



3.2 HOUSING

The Total Number of Households will Increase:

1996: 51,250

2021: 92,530

But Average Household Size will Decrease:

1996: 2.9 persons

2021: 2.3 persons

Leading to more demand for small housing.

ISSUE:

At the household level, it is clear that housing needs change over time, as an individual moves through various stages of the life cycle - moving out of the parental home, forming a household, raising children, retiring. For individuals to be able to remain in their community, there must be universally designed housing units and opportunities for everyone that are appropriate for each of these **life stages**.

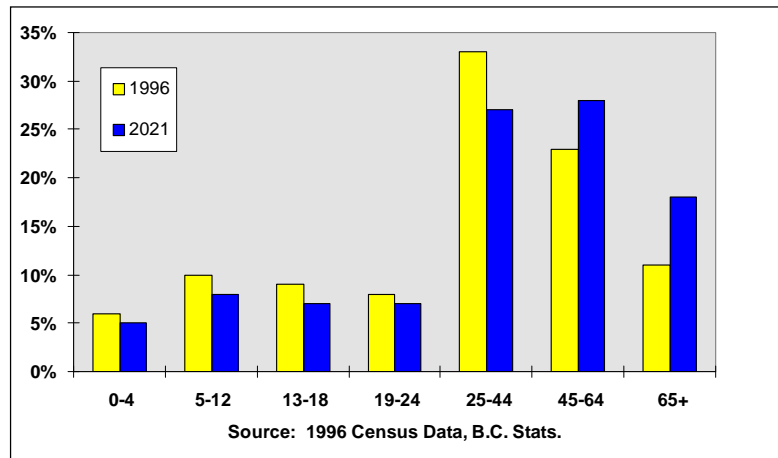
In the same way, the housing needs of a community as a whole will change over time. Richmond's housing stock must adapt in response to changing economic, social, and demographic trends. As Richmond's economy matures, it will be important to maintain a **balance between jobs and housing** and thereby minimize the environmental and personal costs of commuting. Not all these jobs will be high-paying and Richmond should strive to offer **entry-level** homeownership options and rental choices. Over the past decade, little purpose-built rental housing has been developed, as market conditions have favoured strata development. While some of these strata units have been purchased by investors and rented, there is concern about the stability of this stock as market conditions change.

Social trends indicate a continuing high incidence of families with both parents working. These families are increasingly pressed for time and often value low maintenance, but also want ground orientation, child-friendly, accessible and user-friendly housing design units and choices. Lone parent families (who comprised 18% of the Richmond families who had children at home in 1996) need options that are child-friendly and affordable to a single-income household.

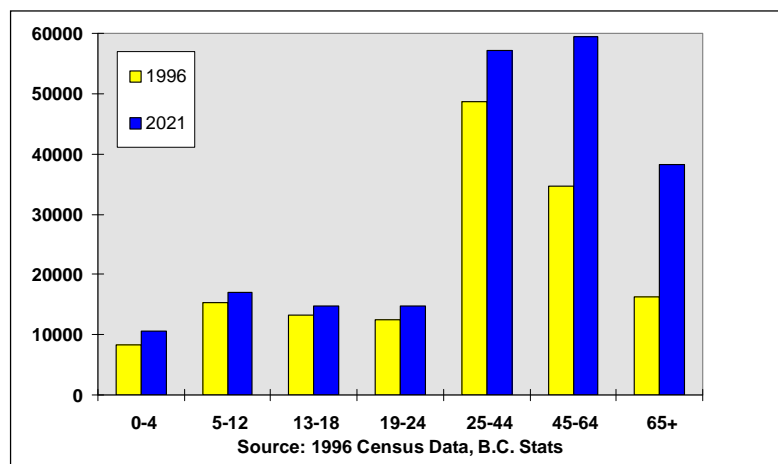


Demographic trends show a proportional increase in seniors, which will bring a growing need for housing forms that support aging in place. With a growing, aging population, the number of persons with special needs can be expected to increase and the need for accessible, supportive, and specialized housing must be increased accordingly. Assisted rental housing for those not well served by the private market will also be needed in the community. However, adding to the stock of non-profit rental has become a challenge, with substantially decreased provincial and federal government funding.

