

Elina Khong, OCP Youth Art Contest, runner-up

3.0 Neighbourhoods and Housing

Overview

Richmond's safe, healthy and amenity rich neighbourhoods make it a highly desirable place to live, work, learn and play. However, for many households the costs of living in the city have risen faster than income, particularly housing and transportation. Others are challenged to find the right type of housing in the right place as they age or their needs change. Factors affecting housing affordability and choice are dynamic, complex and vary over time. The economy, rising construction costs, the availability of skilled trades, senior government policies and funding, household needs, and development regulations are just a few.






The Province's *Homes for People Action Plan* aims to address housing challenges by delivering more homes faster. Municipalities must update their

To address Richmond's housing challenges, a goal of the 2050 OCP is to:

Make Richmond a place where housing development delivers innovative, purpose-driven solutions that contribute to housing affordability and diversity, and equitable, resilient neighbourhoods.

Official Community Plans (OCP) by December 31, 2025, to align with the findings of their 2024 Interim Housing Needs Report. Richmond's 2024 Report projects that the city will need to grow by 52,000 new dwellings between 2021 and 2041, which is 31% faster than the previous 10 years (i.e., 2,600 versus 1,980 units annually). The OCP aims to direct growth to deliver increased housing supply, choice and affordability, and support a more inclusive, livable and resilient community with a transit-oriented framework that encourages new housing where people want to live and promotes measures that make it easier and faster to build.



3.0 Neighbourhoods and Housing Purpose-driven solutions for delivering permanent housing in Richmond ⁽¹⁾					
Objectives	3.1 Build Better Neighbourhoods		3.2 Build Better Housing		
	 1. Build a transit-oriented village framework	 2. Build five complementary Neighbourhood Types	 1. Build more housing for new and existing residents	 2. Build more market-driven housing that more people can afford	 3. Build more below-market and non-market housing through effective partnerships
2050 Targets	Ensure 90% of Richmond residents live no more than a 20-minute walk or roll (1.6 km) of a transit village supporting residents' daily needs.	Rebalance growth 50-50 inside and outside City Centre with appealing, accessible transit-oriented neighbourhood development.	Build approximately 52,000 new homes in key areas by 2041 and more beyond, as prescribed in Richmond's 2024 Interim Housing Needs Report.	Achieve a 3% vacancy rate for rental housing, as prescribed in Richmond's 2024 Interim Housing Needs Report.	Build approximately 6,000 below-market and non-market homes by 2041 and more beyond, as prescribed in Richmond's 2024 Interim Housing Needs Report.
Policies	a. Encourage growth in preferred places	a. Promote a vibrant, high density City Centre Downtown	a. Increase supply and variety	a. Preserve rental	a. Embed flexibility
	b. Promote conveniently compact communities	b. Support a mosaic of distinct City Centre Perimeter neighbourhoods	b. Maintain livability	b. Prioritize rental	b. Prepare for development
	c. Encourage comfortably connected places and spaces	c. Establish local Villages as essential community hubs	c. Incorporate accessibility	c. Build Market rental	c. Expand opportunities
	d. Support a healthy mix of uses	d. Promote green, transit-oriented Arterial Connectors	d. Streamline approvals	d. Build Low-end Market rental	d. Steward priority projects
	e. Adopt a form-based approach	e. Foster more inclusive Neighbourhood Residential areas	e. Lower costs	e. Increase options for middle-income households	e. Foster community support

⁽¹⁾ Short-term accommodation options (e.g., emergency shelters, transitional housing) are addressed through other sections of the OCP, together with various other City strategies and plans.



Ensure 90% of Richmond residents live no more than a 20-minute walk or roll (1.6 km) of a transit village supporting residents' daily needs.

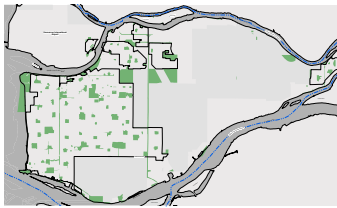
3.1 Build Better Neighbourhoods

Overview

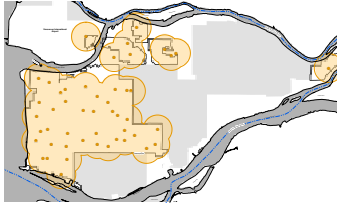
"Region-wide, nearly one-third of households spend more than 70% of their before-tax income on the two major and interrelated costs of housing and transportation." (*Transport 2050, TransLink*) This situation affects everyone, but lower income households are most affected because they have fewer housing options, particularly if they work in urban centres where housing is most expensive. Complete, transit-oriented communities help to address affordability and inequity by locating the everyday things people need like transit, jobs, amenities and shops within a short walk or roll of housing options suitable for diverse households and all stages of life. These walkable communities are more resilient and efficient to service, reduce greenhouse gas (GHG) emissions, and contribute to better health and social outcomes.



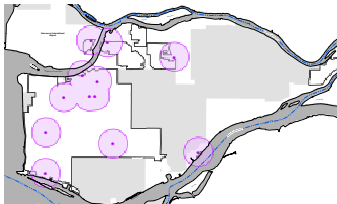
OBJECTIVE 1: Build a transit-oriented village framework



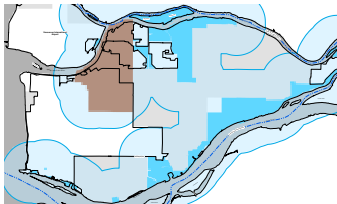
Existing and planned parks



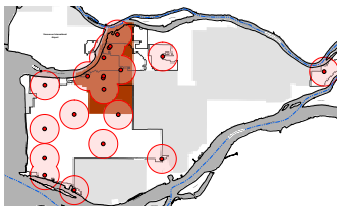
< 800 m to schools



< 800 m to City recreation facilities



< 800 m to employment



< 800 m to shopping

TransLink priority transit routes,
Transport 2050

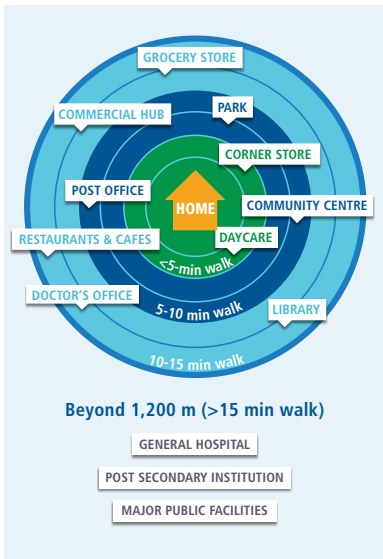
The purpose of a transit-oriented village framework is to guide growth towards a more compact community and its benefits, including:

- More housing supply and options for residents of all ages and abilities in the neighbourhoods they prefer;
- Economic viability due to more job opportunities and the proximity of local businesses to a larger, more diverse customer base;
- Improved public health from walking, biking and other forms of physical activity that contribute to better health outcomes;
- Greater community engagement due to more public spaces, uses and places that bring people together;
- Reduced transportation costs because walking, rolling, and shared mobility options are the most convenient choices for most short trips;
- A more resilient climate response, enhanced energy performance, and reduced greenhouse gas (GHG) emissions from cars;
- Lower per capita infrastructure costs and enhanced opportunities for green energy initiatives like district energy.

POLICIES:

a. Encourage growth in preferred places: Make new transit-oriented communities attractive by prioritizing proximity to the places where people want to live.

- Prioritize growth and new housing development in **high-amenity locations** close to:
 - i. attractive, established neighbourhoods;
 - ii. parks, schools, and amenities;
 - iii. employment, co-working, and digital access spaces;
 - iv. activity clusters including destination and daily shopping, personal services, grocery stores, offices (e.g., medical, dental), restaurants and entertainment.
- Promote growth and new housing development **near transit** where residents benefit from convenience and contribute to increased transit ridership, frequency and cost-effective service improvements, including:
 - i. within a 10-minute walk (800 m) of Canada Line stations;
 - ii. within easy walking distance of TransLink's planned major transit network improvements including south of City Centre along No. 3 Road (via Broadmoor), east of City Centre along Cambie Road (via East Cambie) and along Steveston Highway (via Minato and Ironwood);
 - iii. along routes that can serve multiple destinations.



Based on *Complete Communities* from the Province of British Columbia

- Encourage growth and new housing development where they contribute to equitable, inclusive communities that **support residents of all abilities and economic situations through all stages of life** (e.g., singles, couples, families with children, multi-generational households, downsizers, seniors and others needing support).

b. Promote conveniently compact communities: Adopt a village approach that prioritizes the enhancement of existing activity clusters (e.g., shopping centres, transit stations) and their surroundings as walkable, mixed-use communities.

