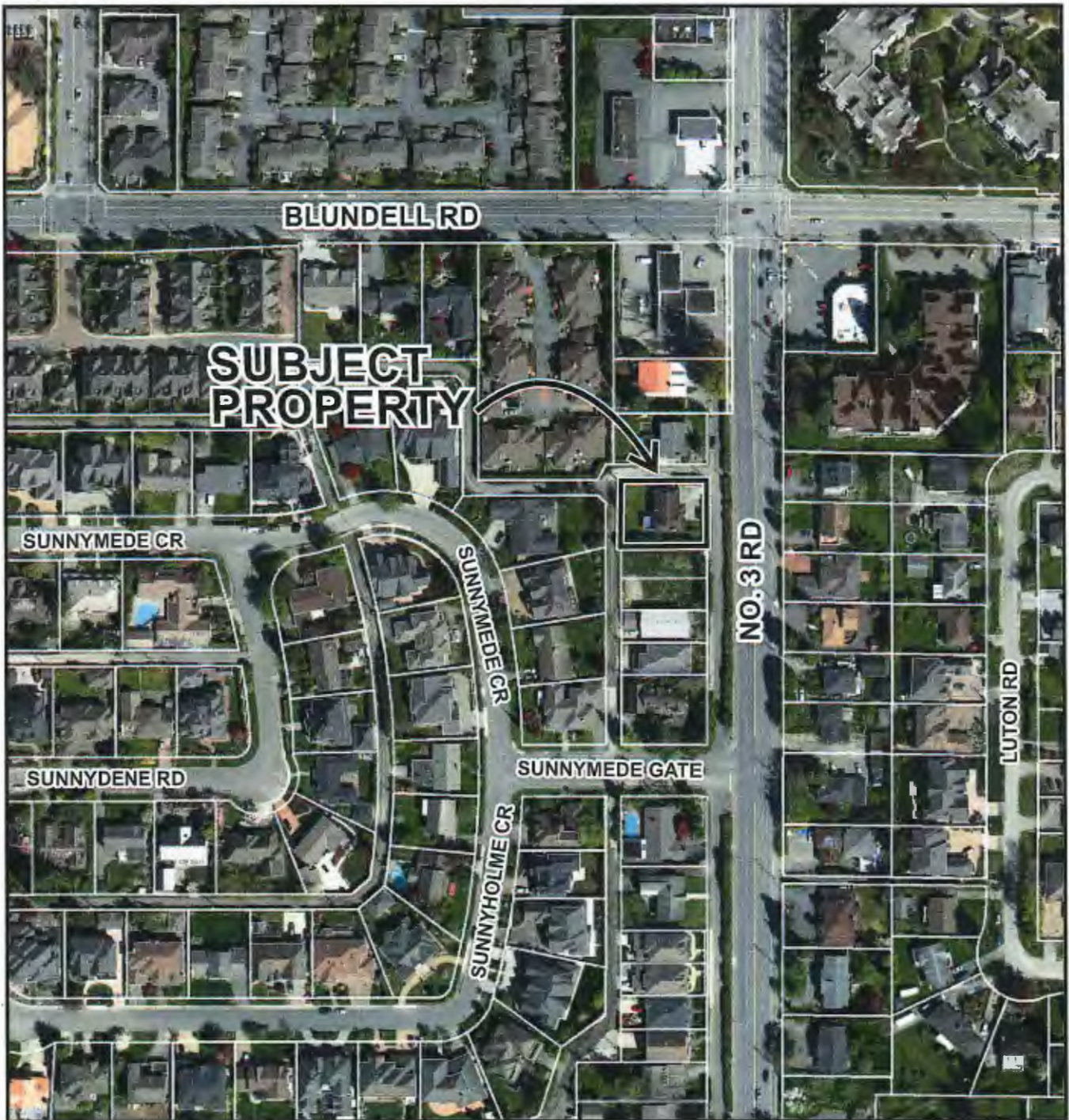
Original Date: 07/06/15

Revision Date:

Note: Dimensions are in METRES



City of  
Richmond



RZ 15-699299

Original Date: 07/06/15

Revision Date:

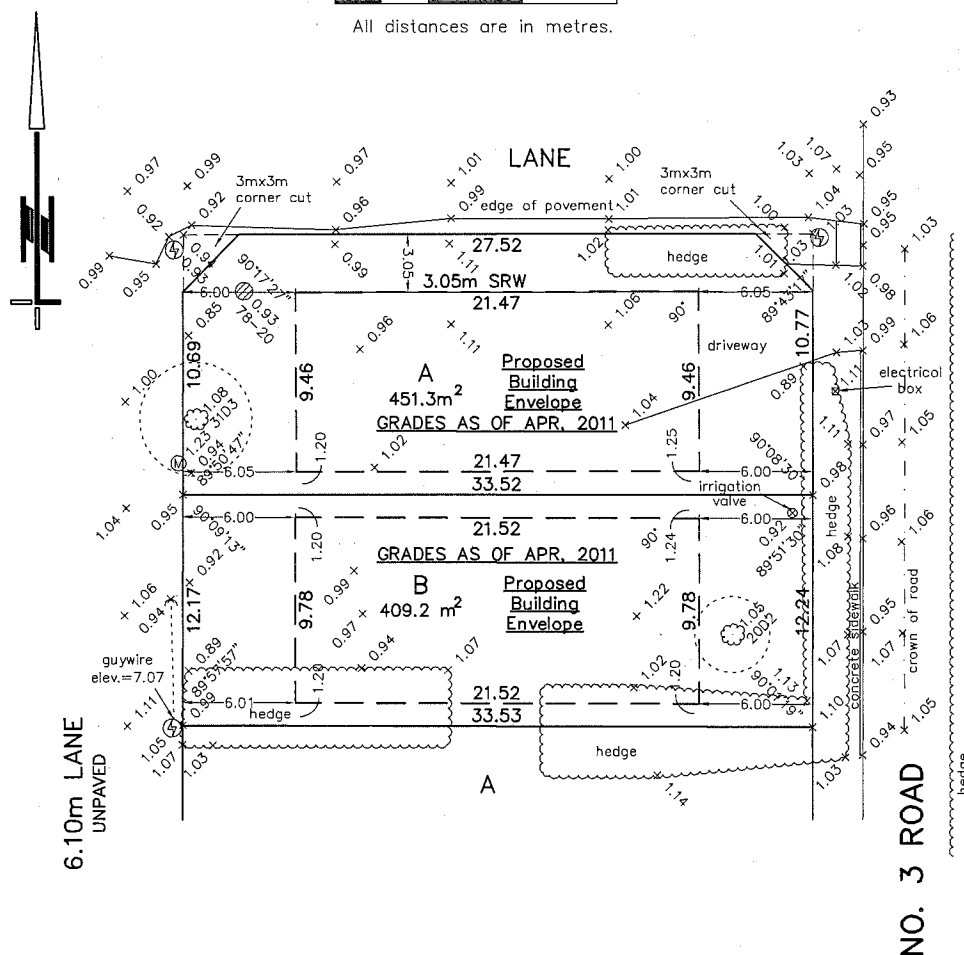
Note: Dimensions are in METRES

PLN - 205

**SURVEY PLAN OF PROPOSED LOTS A AND B, CURRENTLY:  
LOT 32, SECTION 20, BLOCK 4 NORTH, RANGE 6 WEST  
NEW WESTMINSTER DISTRICT, PLAN 21352**

SCALE 1 : 250  
5 2.5 0 5 10

All distances are in metres.



**NOTES:**

- Lot dimensions are derived from field survey.
- Elevations are based on the Geodetic Datum of Richmond and are derived from HPN#202 (77H4623) situated at the intersection of No. 3 Road and Bennett Road. Elevation = 1.452 metres.
- For elevation control, use control monument only.
- Building envelope shown is just an approximate interpretation of City Zoning Bylaws. Consult Planning Department for final building envelope prior to design.
- All trees and stumps shown as required by municipal bylaws.
- All elevations along curb lines are gutter levels.
- All dimensions are to exterior faces unless otherwise noted.
- Symbols plotted are for illustrative purposes and are not representative of their true size.

⊕ denotes hydro pole.

Ⓜ denotes manhole

⊙ denotes anchor

⊗ denotes tree stump.

8-10 height (centimetres)

⊗ diameter (centimetres)

⊗ denotes tree.

BC10 drip line radius (metres)

C=coniferous

D=deciduous

⊗ diameter (centimetres)

**CIVIC ADDRESS**

8111 NO. 3 ROAD  
RICHMOND, B.C.

**ZONING: RS1/E**

PROPOSED SUBDIVISION ADDED.  
DATED THIS 13TH DAY OF APRIL, 2015  
CERTIFIED CORRECT.  
DATED THIS 6TH DAY OF APR., 2011

IVAN NGAN

B.C.L.S.

**L N L S**

METRO VANCOUVER  
LAND SURVEYORS





**RZ 15-699299**

**Attachment 3**

Address: 8111 No. 3 Road

Applicant: Jacken Investments Inc.

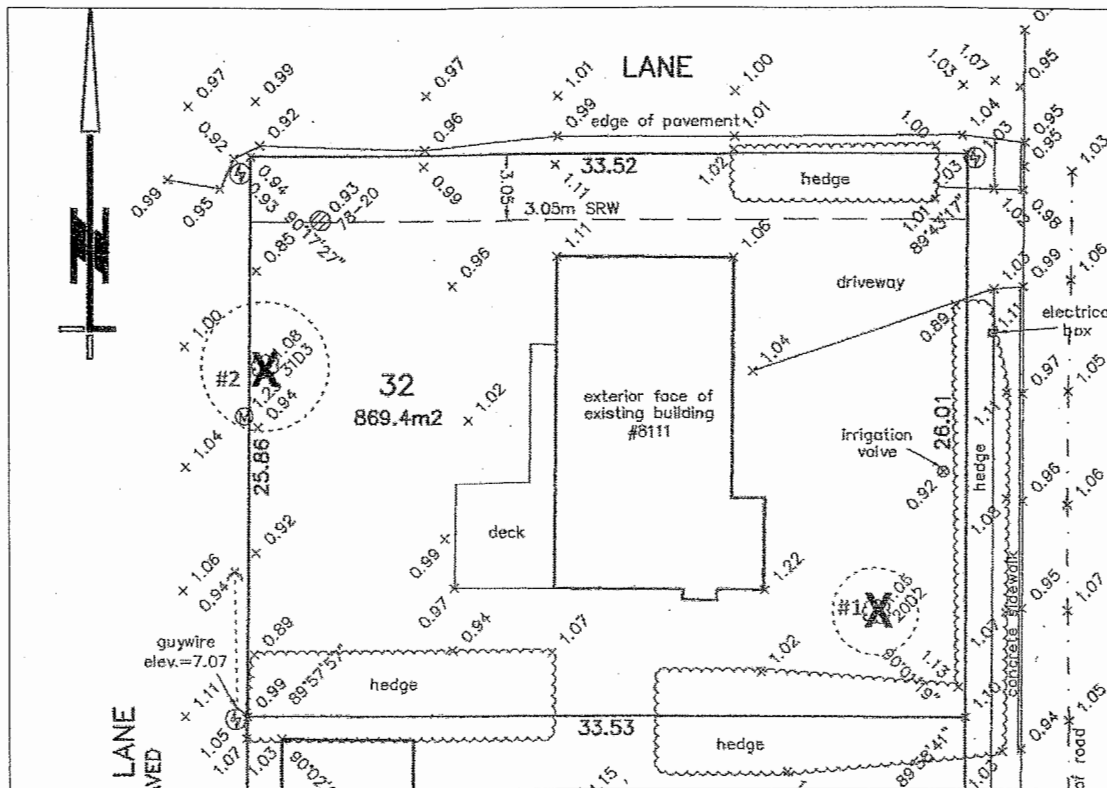
Planning Area(s): Broadmoor

	Existing	Proposed
Owner:	Jacken Investments Inc.	To be determined
Site Size:	869.5 m <sup>2</sup> (9,359 ft <sup>2</sup> )	Lot A: 451.3 m <sup>2</sup> (4,858 ft <sup>2</sup> ) Lot B: 409.2 m <sup>2</sup> (4,405 ft <sup>2</sup> ) Land Dedication: 9 m <sup>2</sup> (96 ft <sup>2</sup> )
Land Uses:	Single-family residential	No change
OCP Designation:	Neighbourhood Residential	Complies
Arterial Road Policy Designation:	Compact Lot or Coach House	Complies
Zoning:	Single Detached (RS1/E)	Compact Single Detached (RC2)
Number of Units:	1	2

Subdivided Lots	Bylaw Requirement (RC2)	Proposed	Variance
Floor Area Ratio:	Max. 0.6	Max. 0.6	None permitted
Buildable Floor Area:*	Lot A: Max. 270.7 m <sup>2</sup> (2,914 ft <sup>2</sup> ) Lot B: Max. 245.5 m <sup>2</sup> (2,642 ft <sup>2</sup> )	Lot A: Max. 270.7 m <sup>2</sup> (2,914 ft <sup>2</sup> ) Lot B: Max. 245.5 m <sup>2</sup> (2,642 ft <sup>2</sup> )	None permitted
Lot Coverage:	Building: Max. 50% Non-porous: Max. 70% Landscaping: Max. 20%	Building: Max. 50% Non-porous: Max. 70% Landscaping: Max. 20%	None
Lot Size:	Min. 270.0 m <sup>2</sup>	Lot A: 451.3 m <sup>2</sup> (4,857 ft <sup>2</sup> ) Lot B: 409.2 m <sup>2</sup> (4,404 ft <sup>2</sup> )	None
Lot Dimensions:	Width: 9.0 m Depth: 24.0 m	Lot A Width: 13 m Depth: 33 m Lot B Width: 12 m Depth: 33 m	None
Setbacks:	Front: Min. 6 m Rear: Min. 6 m Side: Min. 1.2 m Exterior Side: Min. 3 m	Front: Min. 6 m Rear: Min. 6 m Side: Min. 1.2 m Exterior Side: Min. 3 m	None
Height:	Max. 2 ½ storeys	Max. 2 ½ storeys	None
Private Outdoor Space:	Min. 20.0 m <sup>2</sup>	Min. 20.0 m <sup>2</sup>	None

Other: Tree replacement compensation required for loss of significant trees.


\* Preliminary estimate; not inclusive of garage; exact building size to be determined through zoning bylaw compliance review at Building Permit stage.



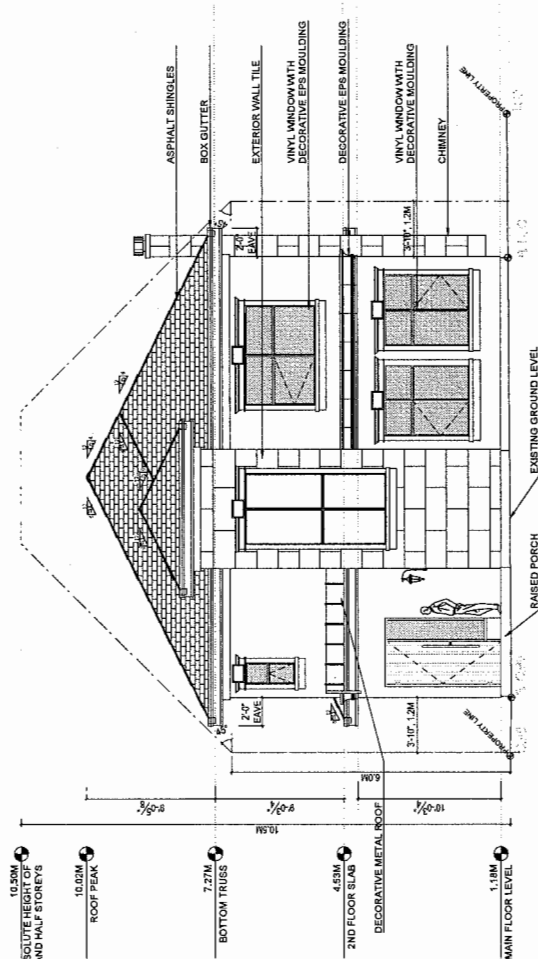
Tree Management Plan – Scale = 1:250

TREE #	TREE SPECIES (on site) (Botanical name)	DBH (cm)	SPREAD (m) Radius
1	Cherry ( <i>Prunus sp.</i> )	25	1
2	Birch ( <i>Betula sp.</i> )	39	1.8

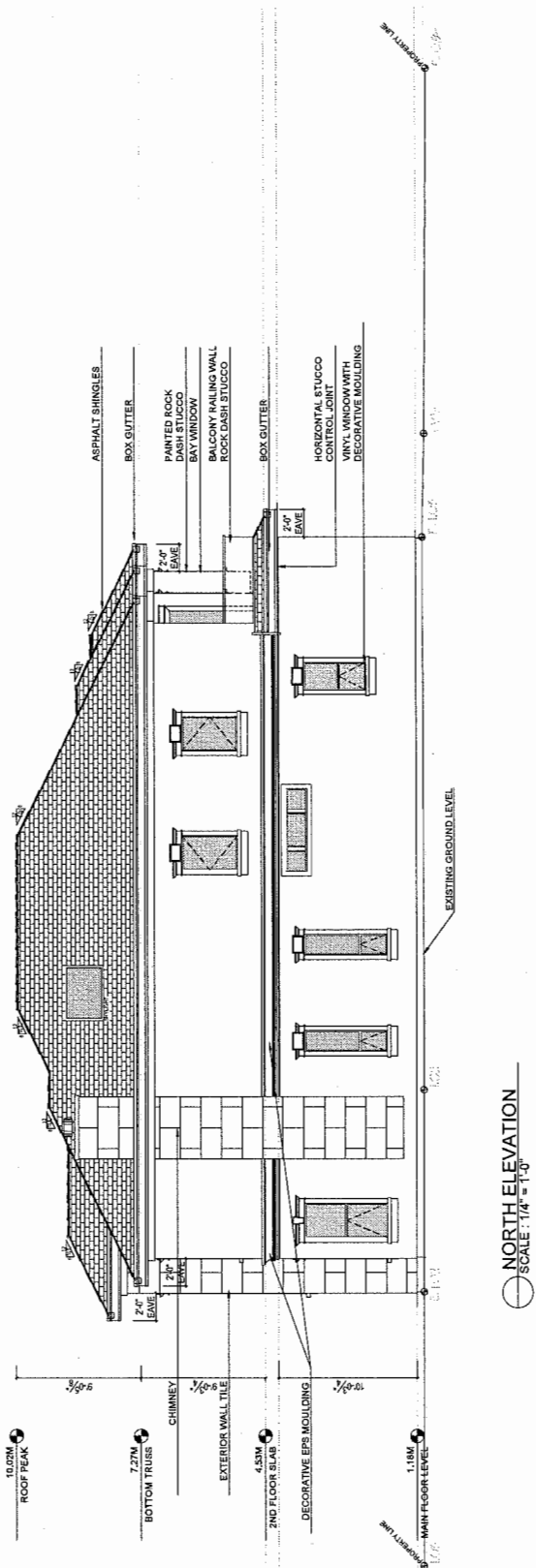
SUITABLE REPLACEMENT TREES (Botanical name)
Stewartia ( <i>Stewartia pseudocamellia</i> )
Japanese Maple ( <i>Acer palmatum sp.</i> )
Japanese Tree Lilac 'Ivory Silk' ( <i>Syringa reticulata</i> 'Ivory Silk')
Serviceberry ( <i>Amelanchier x grandiflora</i> 'Autumn Brilliance')

 <b>JACKEN HOMES</b> 4000 W. 10th Street, Suite 100 Anchorage, Alaska 99503 Phone: (907) 555-1234 Email: info@jackenhomes.com	
PROJECT: 1002 OK STREET WALKUP INC. DRAWING NO: 1002-01 DATE: 01/15/2022 DRAWN BY: JH/1002-01 CHECKED BY: JH/1002-01 APPROVED BY: JH/1002-01	
THE INFORMATION CONTAINED HEREIN IS THE PROPERTY OF JACKEN HOMES. IT IS TO BE USED ONLY FOR THE PROJECT AND SITE SPECIFICALLY IDENTIFIED HEREIN. NO PART OF THIS DOCUMENT IS TO BE REPRODUCED OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, ELECTRONIC OR MECHANICAL, INCLUDING PHOTOCOPYING, RECORDING, OR BY ANY INFORMATION STORAGE AND RETRIEVAL SYSTEM, WITHOUT THE WRITTEN PERMISSION OF JACKEN HOMES.	
SCALE: 1/4" = 1'-0"	
SHEET NO: 1002-01 TOTAL SHEETS: 1002-01	
PROJECT: 1002 OK STREET WALKUP INC. DRAWING NO: 1002-01 DATE: 01/15/2022 DRAWN BY: JH/1002-01 CHECKED BY: JH/1002-01 APPROVED BY: JH/1002-01	
SCALE: 1/4" = 1'-0"	
SHEET NO: 1002-01 TOTAL SHEETS: 1002-01	

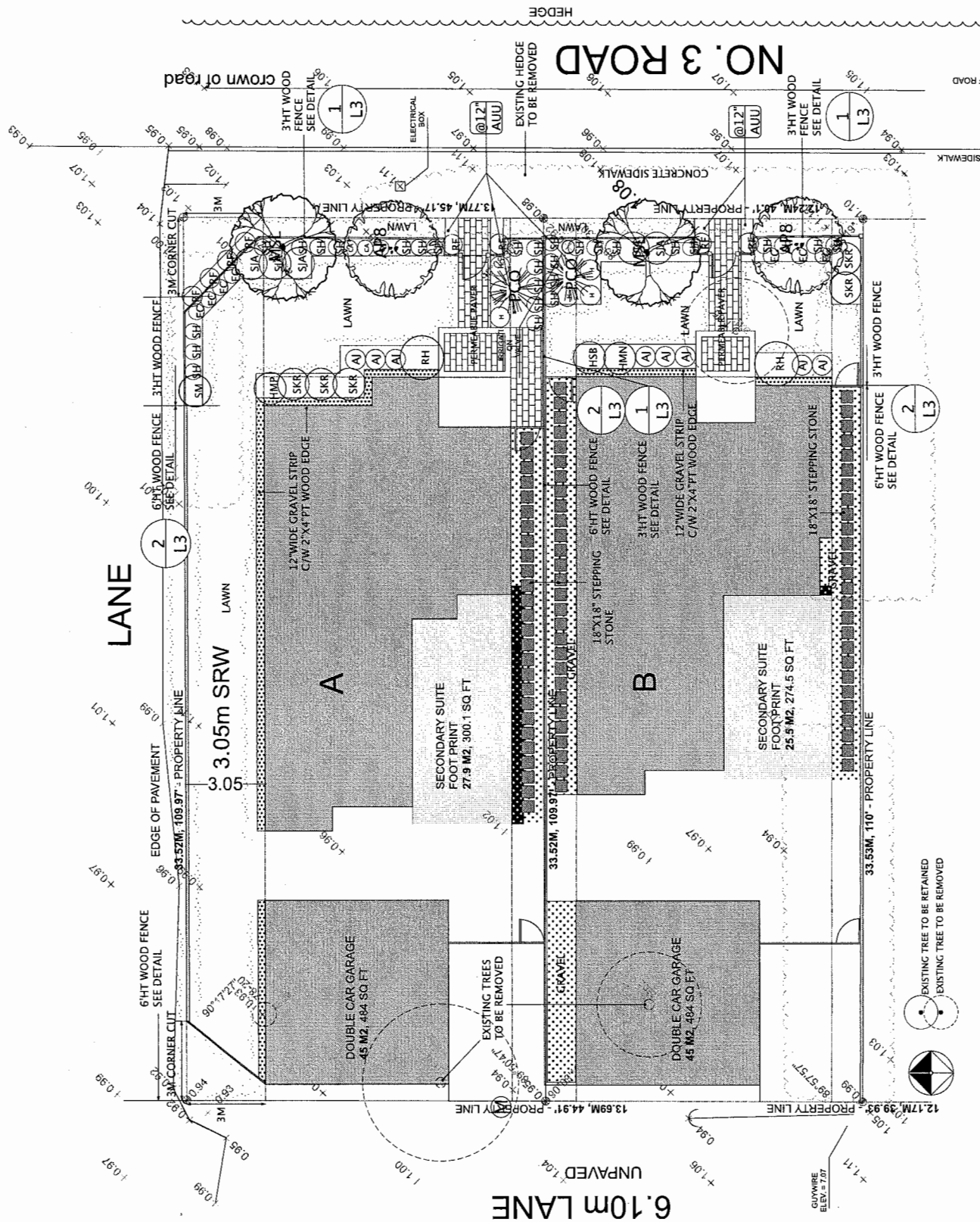
- ASPHALT SHINGLE ROOFING
- EXTERIOR WALL TILE
- DECORATIVE EPS MOULDING
- PAINTED ROCK DASH STUCCO
- GLAZING



PLN - 209







## PLN - 210

[illegible]

# PLANT LIST

PROJECT ADDRESS 8111NO.3 RD. RICHMOND(RZ15-699299)

KEY	QTY	BOTANICAL NAME	COMMON NAME	SIZE
TREES				
AP8	2	ACER PALMATUM	JAPANESE MAPLE	8.0cm Cal. B&B
MSL	2	MAGNOLIA SOULANGIANA 'RUSTIC RUBRA'	PURPLE SAUCER MAGNOLIA	6.0cm Cal. B&B
PCO	2	PICEA OMORIKA	SERBIAN SPRUCE	3.5m HT. B&B
SHRUBS				
AJ	8	AZALEA JAPONICA **	JAPANESE AZALEA	#2 POT
EC	7	ERICA CARNEA	WINTER HEATHER	#2 POT
HMN	1	HYDRANGEA MACROPHYLLA 'NIKKO BLUE'	NIKKO BLUE HYDRANGEA	#2 POT
HMP	1	HYDRANGEA MACROPHYLLA 'PINK 'N PRET PINK'	PINK 'N PRETTY HYDRANGEA	#2 POT
HSB	1	HYDRANGEA SERRATA 'BLUE BIRD'	BLUE BIRD HYDRANGEA	#2 POT
RH	2	RHODODENDRON **	RHODODENDRON	#5 POT
RF	8	ROSA FLOWER CARPET	FLOWER CARPET ROSE	#1 POT
SH	29	SARCOCOA HUMILIS	HIMALAYAN SARCOCOCCA	#2 POT
SKR	5	SKIMMIA JAPONICA RUBELLA	SKIMMIA 'RUBELLA'	#2 POT
SJA	5	SPIRAEA JAPONICA 'ANTHONY WATERER'	ANTHONY WATERER SPIRAEA	#2 POT
SM	1	SYRINGA MEYER 'PALIBIN'	DWARF KOREAN LILAC	#5 POT

## GROUND COVERS

AUU	40	ARCTOSTAPHYLOS UVA URSI	KINNIKINNICK	#SP3 POT
-----	----	-------------------------	--------------	----------

## PERENNIALS/ANNUALS/FERNS/GRASSES/AQUATIC PLANTS

CA	3	CAREX MOREWII 'AUREO-VARIEGATA'	CAREX	#1 POT
H	6	HAKONECHOLA MACRA ALLGOLD	JAPANESE FOREST GRASS	#1 POT

## NOTES

\*\* DENOTES SPECIES AND VARIETY TO BE APPROVED BY THE LANDSCAPE ARCHITECT.