Proportionally, Only Older Age Groups Will Increase

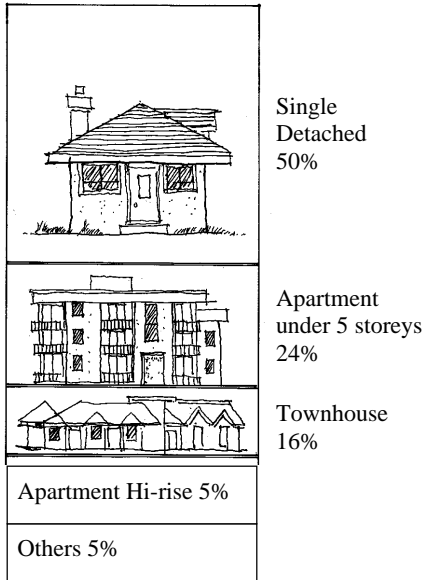


The Actual Number of People in All Age Groups Will Increase





1996 Housing Types

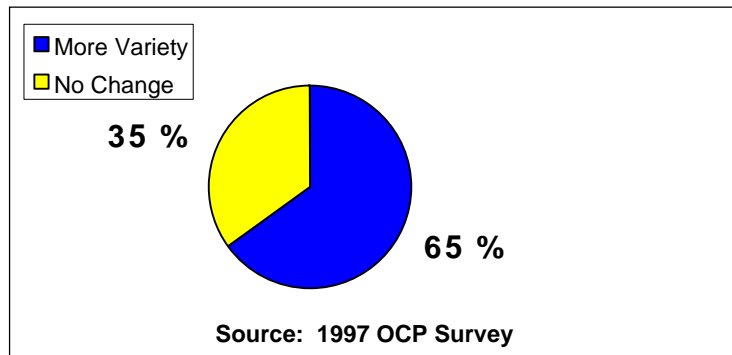


Changing **market trends and consumer preferences** can also put pressure on existing stock to adapt, to better meet community needs. For example, neighbourhoods with large lots have experienced redevelopment with very large houses in the 1980s and 1990s. It has been suggested that the demand for large houses that drove this development may see significant declines in the future. This could pose two challenges: how to creatively reuse this stock of relatively new housing while still maintaining the character of the neighbourhood, and how to develop the remaining lots in the neighbourhood consistent with the large lot pattern.

Housing Variety

Clearly, it is important to include a broad variety of housing opportunities to meet changing needs. Encouraging a **diversity of housing by type, accessibility, tenure, and cost** will ensure that Richmond continues to have a healthy mix of people. Furthermore, a majority of Richmond residents who responded to the OCP survey support more housing variety within neighborhoods. But what does variety mean? Where and how should new housing forms be integrated into neighborhoods?

Residents Want More Housing Variety

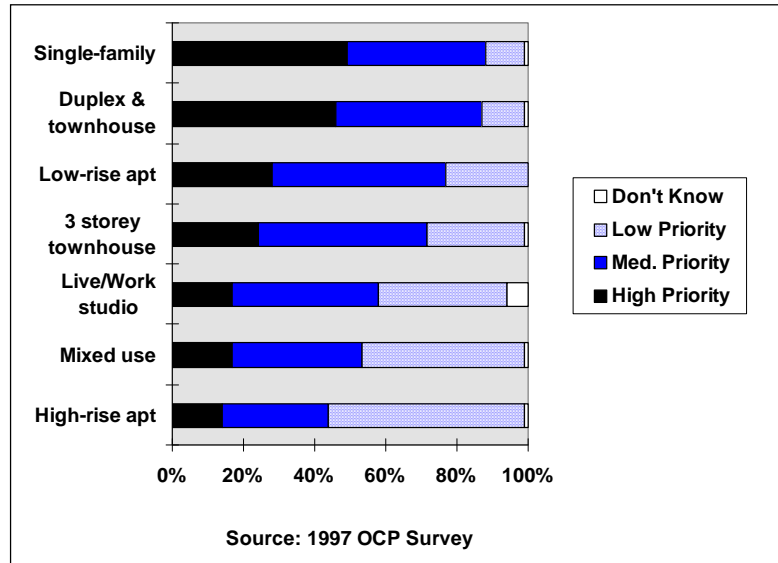


While the OCP surveys and public process showed broad support for a greater mix of housing within neighborhoods, the majority of respondents also noted that they supported low-rise forms, not high-rise apartments, as the highest form of density.