- Enhance the viability and attractiveness of existing activity clusters (e.g., shopping areas) by encouraging a **pedestrian-friendly shopping street (high streets) at the heart of each village**, together with transit, enhanced accessibility and mobility measures, amenities and increased housing supply and choice.
- Support diverse housing options for residents at all stages of life by **varying development intensity** from higher density, mixed-use development at the village centre (e.g., high street shops with apartments above) to lower intensity development (e.g., mid- and low-rise apartments, townhouses, detached dwellings) as the distance to the village centre increases.
- **Avoid one-size-fits-all** by scaling each village (e.g., form, character, intensity of development) to support its predominant role in Richmond as a local-serving, city-serving or regionally significant hub.



Canada Line Villages, with their significant jobs, shopping, education, housing, amenities and links to the airport and other municipalities, will play important local, city, and regional roles.



Outside downtown, villages may serve bigger or smaller roles based on factors such as proximity to significant jobs and priority transit corridors (e.g., future rapid bus routes).

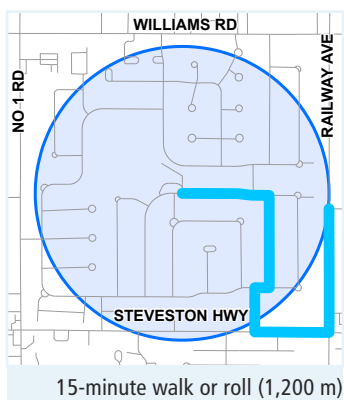
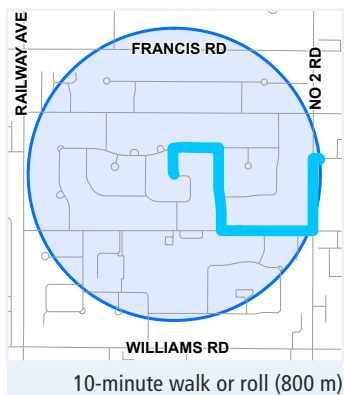
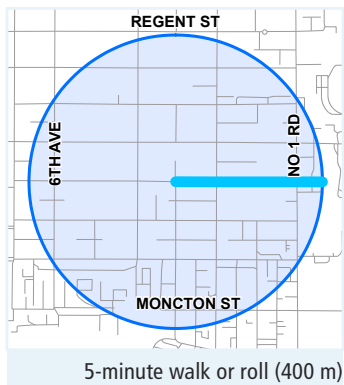


Local neighbourhoods and special precincts (e.g., hospital, university) may be supported by small activity nodes that put daily needs, transit and amenities close to home and work.



MAKE DISTANCES WALKABLE

Richmond's street network affects walking distance. Travelling 400 m as the crow flies could be a quick 5-minute walk or three times that. Breaking up big blocks with trails will shorten trips and improve walkability.



c. Encourage comfortably connected places and spaces: Make walking and rolling (e.g., bicycle, scooter, wheelchair) the preferred choices for most short trips, including getting to and from transit, for people of all ages and abilities.

- Incentivize large and small development to **break up big blocks** and shorten the distance to daily needs by walking and rolling (e.g., transit, shopping, jobs, parks, schools, amenities) with a dense network of walkways, trails, people-first streets, off-street bike paths and greenways.
- Increase safety and comfort for walking and rolling by:
 - i. discouraging unnecessary cross-neighbourhood motor-vehicle routes, employing traffic calming, and buffering walking/rolling from fast traffic (e.g., landscaped boulevards);
 - ii. providing a dense, connected network of sidewalks and controlled crossings with accessibility technology;
 - iii. enhancing visibility (e.g., street lighting, curb bulges).
- Enhance the **appeal of walking, rolling and transit** with:
 - i. accessible pedestrian-friendly streetscapes including, among other things, residential streets with attractively landscaped frontages, visible and welcoming front doors to individual dwellings, 24/7 activity, and village high streets with weather protection, a mix of restaurants and pedestrian-oriented shops, and generous display windows giving views to activities inside;
 - ii. a dense, multi-purpose blue-green-grey infrastructure network supporting active mobility, stormwater management, healthy ecological corridors for vegetation and wildlife, an enhanced tree canopy (i.e., for shade, reduced heat island effect, sense of well-being), and an attractive urban environment;
 - iii. large and small, multi-modal mobility hubs designed to seamlessly integrate multiple travel modes, barrier-free infrastructure, and placemaking strategies with the aim of supporting accessible pedestrian-oriented centres (e.g., village high streets) and helping to maximize first-to-last kilometre connectivity near Canada Line stations and transit hubs.



Blue-Green-Grey Network

An integrated blue-green-grey network combines the reliability of conventional, engineered, “grey” infrastructure systems (e.g., roads, bike paths, sewers) alongside nature-based, “blue-green” solutions (e.g., bioswales, wetlands, tree canopy) to strengthen urban resilience, enhance access to high quality public open spaces, complement conventional park space, and contribute to healthier living.

An integrated blue-green-grey network approach is most effective when it is applied at all scales.



LARGE: Connecting people and natural assets across the city



MEDIUM: Making connections at the village scale



SMALL: Making connections in your neighbourhood



Mobility Hubs

Mobility hubs are key crossroads that help bridge the gap between frequent transit and each person's origin and destination by clustering mobility services with housing, jobs, shopping and/or amenities.

Mobility hub designs and features may vary based on their location, user needs and opportunities.



Neighbourhood hubs locate mobility services close to home



Village hubs co-locate mobility with shops, housing and jobs



(Marine Gateway, Perkins + Will Architects)

Canada Line-type hubs integrate mobility with high-density development.



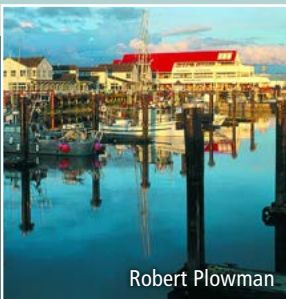
Capacity for Growth:

Within City Centre, up to 50,000 residents may live within a 10-minute walk (800 m) of a Canada Line station. Outside City Centre, 10,000 or more residents may live within a 10-minute walk (800 m) of a village high street depending on each village's role as a focus for local residents or one that also supports significant jobs or regionally important uses (e.g., Oval Village).



d. Support a healthy mix of uses: Incentivize a healthy, viable mix of land uses necessary to support residents and ensure the growth of livable, sustainable, inclusive and economically vibrant communities.

- Ensure an adequate **supply and diversity of commercial and complementary uses** (e.g., social services, recreation) to meet the needs of each village's residents and sustain the economic viability of local businesses and other employers.
 - i. Prioritize sufficient residential development within a 10- to 20-minute walk (800 m to 1600 m) of a village centre without displacing important pedestrian-oriented high street uses and other necessary non-residential activities.
 - ii. Prioritize high streets as animated, high-amenity, pedestrian-friendly areas at the heart of each village, scaled to take account of each location's intensity of development, character and role in Richmond (e.g., local, city-wide or regionally significant).
 - iii. Outside City Centre where existing commercial sites are subject to redevelopment (e.g., shopping centres, convenience plazas), encourage at least 1:1 replacement of existing commercial floor area to maintain residential proximity to necessary shops and services.
 - iv. Outside City Centre where large residential sites are subject to redevelopment (i.e., typically old, very low-density townhouse and apartment sites) and are more than a 10-minute walk (800 m) from a village high street and/or will create a large number of new dwelling units, encourage the development to provide neighbourhood-scale commercial and/or other uses (e.g., coffee shop, corner store, medical, dental, child care) to support walkability, meet the needs of new and existing residents close to home, and enhance the development's relationship with the neighbourhood.
 - v. Encourage commercial units of adequate size, proportion and features (e.g., loading) to meet local needs, support economic viability, and adapt to changing demands and trends, including, but not limited to, a typical unit depth of 18 m or more (typically no less than 9 m), larger units for grocery and other large-format stores, and flexible spaces suitable to a variety of uses (e.g., second floor space adaptable to office, medical/dental, education, social services, recreation).



Robert Plowman



Pedestrian-Friendly High Streets

Village centres, whether they are served by rapid transit or buses, are focused on shopping areas in the form of high streets that serve residents' daily needs and bring people together to work, play, learn and connect.

As Richmond grows, its existing shopping areas will grow and change too. In City Centre, since the advent of Canada Line, shopping areas have become more diverse and pedestrian-focused, and traditional malls are reinventing themselves with outdoor shopping, housing and amenities.