ALL MATERIALS AND EXECUTION SHALL BE IN ACCORDANCE TO THE MOST RECENT BRITISH COLUMBIA LANDSCAPE STANDARDS.

PLANTS IN THIS PLANT LIST ARE SPECIFIED ACCORDING TO THE CNLA STANDARDS FOR NURSERY STOCK AND THE BCLNA STANDARDS FOR CONTAINER GROWN PLANTS.

ALL PLANT QUANTITY DISCREPANCIES BETWEEN PLAN AND PLANT LIST SHALL BE REPORTED TO THE LANDSCAPE ARCHITECT FOR CLARIFICATION PRIOR TO SUBMITTING BIDS.

ALL MATERIALS AND WORKMANSHIP SHALL BE GUARANTEED FOR ONE FULL YEAR AFTER THE DATE OF SUBSTANTIAL PERFORMANCE. SUBSTANTIAL PERFORMANCE SHALL OCCUR WHEN 95% OF THE CONTRACT HAS BEEN COMPLETED TO THE SATISFACTION OF THE LANDSCAPE ARCHITECT.

THE CONTRACTOR SHALL MAINTAIN ACCORDANCE TO THE LANDSCAPE STANDARDS UNTIL THE WORK IS TURNED OVER TO THE OWNER.

DESIGNED	MI	DATE	Aug 3 2016	REVISIONS	DESCRIPTION	REV	DATE	DESCRIPTION	REV
DRAWN	TI								

ITO ASSOCIATES  
Landscape Architects  
100-1000  
Vancouver, BC V6P 6E6

PROJECT

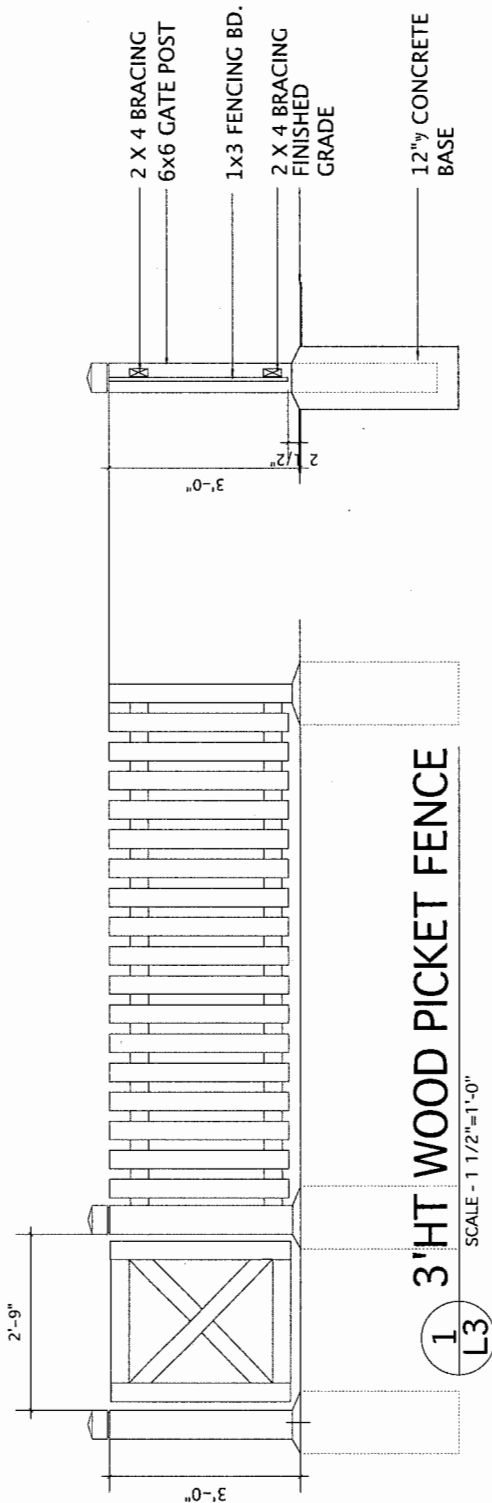
8111 No.3 RD.  
RICHMOND B.C.  
RZ15-699299

SCALE:

JOB NO.: 16L03

SHEET

L2 OF 3



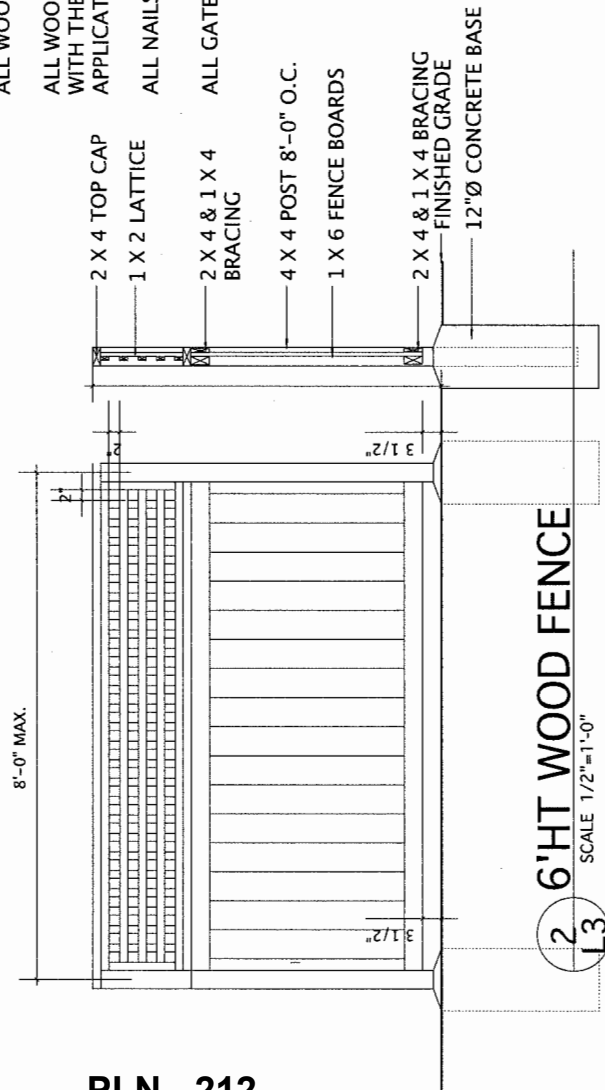
NOTE:

ALL WOOD SHALL BE PRESSURE TREATED FIR S.4.S.

ALL WOOD SHALL BE STAINED WITH 2 COATS SOLID STAIN, COLOUR TO BE COORDINATED WITH THE BUILDING AND APPROVED BY THE LANDSCAPE ARCHITECT PRIOR TO APPLICATION.

ALL NAILS AND OTHER METAL COMPONENTS SHALL BE GALVANIZED.

ALL GATES SHALL BE PROVIDED WITH METAL LATCH ASSEMBLIES



PLN - 212

DESIGNED	MI	REVISIONS		DATE	REV	DESCRIPTION	REV	DETAILS	PROJECT	SCALE: 1/4"=1'-0"
		DATE	DESCRIPTION							
DRAWN	TI	Aug 3 2016	ISSUED FOR REZONING					8111 No.3 RD. RICHMOND B.C. RZ15-699299	JOB NO.: 16LO3 SHEET: L3 OF 3	





# City of Richmond

## Rezoning Considerations

Development Applications Department  
6911 No. 3 Road, Richmond, BC V6Y 2C1

**Address:** 8111 No. 3 Road

**File No.:** RZ 15-699299

**Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 9630, the developer is required to complete the following:**

1. Road dedication of 3 m by 3 m corner cut at the northwest corner; and road dedication of 3 m by 3 m corner cut at the northeast corner of the proposed development (proposed Lot A).
2. Submission of a Landscape Plan for the front yards of the proposed lots, prepared by a Registered Landscape Architect, to the satisfaction of the Director of Development, and deposit of a Landscaping Security based on 100% of the cost estimate provided by the Landscape Architect, including installation costs. The Landscape Plan should:
  - comply with the guidelines of the OCP's Arterial Road Policy and should not include hedges along the front property line;
  - include a mix of coniferous and deciduous trees;
  - include low fencing outside of the rear yard (max 1.2 m);
  - include the dimensions of tree protection fencing as illustrated on the Tree Retention Plan attached to this report;
  - include the four (4) required replacement trees with the following minimum sizes:

No. of Replacement Trees	Minimum Caliper of Deciduous Tree	or	Minimum Height of Coniferous Tree
2	6 cm		3.5 m
2	8 cm		4 m

If required replacement trees cannot be accommodated on-site, a cash-in-lieu contribution in the amount of \$500/tree to the City's Tree Compensation Fund for off-site planting is required.

3. Registration of a flood indemnity covenant on title.
4. Submission of conceptual plans showing the proposed architectural elevations of the proposed corner lot dwelling (Lot A), to the satisfaction of the Director of Development, and registration of a legal agreement on Title to ensure that the Building Permit application and ensuing development of the corner lot is generally consistent with the proposed conceptual plans.
5. Registration of a legal agreement on Title to ensure that no final Building Permit inspection is granted until a secondary suite is constructed on two (2) of the two (2) future lots, to the satisfaction of the City in accordance with the BC Building Code and the City's Zoning Bylaw.

**At Demolition Permit\* stage, the developer is required to complete the following:**

1. Contact the City's Parks Department a minimum of four (4) days in advance to enable signage to be posted for the removal of the City-owned hedge located in front of the subject property.

**At Subdivision\* stage, the developer is required to complete the following:**

1. Enter into a Servicing Agreement\* for the design and construction of engineering infrastructure and frontage improvements. Works include, but may not be limited to, the following:

*Water Works:*

- a. Using the OCP Model, there is 36.0 L/s of water available at a 20 psi residual at the No. 3 Road frontage. Based on your proposed development, your site requires a minimum fire flow of 95 L/s.
- b. The Developer is required to:
  - Submit Fire Underwriter Survey (FUS) or International Organization for Standardization (ISO) fire flow calculations to confirm the development has adequate fire flow for onsite fire protection. Calculations must be signed and sealed by a Professional Engineer and be based on Building Permit Stage and Building designs. If adequate flow is not available, the Developer shall be required to upgrade the existing water system that may extend beyond the development site frontage.

- Install approximately 45m of 200mm watermain along the No. 3 Road frontage. Extending from the south property line of the development site and tie-in to the existing 400mm watermain along No.3 Road.
- Install 2 new water service connections complete with meters and meter boxes.
- c. At Developers cost, the City is to:
  - Cut and cap the existing water service connection at the watermain along No. 3 Road frontage.
  - Cut and cap the existing 100mm watermain at the south property line of the development site and remove/abandon the watermain to the north.
  - Tie-in the new 200mm watermain to the existing 400mm watermain along No.3 Road and tie-in to the existing 100mm watermain along the No.3 Road frontage.

*Storm Sewer Works:*

- d. The Developer is required to:
  - Install approximately 77m of 200mm lane drainage sewer within the west and north Lanes complete with manholes and catch basins as required from the development sites south property line to No. 3 Road.
- e. At Developers cost, the City is to:
  - Cut and cap the existing storm sewer service connections, located at the southeast corner of the development site.
  - Install a new storm service connection complete with an IC at the adjoining property line of the newly subdivided lots along the No. 3 Road frontage.
  - Tie-in the proposed Lane drainage sewer to the existing Storm box culvert along No. 3 Road.

*Sanitary Sewer Works:*

- f. At Developers cost, the City is to:
  - Upgrade the existing sanitary service connection complete with new IC and dual connections at the adjoining property line of the newly subdivided lots.

*Frontage Improvements:*

- g. The Developer is required to:
  - Relocate existing Hydro poles along the north and west property line frontages of the development site to facilitate Lane upgrades.
  - Coordinate with BC Hydro, Telus and other private communication service providers:
    - To determine servicing requirements.
    - To underground Hydro service lines.
    - When relocating/modifying any of the existing power poles and/or guy wires within the property frontages.
    - To determine if above ground structures are required and coordinate their locations (e.g. Vista, PMT, LPT, Shaw cabinets, Telus Kiosks, etc).
  - Provide if necessary, additional SRWs, to be defined through the SA drawings and provided to the City at Developers cost.
  - Install asphalt, curb and gutter, drainage sewer and street lighting within the Lanes. Re-grade Lanes to center swale.
  - Complete other frontage improvements as per Transportation's requirements, which include, but are not limited to, the following:
    - On-site vehicle and bicycle parking facilities to be fulfilled to the City's bylaw requirement.
    - Future driveway on the proposed subdivided Lot A (north) to be located at the existing north-south lane, west of the property or at the existing east-west lane, north of the property. For the proposed subdivided Lot B (south), future driveway to be located at the existing north-south lane, west of the property. No driveways to be located on east side (frontage road to No. 3 Road).
    - The existing driveway on the frontage road to No. 3 Road to be removed and replaced with barrier curb, concrete sidewalk and boulevard matched with the south side of the property.
    - Restoration of existing sidewalk panels, curb and boulevard.

*General Items:*

- h. The Developer is required to:
  - Enter into, if required, additional legal agreements, as determined via the subject development's Servicing Agreement(s) and/or Development Permit(s), and/or Building Permit(s) to the satisfaction of the Director of Engineering, including, but not limited to, site investigation, testing, monitoring, site preparation, de-watering, drilling, underpinning, anchoring, shoring, piling, pre-loading, ground densification or other activities that may result in settlement, displacement, subsidence, damage or nuisance to City and private utility infrastructure.
- 2. Payment of the following year's taxes, Development Cost Charges (City and GVS & DD), School Site Acquisition Charge, Address Assignment Fees, Engineering Improvement Charge, and the costs associated with the completion of the required servicing works and frontage improvements.

**Prior to Building Permit Issuance, the developer must complete the following requirements:**

1. If applicable, submission of a Construction Parking and Traffic Management Plan to the Transportation Department. Management Plan shall include location for parking for services, deliveries, workers, loading, application for any lane closures, and proper construction traffic controls as per Traffic Control Manual for works on Roadways (by Ministry of Transportation) and MMCD Traffic Regulation Section 01570.
2. If applicable, payment of latecomer agreement charges associated with eligible latecomer works.
3. Obtain a Building Permit (BP) for any construction hoarding. If construction hoarding is required to temporarily occupy a public street, the air space above a public street, or any part thereof, additional City approvals and associated fees may be required as part of the Building Permit. For additional information, contact the Building Approvals Department at 604-276-4285.

**Note:**

- \* This requires a separate application.
- Where the Director of Development deems appropriate, the preceding agreements are to be drawn not only as personal covenants of the property owner but also as covenants pursuant to Section 219 of the Land Title Act.

All agreements to be registered in the Land Title Office shall have priority over all such liens, charges and encumbrances as is considered advisable by the Director of Development. All agreements to be registered in the Land Title Office shall, unless the Director of Development determines otherwise, be fully registered in the Land Title Office prior to enactment of the appropriate bylaw.

The preceding agreements shall provide security to the City including indemnities, warranties, equitable/rent charges, letters of credit and withholding permits, as deemed necessary or advisable by the Director of Development. All agreements shall be in a form and content satisfactory to the Director of Development.

- Additional legal agreements, as determined via the subject development's Servicing Agreement(s) and/or Development Permit(s), and/or Building Permit(s) to the satisfaction of the Director of Engineering may be required including, but not limited to, site investigation, testing, monitoring, site preparation, de-watering, drilling, underpinning, anchoring, shoring, piling, pre-loading, ground densification or other activities that may result in settlement, displacement, subsidence, damage or nuisance to City and private utility infrastructure.
- Applicants for all City Permits are required to comply at all times with the conditions of the Provincial *Wildlife Act* and Federal *Migratory Birds Convention Act*, which contain prohibitions on the removal or disturbance of both birds and their nests. Issuance of Municipal permits does not give an individual authority to contravene these legislations. The City of Richmond recommends that where significant trees or vegetation exists on site, the services of a Qualified Environmental Professional (QEP) be secured to perform a survey and ensure that development activities are in compliance with all relevant legislation.

[signed copy on file]

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Signed

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Date





**Richmond Zoning Bylaw 8500  
Amendment Bylaw 9630 (RZ 15-699299)  
8111 No. 3 Road**

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

1. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning Bylaw 8500, is amended by repealing the existing zoning designation of the following area and by designating it **"COMPACT SINGLE DETACHED (RC2)"**.

P.I.D. 004-155-190

Lot 32 Section 20 Block 4 North Range 6 West New Westminster District Plan 21352

2. This Bylaw may be cited as **"Richmond Zoning Bylaw 8500, Amendment Bylaw 9630"**.

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER CONDITIONS SATISFIED

ADOPTED

_____
_____
_____
_____
_____
_____

CITY OF RICHMOND
APPROVED by <i>BK</i>
APPROVED by Director or Solicitor <i>ul</i>

\_\_\_\_\_  
MAYOR

\_\_\_\_\_  
CORPORATE OFFICER



# City of Richmond

## Report to Committee Planning and Development Division

**To:** Planning Committee  
**From:** Wayne Craig  
Director, Development

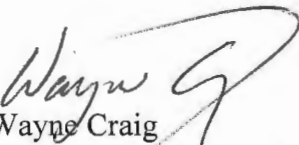
**Date:** October 26, 2016

**File:** RZ 16-737903

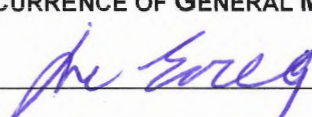
**Re:** Application by Architect 57 Inc. for Rezoning at 4780 Steveston Highway from Single Detached (RS1/E) to Compact Lot Detached (RC2)

### Staff Recommendation

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9635, for the rezoning of 4780 Steveston Highway from "Single Detached (RS1/E)" to "Compact Lot Detached (RC2)", be introduced and given first reading.

  
Wayne Craig  
Director, Development

WC:acr  
Att. 6

REPORT CONCURRENCE		
<b>ROUTED TO:</b>	<b>CONCURRENCE</b>	<b>CONCURRENCE OF GENERAL MANAGER</b>
Affordable Housing	<input checked="" type="checkbox"/>	

## **Staff Report**

### **Origin**

Architect 57 Inc. has submitted a rezoning application to the City of Richmond for permission to rezone the property at 4780 Steveston Highway from the “Single Detached (RS1/E)” zone to the “Compact Lot Detached (RC2)” zone, to permit the property to be subdivided to create two (2) lots with vehicle access from the rear lane (Attachment 1). The site is currently occupied by a single family dwelling, which will be demolished. A site survey showing the proposed subdivision plan is included in Attachment 2.

### **Findings of Fact**

A Development Application Data Sheet providing details about the development proposal is shown in Attachment 3.

### **Surrounding Development**

The subject property is located on the south side of Steveston Highway, west of Railway Avenue and is surrounded by the following land uses:

To the North: Across Steveston Highway to the north is a townhouse development zoned “Town Housing (ZT54) - Steveston Highway”

To the South: Townhouse development that is within Land Use Contract (15).

To the East: Single detached dwellings on narrow lots zoned “Compact Single Detached (RC1)”

To the West: Single detached dwellings on narrow lots zoned “Single Detached (RS1/K)”

### **Related Policies & Studies**

#### **Official Community Plan/Steveston Area Plan**

The OCP designation of the property is “Neighbourhood Residential”, where principal uses are single family, two-family and multiple family housing (specifically townhouses). The proposal is consistent with the OCP land use designation.

The subject property is located within the Steveston Area Plan and is designated for “Single-Family”. The proposal is consistent with the area plan land use designation (Attachment 4).

### **Arterial Road Policy**

The City permits densification along its arterial roads including compact lots with a rear lane to locate development where there is transit service and to direct it away from the internal single family neighbourhoods. The subject property is located on Steveston Highway, which is within the *Arterial Road Policy* as shown on the Arterial Road Map. The proposal for the creation of two compact lots is consistent with the policy as the subject property is located outside a Single



Family Lot Size Policy, and the applicant has proposed to dedicate and construct a fully operational municipal lane.

### **Floodplain Management Implementation Strategy**

The proposed redevelopment must meet the requirements of the Richmond Flood Plain Designation and Protection Bylaw 8204. Registration of a flood indemnity covenant on Title is required prior to final adoption of the rezoning bylaw.

### **Public Consultation**

A rezoning sign has been installed on the subject property. Staff have not received any comments from the public about the rezoning application in response to the placement of the rezoning sign on the property.

Should the Planning Committee endorse this application and Council grant 1<sup>st</sup> reading to the rezoning bylaw, the bylaw will be forwarded to a Public Hearing, where any area resident or interested party will have an opportunity to comment. Public notification for the Public Hearing will be provided as per the Local Government Act.

### **Analysis**

#### **Existing Legal Encumbrances**

A Statutory Right-of-Way (SRW) #RD19849 that is registered on title of the subject property pertains to a location just south of the site. The Right-of-Way was once part of a plan that included the subject property. This SRW is no longer required for the subject property and must be discharged by the owner prior to rezoning approval.

#### **Transportation and Site Access**

The applicant is required to dedicate a 6 m wide lane from the southern portion of the site, which will connect to the existing lane to the west of the subject site. No driveway access to Steveston Highway is permitted as per Residential Lot (Vehicular) Access Regulation Bylaw 7222 (2001). The developer is required to close the existing driveway to Steveston Highway.

#### **Tree Retention and Replacement**

The applicant has submitted a Certified Arborist's Report; which identifies on-site and off-site tree species, assesses tree structure and condition, and provides recommendations on tree retention and removal relative to the proposed development. The Report assesses eight (8) bylaw-sized trees on the subject property and 13 street trees on City property.

The City's Tree Preservation Coordinator has reviewed the Arborist's Report and has the following comments:

- Remove eight (8) trees (# 14-21) located on site, all within the required lane dedication, to allow for construction of the lane.

- Replacement trees should be specified at 2:1 ratio as per the OCP.

The City of Richmond's Parks department agrees that the 13 city trees located along the front of the property should be retained. The developer is required to submit a report detailing any work that will encroach into the Tree Protection Zone.

#### *Tree Replacement*

The applicant wishes to remove eight (8) on-site trees (Trees # 14- 21). The proposed trees to be removed are located at the rear of the property within the proposed lane dedication. The 2:1 replacement ratio would require a total of 16 replacement trees. The applicant has agreed to plant two (2) trees on each lot proposed; for a total of four (4) trees. The required replacement trees are to be of the following minimum sizes, based on the size of the trees being removed as per Tree Protection Bylaw No. 8057.

No. of Replacement Trees	Minimum Caliper of Deciduous Replacement Tree	Minimum Height of Coniferous Replacement Tree
2	11 cm	6 m
2	10 cm	5.5 m

To satisfy the 2:1 replacement ratio established in the OCP, the applicant will contribute \$6,000.00 to the City's Tree Compensation Fund in lieu of the remaining 12 trees that cannot be accommodated on the subject property after redevelopment.

#### *Tree Protection*

The applicant has submitted a tree protection plan showing the trees to be retained and the measures taken to protect them during development stage (Attachment 5).

The City Trees (# 1-13) are required to be retained and protected. The arborist report recommends the installation of Tree Protection Zone fencing spanning 1 m from the west side of the stem of Tree #1, 4 m from the south side of Trees #1-13, 1 m from the east side of Tree #13 and adjacent to the City sidewalk on the north side of Tree #1-13. There is also a flat rock retaining wall along the south side of these trees, which must be removed manually. A Tree Survival Security in the amount of \$5,000.00 to ensure the survival of the 13 city trees to be retained is required, as per Parks requirements.