Respondents still consider single-family housing the top priority to fill future housing needs, followed closely by duplexes and townhouses which look like single-family. There was moderate support for three-storey townhouses and low-rise apartments. High-rises ranked last as an acceptable housing choice in neighbourhoods. These higher-density forms are appropriate for parts of the City Center and reinforce the urban character of the Downtown area, but are not broadly welcomed within other Richmond neighbourhoods.



Housing Types Supported by Residents



These preferences correspond with the conclusions in the GVRD Livable Region Strategic Plan. It indicated that, in order to meet anticipated public preferences, 2/3 of new housing should be “ground-oriented” medium-density forms such as townhouses, duplexes, and single-family dwellings. Maximizing ground orientation poses special challenges for Richmond where parking cannot be easily accommodated below grade.



Single-Family



Small lot



Medium lot



Large lot

OBJECTIVE 1:

Encourage a broad variety of housing types, universal designed dwelling units, tenures and price ranges suitable to meet the needs of everyone in the community, including families, singles, couples, people with disabilities and seniors.

POLICIES:

Variety in Housing Form

a) To achieve housing choice in the City Center, the following forms will be considered:

- High and mid-rise apartments;
- Low-rise multiple family housing; and
- Single-family character housing;

b) To achieve housing choice in neighbourhoods outside the City Center, the following housing forms will be considered:

- Single-family character housing;
- Multiple-family housing (with grade access and private outdoor space) located near major community facilities and services and along arterial roads where community benefit is derived (e.g. lanes, trails, etc.); and
- Low-rise multiple-family housing near major community facilities or services;

*Bylaw 7240
2001/07/16*

Multi-Family



Three-storey townhouses



Three-storey apartment



Two-storey townhouses



Mixed-use: housing above shops



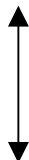
Townhouses at street level

- c) To achieve ground orientation:
 - In medium-density townhousing, provide ground orientation by having direct access to grade or to landscaped outdoor space atop the parking structure;
 - In the higher-density apartments in the City Centre, maximize ground orientation with such methods as surrounding high-rise podiums with street-level townhousing, putting grade-level parking structures behind townhouse units facing the street, providing terraced roof gardens, and landscaping the roofs of parking structures;

Variety of Tenure

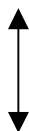
- d) To encourage market rental housing choices:
 - Explore the use of tools like density bonusing and housing agreements to achieve rental, and especially low-end-of-market rental, e.g. student housing, special needs housing, housing for lone parents;
 - Encourage rental in mixed-use developments, e.g. rental over commercial, to put lower-cost rental units in locations close to transit and shopping;
 - Undertake research to determine the amount of non-purpose-built rental and monitor the stability of this stock as a long-term option;
 - Encourage a 1:1 replacement for the conversion or rezoning of existing rental housing units in multi-family and mixed use developments, with the 1:1 replacement being secured as affordable housing by a housing agreement in appropriate circumstances;

Bylaw 8213
2007/06/25



- e) To encourage non-market rental housing choices:
 - Continue to work with non-profit groups in conjunction with the Provincial Homes BC program or any other senior government program; use City land and Affordable Housing Statutory Reserve funds as appropriate to encourage these;
 - Explore partnerships with non-profit groups or organizations to find innovative ways to develop non-profit housing outside senior government funding programs;
 - Work with non-profit organizations or other agencies to determine ways to manage and administer any scattered rental units that the City may be able to obtain through density bonusing or other negotiating tools;
 - Continue to encourage donations to the Affordable Housing Statutory Reserve;
 - Promote increased senior government funding of non-profit rental housing;
 - Expedite rezoning and development permit applications, at no additional cost to the applicant, where the entire building(s) or development consists of affordable subsidized rental housing units;

Bylaw 8213
2007/06/25





Co-op housing

- f) To support co-op housing choices:
 - Encourage development of both equity and limited equity co-ops;
 - Encourage existing co-ops who wish to redevelop to provide more co-op housing units;
- g) To encourage fee simple tenure housing choices, explore ways to encourage fee simple rowhousing;