Outside City Centre, apart from Steveston, car-oriented shopping centres are still the norm. Encouraging these areas to transition to become mixed-use villages with housing and pedestrian-friendly high streets will contribute to more lively, appealing village centres, increased foot traffic and retail viability, enhanced livability and sustainability, and stronger community identity.

Learning from Richmond's Favourite Village High Street

Steveston Village's heritage and location make it unique, but all successful high streets share key characteristics: appealing shopping and a public realm that encourage people to walk, linger and come back. This requires:

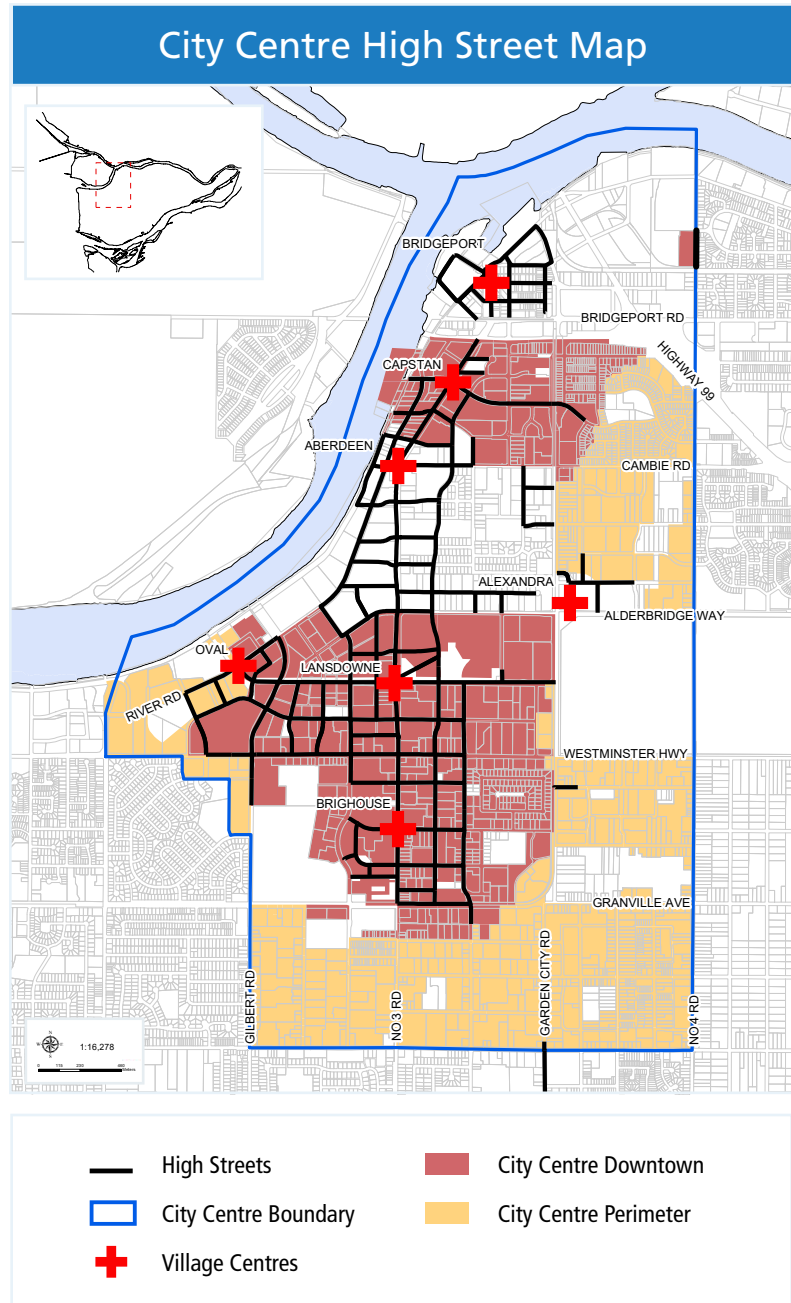
- diverse shops and restaurants, including the things that people need like healthy food markets and drug stores;
- shops and restaurants designed to encourage window shopping and animate the public realm (e.g., dining patios);
- shopping areas with narrow shop fronts (typically less than 10 m wide) usually stretching at least two blocks along both sides of the street (and further in people-dense areas) so there are lots of shops in each block and people – including local residents – are encouraged to explore;
- screening large-format stores behind smaller stores or locating them above the ground floor so they mitigate potential impacts to the street frontage (i.e., lack of pedestrian scale and animation);
- locating offices and other uses that do not animate the street frontage (e.g., uses requiring privacy) above the ground floor;
- providing weather protection for sun and rain, pedestrian-scale signage and lighting, public art, seating, street trees, and other public amenities.



Planning Richmond's Village High Streets

Richmond's villages and their high streets will come in many shapes and sizes. Among them:

- Steveston Village's high street area, which covers many blocks, is the most advanced and the Steveston Area Plan sets a clear vision for its future.
- City Centre mixed-use villages, including Capstan, Lansdowne, Brighthouse, Oval and Alexandra, are likewise subject to existing plans that guide growth. In response to recent provincial legislation that intensifies permitted development near the Canada Line, the City Centre's designated network of high streets is being expanded to meet increased need. Future study and public engagement will further refine high street planning.
- Outside City Centre, future study and public engagement are needed to plan for local villages, their high streets, and related community needs.





Kwantlen Polytechnic University, Chip Wilson School of Design

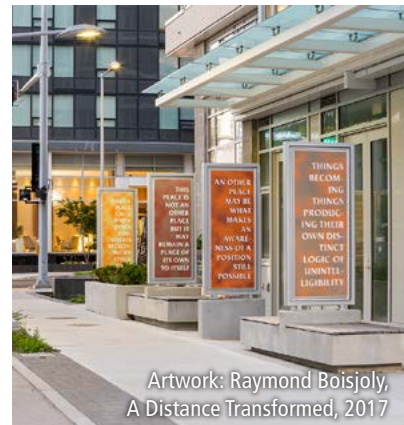
- Support **emerging roles and incremental change** in and around villages and neighbourhoods with the development of:
 - i. special precincts (i.e., mixed-use villages or village-like clusters of residential and complementary non-residential uses and transit) in proximity to significant activity generators such as the hospital, Richmond Olympic Oval, and post-secondary institutions;
 - ii. new nodes, ranging in size from a favourite coffee shop to a new village high street, where this addresses residential demand, proximity to employment, new amenities or transit hubs, or other factors.
- Support complete communities with **Complete Village Spaces** that help to deliver important equity- and resiliency-supporting uses and services (e.g., social purpose spaces) hand-in-hand with growth.
 - i. Encourage Complete Village Spaces, in a form and character that respects local surroundings, **in all areas where housing is a principal use**.
 - ii. Implement **development-finance tools** to fund specified growth-related amenities.
 - iii. Incentivize **developer-funded construction** of Complete Village Spaces that do not benefit from other finance tools including, but not limited to, exploring opportunities for increased height and associated density bonusing in the vicinity of City Hall (i.e., over and above provincial minimum heights and densities for Transit-Oriented Areas).



In Canada Line villages (subject to Richmond's Transit-Oriented Areas bylaw), 4% of total floor area may be secured for Complete Village Spaces.



Across Richmond, sites with existing Complete Village Spaces (e.g., places of worship) may be intensified with the addition of housing or community-supporting uses.



Artwork: Raymond Boisjoly, A Distance Transformed, 2017

Across Richmond, density bonusing will be used to secure Complete Village Spaces of all sizes.



Supporting Communities with Complete Village Spaces

Complete, walkable, transit-oriented communities need housing, jobs, shopping, and amenities, along with other uses and intangibles that contribute to equity and resilience, but are not associated with significant commercial benefit and, thus, are not readily provided by the market.

Policies supporting the delivery of Complete Village Spaces will help provide for those uses and intangibles with initiatives aimed at permitting, incentivizing, and financing public and private sector development.



Complete Village Space means an institution, facility or other space, which may be operated for profit or not for profit, for the provision of cultural, arts, healthcare, child care, adult day programs, social services, emergency shelter, government or public safety, and may include other uses or services necessary for community well-being and equity, as determined on a site-specific basis to the City's satisfaction.

A. Land Use Designations

- **Complete Village Spaces Overlay** designation may apply city-wide to sites with Complete Village Spaces (e.g., places of worship) to encourage the retention and enhancement of such uses with infill development where the Complete Village Spaces are secured, other uses are limited to those permitted by the Land Use Map, and the development complements and benefits the community to the City's satisfaction.
- **City Centre Downtown** designation, which applies to lands subject to Richmond's Transit-Oriented Areas bylaw (i.e., within 800 m of Capstan, Lansdowne and Brighthouse Stations), within which area development may construct and secure 4% of total floor area as Complete Village Space, to the City's satisfaction (excluding projects where residential uses comprise rental housing only).