To ensure that the trees identified for retention are protected at development stage, the applicant is required to complete the following items:

- Prior to final adoption of the rezoning bylaw, submission to the City of a contract with a Certified Arborist for the supervision of all works conducted within or in close proximity to tree protection zones. The contract must include the scope of work required, the number of proposed monitoring inspections at specified stages of construction, any special measures required to ensure tree protection, and a provision for the arborist to submit a post-construction impact assessment to the City for review.

- Prior to demolition of the existing dwelling on the subject site, installation of tree protection fencing around all trees to be retained. Tree protection fencing must be installed to City standard in accordance with the City's Tree Protection Information Bulletin Tree-03 prior to any works being conducted on-site, and remain in place until construction and landscaping on-site is completed.

### **Landscape Plan**

As a condition of rezoning of the subject property to a compact lot, the applicant is required to provide a landscape plan, prepared by a registered landscape architect to the satisfaction of the City prior to final rezoning approval. The applicant is also required to provide a deposit of a Landscaping Security based on the cost estimate provided by the Landscape Architect, including installation costs. The Landscape Plan should comply with the guidelines of the Official Community Plan's Arterial Road Policy and should not include hedges along the front property line, include a mix of coniferous and deciduous trees, include all required replacement trees, and include the dimensions of tree protection fencing as illustrated on the Tree Retention Plan.

### **Affordable Housing Strategy**

The Affordable Housing Strategy for single-family rezoning applications requires a secondary suite on 100% of new lots, a secondary suite on 50% of the new lots created and a cash-in-lieu contribution of \$2.00/ft<sup>2</sup> on the remaining lots, or 100% cash-in-lieu contribution of \$2.00/ft<sup>2</sup> of total buildable area towards the City's Affordable Housing Reserve Fund if the lots are too small to accommodate a secondary suite.

The applicant proposes to provide a secondary suite in the house on each of the new lots. To ensure that the secondary suite is built to the satisfaction of the City in accordance with the City's Affordable Housing Strategy, the applicant is required to enter into a legal agreement registered on Title, stating that no final Building Permit inspection will be granted until the secondary suites are constructed to the satisfaction of the City in accordance with the BC Building Code and the City's Zoning Bylaw. Registration of this legal agreement is required prior to final adoption of the rezoning bylaw.

### **Site Servicing and Frontage Improvements**

At future subdivision, the applicant is required to complete the payment of the current year's taxes, Address Assignment Fees, and the costs associated with completion of the required servicing works described in Attachment 6.

The applicant is also required to provide a new 6 m-wide lane along the entire south property at the developer's cost through a servicing agreement. The construction of the rear lane of the subject site will include the construction of the rear lane of the adjacent properties to the east at 4868 and 4888 Steveston Highway. Lane dedication and cash in lieu of the construction of the lane south of these properties were secured through RZ 03-225719, but the lane was not constructed.



**Financial Impact or Economic Impact**

The rezoning application results in an insignificant Operational Budget Impact (OBI) for off-site City infrastructure (such as roadworks, waterworks, storm sewers, sanitary sewers, street lights, street trees and traffic signals).

**Conclusion**

The proposed rezoning would enable the subdivision of the subject property into two lots zoned Compact Lot Detached (RC2). This rezoning application complies with the land use designations and applicable policies contained in the OCP.

As such, it is recommended that Richmond Zoning Bylaw 8500, Amendment Bylaw 9635 be introduced and given first reading.

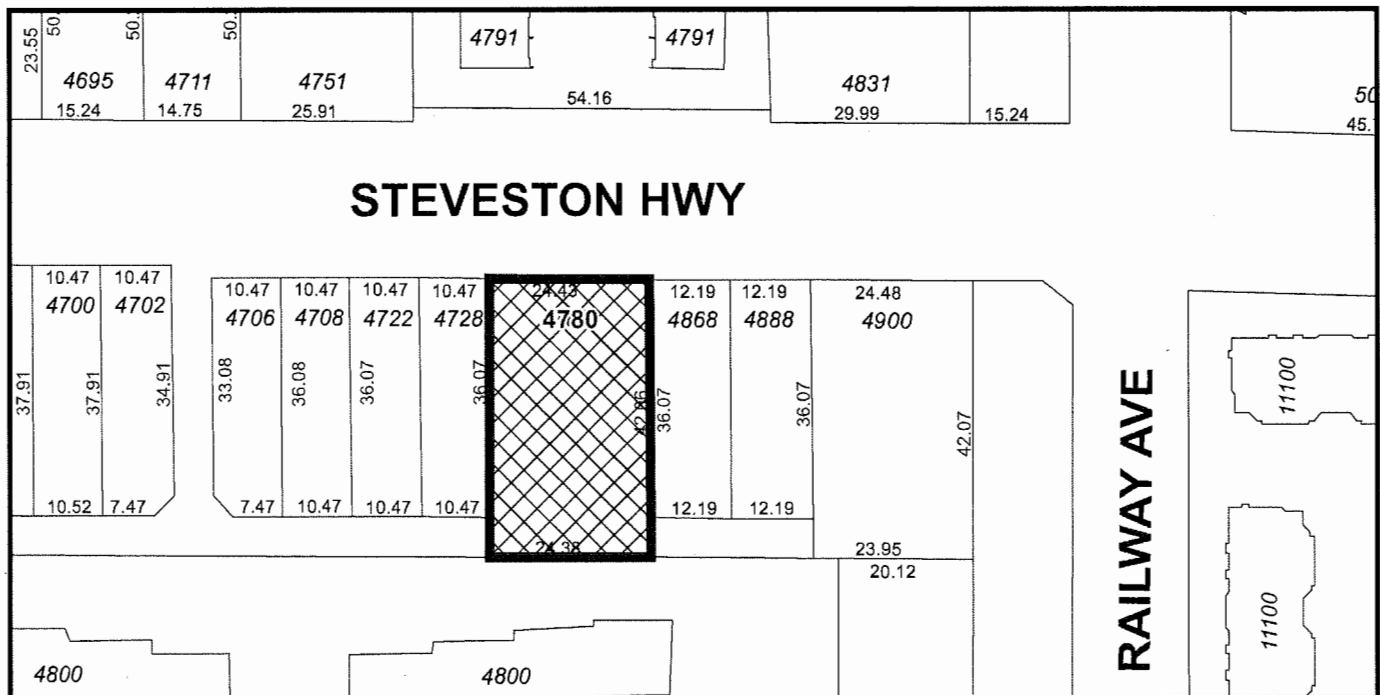


Ada Chan Russell  
Planner 1

ACR:cas

- Attachment 1: Location Map
- Attachment 2: Preliminary Subdivision Plan
- Attachment 3: Development Application Data Sheet
- Attachment 4: Steveston Area Land Use Map
- Attachment 5: Tree Protection Plan
- Attachment 6: Rezoning Considerations

City of  
Richmond



RZ 16-737903

Note: Dimensions are in METRES





# City of Richmond



RZ 16-737903

Original Date: 08/05/16

Revision Date:

Note: Dimensions are in METRES



# TOPOGRAPHIC PLAN OF LOT 63 EXCEPT: FIRSTLY: PART SUBDIVIDED BY PLAN 46667, SECONDLY: PART SHOWN ROAD ON PLAN 49421, SECTION 2 BLOCK 3 NORTH RANGE 7 WEST NEW WESTMINSTER DISTRICT PLAN 32358

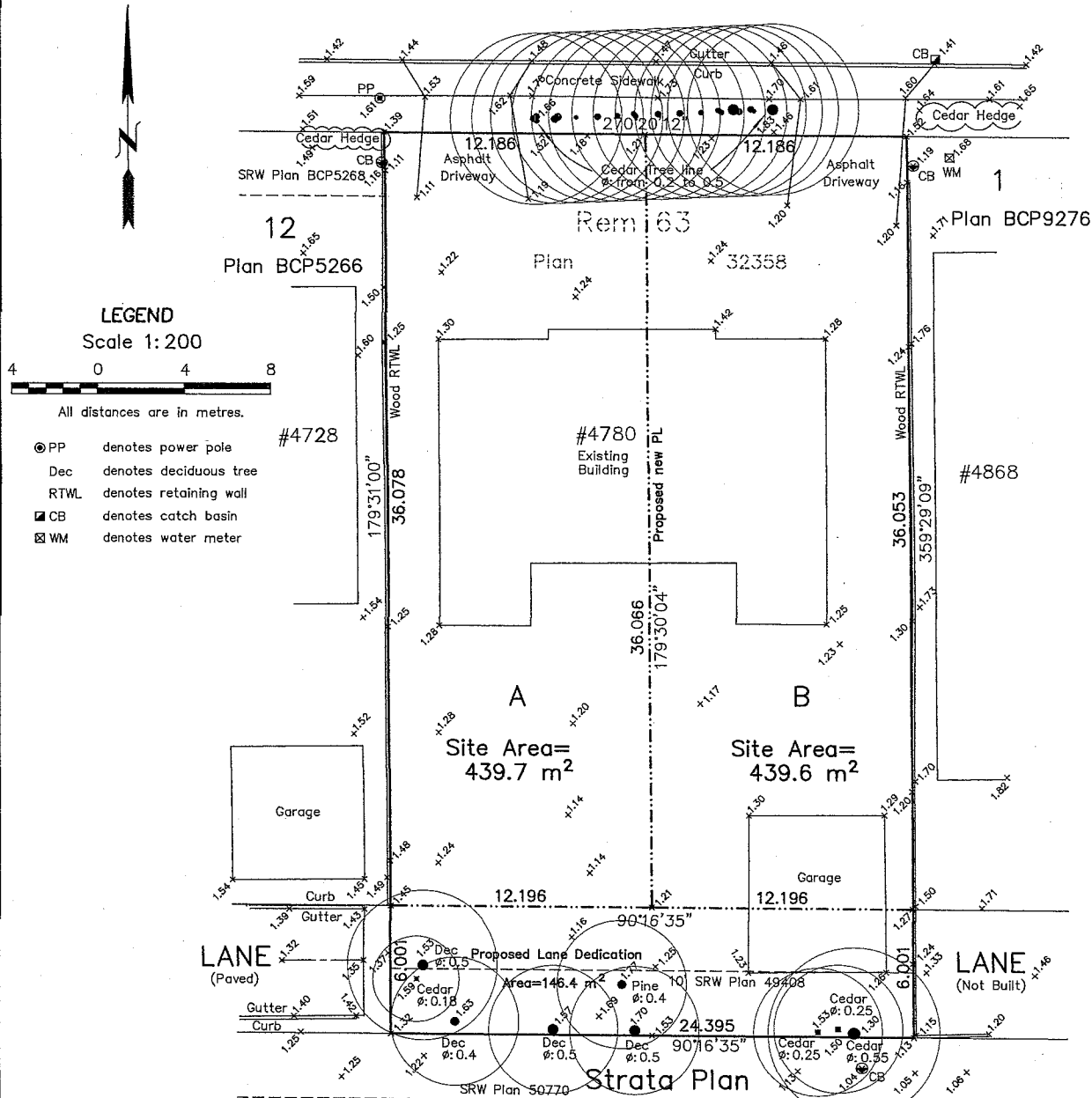
FOR SUBDIVISION APPLICATION PURPOSES

Parcel Identifier (PID): 004-260-333

#4780 Steveston HWY  
Richmond, B.C.

+1.74 +1.75 +1.77 +1.75 +1.75 +1.75 +1.77

## STEVESTON HWY



©Copyright

Provision Land Surveying Ltd.  
BC Land Surveyors  
#108-5568 Barker Avenue

Burnaby, B.C. V5H 2N9

Ph: 604-910-1784

Email: awang@provisionSurvey.com

File: 402-Topo.dwg



**RZ 16-737903**

**Attachment 3**

Address: 4780 Steveston Highway

Applicant: Architect 57 Inc.

Planning Area(s): Steveston Area

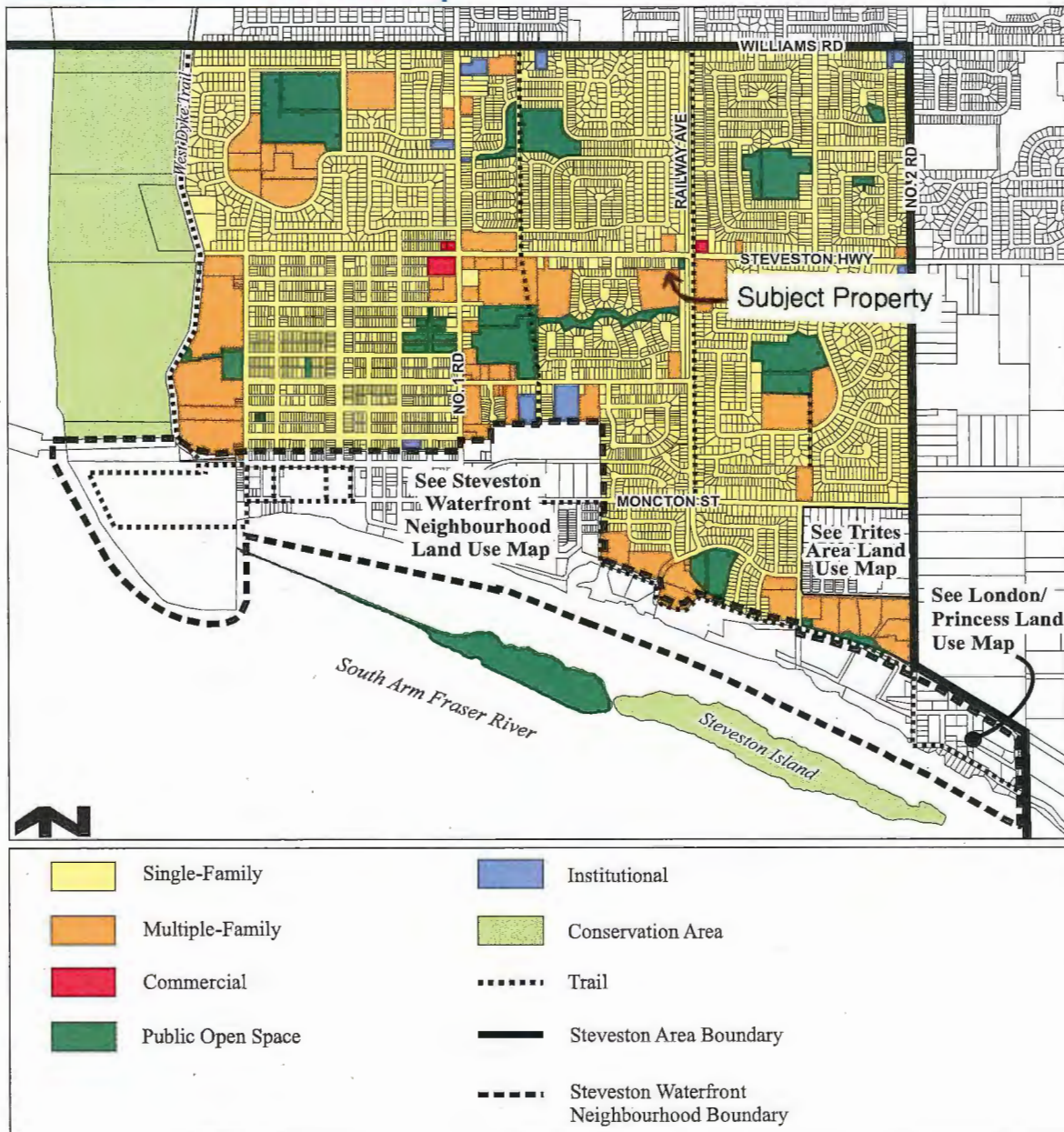
	Existing	Proposed
Owner:	Yu-Hua Chen & King Chen Group Ltd.	No Change
Site Size (m <sup>2</sup> ):	1025.7 m <sup>2</sup> (11,040.5 ft <sup>2</sup> )	Lot A = 439.7 m <sup>2</sup> (4,732.9 ft <sup>2</sup> ) Lot B = 439.6 m <sup>2</sup> (4,731.8 ft <sup>2</sup> )
Land Uses:	One (1) single detached dwelling	Two (2) single detached dwellings
OCP Designation:	Neighbourhood Residential	Neighbourhood Residential
Area Plan Designation:	Steveston Area	Steveston Area
Zoning:	Single Detached (RS1/E)	Compact Lot Detached (RC2)
Number of Units:	1	2

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 0.6 for lot area up to 464.5 m <sup>2</sup> plus 0.3 for area in excess of 464.5 m <sup>2</sup>	Max. 0.6 for lot area up to 464.5 m <sup>2</sup> plus 0.3 for area in excess of 464.5 m <sup>2</sup>	none permitted
Buildable Floor Area (m <sup>2</sup> ):*	Lot A: Max. 263.8 m <sup>2</sup> (2,839.5 ft <sup>2</sup> ) Lot B: Max. 263.8 m <sup>2</sup> (2,839 ft <sup>2</sup> )	Lot A: Max. 263.8 m <sup>2</sup> (2,839.5 ft <sup>2</sup> ) Lot B: Max. 263.8 m <sup>2</sup> (2,839 ft <sup>2</sup> )	none permitted
Lot Coverage:	Buildings: Max. 50% Non-Porous: Max. 20% Total: Max. 70%	Buildings: Max. 50% Non-Porous: Max. 20% Total: Max. 70%	none
Lot Size:	Min. 270 m <sup>2</sup>	Lot A: 439.7 m <sup>2</sup> Lot B: 439.6 m <sup>2</sup>	none
Lot Dimensions:	Width: Min. 9 m Depth: Min. 24 m	Lots A and B Width: 12.2 m Depth: 36.1 m	none
Setbacks:	Front: Min. 6 m Interior Side: Min. 1.2 m Rear: Min. 6 m	Front: Min. 6 m Interior Side: Min. 1.2 m Rear: Min. 6 m	none
Height (m):	Max. 2.5 storeys and within Residential Vertical Lot Envelopes	Max. 2.5 storeys and within Residential Vertical Lot Envelopes	none

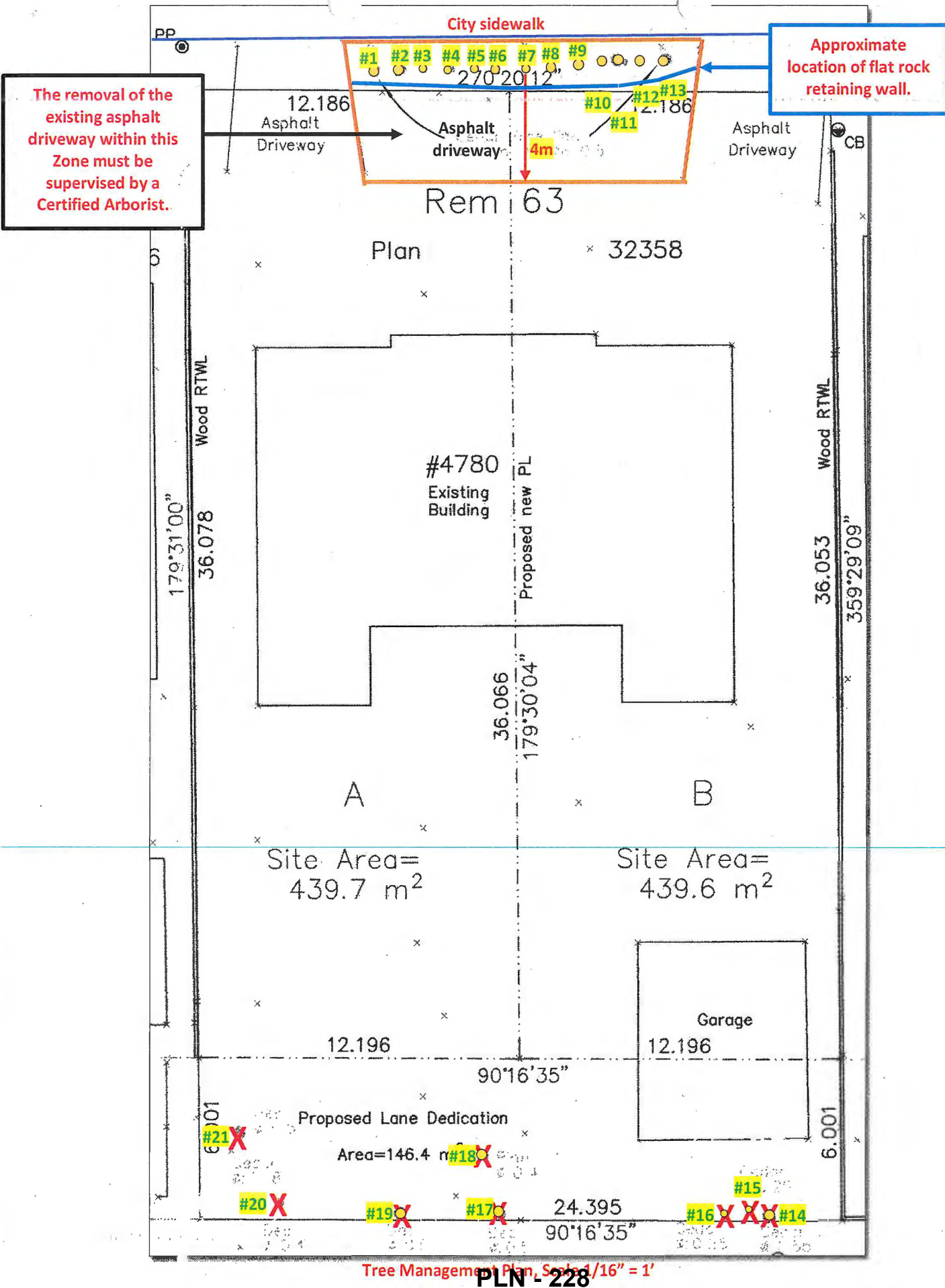
Other: Tree replacement compensation required for loss of significant trees.

\* Preliminary estimate; not inclusive of garage; exact building size to be determined through zoning bylaw compliance review at Building Permit stage.

City of Richmond

**Steveston Area Land Use Map**Bylaw 9252  
2016/06/27







**Address:** 4780 Steveston Highway

**File No.:** RZ 16-737903

**Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 9635, the developer is required to complete the following:**

1. 6 m lane dedication along the entire 4780 Steveston Highway south property line.
2. Submission of a Landscape Plan, prepared by a Registered Landscape Architect, to the satisfaction of the Director of Development, and deposit of a Landscaping Security based on 100% of the cost estimate provided by the Landscape Architect, including installation costs. The Landscape Plan should:
  - comply with the guidelines of the OCP's Arterial Road Policy and should not include hedges along the front property line;
  - include a mix of coniferous and deciduous trees;
  - include the dimensions of tree protection fencing as illustrated on the Tree Retention Plan attached to this report; and
  - include the four (4) required replacement trees with the following minimum sizes:

No. of Replacement Trees	Minimum Caliper of Deciduous Tree	or	Minimum Height of Coniferous Tree
2	11 cm		6 m
2	10.5 cm		5.5 m

If required replacement trees cannot be accommodated on-site, a cash-in-lieu contribution in the amount of \$500/tree to the City's Tree Compensation Fund for off-site planting is required.

3. City acceptance of the developer's offer to voluntarily contribute \$6,000.00 to the City's Tree Compensation Fund for the planting of replacement trees within the City.
4. Submission of a Contract entered into between the applicant and a Certified Arborist for supervision of any on-site works conducted within the tree protection zone of the trees to be retained. The Contract should include the scope of work to be undertaken, including: the proposed number of site monitoring inspections, and a provision for the Arborist to submit a post-construction assessment report to the City for review.
5. Submission of a Tree Survival Security to the City in the amount of \$5,000.00 for the 13 city trees to be retained. The security will not be released until an acceptable impact assessment report by the Certified Arborist is submitted and a landscaping inspection has been passed by City Staff. The City may retain a portion of the security of a one-year maintenance period.
6. Installation of appropriate tree protection fencing around all trees to be retained as part of the development prior to any construction activities, including building demolition, occurring on-site.
7. Registration of a flood indemnity covenant on title.
8. Registration of a legal agreement on Title to ensure that no final Building Permit inspection is granted until a secondary suite is constructed on each of the proposed future lots, to the satisfaction of the City in accordance with the BC Building Code and the City's Zoning Bylaw.
9. Discharge of existing Statutory Right-of Way registered on Title of the subject property (i.e. RD19849).

**At Demolition Permit\* stage, the developer is required to complete the following:**

1. Installation of tree protection fencing around all trees to be retained. Tree protection fencing must be installed to City standard in accordance with the City's Tree Protection Information Bulletin TREE-03 prior to any works being conducted on-site, and must remain in place until construction and landscaping on-site is completed.

**Prior to Building Permit Issuance, the developer must complete the following requirements:**

1. Submission of a Construction Parking and Traffic Management Plan to the Transportation Department. Management Plan shall include location for parking for services, deliveries, workers, loading, application for any lane closures, and proper construction traffic controls as per Traffic Control Manual for works on Roadways (by Ministry of Transportation) and MMCD Traffic Regulation Section 01570.
2. Obtain a Building Permit (BP) for any construction hoarding. If construction hoarding is required to temporarily occupy a public street, the air space above a public street, or any part thereof, additional City approvals and associated fees may be required as part of the Building Permit. For additional information, contact the Building Approvals Department at 604-276-4285.