Entry Level and Affordable Housing

- h) To encourage entry level and affordable housing choices through the private market:
 - Encourage more affordable forms such as carriage houses, duplexes in appropriate locations, and small house/small lot options;
 - Require a percentage of smaller units in large apartment developments that will, because of the size, be lower-priced;
 - Continue to work towards the goal that 20% of housing developed should be affordable housing;
- i) To encourage non-market housing choices:
 - Encourage innovative forms of non-market housing, such as mixed-market/non-market developments;
 - Consider fast-tracking non-market housing through the development application process;

Special Needs Housing

- j) Encourage supported seniors’ housing options, such as congregate housing and “Abbeyfield” models:
 - Use the Seniors’ Affordable Supportive Housing Design Guidelines, City of Richmond, June 2002, in the planning, design and evaluation of seniors’ supportive housing projects;
 - Review regulations in the Zoning Bylaw to ensure that these do not unnecessarily discourage supported housing forms;
- k) Develop “Build Smart” guidelines to address issues of adaptability and accessibility for wide range of people in the development of market housing;
- l) Incorporate Child-Friendly Guidelines into the Development Permit Guidelines and into an information brochure for developers and the public;
- m) Facilitate the development of specialized, purpose built housing as needed, such as transition houses for women and children fleeing violence, second-stage transition housing, group homes for persons with mental and physical disabilities, and emergency shelters;

Bylaw 7425
2002/11/18



Child-friendly housing



- n) Integrate special needs housing into areas designated for residential use throughout the community.

OBJECTIVE 2:

Ensure that new housing is appropriate to the character of neighbourhoods within and outside the City Center.

POLICIES:

- a) Use the Development Permit Guidelines in the area and sub-area plans for the City Centre to reinforce the particular local character of various City Centre neighbourhoods;
- b) To respect the single-family character in neighbourhoods outside the City Center:
 - Include design features, such as front porches and street orientation, that enhance neighbourliness and the single-family ambience of the neighbourhood;
 - When introducing new single-family character housing, work to ensure that these are designed to fit well into single-family neighbourhoods, using zoning or other appropriate regulations;
 - When introducing new low-rise multiple-family housing next to single-family development, encourage multiple-family housing designed to look like single-family through the rezoning and development permit processes and through the specific design guidelines contained in the OCP and in area and sub-area plans.



Front porches enhance neighbourliness

Dwelling Unit Capacity to 2021 *Bylaw 8381 2009/09/14*





Bylaw 8063
2006/06/26

OBJECTIVE 3:

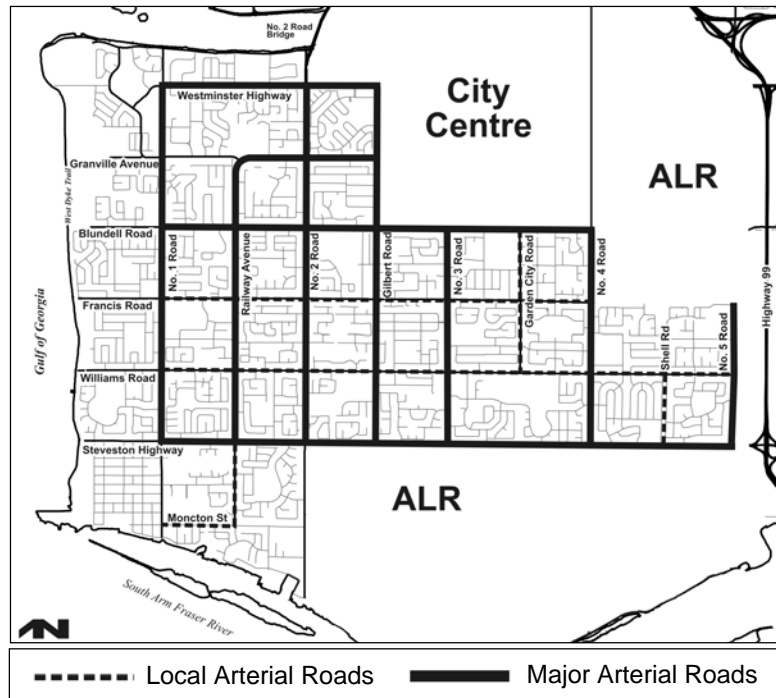
Implement the recommendations of the review of the City’s Lane Establishment and Arterial Road Redevelopment Policies.