B. Density Bonuses (Voluntary)

- **Complete Village Space Bonus** may apply to all areas of Richmond where housing is a principal use (except Small-Scale Multi-Unit Housing sites) and permits bonus density (0.2 floor area ratio) comprising 50% market housing and 50% City-owned Complete Village Space (constructed and transferred to the City at no cost to the City).
- **Village Centre Bonus** may apply to specific City Centre locations on the Land Use Map, NOT subject to Richmond's Transit-Oriented Areas bylaw, and permits bonus density (1.0 floor area ratio) for non-residential uses provided that 5% is City-owned Complete Village Space (constructed and transferred to the City at no cost to the City) and the remainder includes, in part or in whole, uses needed for village viability (e.g., grocery store) to the City's satisfaction.

C. Development Finance Tools

- **Amenity Contribution Charge (ACC)** program may be mandatory and apply city-wide to fund the City's development of specific amenities NOT delivered through the Complete Village Space Bonus, Village Centre Bonus or other means.
- **Voluntary Developer Contributions** may be negotiated through rezoning on a site-specific basis to facilitate the transfer of Complete Village Space off-site for construction by the City (based on the City's approved equivalent-to-construction rate for Complete Village Space) and on-site backfilling of the transferred space with market housing or non-residential uses, as applicable, with respect to the City Centre Downtown land use designation, Complete Village Space Bonus and Village Centre Bonus.



Complete Village Spaces in City Centre

Since adoption of the City Centre Area Plan in 2009, the Village Centre Bonus and other density bonuses have been instrumental in securing developer-funded amenities, but this will no longer be the case:

- Transit-Oriented Areas (TOA) legislation limits density bonuses to situations where heights and densities exceed TOA minimums; BUT
- Current Airport Zoning Regulations (AZR) and other factors make this largely unachievable.

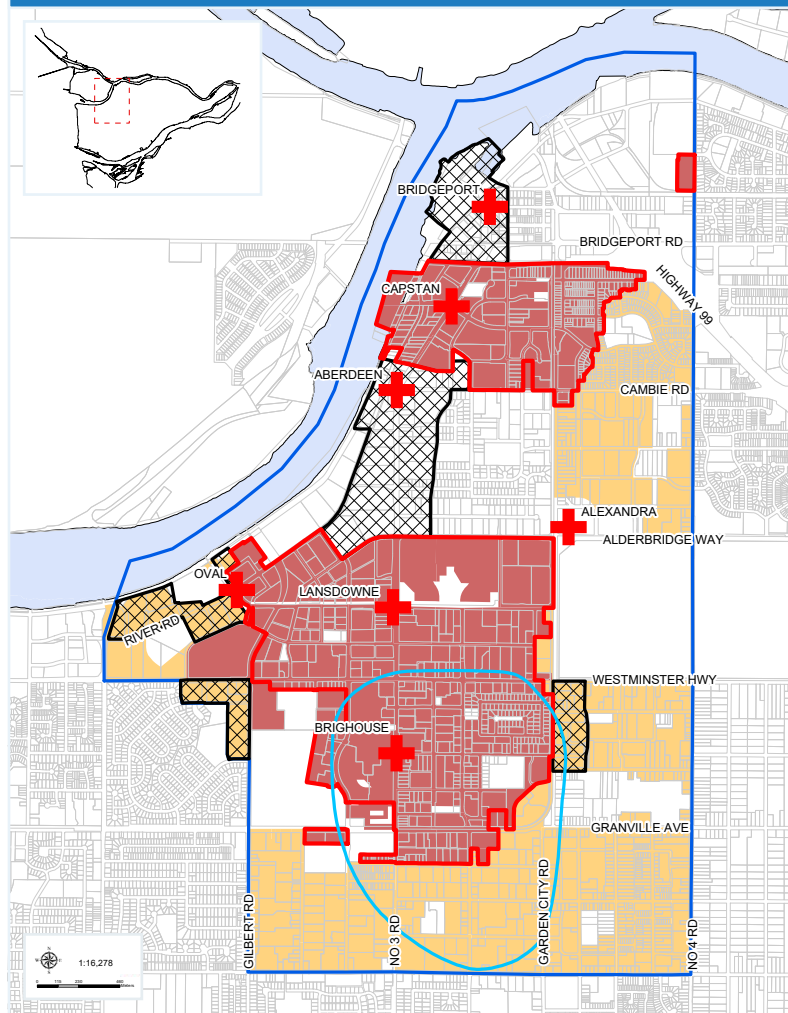
Village Centre Bonus

In City Centre locations outside TOA, the Village Centre Bonus can continue to be used to secure eligible City-owned amenities (i.e., not benefitting from Amenity Cost Charge funding).

TOA Height Study

Inside TOA, the City will continue to work with the Vancouver Airport Authority regarding the potential to exceed current AZR height limits near City Hall (subject to federal approval) to safely deliver improved housing, development and community outcomes.

Transit-Oriented Areas (TOA) & Village Centre Bonus Map



- | | | | |
|--|---|--|-----------------------|
| | Village Centre Bonus | | City Centre Downtown |
| | City Centre Boundary | | City Centre Perimeter |
| | Village Centres | | |
| | Areas subject to Transit-Oriented Areas (TOA) Bylaw | | |
| | Area subject to future height study | | |



Built form refers to a building's height (e.g., number of storeys) and shape and how it relates with its surroundings. Built form is key to the character of our surroundings and quality of life.

Apartment Unit Depth: Proposed dwelling unit depth is consistent with Metro Vancouver's Digitally Accelerated Standardized Housing (DASH) program, which considers best practices regarding daylight penetration (i.e., approximately 8.0 m), plus additional depth for rooms (e.g., washrooms) that do not require daylight.

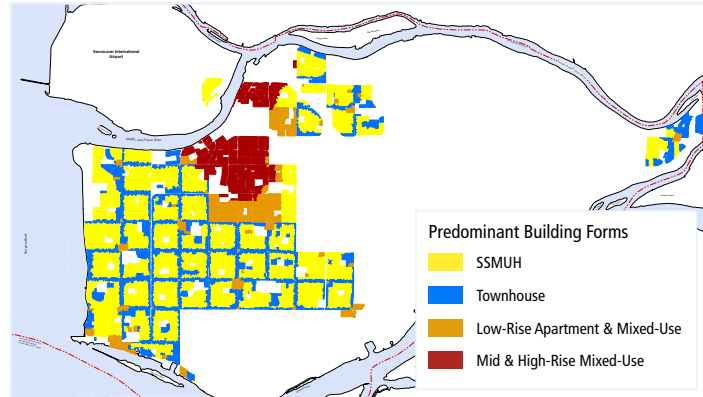
e. Adopt a form-based approach: Make clear the intended built form and building type (e.g., townhouse or apartment) to provide transparency, respect neighbours, and give developers the clarity and flexibility needed to deliver on important housing and urban design outcomes (e.g., housing affordability, walkability, accessibility, equitable access to shops and services).

- Ensure that expectations regarding built form and character are **predictable and complementary** to existing neighbourhoods.
 - i. Apply **building envelopes** to guide the size and shape of buildings, together with setbacks, building separation, and related built form criteria.
 - ii. Ensure that building envelopes are **sensitive to the interface** between larger and smaller scale neighbours (e.g., mitigate overlook and shading).
 - iii. For low-rise apartment buildings (up to six storeys), help manage urban character (e.g., apparent size, bulkiness), maintain open space, and ensure livability (e.g., daylight and ventilation) by using applicable building envelopes in combination with preferred **maximum dwelling unit depths**, including 9.6 m for apartment units with windows on one side only and 14.0 m for apartment units with windows on two sides.
 - iv. Update **Development Permit (DP) guidelines** to provide clarity regarding form and character outcomes and support a form-based approach to affordability.
- Encourage **viable densities** that contribute to the financial viability of desired housing outcomes and related objectives.
 - i. Set base densities (e.g., height, floor area ratio) that have strong market acceptance and demonstrate reasonable financial viability in today's challenging market and over the long term.
 - ii. Incentivize the right kind of development in the right place by prioritizing key locations (e.g., near transit and amenities) and increasing achievable density for developments that deliver greater affordability (e.g., rental housing versus strata dwellings).
 - iii. Above established base densities, regulate achievable density by height only (not by floor area ratio) to avoid a one-size-fits-all approach and incentivize developers to seek out sites and building designs that are best suited to optimizing housing and development outcomes.



More Predictable Housing Options and Building Forms

Predictable variations in building form supports transparency, financial viability, and increased housing options and affordability.