**At Subdivision\* stage, the developer must complete the following requirements:**

1. Current years property taxes to be paid in full prior to subdivision being granted
2. Servicing works and off-site improvements may be completed through a Servicing Agreement entered into by the applicant to design and construct the works for the development site at the Developer's cost, and to design and construct the lane along the south property line of adjacent properties at 4868 and 4888 Steveston Highway, which shall be funded by the City subject to funding approval, to the satisfaction of the Director of Engineering.
3. Pay servicing costs associated with the following water, storm, and sanitary works:

*Water Works*

- a) Using the OCP Model, there is 712 L/s of water available at a 20 psi residual at the Steveston Highway frontage. Based on your proposed development, your site requires a minimum fire flow of 95 L/s.
- b) The Developer is required to submit Fire Underwriter Survey (FUS) or International Organization for Standardization (ISO) fire flow calculations to confirm the development has adequate fire flow for onsite fire protection. Calculations must be signed and sealed by a Professional Engineer and be based on Building Permit Stage Building designs.
- c) At Developer's cost, the City is to cut and cap, at main, existing water service connection at the Steveston Hwy frontage and install two new water service connections off of the existing 350 mm AC water main along the Steveston Hwy frontage, complete with meter and meter box.

*Storm Sewer Works*

- a) The Developer is required to:
  - Provide, at no cost to the City, an additional 3.0 m wide utility service right-of-way at the northeast corner of the lot, extending from the property line to 1.0 m past the existing inspection chamber.
  - Check the existing storm service connections at the northwest corner of the development site and confirm the material and condition of the inspection chambers and pipes. If deemed acceptable by the City, the existing service connection may be retained. In the case that the service connection are not in a condition to be re-used, the service connection shall be replaced by the City, at the Developer's cost, as described below.
- b) At Developer's cost the City is to:
  - Cut and cap, at the property line of the adjacent lot, the existing storm service connections at the northwest corner of the development site.
  - Install a new storm service connection, complete with inspection chamber, off of the existing main along the Steveston Highway frontage.
  - If the existing storm service connection is deemed unacceptable by the City, cut and cap, at the property line of the adjacent lot, the existing storm service connections at the northwest corner of the development site and install a new storm service connection, complete with inspection chamber.

*Sanitary Sewer Works:*

- a) The Developer is required to not start onsite foundation construction prior to completion of rear yard sanitary works by City crews.
- b) At Developer's cost, the City is to:
  - Install new sanitary service connection at the adjoining property line of the 2 newly created lots, complete with inspection chamber and service laterals, off of the existing main along the south property line.
  - Cut, cap, and remove existing sanitary service connection and inspection chamber at southeast corner of the subject site.



*Frontage Improvements:*

The Developer is required to:

- a) Coordinate with BC Hydro, Telus, and other private communication service providers for undergrounding of overhead service lines along the Steveston Hwy frontage.
- b) Coordinate with BC Hydro, Telus and other private communication service providers
  - When relocating/modifying any of the existing power poles and/or guy wires within the property frontages.
  - To determine if above ground structures are required and coordinate their locations (e.g. Vista, PMT, LPT, Shaw cabinets, Telus Kiosks, etc.). These should be located onsite.
- c) Provide a new 6.0 m-wide lane along the entire south property line, approximately 25 m, complete with asphalt pavement, rollover curb and gutter on both sides, lighting, and drainage.
- d) Complete other frontage improvements as per Transportation's requirements.

*General Items:*

The Developer is required to:

- Enter into, if required, additional legal agreements, as determined via the subject development's Servicing Agreement(s) and/or Development Permit(s), and/or Building Permit(s) to the satisfaction of the Director of Engineering, including, but not limited to, site investigation, testing, monitoring, site preparation, de-watering, drilling, underpinning, anchoring, shoring, piling, pre-loading, ground densification or other activities that may result in settlement, displacement, subsidence, damage or nuisance to City and private utility infrastructure.

**Note:**

- \* This requires a separate application.
- Where the Director of Development deems appropriate, the preceding agreements are to be drawn not only as personal covenants of the property owner but also as covenants pursuant to Section 219 of the Land Title Act.

All agreements to be registered in the Land Title Office shall have priority over all such liens, charges and encumbrances as is considered advisable by the Director of Development. All agreements to be registered in the Land Title Office shall, unless the Director of Development determines otherwise, be fully registered in the Land Title Office prior to enactment of the appropriate bylaw.

The preceding agreements shall provide security to the City including indemnities, warranties, equitable/rent charges, letters of credit and withholding permits, as deemed necessary or advisable by the Director of Development. All agreements shall be in a form and content satisfactory to the Director of Development.

- Additional legal agreements, as determined via the subject development's Servicing Agreement(s) and/or Development Permit(s), and/or Building Permit(s) to the satisfaction of the Director of Engineering may be required including, but not limited to, site investigation, testing, monitoring, site preparation, de-watering, drilling, underpinning, anchoring, shoring, piling, pre-loading, ground densification or other activities that may result in settlement, displacement, subsidence, damage or nuisance to City and private utility infrastructure.
- Applicants for all City Permits are required to comply at all times with the conditions of the Provincial *Wildlife Act* and Federal *Migratory Birds Convention Act*, which contain prohibitions on the removal or disturbance of both birds and their nests. Issuance of Municipal permits does not give an individual authority to contravene these legislations. The City of Richmond recommends that where significant trees or vegetation exists on site, the services of a Qualified Environmental Professional (QEP) be secured to perform a survey and ensure that development activities are in compliance with all relevant legislation.

(Signed concurrence on file) \_\_\_\_\_  
Signed

\_\_\_\_\_ Date



**Richmond Zoning Bylaw 8500  
Amendment Bylaw 9635 (RZ 16-737903)  
4780 Steveston Highway**

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

1. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning Bylaw 8500, is amended by repealing the existing zoning designation of the following area and by designating it **"COMPACT LOT DETACHED (RC2)"**.

P.I.D. 004-260-333

Lot 63 Except: Firstly: Part Subdivided by Plan 46667, Secondly: Part Shown Road on Plan 49421, Section 2 Block 3 North Range 7 West New Westminster District Plan 32358

2. This Bylaw may be cited as **"Richmond Zoning Bylaw 8500, Amendment Bylaw 9635"**.

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

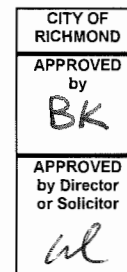
THIRD READING

OTHER CONDITIONS SATISFIED

ADOPTED

\_\_\_\_\_  
MAYOR

\_\_\_\_\_  
CORPORATE OFFICER





# City of Richmond

## Report to Committee Fast Track Application Planning and Development Division

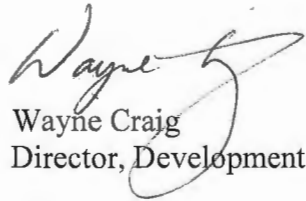
**To:** Planning Committee  
**From:** Wayne Craig  
Director, Development

**Date:** October 24, 2016  
**File:** RZ 16-740422

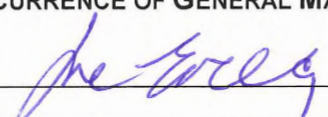
**Re:** Application by 1080593 BC Ltd. for Rezoning at 11740 Williams Road from Single Detached (RS1/E) to Compact Single Detached (RC2)

### Staff Recommendation

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9636, for the rezoning of 11740 Williams Road from "Single Detached (RS1/E)" to "Compact Single Detached (RC2)", be introduced and given first reading.

  
Wayne Craig  
Director, Development

WC:jr  
Att. 7

REPORT CONCURRENCE		
<b>ROUTED TO:</b>	<b>CONCURRENCE</b>	<b>CONCURRENCE OF GENERAL MANAGER</b>
Affordable Housing	<input checked="" type="checkbox"/>	



**Staff Report**

Item	Details		
Applicant	1080593 B.C. Ltd.		
Location	11740 Williams Road (Attachment 1)		
Zoning	Existing: Single Detached (RS1/E)		
	Proposed: Compact Single Detached (RC2) (Attachment 2)		
Development Data Sheet	Attachment 3		
OCP Designation	Neighbourhood Residential (Attachment 4)	Complies:	Yes
Lot Size Policy 5434	Compact Single Detached (RC2) or Coach Houses (RCH1) permitted (Attachment 5)	Complies:	Yes
Arterial Road Policy	Compact Lots or Coach House	Complies:	Yes
Floodplain Management Implementation Strategy	Flood indemnity covenant required	Complies:	Yes
Affordable Housing Strategy Response	Secondary suites on 100% of the two (2) lots proposed	Complies:	Yes
Surrounding Development	North:	Across Williams Road, a single-family dwelling on a lot zoned "Single Detached (RS1/E)" with vehicle access from Williams Road.	
	South:	Across the rear lane, a single-family dwelling on a lot zoned "Single Detached (RS1/E)" with vehicle access from Seabrook Crescent.	
	East & West:	Single-family dwellings on lots zoned "Single Detached (RS1/E)" with vehicle access from the rear lane.	
Rezoning Considerations	Attachment 7		

**Public Consultation**

A rezoning sign has been installed on the subject property. Staff have not received any comments from the public about the rezoning application in response to the placement of the rezoning sign on the property.

Should the Planning Committee endorse this application and Council grant 1<sup>st</sup> reading to the rezoning bylaw, the bylaw will be forwarded to a Public Hearing, where any area resident or interested party will have an opportunity to comment.

Public notification for the Public Hearing will be provided as per the Local Government Act.

**Analysis****Transportation and Site Access**

Vehicle access to the proposed lots is to be from the existing rear lane only. No access is permitted from Williams Road, in accordance with Residential Lot (Vehicular) Access Regulation Bylaw No. 7222.

Prior to the issuance of a Building Permit, the applicant is required to submit a Construction Parking and Traffic Management Plan to the City's Transportation Department for review.

**Tree Retention and Replacement**

The applicant has submitted a Certified Arborist's Report; which identifies on-site and off-site tree species, assesses tree structure and condition, and provides recommendations on tree retention and removal relative to the proposed development. The Report assesses one (1) bylaw-sized tree on the subject property and three (3) street trees on City property.

The City's Tree Preservation Coordinator and Parks Department staff have reviewed the Arborist's Report and have the following comments:

- One (1) 42.4 cm dbh Cypress (Tag # 4) is mostly dead and should be removed and replaced.
- Three (3) Sweetgum trees (Tag # 1-3) located in the City sidewalk to be retained and protected.
- Replacement trees should be specified at 2:1 ratio as per the OCP.

*Tree Protection*

Three (3) City-owned trees (Tag # 1-3) located in the sidewalk are to be retained and protected. The applicant has submitted a tree protection plan showing the trees to be retained and the measures taken to protect them during development stage (Attachment 6). To ensure that the trees identified for retention are protected at development stage, the applicant is required to complete the following items:

- Prior to final adoption of the rezoning bylaw, submission to the City of a contract with a Certified Arborist for the supervision of all works conducted within or in close proximity to tree protection zones. The contract must include the scope of work required, the number of proposed monitoring inspections at specified stages of construction, any special measures required to ensure tree protection, and a provision for the arborist to submit a post-construction impact assessment to the City for review.
- Prior to final adoption of the rezoning bylaw, submission to the City of a Tree Survival Security of \$5,600 for the three (3) City-owned trees to be retained.
- Prior to demolition of the existing dwelling on the subject site, installation of tree protection fencing around all trees to be retained. Tree protection fencing must be installed to City standard in accordance with the City's Tree Protection Information Bulletin Tree-03 prior to any works being conducted on-site, and remain in place until construction and landscaping on-site is completed.

*Tree Replacement*

The applicant wishes to remove one (1) on-site tree (Tag # 4). The 2:1 replacement ratio would require a total of two (2) replacement trees. The applicant has agreed to plant two (2) trees on each lot proposed; for a total of four (4) trees. The required replacement trees are to be of the following minimum sizes, based on the size of the trees being removed as per Tree Protection Bylaw No. 8057.

No. of Replacement Trees	Minimum Caliper of Deciduous Replacement Tree	Minimum Height of Coniferous Replacement Tree
2	9 cm	5 m
2	6 cm	3.5 m

Prior to final adoption of the rezoning bylaw, the applicant is required to submit a Landscape Plan for both lots prepared by a Registered Landscape Architect, along with a Landscape Security based on 100% of the cost estimate provided by the Landscape Architect for the proposed planting, including the four (4) required replacement trees. The Landscape Plan must comply with the regulations for coach house and compact lot development contained in the Arterial Road Policy in the OCP. A portion of the security will be released after construction and landscaping at the subject site is completed and a landscaping inspection by City staff has been passed. The City may retain the balance of the security for a one-year maintenance period to ensure that the landscaping survives.

### Site Servicing and Frontage Improvements

At future subdivision and building permit stage, the applicant is required to complete the following:

- Payment of the current year's taxes, Development Cost Charges (City and GVS & DD), School Site Acquisition Charge, Address Assignment Fees, and the costs associated with the completion of the required servicing works and frontage improvements as described in Attachment 8.
- Payment to the City, in accordance with the Works and Services Cost Recovery Bylaw No. 8752, Schedule 4, in the amount of \$22,800.73 to recover prior lane improvement construction costs associated with the works and services that have been constructed and financed by the City.

### Financial Impact

The rezoning application results in an insignificant Operational Budget Impact (OBI) for off-site City infrastructure (such as roadworks, waterworks, storm sewers, sanitary sewers, street lights, street trees and traffic signals).

### Conclusion

The purpose of this application is to rezone 11740 Williams Road from the "Single Detached (RS1/E)" zone to the "Compact Single Detached (RC2)" zone, to permit the property to be subdivided to create two (2) single-family lots.

This rezoning application complies with the land use designations and applicable policies for the subject site contained within the OCP and the Richmond Zoning Bylaw 8500.

The list of rezoning considerations is included in Attachment 8, which has been agreed to by the applicant (signed concurrence on file).



October 24, 2016

- 5 -

RZ 16-740422  
Fast Track Application

It is recommended that Richmond Zoning Bylaw 8500, Amendment Bylaw 9636 be introduced and given first reading.

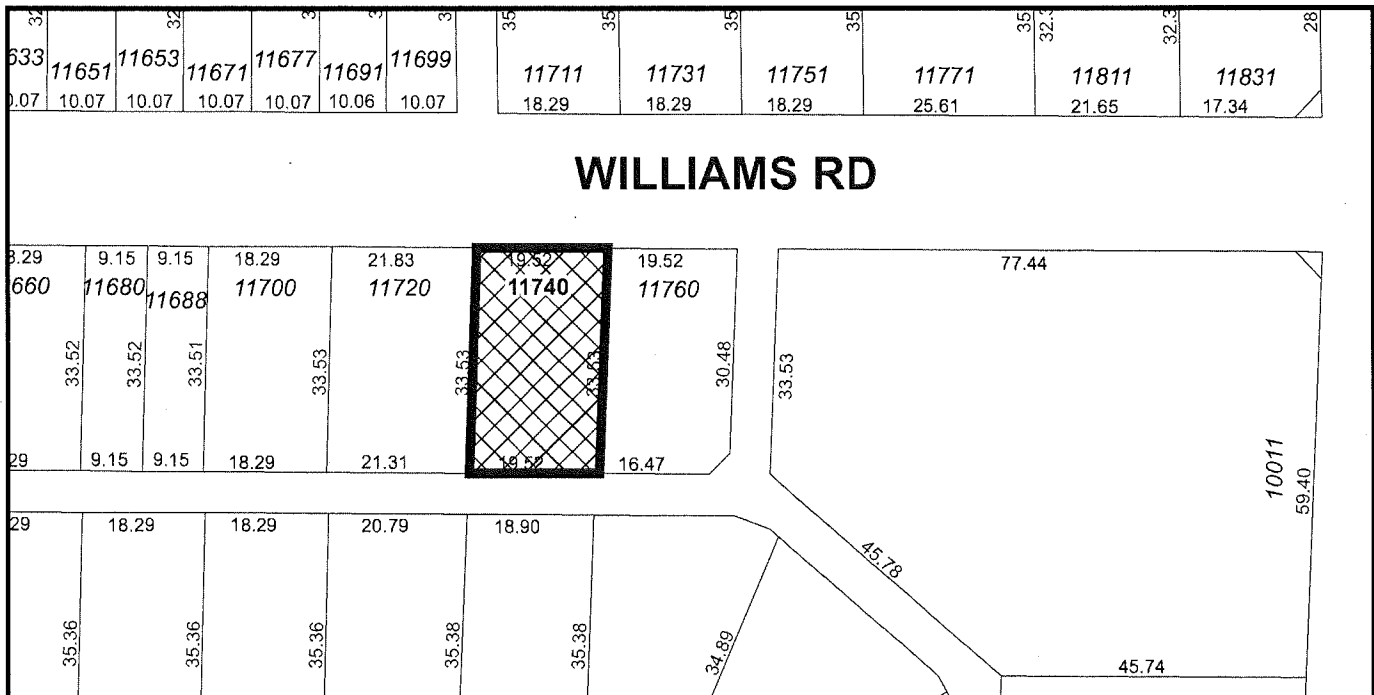
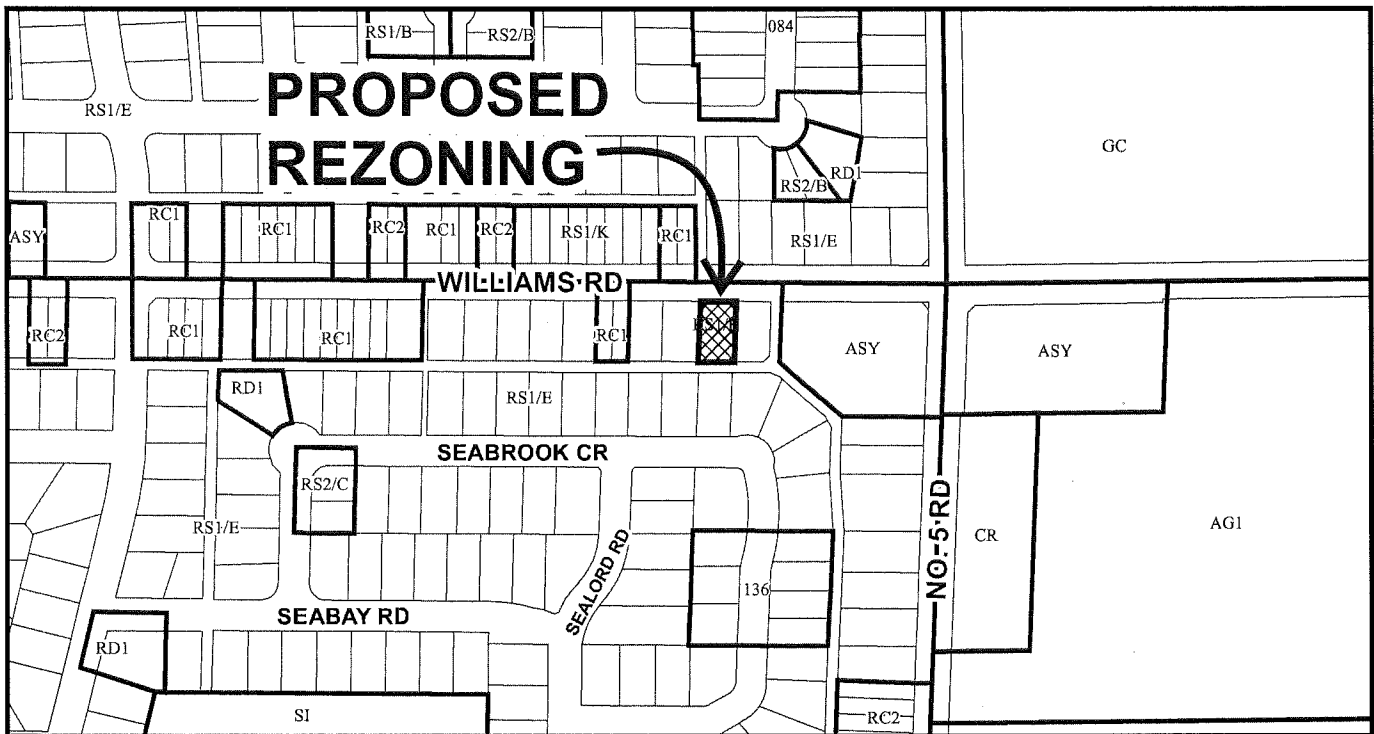


Jordan Rockerbie  
Planning Technician

JR:rg

Attachment 1: Location Map and Aerial Photo  
Attachment 2: Proposed Subdivision Plan  
Attachment 3: Development Application Data Sheet  
Attachment 4: Shellmont Area Plan Land Use Map  
Attachment 5: Single Family Lot Size Policy 5434  
Attachment 6: Tree Management Drawing  
Attachment 7: Rezoning Considerations

# PROPOSED REZONING



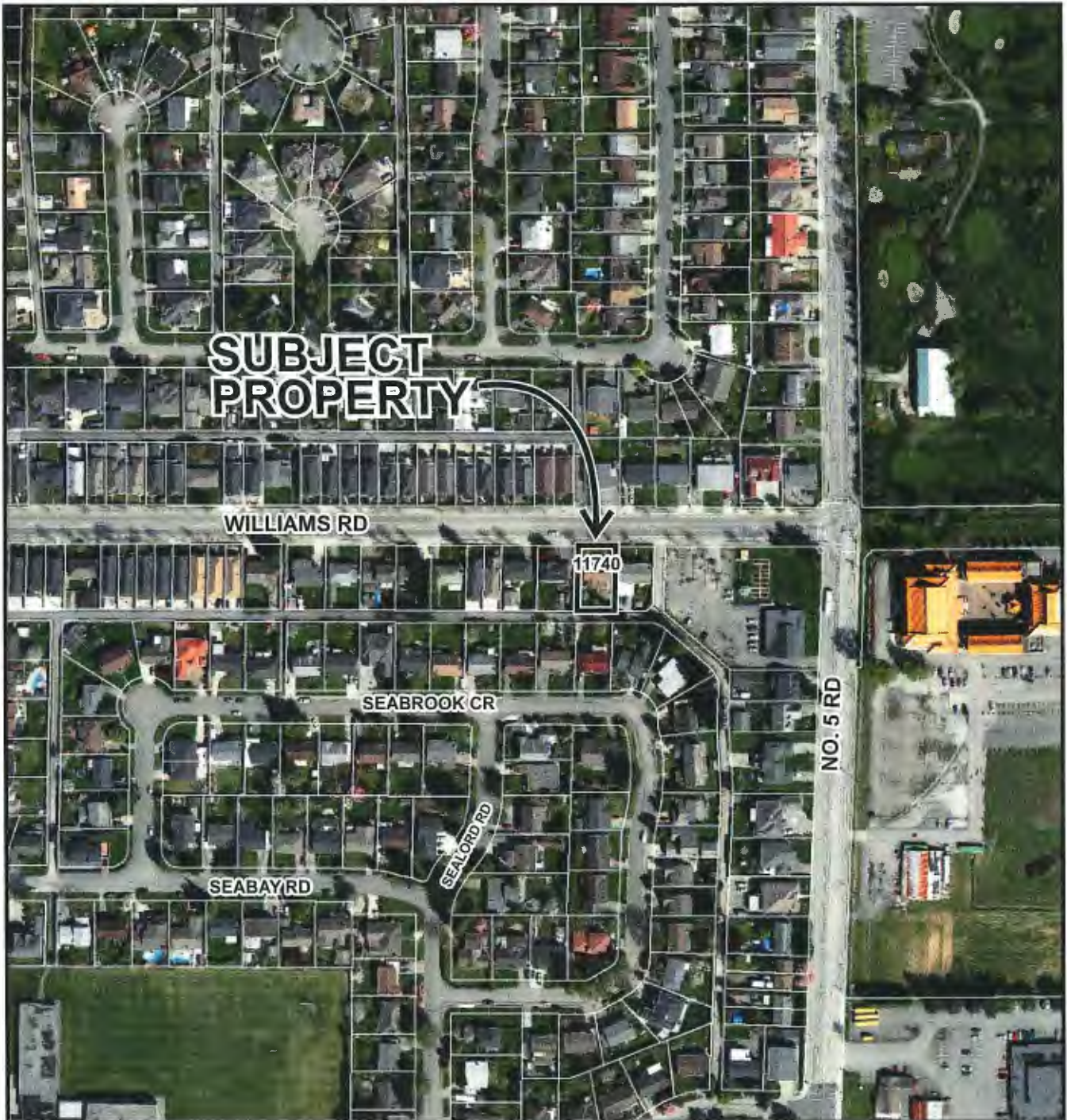
RZ 16-740422

Revision Date:

**PLN - 238**



City of  
Richmond



RZ 16-740422

Original Date: 08/19/16

Revision Date:

Note: Dimensions are in METRES

PLN - 239



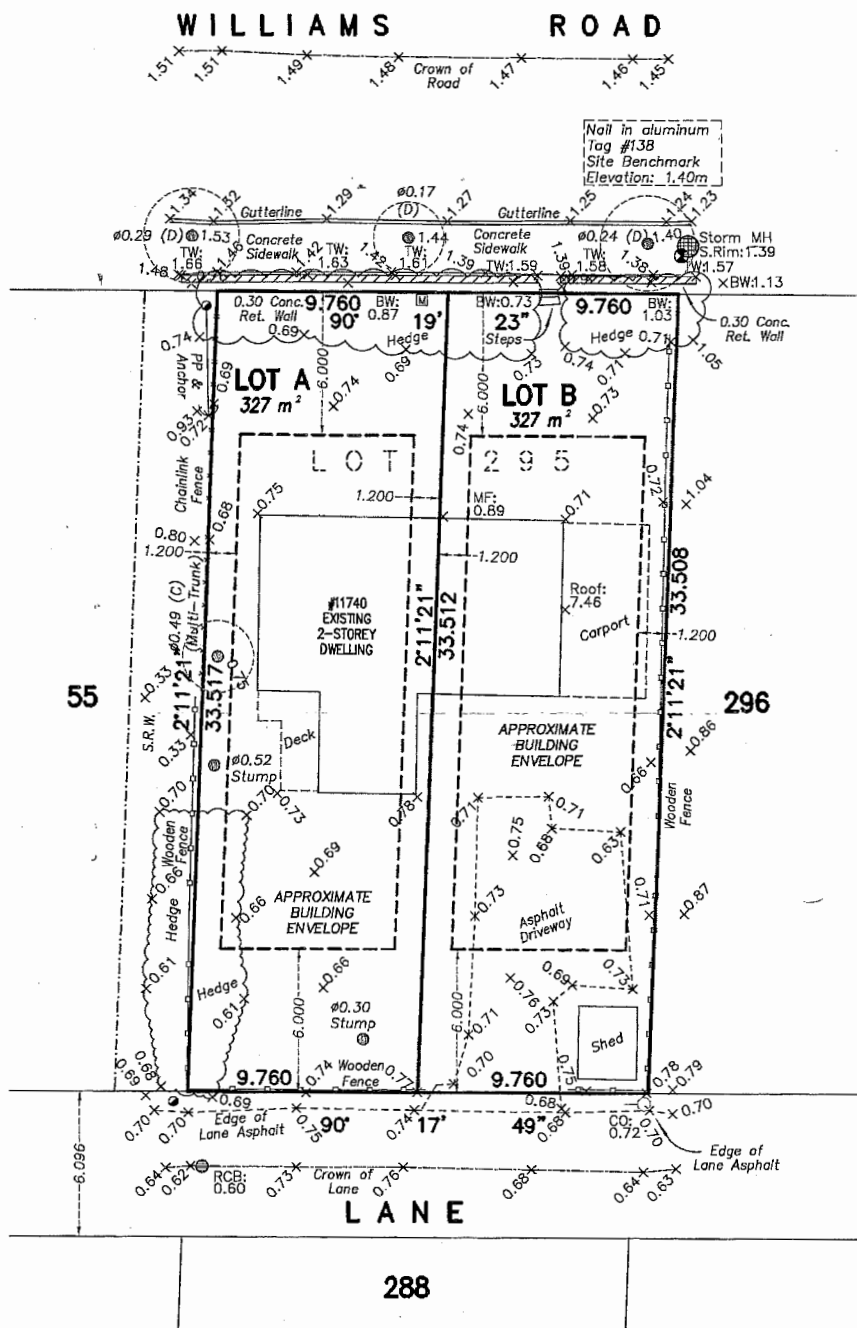
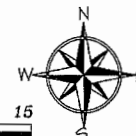
**TOPOGRAPHIC SURVEY AND PROPOSED SUBDIVISION OF  
LOT 295 SECTION 36 BLOCK 4 NORTH RANGE 6 WEST  
NEW WESTMINSTER DISTRICT PLAN 35779**

#11740 WILLIAMS ROAD,  
RICHMOND, B.C.  
P.I.D. 007-178-191

SCALE: 1:200



ALL DISTANCES ARE IN METRES AND DECIMALS  
THEREOF UNLESS OTHERWISE INDICATED



© copyright  
J. C. Tam and Associates  
Canada and B.C. Land Surveyor  
115 - 8833 Odlin Crescent  
Richmond, B.C. V6X 3Z7  
Telephone: 214-8928  
Fax: 214-8929  
E-mail: office@jctam.com  
Website: www.jctam.com  
Job No. 6547  
FB-311 P32-34  
Drawn By: IO

**NOTE:**  
Elevations shown are based on  
City of Richmond HPN  
Benchmark network.  
Benchmark: HPN #190  
Control Monument 94H1624  
Elevation: 2.353m  
Benchmark: HPN #191  
Control Monument 02H2453  
Elevation: 1.664m

**NOTE:**  
Use site Benchmark Tag #138 for  
construction elevation control

**LEGEND:**  
(C) denotes conifer  
(D) denotes deciduous  
■ denotes catch basin  
● denotes round catch basin  
⊕ denotes water valve  
⊗ denotes water meter  
⊙ denotes manhole  
○ denotes cleanout  
⊙ denotes lamp standard  
⊙ denotes fire hydrant  
⊙ denotes power post  
MF denotes main floor  
BW denotes bottom of retaining wall  
TW denotes top of retaining wall

**CERTIFIED CORRECT:**  
LOT DIMENSION ACCORDING TO  
FIELD SURVEY.

*Johnson C. Tam*  
JOHNSON C. TAM, B.C.L.S.

MAY 11th, 2016.

DWG No. 6547-Topo

PLN-240



**RZ 16-740422**

**Attachment 3**

Address: 11740 Williams Road

Applicant: 1080593 BC Ltd.

Planning Area(s): Shellmont

	Existing	Proposed
<b>Owner:</b>	1080593 BC Ltd.	To be determined
<b>Site Size (m<sup>2</sup>):</b>	654 m <sup>2</sup>	Two (2) lots, each 327 m <sup>2</sup>
<b>Land Uses:</b>	One (1) single-family home	Two (2) single-family homes
<b>OCP Designation:</b>	Neighbourhood Residential	No change
<b>702 Policy Designation:</b>	Compact Single Detached (RC2)	No change
<b>Zoning:</b>	Single Detached (RS1/E)	Compact Single Detached (RC2)
<b>Other Designations:</b>	Arterial Road Compact Lot Coach House	No change

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 0.60 for lot area up to 464.5 m <sup>2</sup> plus 0.3 for area in excess of 464.5 m <sup>2</sup>	Max. 0.60 for lot area up to 464.5 m <sup>2</sup> plus 0.3 for area in excess of 464.5 m <sup>2</sup>	none permitted
Buildable Floor Area (m <sup>2</sup> ):*	Lot A: Max. 196.2 m <sup>2</sup> (2,111.88 ft <sup>2</sup> ) Lot B: Max. 196.2 m <sup>2</sup> (2,111.88 ft <sup>2</sup> )	Lot A: Max. 196.2 m <sup>2</sup> (2,111.88 ft <sup>2</sup> ) Lot B: Max. 196.2 m <sup>2</sup> (2,111.88 ft <sup>2</sup> )	none permitted
Lot Coverage (% of lot area):	Building: Max. 50% Non-porous Surfaces: Max. 70%	Building: Max. 50% Non-porous Surfaces: Max. 70%	none
Lot Size:	Min. 270.0 m <sup>2</sup>	327.0 m <sup>2</sup>	none
Lot Dimensions (m):	Width: 9.0 m Depth: 24.0 m	Width: 9.76 m Depth: 33.51 m	none
Setbacks (m):	Front: Min. 6.0 m Rear: Min. 6.0 m Side: Min. 1.2 m	Front: Min. 6.0 m Rear: Min. 6.0 m Side: Min. 1.2 m	none
Height (m):	Max. 9.0 m	Max. 9.0 m	none

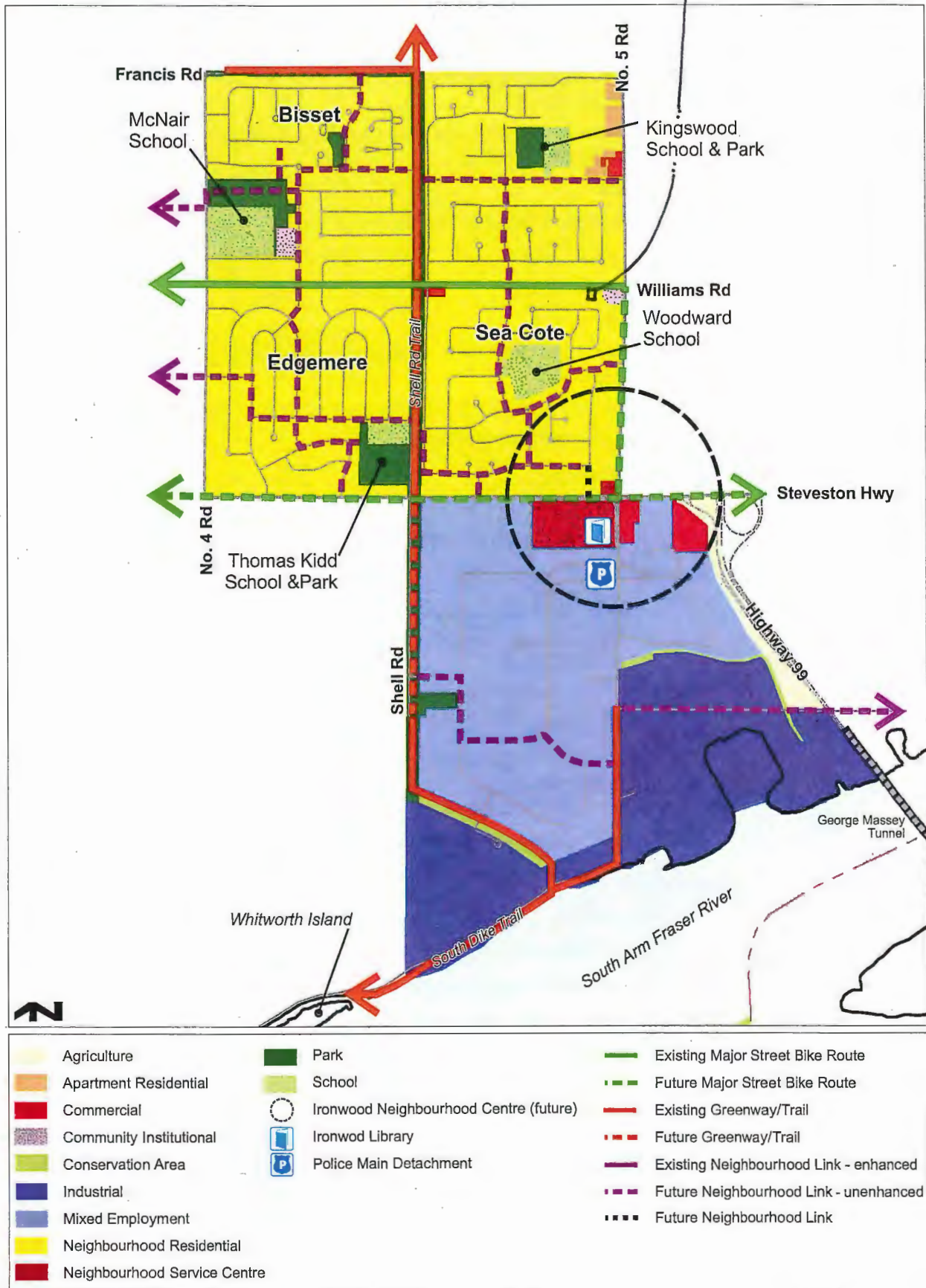
Other: Tree replacement compensation required for loss of significant trees.

\* Preliminary estimate; not inclusive of garage; exact building size to be determined through zoning bylaw compliance review at Building Permit stage.



## 8. Shellmont

SUBJECT  
PROPERTY



PLN - 242





# City of Richmond

# Policy Manual

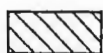
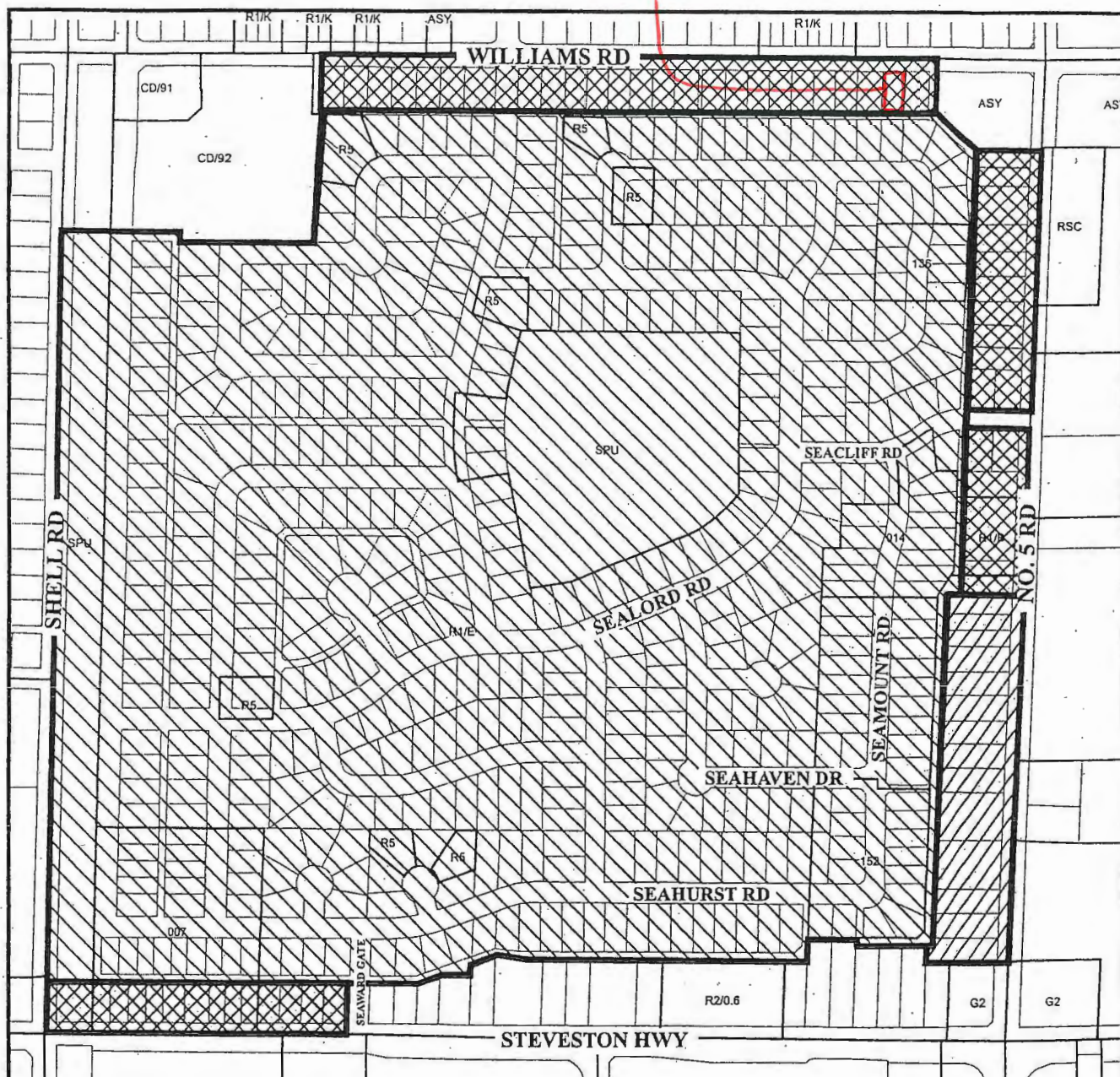
Page 1 of 2	Adopted by Council: February 19, 1990 Amended by Council: November 18, 1991 Amended by Council: October 16, 2006	<b>POLICY 5434</b>
File Ref:	SINGLE-FAMILY LOT SIZE POLICY IN QUARTER-SECTION 36-4-6	

## **POLICY 5434:**

The following policy establishes lot sizes in a portion of Section 36-4-6, within the area bounded by **Steveston Highway, Shell Road, No. 5 Road, and Williams Road**:

1. That properties within the area bounded by Shell Road, Williams Road, No. 5 Road, and Steveston Highway, in a portion of Section 36-4-6, be permitted to subdivide in accordance with the provisions of Single-Family Housing District (R1/E), with the exception that:
  - a) Properties fronting on Williams Road from Shell Road to No. 5 Road, properties fronting on Steveston Highway from Seaward Gate to Shell Road, and properties fronting on No. 5 Road from Williams Road to approximately 135 m south of Seacliff Road to rezone and subdivide in accordance with the provisions of Single-Family Housing District (R1-0.6) or Coach House District (R/9) provided that vehicle accesses are to the existing rear laneway only. Multiple-family residential development shall not be permitted in these areas.
  - b) Properties fronting on No. 5 Road from Steveston Highway to approximately 135 m south of Seacliff Road be permitted to subdivide in accordance with the provisions of Single-Family Housing District, Subdivision Area B (R1/B) provided that vehicle accesses are to the existing rear laneway only.
2. This policy, as shown on the accompanying plan, is to be used to determine the disposition of future rezoning applications in this area, for a period of not less than five years, unless changed by the amending procedures contained in the Zoning and Development Bylaw.

SUBJECT  
PROPERTY



Subdivision permitted as per **R1/E** (18 m wide lots)



Subdivision permitted as per **R1-0.6 or R/9**  
(access to lane only) (No Multiple-family residential development  
is permitted.



Subdivision permitted as per **R1/B**



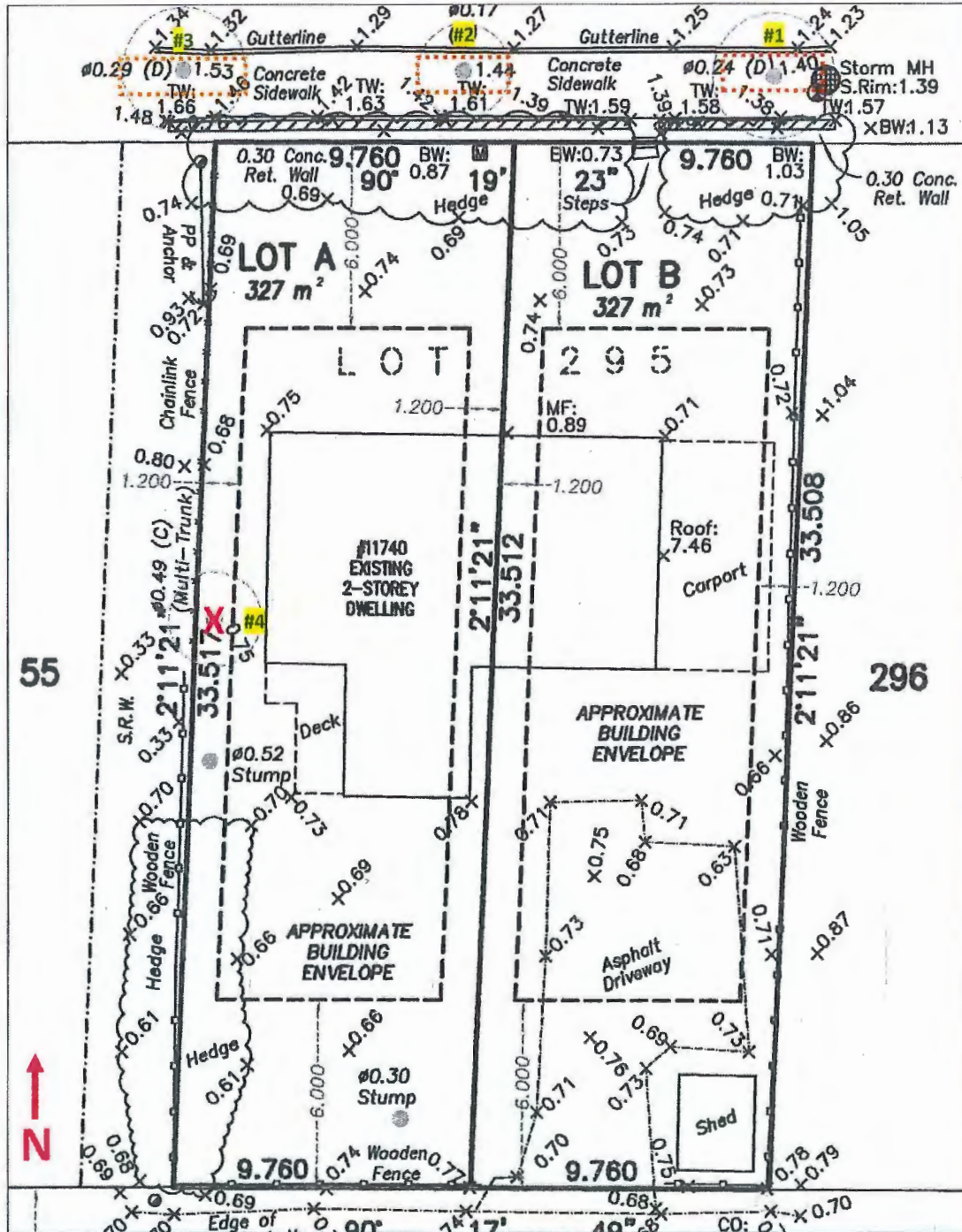
## Policy 5434 Section 36-4-6

PLN - 244

Adopted Date: 02/19/1990

Amended Date: 11/18/1991  
10/16/2006





SUITABLE REPLACEMENT TREES (Botanical name)
Purple Fountain European Beech ( <i>Fagus sylvatica</i> 'Purple Fountain')
Japanese Tree Lilac 'Ivory Silk' ( <i>Syringa reticulata</i> 'Ivory Silk')

TREE #	TREE SPECIES (Botanical name)	DBH (cm)	SPREAD (m) Radius
1	Sweetgum ( <i>Liquidambar styraciflua</i> )	24	1.8
2	Sweetgum ( <i>Liquidambar styraciflua</i> )	20	1.2
3	1.4 ( <i>Liquidambar styraciflua</i> )	28	1.8
4	Cypress ( <i>Chamaecyparis</i> sp.)	60	1.4





**Address:** 11740 Williams Road

**File No.:** RZ 16-740422

**Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 9636, the developer is required to complete the following:**

1. Submission of a Landscape Plan, prepared by a Registered Landscape Architect, to the satisfaction of the Director of Development, and deposit of a Landscaping Security based on 100% of the cost estimate provided by the Landscape Architect, including installation costs. The Landscape Plan should:
  - comply with the guidelines of the OCP's Arterial Road Policy and should not include hedges along the front property line;
  - include a mix of coniferous and deciduous trees;
  - include the dimensions of tree protection fencing as illustrated on the Tree Retention Plan attached to this report; and
  - include the four (4) required replacement trees with the following minimum sizes:

No. of Replacement Trees	Minimum Caliper of Deciduous Tree	Minimum Height of Coniferous Tree
2	9 cm	5 m
2	6 cm	3.5 m

If required replacement trees cannot be accommodated on-site, a cash-in-lieu contribution in the amount of \$500/tree to the City's Tree Compensation Fund for off-site planting is required.

2. Submission of a Contract entered into between the applicant and a Certified Arborist for supervision of any on-site works conducted within the tree protection zone of the trees to be retained. The Contract should include the scope of work to be undertaken, including: the proposed number of site monitoring inspections, and a provision for the Arborist to submit a post-construction assessment report to the City for review.
3. Submission of a Tree Survival Security to the City in the amount of \$5,600 for the three (3) City-owned trees to be retained.
4. Registration of a flood indemnity covenant on title.
5. Registration of a legal agreement on Title to ensure that no final Building Permit inspection is granted until a secondary suite is constructed on each of the two (2) future lots, to the satisfaction of the City in accordance with the BC Building Code and the City's Zoning Bylaw.

**Prior to Demolition Permit\* issuance, the developer must complete the following requirements:**

1. Installation of appropriate tree protection fencing around all trees to be retained as part of the development prior to any construction activities, including building demolition, occurring on-site.

**Prior to Building Permit\* issuance, the developer must complete the following requirements:**

1. Submission of a Construction Parking and Traffic Management Plan to the Transportation Department. Management Plan shall include location for parking for services, deliveries, workers, loading, application for any lane closures, and proper construction traffic controls as per Traffic Control Manual for works on Roadways (by Ministry of Transportation) and MMCD Traffic Regulation Section 01570.
2. Obtain a Building Permit (BP) for any construction hoarding. If construction hoarding is required to temporarily occupy a public street, the air space above a public street, or any part thereof, additional City approvals and associated fees may be required as part of the Building Permit. For additional information, contact the Building Approvals Department at 604-276-4285.

**At Building Permit\* stage, the developer must complete the following requirements:**

1. Complete the following servicing works and off-site improvements. These may be completed through a Servicing Agreement\* or a City work order.

*Water Works*

- Using the OCP Model, there is a 621 L/s of water available at a 20 psi residual at the Williams Road frontage. Based on the proposed development, the site requires a minimum fire flow of 200 L/s.
- The Developer is required to:
  - Submit Fire Underwriter Survey (FUS) or International Organization for Standardization (ISO) fire flow calculations to confirm the development has adequate fire flow for onsite fire protection. Calculations must be signed and sealed by a Professional Engineer and be based on Building Permit Stage building designs.
- At Developer's cost, the City is to:
  - Cut and cap, at main, the existing water service connection at the Williams Road frontage.
  - Install two (2) new water service connections off of the existing 300 mm PVC water main along the Williams Road frontage, complete with meters and meter boxes.

*Storm Sewer Works*

- At Developer's cost, the City is to:
  - Cut and cap, at main, the existing storm service connections along the Williams Road frontage and remove the inspection chambers.
  - Install a new storm service connection off of the existing 600 mm storm sewer along the Williams Road frontage, complete with inspection chamber and dual service leads.

*Sanitary Sewer Works*

- At Developer's cost, the City is to:
  - Cut and cap, at the inspection chamber, the existing sanitary service connection along the east-west lane frontage.
  - Install a new sanitary service connection off of the existing 150 mm AC sanitary sewer along the east-west lane frontage, complete with inspection chamber and dual service leads.