POLICIES:

Major and Local Arterial Roads in West Richmond

- a) As reflected on the following map, a distinction is made between major arterial roads and local arterial roads located outside the City Centre Area within West Richmond;

Major and Local Arterial Roads



Single-Family Residential Development (Rezoning Applications)

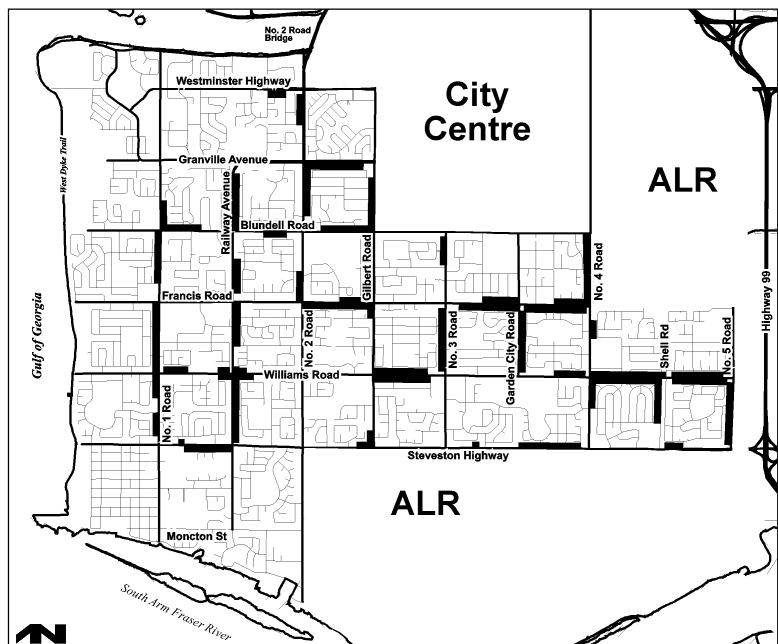
- b) Single-family residential and coach house development will be encouraged to locate where an existing municipal lane is fully operational;
- c) Single-family residential and coach house development will also be considered where:
 - i) A Single-Family Lot Size Policy permits development on the properties fronting the arterial road and the development can connect to an operational lane or an existing side street;



Bylaw 8063
2006/06/26

- ii) A future lane pattern has been started but the lane is not yet fully operational; or
- iii) A municipal lane can be started and made operational by connecting to an existing side street, lane or possibly the arterial road;
- d) Coach house development will be permitted where lots are only 24 m (80 ft.) deep without a fully operational lane (e.g. Williams Road between Nevis Drive and Dunoon Drive);

Single-Family Residential and Coach House Development



This map is for conceptual purposes and is based on 2006 information.

Further amendments to existing Single-Family Lot Size Policies may be required.

- e) Single-family residential and coach house development will not be considered where:
 - i) A Single-Family Lot Size Policy places restrictions on the properties fronting an arterial road or where it will be difficult for the development to connect to an operational lane or an existing side street in spite of the Single-Family Lot Size Policy;



Bylaw 8063
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- ii) Lane access to an existing side street is not possible because of existing development or property configurations; or
- iii) A property backs onto an arterial road and has its address from an internal road;
- f) A landscape plan must be prepared by a registered Landscape Architect as a condition of adoption for the front yard along the arterial road for all single-family residential and coach house rezoning applications. The Landscape Architect must also submit a cost estimate of the proposed landscaping, including installation costs, which will be used as security to ensure that the Landscape Plan is complied with;
- g) In preparing a landscape plan, the following items must be addressed:
 - i) The grade between the City's sidewalk and the landscaping along the front property line should be the same;
 - ii) Wherever possible, a grassed strip with at least one deciduous tree (minimum 5 cm or 2 inch calliper) per lot should be installed along the front property line;
 - iii) In addition to the aforesaid landscaping along the front property line, one deciduous tree (minimum 5 cm or 2 inch calliper) or one coniferous tree (minimum height 2 m or 6.5 ft.) is to be planted on each lot in the front yard;
 - iv) Fencing in the front yard is limited to a maximum height of 1.2 m (4 ft.) and must be pickets, wickets or post-rail rather than solid panels;
 - v) Fencing should look to incorporate flower beds, flowering shrubs and other low lying landscaping to provide improved articulation;
 - vi) Decorative arbours/brackets/trellis features may be used to further articulate the fencing provided that they are in scale with and totally complimentary to the fencing details;
 - vii) All front yard areas between the single-family residence or coach house and the front property line must be planted with a combination of lawn, flower beds, flowering shrubs and ground cover to provide seasonal interest and water permeability;