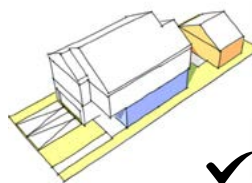


% of residential land base

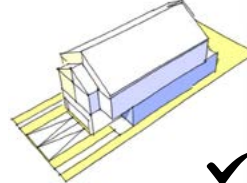
✓ indicates most common types. Actual building designs will vary.

54% Small-scale multi-unit housing

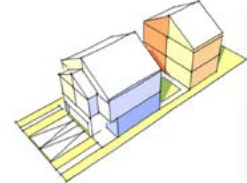
- 2 ½ storeys maximum
- Up to 3, 4 or 6 units per lot depending on proximity to frequent transit and lot size
- Sixth unit must be a below-market rental unit



3-unit option



4-unit option



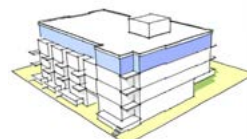
6-unit option

25% Townhouse

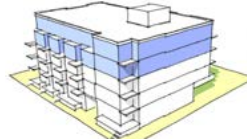
- 3-storey townhouses will likely predominate
- Rental apartments may be up to 4 storeys, but may increase to 5 with a corner store or 6 on large sites



3-storey option



4-storey option



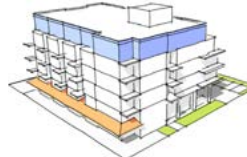
5- to 6- storey option

10% Low-rise apartment & mixed use

- 4-storey apartments will likely predominate
- Rental buildings may be up to 5 storeys, but may increase to 6 for village mixed-use or large sites



4-storey option



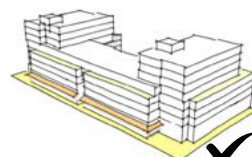
5-storey option



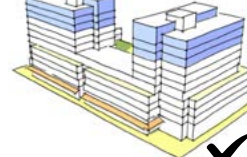
6-storey option

11% Mid- and high-rise mixed use

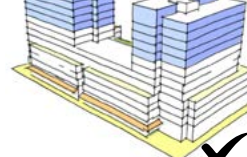
- Applies within 800 m of designated Canada Line stations (as per Transit-Oriented Areas legislation), plus limited nearby high-rise areas (e.g., Oval Village, hospital precinct).



8-storey option within 800 m of a station



12-storey option within 400 m of a station



15-storey option within 200 m of a station

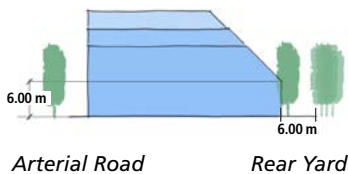


Sensitive Adjacencies with Arterial Road Development

Sensitive interfaces between neighbouring built forms are necessary for quality of life. Sculpted building envelopes are applied to arterial road developments to reduce building height, shading and overlook of adjacent Small-Scale Multi-Unit Housing (SSMUH). While arterial road building heights may vary, all will typically have 6.0 m rear yards, be shorter than SSMUH at their rear setback, and be limited by a sloped envelope (45 degrees) that pushes higher buildings away from shorter neighbours.

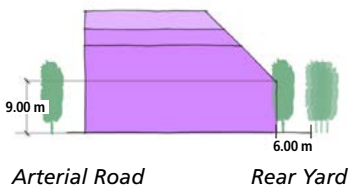
Arterial Connectors:

3-storey townhouses will be typical, but rental buildings may be taller.

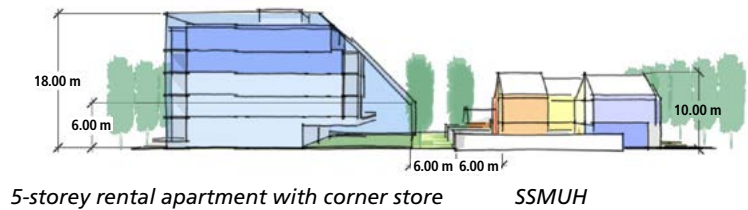
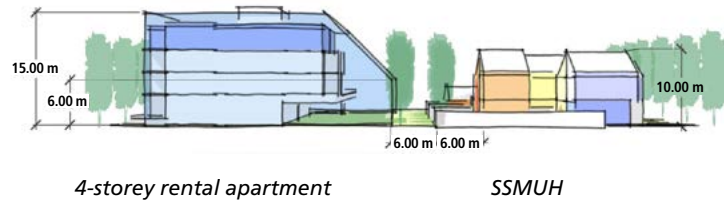
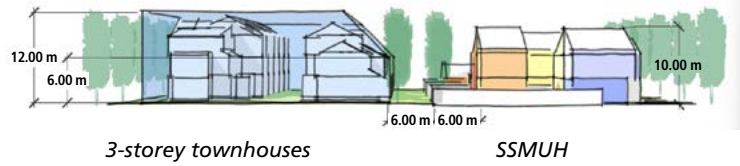


Local Villages:

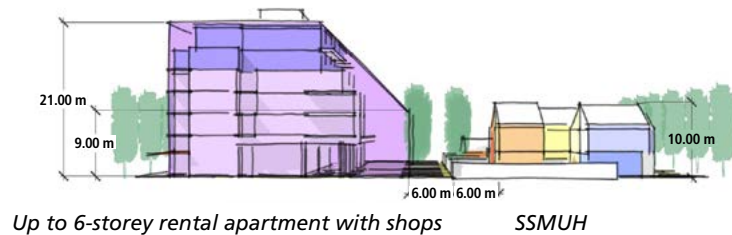
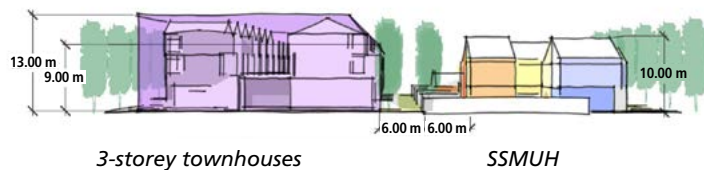
3-storey townhouses and 4-storey apartments over shops will be typical, but rental buildings may be taller.



Arterial Connectors



Local Villages





- Consider **best practices** to enhance housing outcomes, support attractive, inclusive neighbourhoods, and streamline development approvals and construction.
 - i. **Form-based zoning:** Apply a form-based approach to standard zones to increase flexible development outcomes and reduce reliance on more time-consuming site-specific zones without compromising development character or neighbourhood fit.
 - ii. **Inclusionary zoning:** Require that maximizing permitted residential floor area entails developers constructing below-market rental dwellings on-site or, for eligible projects (as set out in City policy), providing a cash contribution to the City to facilitate the construction of below-market rental dwellings off-site.
 - iii. **Density bonusing:** Consider measures to incentivize superior outcomes (e.g., housing affordability or diversity, accessibility, higher steps of the BC Energy Step Code, community benefits).
 - iv. **Overlay designations:** Designate specific locations and/or uses for higher density to support desired housing and community outcomes (e.g., rental housing along arterial roads, residential intensification of properties with existing Complete Village Spaces such as places of worship).
 - v. **Pre-zoning:** Explore a new zoning framework based on long-term planning to better align the Official Community Plan and Zoning Bylaw, provide predictable form and character outcomes, contribute to greater transparency and community confidence, and reduce the time, cost and risk associated with site-specific rezoning processes.
 - vi. **Accelerated housing initiatives:** Support streamlining of cost-effective wood construction by exploring opportunities for standardized development streams including, but not limited to:
 - pre-approved designs for accessory dwelling units and Small-Scale Multi-Unit Housing (SSMUH);
 - measures aimed at optimizing the cost-effective delivery of four- to six-storey apartment buildings, including off-site construction opportunities (e.g., prefabrication of cross laminated timber panels and modules).