*Frontage Improvements*

- The Developer is required to:
  - Coordinate with BC Hydro, Telus, and other private communication service providers
    - When relocating/modifying any of the existing power poles and/or guy wires within the property frontages.
    - To determine if above ground utility structures are required, and coordinate their locations (e.g. Vista, PMY, LPT, Shaw cabinets, Telus kiosks, etc.). These should be located onsite.
  - Pay to the City \$22,800.73 to recover lane improvement construction costs associated with the works and services that have been constructed and financed by the City, in accordance with the Works and Services Cost Recovery Bylaw No. 8752, Schedule 4.

**Note:**

- \* This requires a separate application.
- Where the Director of Development deems appropriate, the preceding agreements are to be drawn not only as personal covenants of the property owner but also as covenants pursuant to Section 219 of the Land Title Act.

All agreements to be registered in the Land Title Office shall have priority over all such liens, charges and encumbrances as is considered advisable by the Director of Development. All agreements to be registered in the Land Title Office shall, unless the Director of Development determines otherwise, be fully registered in the Land Title Office prior to enactment of the appropriate bylaw.

The preceding agreements shall provide security to the City including indemnities, warranties, equitable/rent charges, letters of credit and withholding permits, as deemed necessary or advisable by the Director of Development. All agreements shall be in a form and content satisfactory to the Director of Development.

- Additional legal agreements, as determined via the subject development's Servicing Agreement(s) and/or Development Permit(s), and/or Building Permit(s) to the satisfaction of the Director of Engineering may be required including, but not limited to, site investigation, testing, monitoring, site preparation, de-watering, drilling, underpinning, anchoring, shoring, piling, pre-loading, ground densification or other activities that may result in settlement, displacement, subsidence, damage or nuisance to City and private utility infrastructure.
- Applicants for all City Permits are required to comply at all times with the conditions of the Provincial *Wildlife Act* and Federal *Migratory Birds Convention Act*, which contain prohibitions on the removal or disturbance of both birds and their nests. Issuance of Municipal permits does not give an individual authority to contravene these legislations. The City of Richmond recommends that where significant trees or vegetation exists on site, the services of a Qualified Environmental Professional (QEP) be secured to perform a survey and ensure that development activities are in compliance with all relevant legislation.

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Signed

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Date





**Richmond Zoning Bylaw 8500  
Amendment Bylaw 9636 (RZ 16-740422)  
11740 Williams Road**

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

1. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning Bylaw 8500, is amended by repealing the existing zoning designation of the following area and by designating it **"COMPACT SINGLE DETACHED (RC2)"**.

P.I.D. 007-178-191

Lot 295 Section 36 Block 4 North Range 6 West New Westminster District Plan 35779

2. This Bylaw may be cited as **"Richmond Zoning Bylaw 8500, Amendment Bylaw 9636"**.

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER CONDITIONS SATISFIED

ADOPTED

\_\_\_\_\_  
MAYOR

\_\_\_\_\_  
CORPORATE OFFICER





# City of Richmond

## Report to Committee Planning and Development Division

**To:** Planning Committee  
**From:** Wayne Craig  
Director of Development

**Date:** October 24, 2016

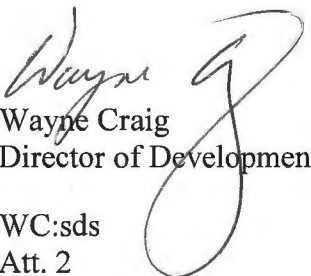
**File:** TU 16-732636

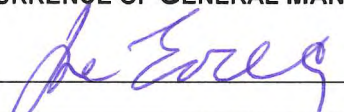
**Re:** Application by Dunbar Equipment Ltd. (doing business as Don Dickey Supplies)  
for a Temporary Commercial Use Permit at 8540 River Road

### Staff Recommendation

That the application by Dunbar Equipment Ltd. (doing business as Don Dickey Supplies) for a Temporary Commercial Use Permit at 8540 River Road be considered at the Public Hearing to be held December 19, 2016 at 7:00 pm in the Council Chambers of Richmond City Hall, and that the following recommendation be forwarded to that meeting for consideration.

“That a Temporary Commercial Use Permit be issued to Dunbar Equipment Ltd. (doing business as Don Dickey Supplies) for property at 8540 River Road to allow the retail sale of outdoor power equipment as an accessory use.”

  
Wayne Craig  
Director of Development  
WC:sds  
Att. 2

REPORT CONCURRENCE		
<b>ROUTED TO:</b>	<b>CONCURRENCE</b>	<b>CONCURRENCE OF GENERAL MANAGER</b>
Business Licences	<input checked="" type="checkbox"/>	

## **Staff Report**

### **Origin**

Dunbar Equipment Ltd. (doing business as Don Dickey Supplies) has applied to the City of Richmond for a Temporary Commercial Use Permit (TCUP) to allow the retail sales of outdoor power equipment as an accessory use at 8540 River Road (Attachment 1).

The applicant has operated in Richmond for almost 50 years. From 1969 to 2007, the applicant operated at 8611 Beckwith Road as an existing non-conforming use on a lot zoned "Light Industrial (IL)". In 2007, the applicant relocated to the current location at 8540 River Road (also zoned "Light Industrial (IL)") due to a property acquisition resulting from the construction of the Canada Line. A TCUP was issued by Council on November 19, 2007 (TU 07-372359), which expired in 2009 and was inadvertently not renewed by the applicant. A second TCUP was issued by Council on March 18, 2013 (TU 12-614858), which expired in 2016 and was also inadvertently not renewed by the applicant.

The applicant indicates that significant effort has been made to locate an appropriately-zoned site elsewhere in Richmond, for the permanent operation of the business, but no site has been found. A rezoning application was not pursued at this time as substantial off-site works would be required and business activities at the subject site are temporary. Additionally, the subject site is located in an area transitioning from light industrial uses to commercial and service uses as designated in the City Centre Area Plan.

If approved, the TCUP would be valid for a period of up to three (3) years from the date of issue, at which time an application for an extension to the permit may be made and issued for up to three (3) more years. The Local Government Act allows Council to consider TCUP issuance on its own merits and does not limit the number of TCUP issuances allowed on a site.

### **Findings of Fact**

A Development Application Data Sheet providing details about the development proposal is attached (Attachment 2).

### **Surrounding Development**

Development immediately surrounding the subject site is as follows:

To the North: Across River Road is Duck Island, a vacant site zoned "Light Industrial (IL)"; on which is proposed a commercial, office, hotel and entertainment complex (RZ 12-598104). Duck Island is also the site of the Richmond Night Market, which operates under a Temporary Use Permit issued by Council in 2014 (TU 14-666140).

To the South: Across the rear lane, the Canada Line guideway and a vacant lot zoned "Light Industrial (IL)" fronting No. 3 Road, with a proposal to construct a two-storey commercial building (DP 14-659747 / RZ 11-566630).



To the East: Warehouses on lots zoned “Light Industrial (IL)” fronting River Road, with rear access from a lane.

To the West: Auto repair shops on lots zoned “Light Industrial (IL)” fronting River Road, with rear access from a lane.

### **Related Policies & Studies**

#### **Official Community Plan/City Centre Area Plan**

The Official Community Plan (OCP) land use designation for the subject site is “Commercial”. The Bridgeport Village (2031) Specific Land Use Map within the City Centre Area Plan designates the subject site as “General Urban T5 (45 m)”, which allows for medium and high-density office, restaurant, arts, culture, entertainment, hospitality and various other land uses including retail sales and services.

The OCP allows TCUPs in areas designated “Industrial”, “Mixed Employment”, “Commercial”, “Neighbourhood Service Centre”, “Mixed Use”, “Limited Mixed Use”, and “Agricultural” (outside of the Agricultural Land Reserve), where deemed appropriate by Council and subject to conditions suitable to the proposed use and surrounding area.

The proposed temporary commercial use is consistent with the land use designations and applicable policies in the OCP.

#### **Aircraft Noise Sensitive Development Policy**

The subject site is located within the Aircraft Noise Sensitive Development (ANSD) Policy Area 1A, where new Aircraft Noise Sensitive Land Uses are prohibited. An Aircraft Noise Sensitive Use Covenant was registered as a condition of approval for the initial TCUP (TU 07-372359).

#### **Floodplain Management Implementation Strategy**

Registration of a flood indemnity covenant on Title to meet the requirements of the Richmond Flood Plain Designation and Protection Bylaw 8204 was registered as a condition of approval for the initial TCUP (TU 07-372359).

#### **Local Government Act**

The Local Government Act identifies that TCUPs are valid for a period of up to three (3) years from the date of issue and that an application for an extension to the permit may be made and issued for up to three (3) additional years.

#### **Public Consultation**

Should the Planning Committee endorse this TCUP and Council grant 1<sup>st</sup> reading to the permit, the permit will be forwarded to a Public Hearing, where any area resident or interested party will have an opportunity to comment. Public notification for the Public Hearing will be provided as per the Local Government Act.

**Analysis**

The applicant has been actively searching for a new permanent location for the existing business for some time; however, no property has been identified in Richmond. As no site has been found, the applicant is requesting a TCUP to allow the existing business to continue to operate while searching for a permanent site. The applicant has also been referred to the City's Economic Development Department for assistance in identifying an appropriate site within Richmond.

**Business Operations**

The business (Don Dickey Supplies) services and sells outdoor power equipment and parts, such as lawn mowers, grass trimmers, generators, and water pumps, to retail and wholesale customers throughout Richmond. Since the expiration of the TCUP in March 2016, the business has only been licensed for the repair and wholesale component. Issuance of the TCUP would allow the business to obtain a license for the retail component.

The total floor area of the existing building at the subject site is approximately 318 m<sup>2</sup> (3,425 ft<sup>2</sup>), and is allocated to the various aspects of business operations as follows: storage/office/utilities (55%), retail/showroom (30%), and parts/service (15%). The majority of the space allocated in the existing building on-site is for office, service, and storage of parts and equipment (223 m<sup>2</sup>), compared to the retail component of the business (95 m<sup>2</sup>).

The applicant indicates that equipment sales accounted for approximately 60% of the total annual sales in 2015; of which 70% were wholesale customers, including government, and 30% were retail customers. Parts sales (25%) and service sales (15%) accounted for the remaining total annual sales in 2015.

**Zoning**

The subject site is zoned "Light Industrial (IL)", which allows a range of general industrial uses with a limited range of compatible uses and services. The zone permits wholesale distribution and services of materials, but does not permit retail sales and services to the general public.

The applicant's business operations include wholesale as well as retail sales and servicing of outdoor power equipment and parts. As the retail sale and servicing of materials to the general public is not a permitted use in the "Light Industrial (IL)" zone, a new TCUP is requested, in order to allow the retail component of the business to continue.

To support the application, documentation has been provided by the applicant to confirm zoning compliance in terms of required building setbacks, lot coverage, density, and building height. The Development Application Data Sheet (Attachment 2) provides a comparison of the existing development data with the relevant Zoning Bylaw requirements.

**Parking**

The subject property provides five (5) vehicle parking spaces at the front of the building, as well as four (4) vehicle parking spaces and one (1) loading space at the rear of the site, off the rear lane; for a total of nine (9) vehicle parking spaces and one (1) loading space.

Staff note that the vehicle parking spaces at the front of the subject site do not meet the minimum required setback of 3 m to a lot line which abuts a road. In addition, the overall number of vehicle parking spaces on-site is one (1) vehicle parking space less than that required by the current regulations of the Zoning Bylaw (which would require 10 vehicle parking spaces). Staff have no objection to the current parking arrangement on-site, considering the following:

- The existence of the building and parking arrangement on the site predate the adoption of the current Zoning Bylaw.
- The business has been operating at the site since 2007 under the previous TCUPs with the same number of vehicle parking spaces, with no parking complaints to-date.
- The number of vehicle and loading spaces on-site and the availability of off-street parking on River Road should be adequate to meet the parking demand of business operations.

### **Landscaping**

The subject site and surrounding industrial sites in the area consist mainly of multi-tenant industrial buildings with asphalt surface parking and loading. There are few sites in the area that are landscaped to the current required standard.

Richmond Zoning Bylaw 8500 requires that portion of industrially zoned lots that are within 3 m of a property line abutting a road to be planted and maintained with a combination of trees, shrubs, ornamental plants or lawn.

There is no physical space on the existing site to accommodate the required landscaping. Staff have no objection to the existing surface area conditions (asphalt) due to the following:

- The existing surface area conditions at the subject site and surrounding sites were developed prior to the adoption of the current Zoning Bylaw.
- Business activities at the subject site are temporary and there is significant future redevelopment potential for the site based on activity and transition occurring in the surrounding area. Frontage improvements would be required as part of any future redevelopment proposal.
- Any landscaping proposed in the front yard would reduce the number of parking spaces onsite.

### **Financial Impact**

None.

### **Conclusion**

Dunbar Equipment Ltd. (doing business as Don Dickey Supplies) has applied to the City of Richmond for a Temporary Commercial Use Permit (TCUP) to allow the retail sales of outdoor power equipment as an accessory use at 8540 River Road, zoned "Light Industrial (IL)".



TCUPs were issued by Council in 2007 and 2012 to allow the proposed use. The applicant wishes to continue to operate wholesale and retail business activities at the subject site, while continuing to seek an appropriately-zoned site for the permanent operation of the business.

The proposed retail commercial use at the subject property is acceptable to staff on the basis that it is consistent with the land use designations in the OCP, and is temporary in nature.

Staff recommend that the attached Temporary Commercial Use Permit be issued to Dunbar Equipment Ltd. (doing business as Don Dickey Supplies), to allow the retail sale of outdoor power equipment as an accessory use at 8540 River Road.



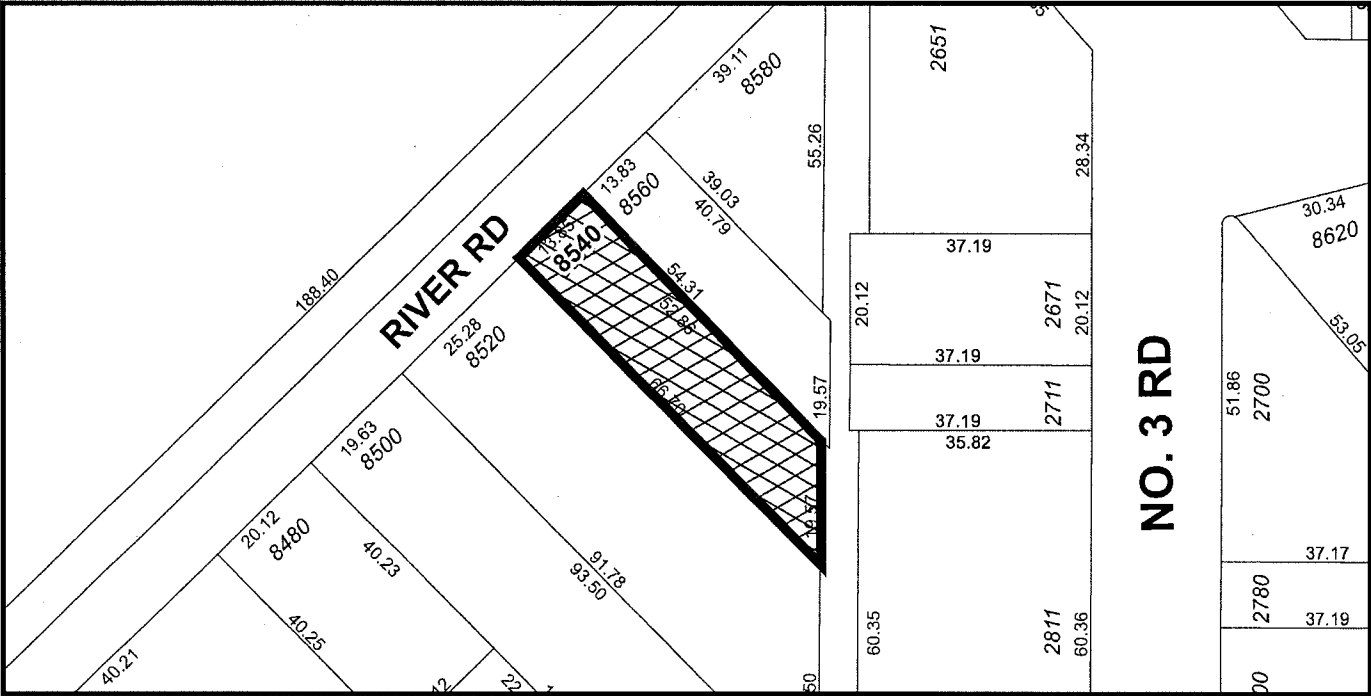
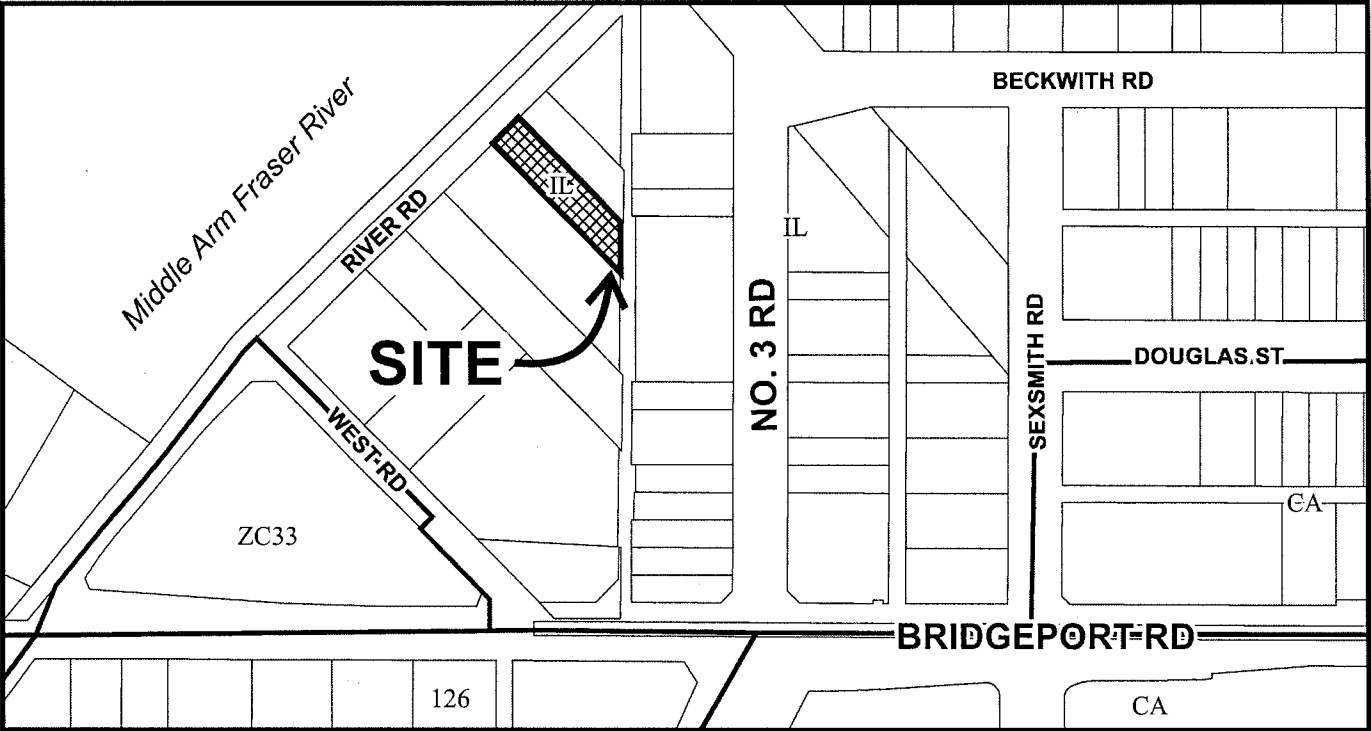
Steven De Sousa  
Planning Technician - Design

SDS:rg

Attachment 1: Location Map  
Attachment 2: Development Application Data Sheet



# City of Richmond



	<h2>TU 16-732636</h2>	<p>Original Date: 05/26/16</p> <p>Revision Date:</p> <p>Note: Dimensions are in METRES</p>
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City of  
Richmond



TU 16-732636

Original Date: 05/30/16

Revision Date:

Note: Dimensions are in METRES

PLN - 257





**RZ 16-732636**

**Attachment 2**

Address: 8540 River Road

Applicant: Dunbar Equipment Ltd. (doing business as Don Dickey Supplies)

Planning Area(s): City Centre (Bridgeport Village)

	Existing	Proposed
Owner:	Opus Mobile Sound Ltd.	No change
Site Size:	827 m <sup>2</sup> (8,901 ft <sup>2</sup> )	No change
Land Uses:	Light Industrial	No change
OCP Designation:	Commercial	No change
Area Plan Designation:	General Urban T5 (45 m)	No change
Zoning:	Light Industrial (IL)	No change

On Future Subdivided Lots	Bylaw Requirement	Existing	Variance
Floor Area Ratio:	Max. 1.2	0.38	None permitted
Lot Coverage:	Max. 80%	22%	None
Lot Size:	N/A	827 m <sup>2</sup>	None
Lot Dimensions:	Width: N/A Depth: N/A	Width: 16 m Depth: 59 m	None
Setbacks:	Front: Min. 3.0 m Side: N/A Rear: N/A	Front: 7.9 m Side: 0.05 m Rear: 31.4 m	None
Height:	Max. 15.0 m	5.87 m	None



# City of Richmond

## Temporary Commercial Use Permit

---

**No. TU 16-732636**

To the Holder: Dunbar Equipment Ltd. (doing business as Don Dickey Supplies)

Property Address: 8540 River Road  
Richmond BC

Address: C/O Thomas Fairbrother  
8540 River Road  
Richmond BC V6X 1Y4

---

1. This Temporary Commercial Use Permit is issued subject to compliance with all of the Bylaws of the City applicable thereto, except as specifically varied or supplemented by this Permit.
2. This Temporary Commercial Use Permit applies to and only to those lands shown cross-hatched on the attached Schedule "A" and any and all buildings, structures and other development thereon.
3. The subject property may be used for the following temporary Commercial uses:  
  
Retail sale of outdoor power equipment as an accessory use.
4. Any temporary buildings, structures and signs shall be demolished or removed and the site and adjacent roads shall be maintained and restored to a condition satisfactory to the City of Richmond, upon the expiration of this permit or cessation of the use, whichever is sooner.
5. The land described herein shall be developed generally in accordance with the terms and conditions and provisions of this Permit and any plans and specifications attached to this Permit which shall form a part hereof.
6. This Temporary Commercial Use Permit is valid for a maximum of three years from the date of issuance.

This Permit is not a Building Permit.

October 24, 2016

- 9 -

TU 16-732636

**No. TU 16-732636**

To the Holder: Dunbar Equipment Ltd. (doing business as Don Dickey Supplies)

Property Address: 8540 River Road  
Richmond BC

Address: C/O Thomas Fairbrother  
8540 River Road  
Richmond BC V6X 1Y4

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AUTHORIZING RESOLUTION NO.  
DAY OF , .