Bylaw 8063
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- viii) If 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;
- ix) Walkways/pathways from the arterial road to the entrance of the single-family residence or coach house are to consist of aggregate concrete, stamped concrete, paving stones, pervious paving or a combination of the above, and not asphalt materials;

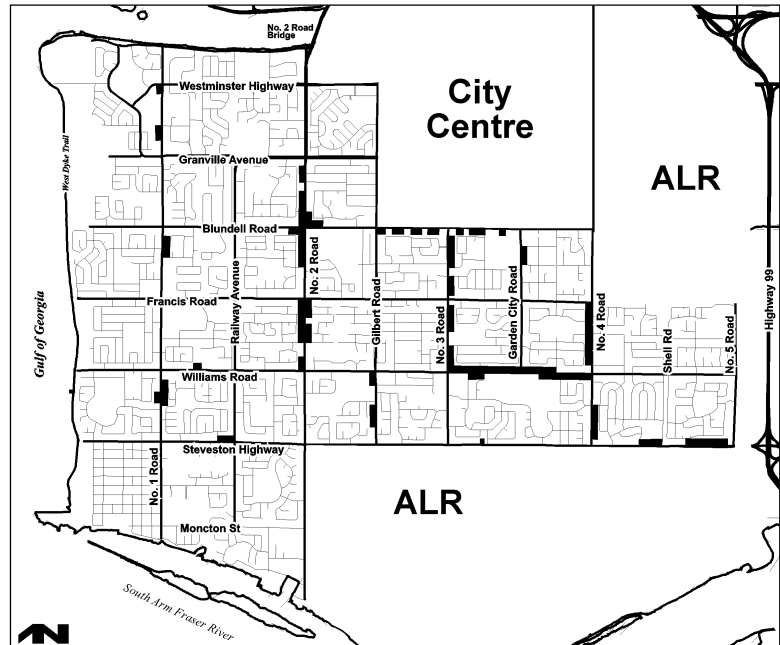
Multiple-Family Residential Development (Rezoning Applications)

- h) Multiple-family residential development on a local arterial road will only be permitted because of the proximity of a neighbourhood service centre and/or a City community centre on:
 - The north side of Williams Road between No. 3 Road and Ash Street;
 - The south side of Williams Road between No. 3 Road and No. 4 Road;
 - Garden City Road between Dixon Avenue and Dayton Avenue;
- i) Infill multiple-family residential development will be permitted on major arterial roads where there is a predominant presence of other previously approved development of a similar nature;
- j) New multiple-family residential development will only be considered:
 - i) Along a major arterial road (and those portions of a local arterial road noted above);
 - ii) On a land assembly with at least 50 m (165 ft.) frontage (40 m or 130 ft. on the above-noted local arterial roads);
 - iii) Where the application is not the first one in the block to introduce a new form of development along that section of the major arterial road;
 - iv) At least 50% of the lots along that section of the major arterial road have redevelopment potential (i.e. a frontage of over 18 m or 60 ft. and/or a house over 10 years old);
 - v) Public transit is available on the major arterial road;
 - vi) The development is within walking distance (e.g. 800 m or 2,625 ft.) of commercial services or City community centre;



Bylaw 8063
2006/06/26

Multiple-Family Residential Development



This map is for conceptual purposes and is based on 2006 information.

- k) All new multiple-family residential rezoning applications will be required to go through a public consultation process unless one has already been undertaken by a previous application in that block;

The applicant will be required to undertake this public consultation process, including the preparation of a development concept plan of the development potential along that section of the major arterial road and any shared access to adjacent sites, to the satisfaction of City staff;

- l) Multiple-family residential development along arterial road shall meet the following requirements:
- i) Assembly of larger sites, specifically: a minimum 40 m (130 ft.) frontage on local arterial roads and a minimum of 50 m (165 ft.) frontage on major arterial roads;
 - ii) Step down to a maximum of 2¹/₂ storey height along side yards and at the internal drive aisle entrance;
 - iii) Shall not have any 3 storey heights along the rear yard interface with single-family housing;
 - iv) Have variable rear yard setbacks based on the development height, specifically: 4.5 m (15 ft.) for 2 storeys and 6 m (20 ft.) for 2¹/₂ storeys.