OBJECTIVE 2: Build five complementary neighbourhood types

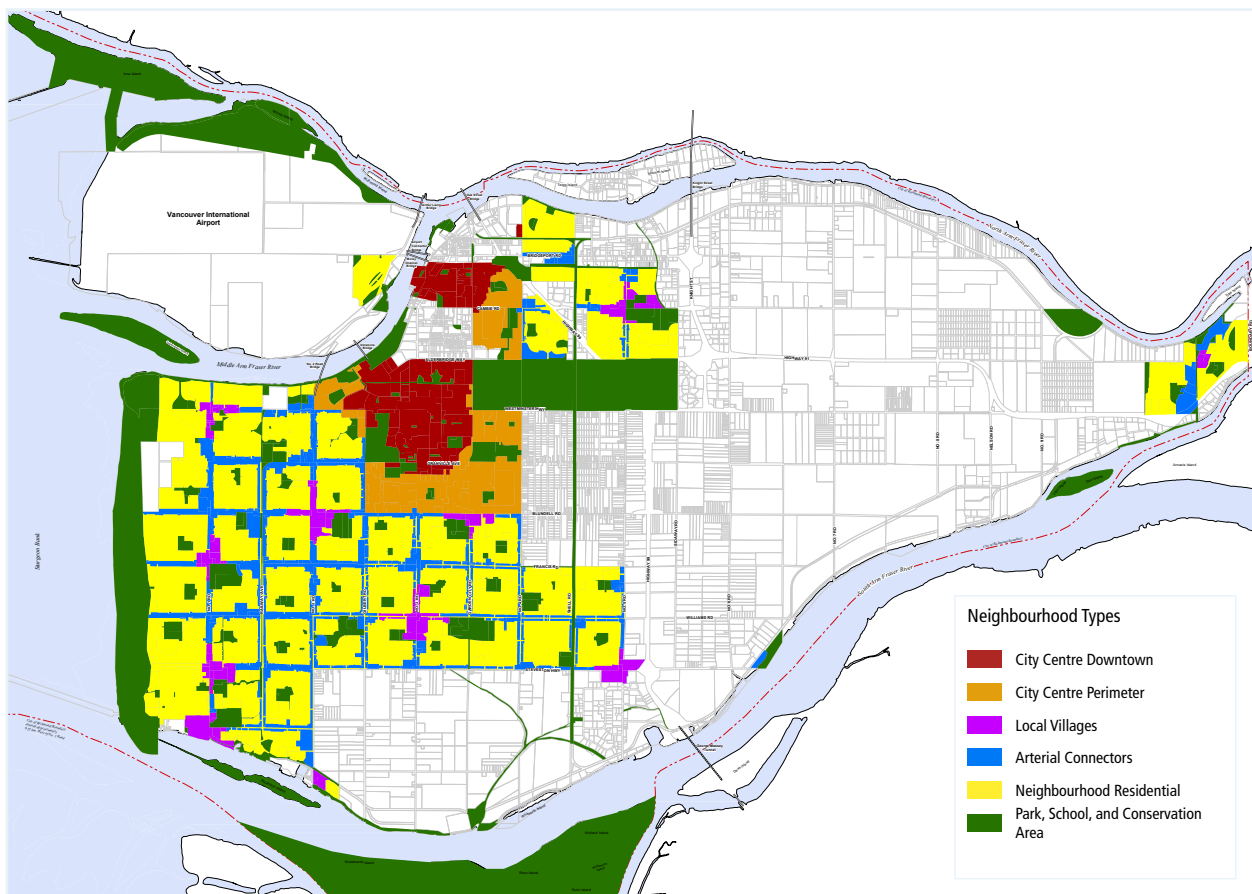


2050
*Rebalance growth 50/50
inside and outside City
Centre with appealing,
accessible transit-oriented
neighbourhood development.*

Building complete, compact communities helps to put people within an easy walk or roll of their daily needs including transit, shops, amenities, jobs and attractive housing options. However, a one-size-fits-all approach will not work. Building complete Richmond communities involves five complementary Neighbourhood Types offering a variety of opportunities for housing, shops and services, jobs, amenities and related uses. Together, these Neighbourhood Types will help to guide and rebalance growth inside and outside City Centre by helping to support enhanced urban living in downtown areas and creating new opportunities for compact village life in suburban neighbourhoods.

POLICIES

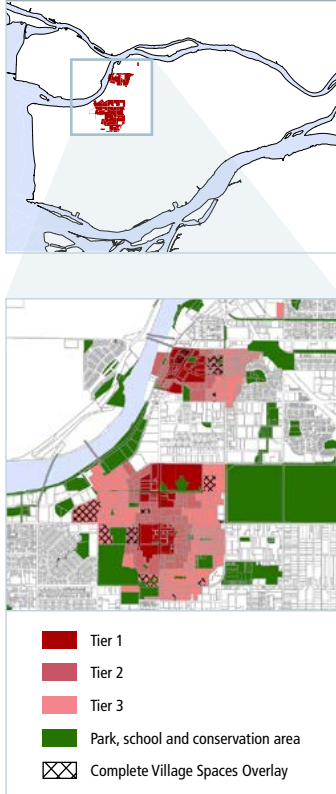
The following policies address those areas of Richmond where housing is a principal use, either alone or in combination with other uses (i.e., mixed-use), organized according to five Neighbourhood Types.





City Centre Downtown

City Centre Downtown is one of three City Centre areas including the mixed-use City Centre Perimeter and lands designated for business and hospitality uses in Bridgeport and Aberdeen Villages (subject to high aircraft noise). City Centre Downtown comprises those areas within a 10-minute walk or roll (800 m) of the Capstan, Lansdowne and Brighthouse Canada Line stations, which areas are subject to Richmond's Transit-Oriented Areas (TOA) bylaw and identified for high density, mixed-use development (including secured rental housing) supporting a vibrant downtown and the City Centre's role as a regional urban centre balancing population, jobs and quality of life.



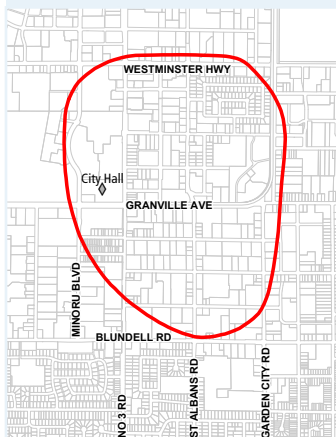
Promote a vibrant, high density City Centre Downtown

- a. Reinforce the City Centre Downtown as Richmond's vibrant, high density, mixed-use, urban core with significant transit-oriented housing (including secured rental housing), jobs, amenities and a walkable, green public realm.
 - **Housing:** Encourage 50% of Richmond's new dwellings to be built in this area, including secured market and below-market rental dwellings, and essential housing (i.e., workforce and student housing) supporting downtown residents, jobs, access to employment and education, and economic vitality.
 - **Local-serving shops and services:** Encourage commercial and community uses (e.g., Complete Village Spaces) throughout the area to meet residents' needs (e.g., child care, grocery stores, medical/dental), support vibrant public life (e.g., high streets) and jobs, support transit, and strengthen the vitality of village centres.
 - **Special precincts:** Encourage new lively neighbourhood-scale mixed-use nodes to support areas in proximity to key activity generators (e.g., hospital, universities) to enhance their distinct identities, support their special needs, and encourage a more diverse and vibrant downtown comprising a network of smaller vibrant communities.
 - **Jobs:** Encourage large developments to provide larger spaces for offices, hotels and employment uses, particularly near transit.



FUTURE STUDY: Brighthouse Village Height Study

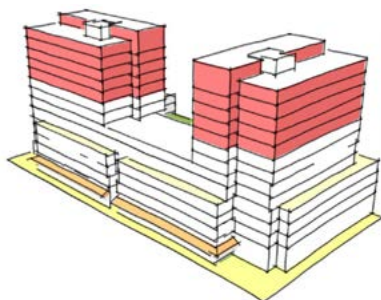
Continue to work with the Vancouver Airport Authority regarding the potential to exceed current Airport Zoning Regulation (AZR) height limits near City Hall (subject to federal approval) to safely deliver improved housing, development and community outcomes.



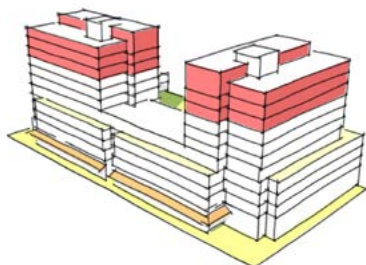
- **Connectivity:** Expand, enhance and connect local streets, lanes, pedestrian, bike and ecological networks with an emphasis on a high-quality public realm that supports improved transit service and ridership (e.g., mobility hubs), active mobility, and healthier, greener, more resilient and appealing neighbourhoods.
- **Built form:** Allow for a mix of building types on every block with heights and densities generally decreasing as distance increases from each Canada Line station.
- **Built form (Canada Line integration):** Encourage a dense network of public realm-activating, pedestrian-oriented uses and public spaces (e.g., plazas, mid-block walkways) in proximity to stations.
- **Built form (High Streets):** Encourage pedestrian-oriented commercial and street-activating uses at grade along designated high streets. Screen and minimize the impact of large-format stores, parking, residential lobbies and other uses that do not contribute to an animated, engaging public realm.