ISSUED BY THE COUNCIL THE

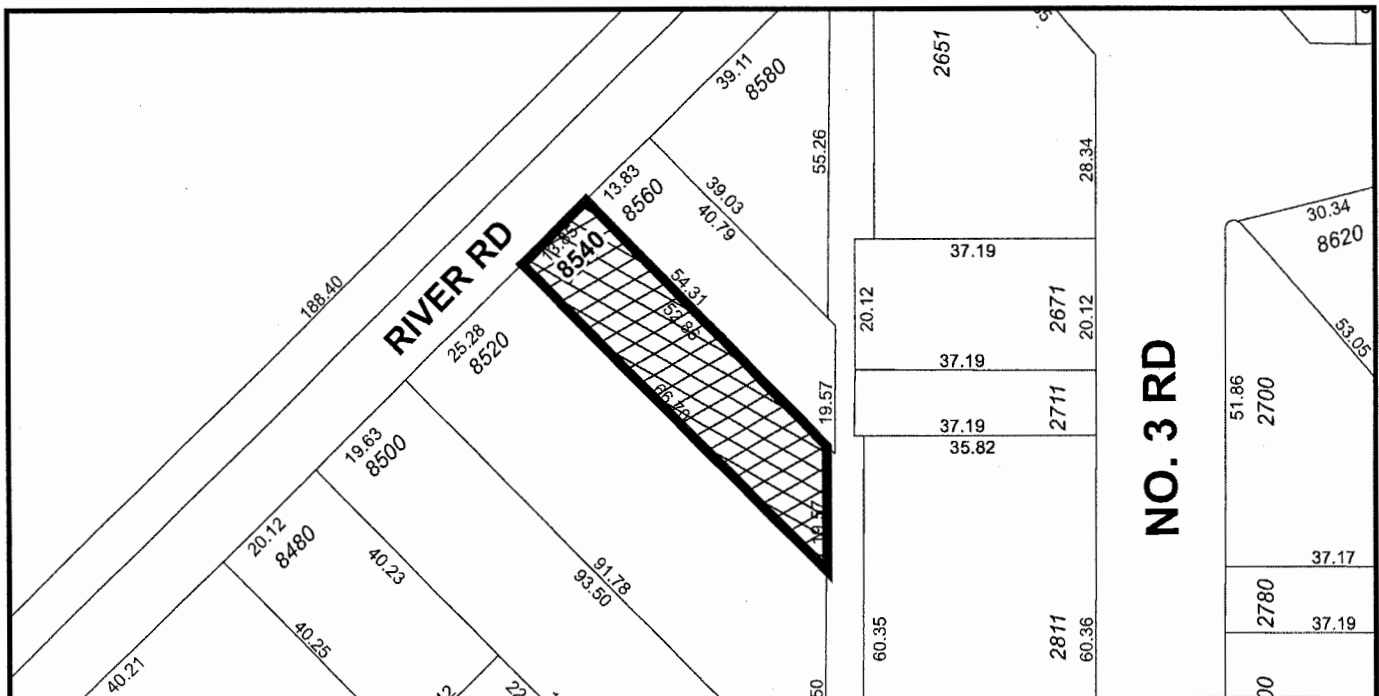
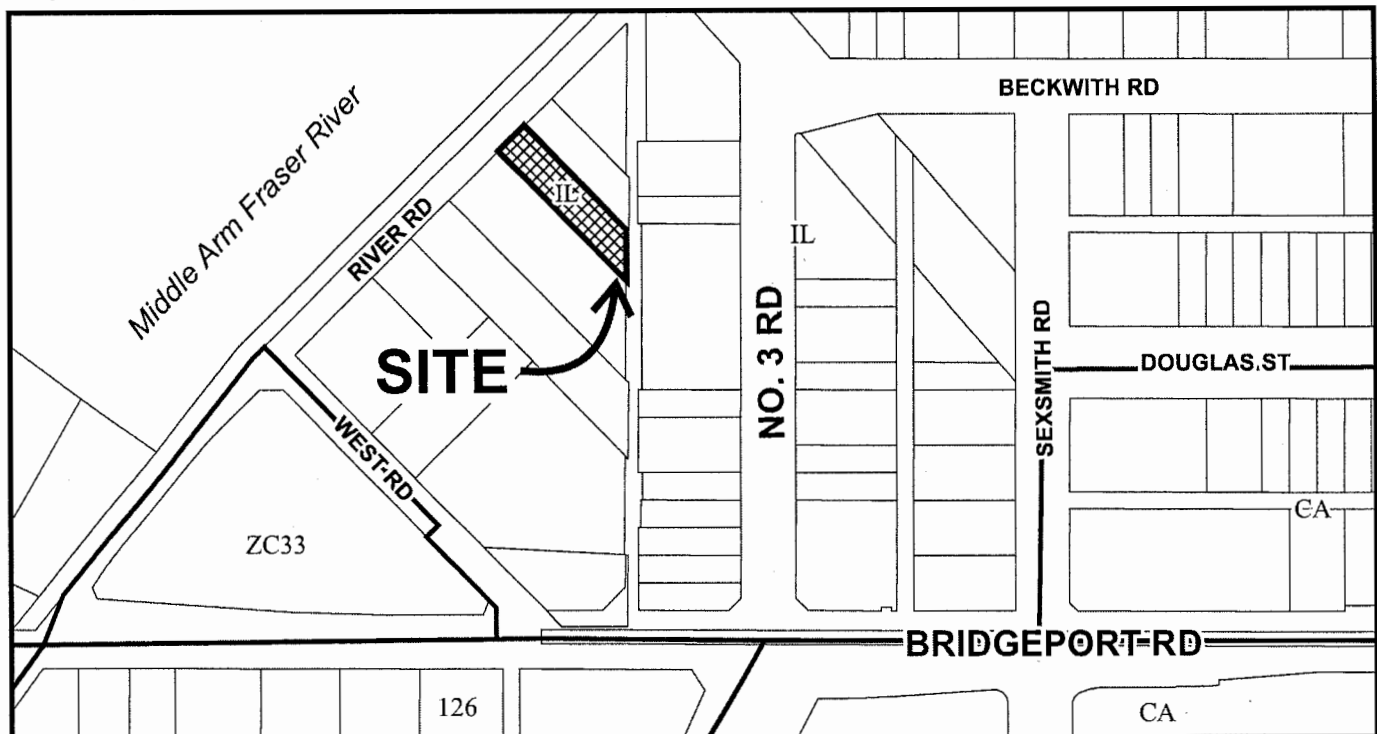
DELIVERED THIS DAY OF , .

\_\_\_\_\_  
MAYOR

\_\_\_\_\_  
CORPORATE OFFICER



City of  
Richmond



TU 16-732636  
SCHEDULE "A"

Original Date: 05/26/16

Revision Date:

Note: Dimensions are in METRES

PLN - 261



## Schedule "B"

### Undertaking

In consideration of the City of Richmond issuing the Temporary Commercial Use Permit, we the undersigned hereby agree to demolish or remove any temporary buildings, structures and signs; to restore the land described in Schedule A; and to maintain and restore adjacent roads, to a condition satisfactory to the City of Richmond upon the expiration of this Permit or cessation of the permitted use, whichever is sooner.

Dunbar Equipment Ltd. (doing business as Don Dickey Supplies)  
by its authorized signatory

(signed original on file)

\_\_\_\_\_  
Thomas Fairbrother, President  
Dunbar Equipment Ltd. dba Don Dickey Supplies



**To:** Planning Committee  
**From:** Wayne Craig  
Director, Development

**Date:** October 11, 2016

**File:** 10-6350-00

**Re: Official Community Plan Amendments - Arterial Road Policy**

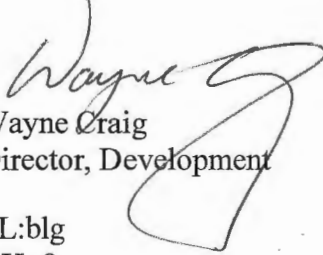
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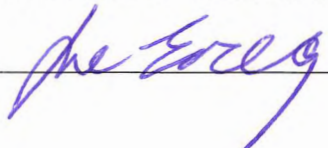

**Staff Recommendation**

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		
<b>ROUTED TO:</b> Affordable Housing Engineering Transportation Law	<b>CONCURRENCE</b> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	<b>CONCURRENCE OF GENERAL MANAGER</b> 
<b>REVIEWED BY STAFF REPORT /            AGENDA REVIEW SUBCOMMITTEE</b>	<b>INITIALS:</b> DW	<b>APPROVED BY CAO (Acting)</b> 

## 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**

<b>Stakeholder</b>	<b>Referral Comment (No Referral necessary)</b>
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.
<b>Stakeholder</b>	<b>Referral Comment (No Referral necessary)</b>
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<sup>2</sup> 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**

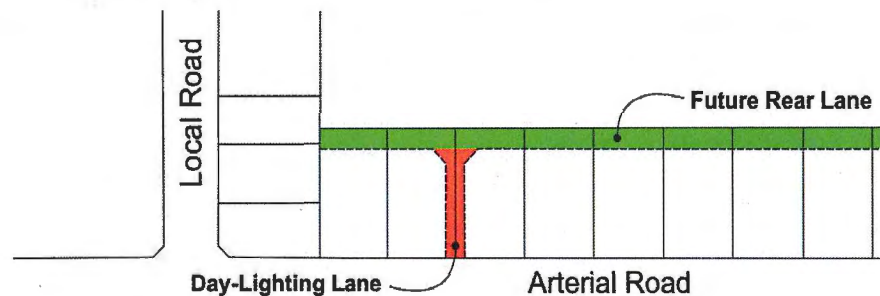
Staff recommend that the current “Arterial Road Policy” in Section 3.6.1 of OCP Bylaw 9000 (Attachment 6) be replaced with the new “Arterial Road Land Use Policy”. It is recommended that Bylaw 9603 be introduced and given first reading.

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<sup>2</sup> to 1,800 ft<sup>2</sup>) to accommodate a secondary suite (ranging from approximately 355 ft<sup>2</sup> to 969 ft<sup>2</sup>) 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**

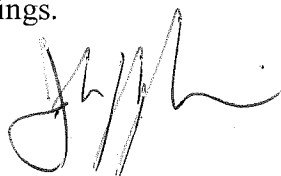
In response to Planning Committee's referral on duplexes and triplexes in the City, staff have undertaken a review on the Arterial Road Policy in the OCP Bylaw 9000 and recommended a number of amendments to the Policy as provided in the January 27, 2016 staff report titled "Arterial Road Policy Updates" (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](http://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](http://LetsTalkRichmond.ca). Please review the information boards as you complete the survey.

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

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### 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: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

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### 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: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_



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: \_\_\_\_\_

\_\_\_\_\_

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: \_\_\_\_\_

\_\_\_\_\_

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: \_\_\_\_\_

\_\_\_\_\_

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):

- |   |  |
|---|--|
| <input type="checkbox"/> Newspaper story                        | <input type="checkbox"/> Facebook                    |
| <input type="checkbox"/> Newspaper advertisement: Richmond News | <input type="checkbox"/> Twitter                     |
| <input type="checkbox"/> City of Richmond website: richmond.ca  | <input type="checkbox"/> Word of mouth               |
| <input type="checkbox"/> <u>LetsTalkRichmond.ca</u> website     | <input type="checkbox"/> Saw poster in City facility |

Thank you for your time and feedback.

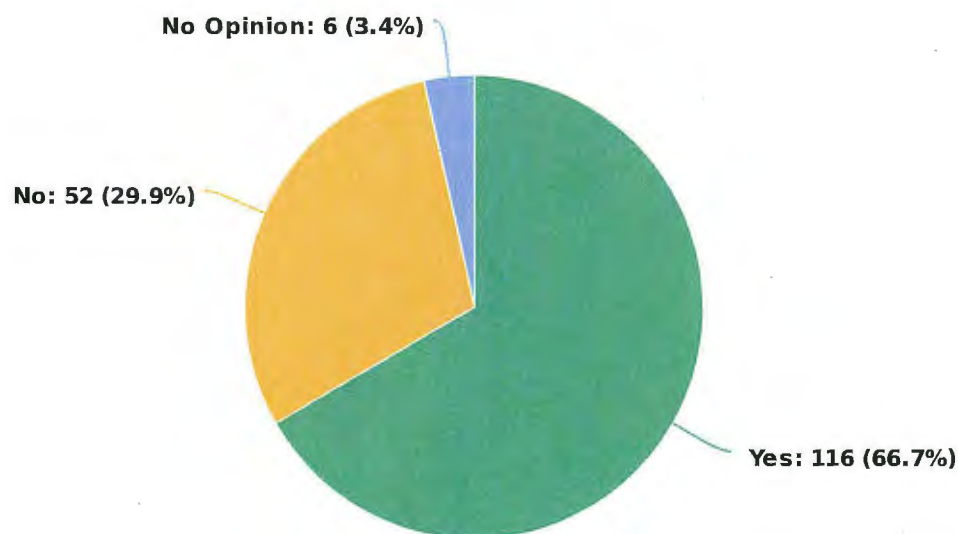
**ENGAGEMENT TOOL: SURVEY TOOL**

Tool title/name: Arterial Road Policy Update Survey

VISITORS	365	CONTRIBUTORS	145	CONTRIBUTIONS	175
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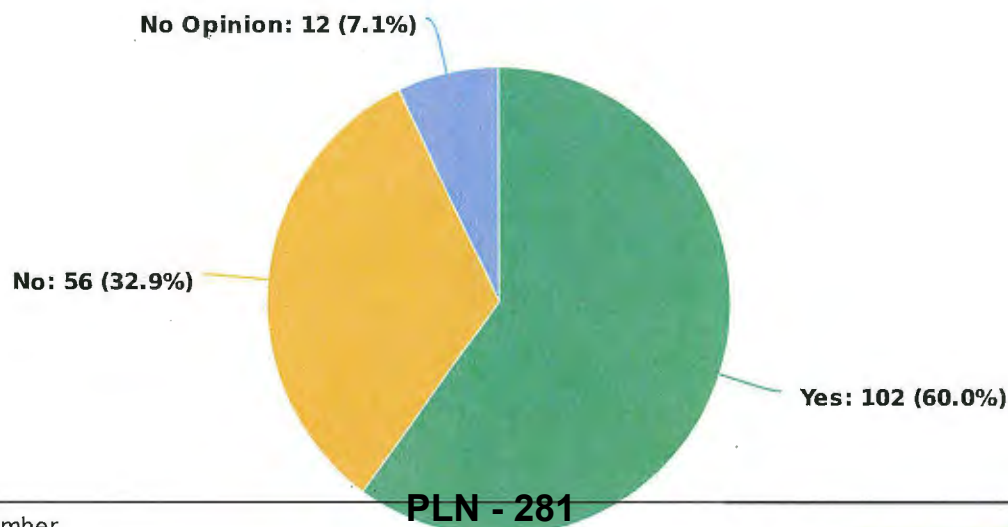
**I support the policy to encourage densification along certain arterial roads to accommodate the City's share of normal regional growth outside of the City Centre**

Optional question



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

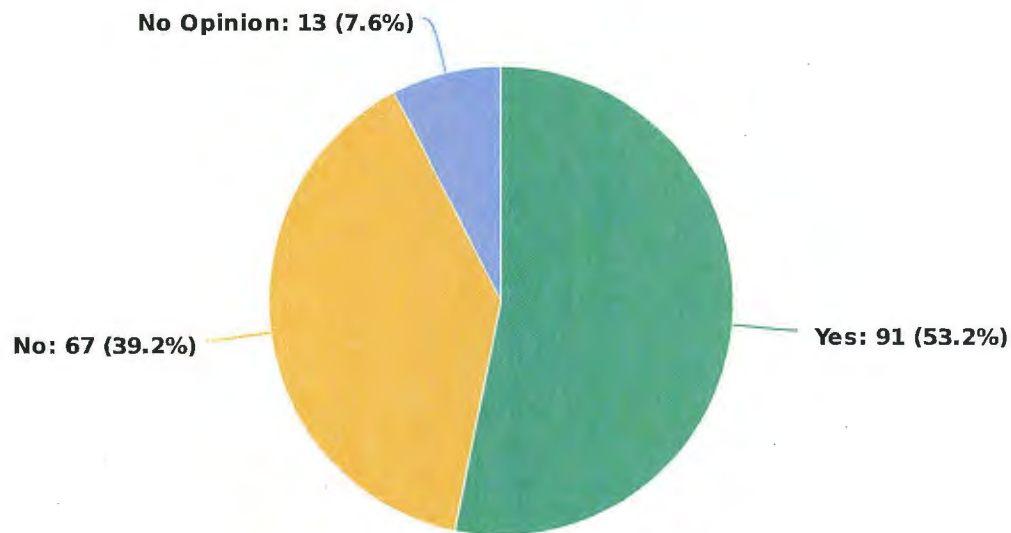
Optional question





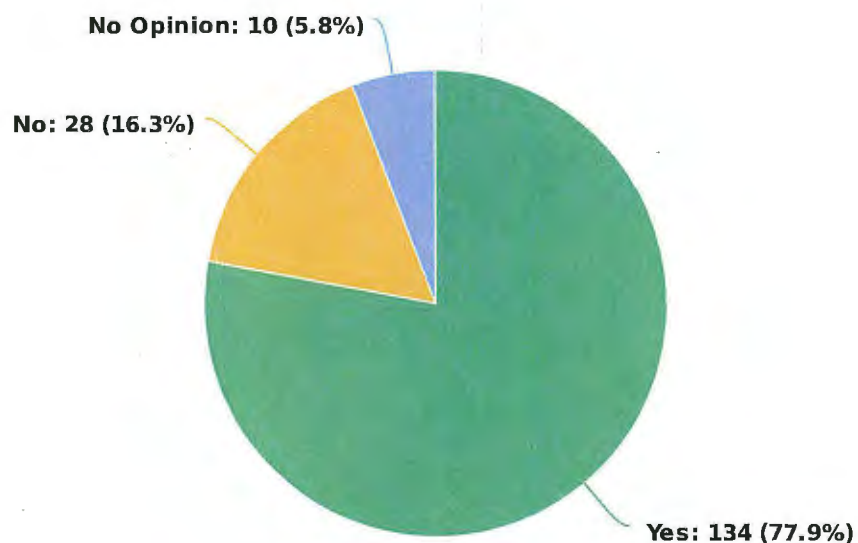
**I support the proposal to allow more flexibility on minimum site assembly on designated townhouse blocks with newer homes and narrower lots**

Optional question



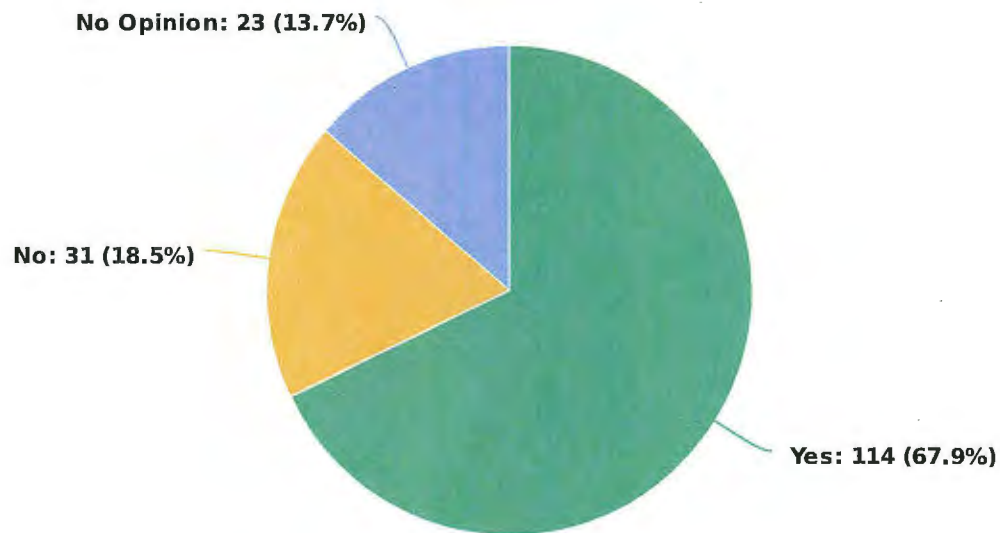
**Townhouse building height should be limited to 2 storeys along rear yards next to single family lots**

Optional question



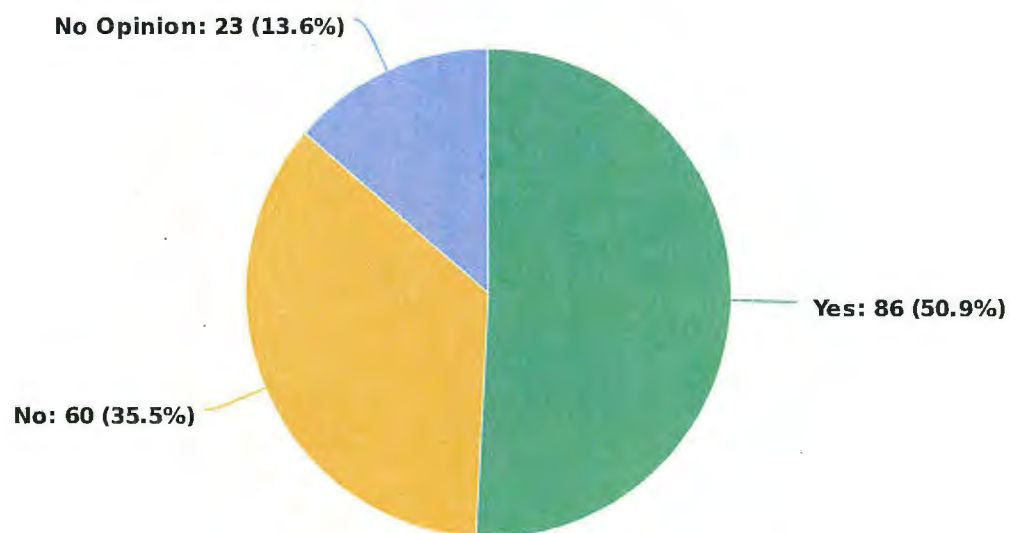
**The minimum second storey setback for townhouses along rear yards,  
next to single family lots, should be at least 6.0 m**

Optional question



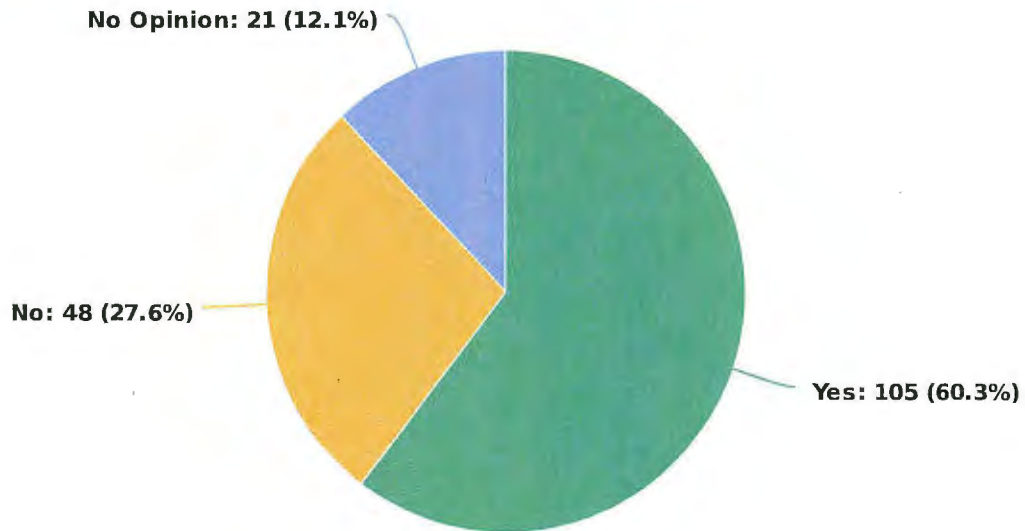
**The minimum ground floor setback along rear yards next to single  
family lots should be at least 4.5 m**

Optional question



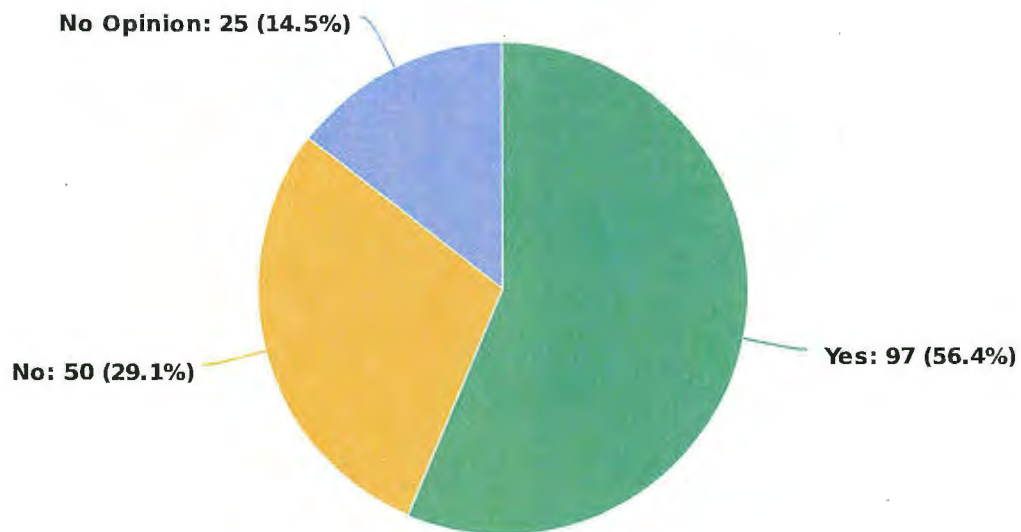
**I support the proposed lane network for compact lots and support a new strategy to facilitate lane construction**

Optional question



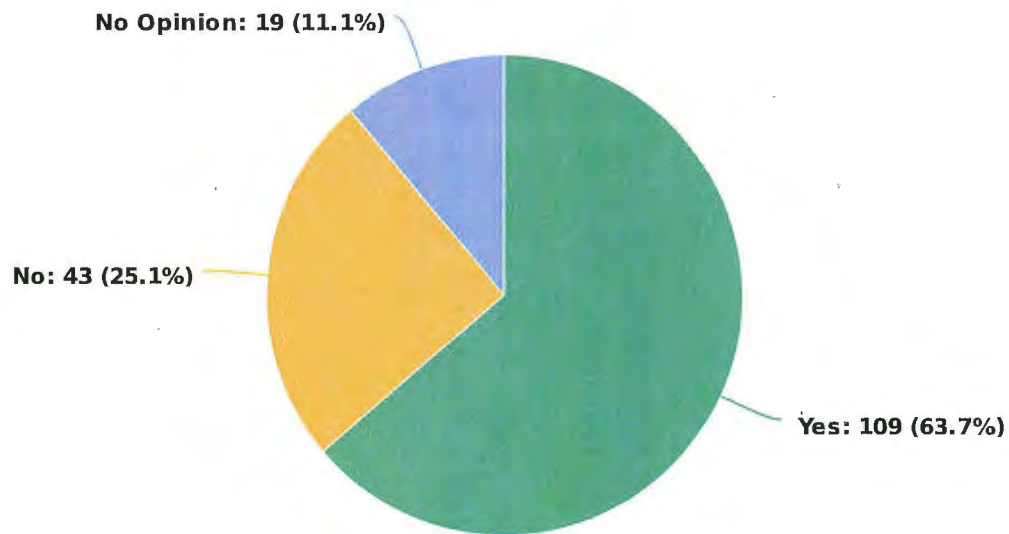
**I support the proposed locations of compact lot development and the associated development requirements**