Typical Building Types & Envelope

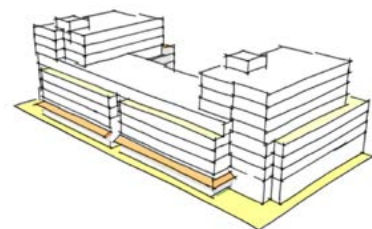
City Centre Downtown development is subject to a simple podium-tower envelope where a low-rise building or the low-rise portion of a building has a typical maximum height of 25 m, and any higher portion of a building is subject to typical tower features (e.g., maximum habitable floorplate).



Tier 1: Up to 15-storey mixed use (mixed tenure or rental)




Tier 2: Up to 12-storey mixed use (mixed tenure or rental)



Tier 3: Up to 8-storey mixed use (mixed tenure or rental)



City Centre Downtown				
SUB-TYPES		TIER 1	TIER 2	TIER 3
General locations		Within a 3-minute walk (200 m) of a transit station	Within a 5-minute walk (400 m) of a transit station	Within a 10-minute walk (800 m) of a transit station
Typical uses	Predominant	• Mixed-use	• Mixed-use	• Mixed-use
	Other	• Office and hotel • Community uses	• Office and hotel • Community uses	• Apartment • Office and hotel • Community uses
	High streets	Pedestrian-oriented commercial and street-activating uses at grade along designated streets (Residential discouraged, except entries/lobbies.)		
Typical heights ⁽¹⁾	Storeys	Up to 15	Up to 12	Up to 8
	Measure	Up to 47 m geodetic	Up to 38 m geodetic	Up to 26 m geodetic
Typical floor area ratios (FAR) ^{(2) (3)}	Total	Up to 5.0 FAR	Up to 4.0 FAR	Up to 3.0 FAR
	Commercial	0.5 FAR	0.5 FAR	0.5 FAR
	Complete Village Space	4% of total buildable floor area (excluding projects where residential uses comprise rental housing only)		
	Residential	Up to 4.3 FAR	Up to 3.34 FAR	Up to 2.38 FAR
Typical housing options ⁽⁴⁾	Mixed tenure	Typical height & FAR apply to all options	Typical height & FAR apply to all options	Typical height & FAR apply to all options
	Market rental			
	Mixed rental			
Typical vehicle access		Expansion of local street and public lane networks is required. Access via a public lane or shared driveway is encouraged. Arterial road access should be minimized.		
Typical mid-block trails		Public links encouraged to reduce travel distance to transit and amenities.		
Typical built form features ⁽⁵⁾	Site size	Frontage: At least 50 m Depth: At least 40 m		
	Setbacks	At least 3.0 m along streets and public spaces (Varies elsewhere)		
	Street walls	Up to 25 m high. For street walls >3 storeys, top storey(s) are set back.		
	Towers ⁽⁶⁾	Habitable floorplates: Up to 650 m², but may be larger subject to use and approved design Spacing: At least 24 m (excluding balconies and projections)		
	Skyline	Varied building heights are encouraged		
	Other	Development Permit Guidelines may apply		
Special Use: Marina	Use	Waterborne residential is limited to designated locations only.		
	Other	Zoning Bylaw and other requirements apply to uses on or near the dike and river.		

⁽¹⁾ Maximum building height may be subject to established Airport Zoning Regulations (AZR) in certain areas. Rooftop features may exceed typical heights for Tiers 2 and 3 only, subject to approved design and AZR. The actual number of storeys achievable may be less than indicated depending on proposed floor-to-floor heights.

⁽²⁾ Commercial may include various non-residential uses (including community uses). Pedestrian-oriented Commercial is required along designated high streets. Increasing Commercial above 0.5 FAR requires a 1:1 decrease in Residential density.

⁽³⁾ Increasing Complete Village Space (CVS) above 4% requires a 1:1 decrease in other uses.

⁽⁴⁾ "Mixed tenure" means a mix of strata, market rental and below-market rental dwellings in compliance with City policy. "Mixed rental" means rental dwellings only (i.e., no strata units) including below-market dwellings in compliance with City policy.

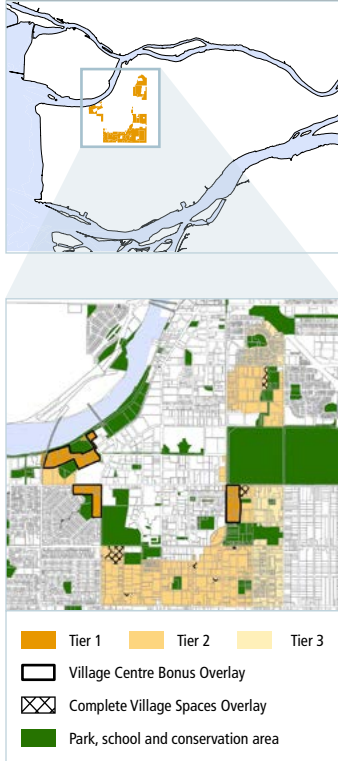
⁽⁵⁾ Achievable outcomes may be impacted where a development does not provide the identified typical built form or applicable envelope features. Variations may be permitted to provide livability, urban design, and/or community benefit(s).

⁽⁶⁾ Tower means those parts of a building that are more than 25 m above finished grade.



City Centre Perimeter

City Centre Perimeter is one of three City Centre areas including the mixed-use City Centre Downtown and lands designated for business and hospitality uses in Bridgeport and Aberdeen Villages (subject to high aircraft noise). City Centre Perimeter comprises those areas identified as a transition between the high-density downtown and lower density suburbs and is characterized by walkable, transit-oriented, mixed-use villages (e.g., Oval, Alexandra), special amenities (e.g., Richmond Olympic Oval), jobs and diverse housing options (predominantly low-rise housing, including secured rental).



Support a mosaic of distinct City Centre Perimeter neighbourhoods

b. Enhance the City Centre Perimeter as a mosaic of distinct, walkable neighbourhoods with a wide range of housing options (including secured rental housing), connected green spaces, and special mixed-use village centres, community nodes and amenities.

- **Housing:** Increase housing choice and affordability through infill housing that contributes to more complete communities, particularly including low-rise, secured, market and below-market rental housing (i.e., up to six storeys depending on the local area and site size).
- **Local-serving shops and services:** Reinforce the role and vitality of the area's existing village centres and high streets (i.e., Oval Village and Alexandra) with diverse commercial and community uses (e.g., Complete Village Spaces) in a high-amenity, walkable environment.
- **Emerging areas:** Support emerging neighbourhoods (e.g., Oaks, hospital area, McLennan North) with new lively neighbourhood-scale mixed-use nodes to support walkability, meet community needs close to home, and enhance their diversity, more intimate scale and distinct identities.



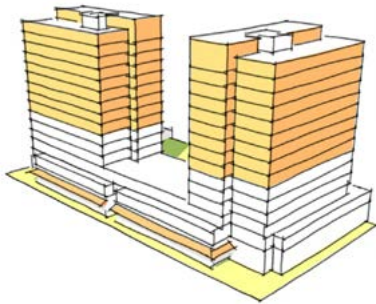
FUTURE STUDY: Oaks Sub-Area Plan

Undertake public engagement and planning for the Oaks area (east of Capstan Village) to address the effects of provincial Transit-Oriented Areas (TOA) legislation on the neighbourhood and how best to support its cohesive development as a walkable, transit-oriented, and complete community.

- **Connectivity:** Expand, enhance and connect local streets, lanes, pedestrian, bike and ecological networks with an emphasis on a high-quality public realm that supports improved transit service and ridership (e.g., mobility hubs), active mobility, and healthier, greener, more resilient and appealing neighbourhoods.
- **Built form:** Allow for a mix of building types that reflect the distinct character of each village and neighbourhood.
- **Built form (High Streets):** Encourage pedestrian-oriented commercial and street-activating uses at grade along designated high streets. Screen and minimize the impact of large-format stores, parking, residential lobbies and other uses that do not contribute to an animated, engaging public realm.

Typical Building Types & Envelope

- Tier 1 and Tier 2 are subject to a simple podium-tower envelope where a low-rise building (Tier 2) or the low-rise portion of a building (Tier 1) has a maximum height of 25 m, and any higher portion (Tier 1 only) is subject to typical tower features (e.g., habitable floorplate).
- Tier 3 townhouse and Small-Scale Multi-Unit Housing shall comply with the applicable Richmond Zoning Bylaw envelopes.