Optional question



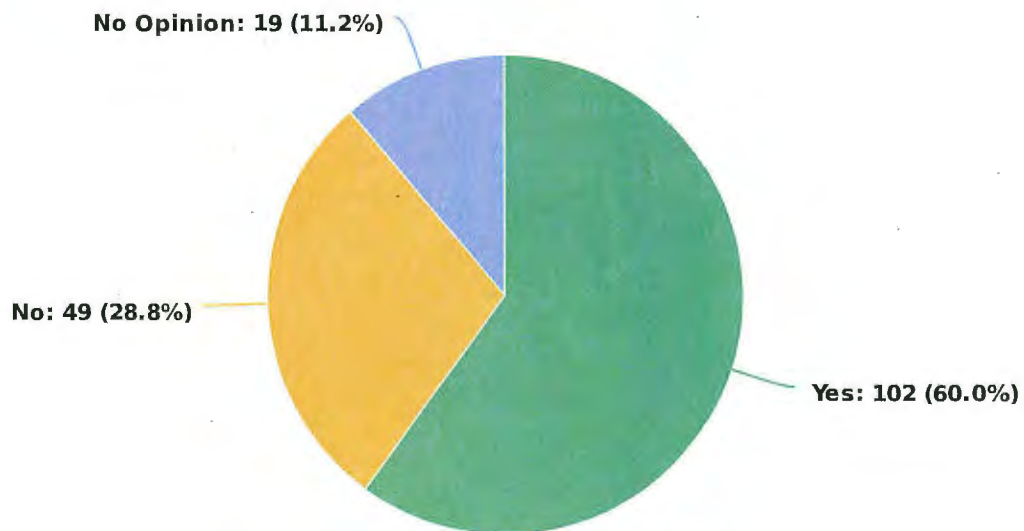
**I support the concept of Compact Lot Duplexes and the proposed requirements >**

[See Board...](#) Optional question



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

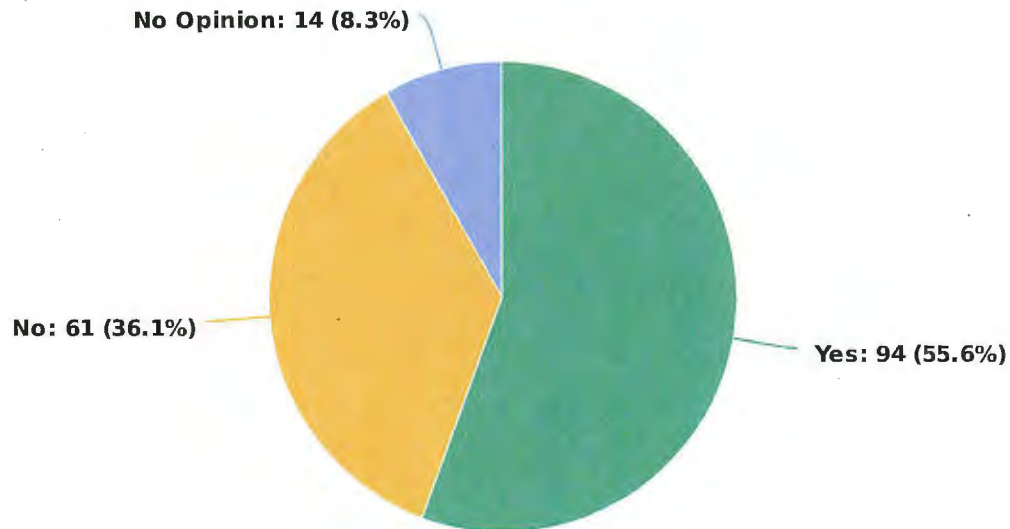
Optional question





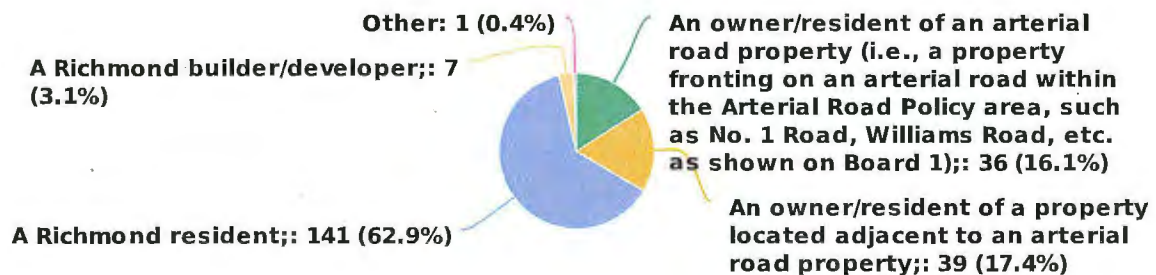
**I support the concept and proposed locations of arterial road duplexes/triplexes and the proposed requirements >**

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<sup>2</sup> or 1,160 ft<sup>2</sup>. The maximum unit size of arterial road duplex units and triplex units is 167 m<sup>2</sup> or 1,800 ft<sup>2</sup>.*

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.*



**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,

A handwritten signature in black ink, appearing to read "Clive Mason", with a long horizontal line extending to the left.

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.udl.bc.ca](http://www.udl.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,

A handwritten signature in black ink, appearing to read "Anne McMullin". The signature is fluid and cursive, with a large initial "A" and "M".

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**

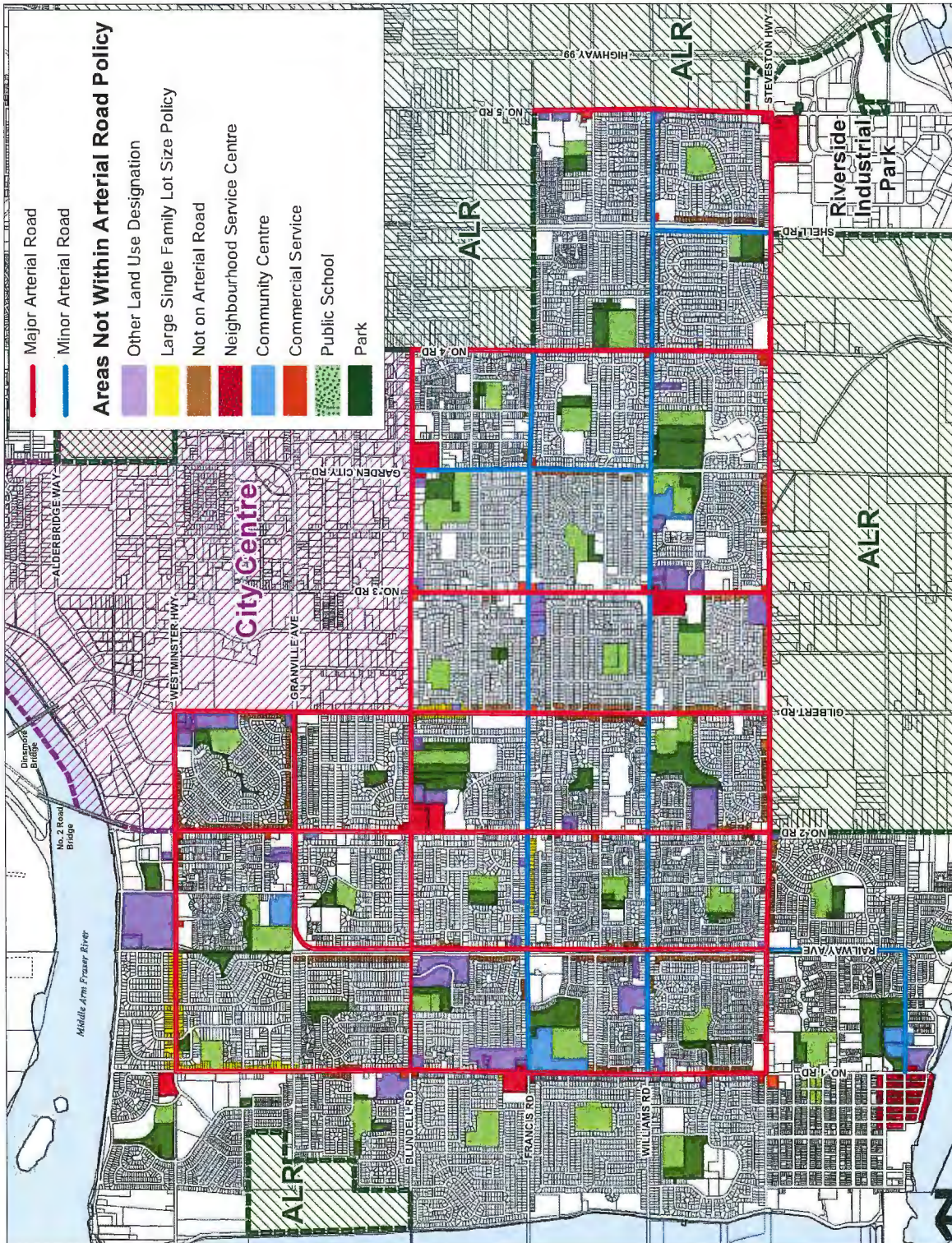
Compact lot and coach house development will not be considered in Central Richmond and Steveston on sites identified for Arterial Road Townhouse Development on the Arterial Road Development Map.

#### **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).



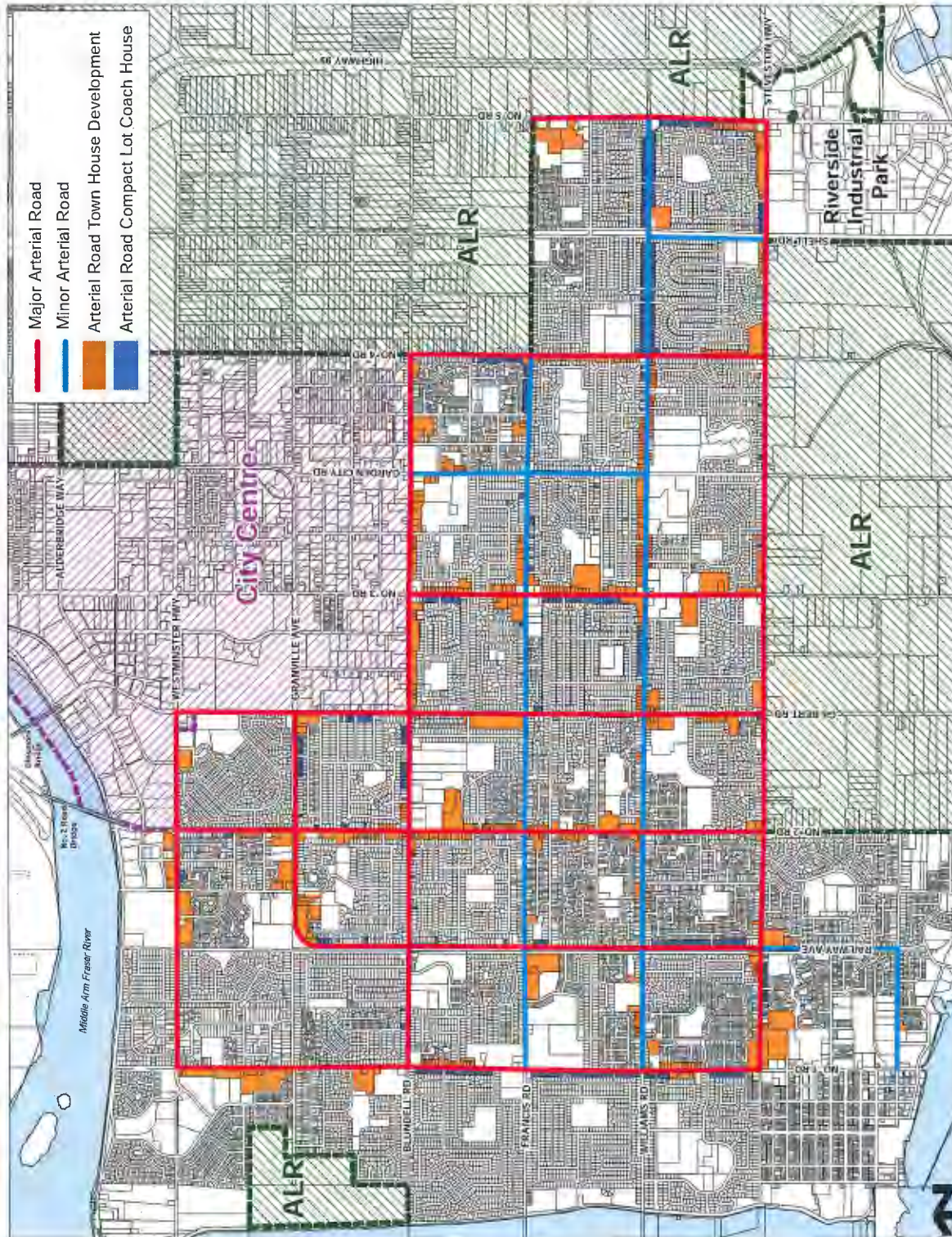
## Arterial Road Map







## 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.



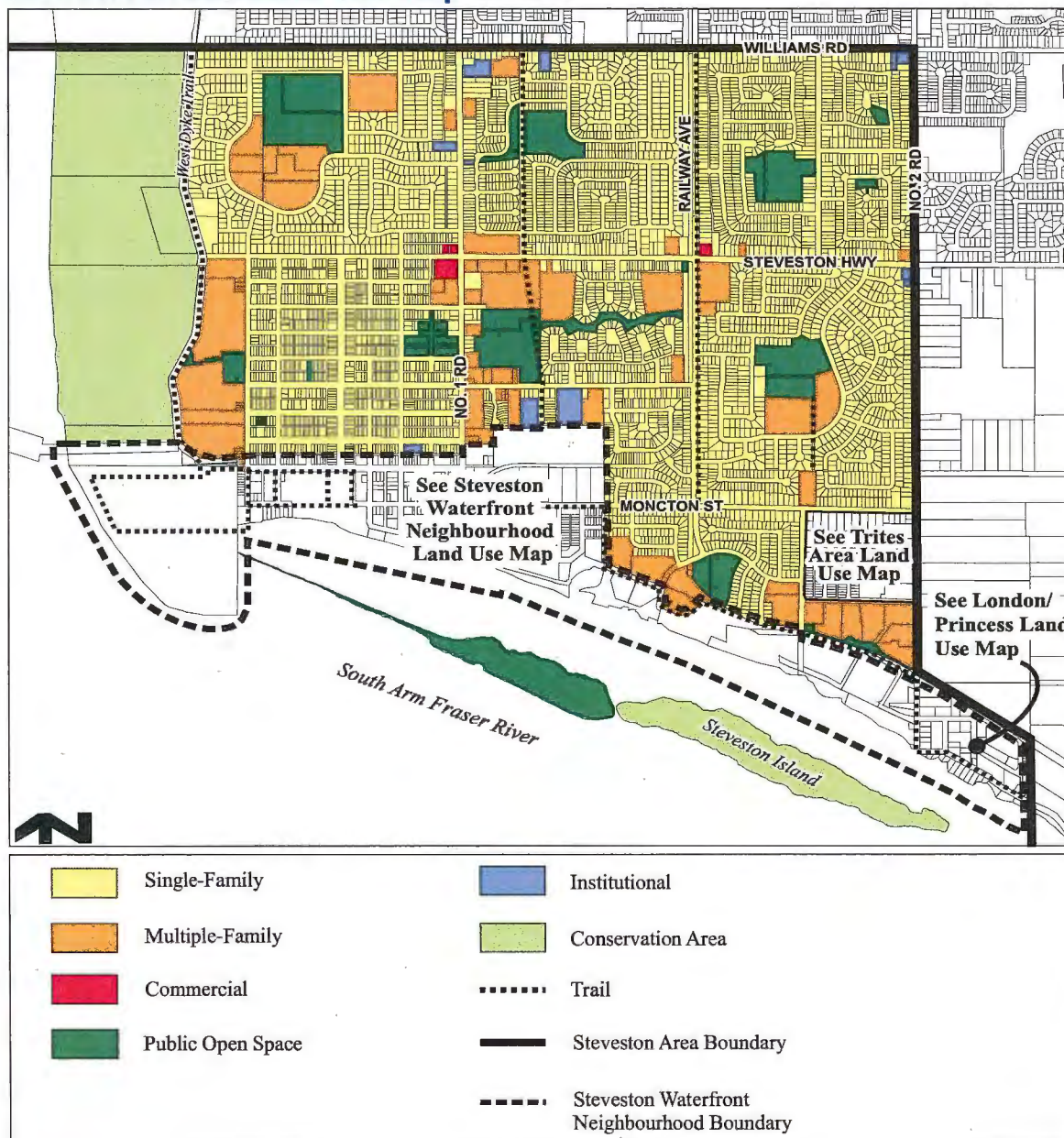
### C. LOW TO MID-RISE HOUSING

*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.*



City of Richmond

# 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



**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:

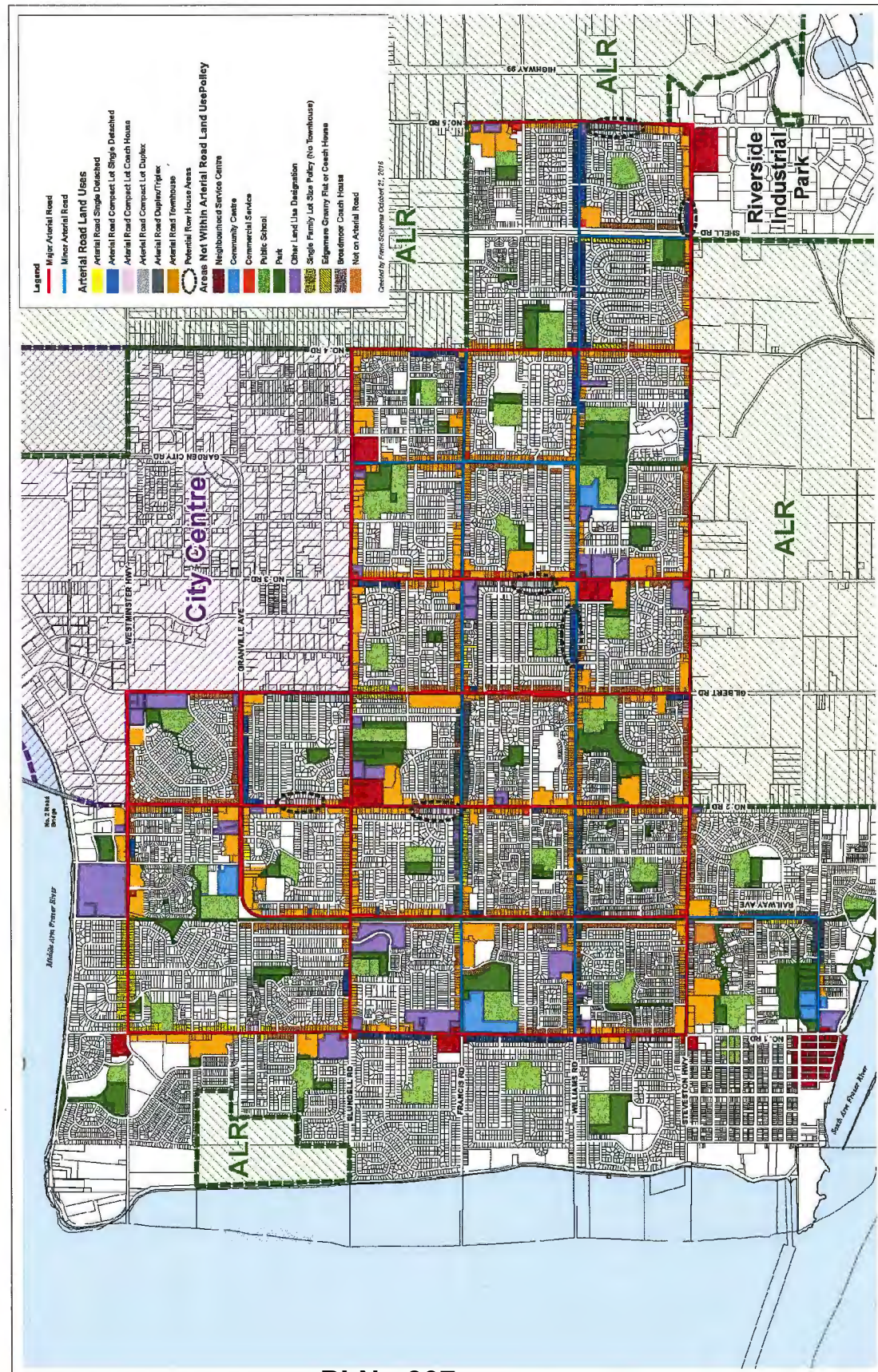
- a) where the site is located outside a Single Family Lot Size Policy; and
- b) where there is access to/from an operational municipal lane.

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



**PLN - 307**

**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<sup>2</sup> (5,000 ft<sup>2</sup>) and the minimum lot area for a triplex development is 743.2 m<sup>2</sup> (8,000 ft<sup>2</sup>).

**Density**

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

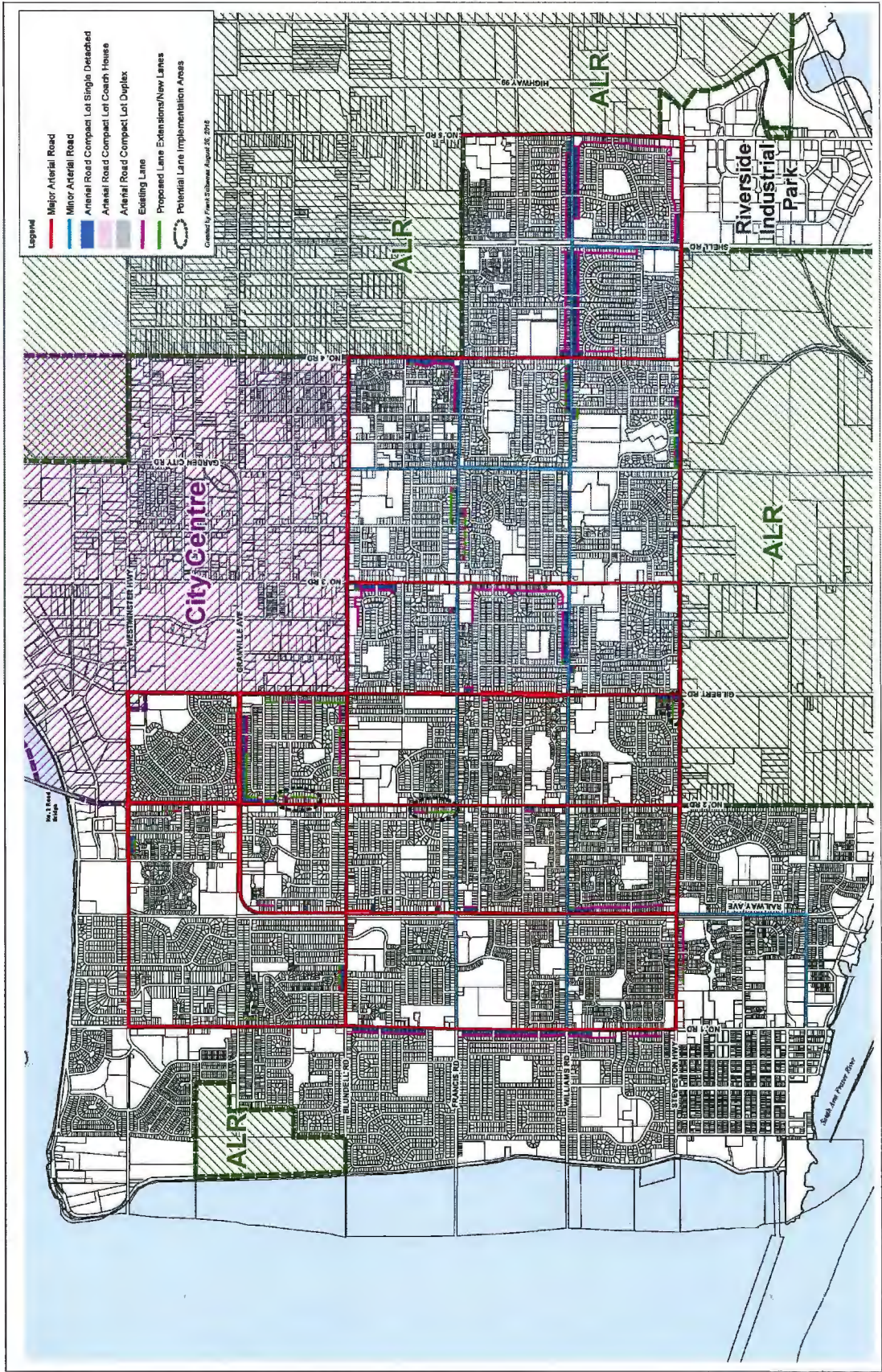
**Connecting Lane**

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



PLN - 316



- 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<sup>2</sup> (323 ft<sup>2</sup>) 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/triplex 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<sup>2</sup> or 323 ft<sup>2</sup>); 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<sup>2</sup> or 323 ft<sup>2</sup>); 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<sup>2</sup> (323 ft<sup>2</sup>) 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

\_\_\_\_\_  
MAYOR

\_\_\_\_\_  
CORPORATE OFFICER

CITY OF RICHMOND
APPROVED by <i>B/C</i>
APPROVED by Manager or Solicitor <i>JB</i>





**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>B/C</b>
APPROVED by Manager or Solicitor <b>JS</b>

\_\_\_\_\_  
MAYOR

\_\_\_\_\_  
CORPORATE OFFICER

“Schedule A” attached to and forming part of Bylaw 9604

## Schedule A

### Steveston Area Land Use Map