Tier 1: Up to 15-storey mixed use (mixed tenure or rental)



Tier 2: 4-storey apartment (mixed tenure) or 6-storey apartment (rental)



Tier 3: 3-storey townhouse (shown) or 2 ½-storey Small-Scale Multi-Unit Housing (SSMUH) (not shown)



City Centre Perimeter				
SUB-TYPES		TIER 1	TIER 2	TIER 3
General locations		Oval Village, McLennan North, hospital precinct	Oval Village, McLennan North and South, Moffatt, St. Albans, Alexandra	McLennan North and South, Oaks
Typical uses	Predominant	• Mixed use	• Townhouse • Apartment	• Small-Scale Multi-Unit Housing (SSMUH) ⁽¹⁾ • Townhouse
	Other	• Commercial • Community uses	• Mixed use • Townhouse • Community uses	• Apartment (rental) • Community uses
	High streets	Pedestrian-oriented commercial and street-activating uses at grade along designated streets (Residential discouraged, except entries/lobbies.)		
Typical heights ⁽²⁾	Storeys ⁽³⁾	Up to 15	Up to 4	Up to 3 (2 ½ for SSMUH)
	Measure	Up to 47 m geodetic	Up to 15 m	Up to 12 m (10 m for SSMUH)
Typical floor area ratios (FAR) ⁽¹⁾	Total	Up to 3.0 FAR	Up to 1.2 FAR	Up to 0.6 FAR
	Commercial ⁽⁴⁾	1.0 FAR	Use permitted	Use permitted (except SSMUH)
	Residential	Up to 2.0 FAR	Up to 1.2 FAR	Up to 0.6 FAR
Typical housing options ⁽¹⁾⁽⁵⁾	Mixed tenure	Typical height & FAR	Typical height & FAR	Typical height & FAR
	Market rental		Up to 5 storeys (18 m) & variable FAR	Up to 3 storeys (12 m) & variable FAR
	Mixed rental		Up to 6 storeys (21 m) & variable FAR	Up to 4 storeys (15 m) & variable FAR
Typical vehicle access		Completion/improvement of the public lane network is required. Access via a public lane or shared driveway is encouraged. Arterial road access should be minimized.		
Typical mid-block trails		Public links encouraged to reduce travel distance to transit and amenities.		
Typical built form features ^{(1) (6)}	Site frontage	At least 50 m	At least 50 m along major arterial roads (40 m elsewhere)	
	Site depth	At least 40 m	Varies	
	Setbacks	At least 3.0 m along streets and public spaces (Varies elsewhere)		
	Street walls	Up to 25 m high	For buildings >3 storeys, top storey(s) are set back	
	Tower ⁽⁷⁾ habitable floorplates	Up to 650 m², but may be larger subject to use and approved design	Not applicable	Not applicable
	Tower ⁽⁷⁾ spacing	At least 24 m (excluding balconies and projections)	Not applicable	Not applicable
	Skyline	Varied building heights are encouraged		
	Other	Development Permit Guidelines may apply		
Special Use: Oaks	Use	East of Capstan Village, comprising parts of City Centre Downtown and Perimeter		
	Other	Rezoning approval is subject to City adoption of a new area plan for the Oaks		

⁽¹⁾ For SSMUH, notwithstanding the table above, development shall comply with Richmond's Zoning Bylaw.

⁽²⁾ Maximum building height may be subject to established Airport Zoning Regulations (AZR) in certain areas. Rooftop features may exceed typical heights for Tiers 2 and 3 only, subject to approved design and AZR (except for SSMUH).

⁽³⁾ The actual number of storeys may be less than indicated depending on proposed floor-to-floor heights.

⁽⁴⁾ Commercial may comprise various non-residential uses, including community uses. For Tier 1, the identified commercial density is subject to the Village Centre Bonus (VCB) and greater commercial area requires a 1:1 decrease in residential area.

⁽⁵⁾ "Mixed tenure" means a mix of strata, market rental and below-market rental dwellings in compliance with City policy. "Mixed rental" means rental dwellings only (i.e., no strata units) including below-market dwellings in compliance with City policy.

⁽⁶⁾ Achievable outcomes may be impacted where a development does not provide the identified typical built form or applicable envelope features. Variations may be permitted to provide livability, urban design, and/or community benefit(s).

⁽⁷⁾ Tower means those parts of a building that are more than 25 m above finished grade.



Local Villages

Local Villages are those areas outside City Centre that are generally within a 5-minute walk or roll (400 m) of existing suburban shopping areas and are identified for walkable, transit-oriented development with low-rise apartments and townhouses (including secured rental housing), shops and healthy food stores, amenities and jobs.



Establish Local Villages as essential community hubs

- c. Establish Local Villages as essential community hubs with lively high streets and diverse housing options (including secured rental housing) that contribute to Richmond's suburbs becoming more walkable, transit-oriented, complete and inclusive.
 - **Housing:** Support Local Villages as Richmond's key apartment and higher-density townhouse areas outside City Centre with options for diverse household needs (e.g., seniors, families with children), incomes (e.g., secured market and below-market rental housing), and cost-effective wood construction.
 - **Housing (Compact growth):** Encourage opportunities for an adequate number of residents to live within convenient walking distance of a village high street to support economic viability through the proximity of local businesses to a large, diverse customer base.
 - **Local-serving shops and services:** Encourage villages to be community hubs with diverse pedestrian-oriented shops, grocery stores, restaurants, outdoor dining, general retail, medical, dental, education, amenities, and other uses, including community uses (e.g., Complete Village Spaces, social public spaces), that support residents, jobs, and transit viability (typically including 1:1 replacement of any existing commercial floor area).
 - **Connectivity:** Expand, enhance and connect local streets, lanes, pedestrian, bike and ecological networks along arterial roads and to/from interior neighborhoods with an emphasis on a high-quality public realm that supports improved transit service and ridership (e.g., mobility hubs), active mobility, and healthier, greener, more resilient and appealing neighbourhoods.



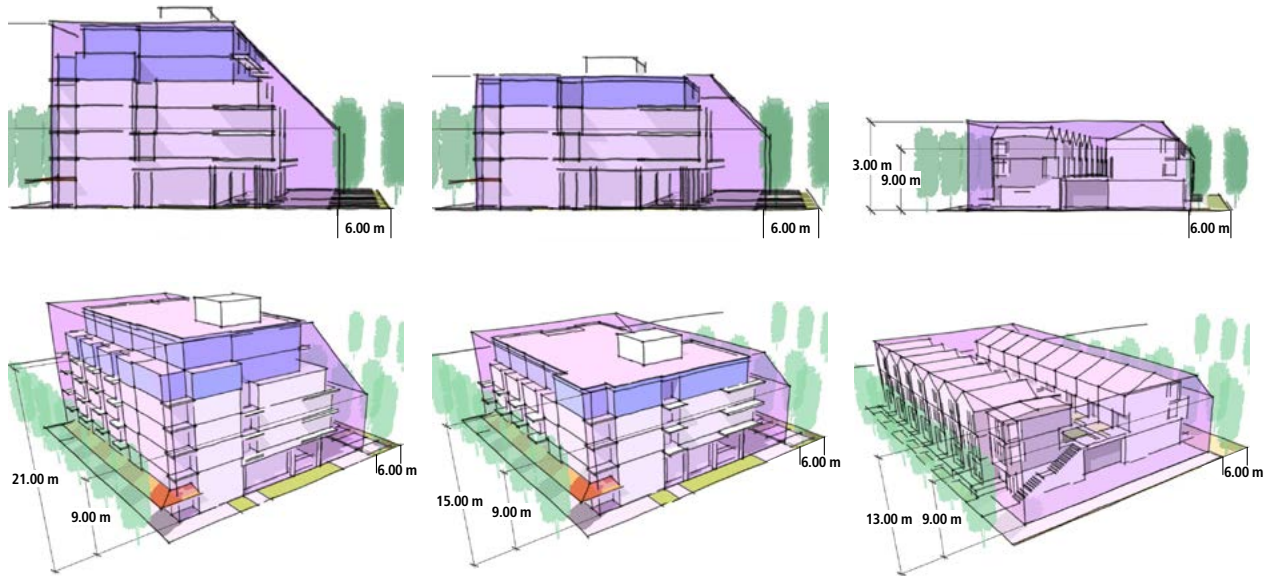
FUTURE STUDY: Local Village Planning

Undertake public engagement and planning to address community needs and objectives regarding high street location and design, mixed-use, apartment and townhouse development, connectivity (e.g., trails, streets, mobility hubs and measures), jobs and business, public open space, amenities, and built form and character.

- **Built form:** Encourage strong, three- to six-storey streetwall-type buildings to make it distinct from adjacent arterial road development and impart a more urban character.
- **Built form (High Streets):** Encourage pedestrian-oriented commercial and street-activating uses at grade along designated high streets. Screen and minimize the impact of large-format stores, parking, residential lobbies and other uses that do not contribute to an animated, engaging public realm.
- **Built form (Traffic management):** Minimize vehicle access to/from arterial roads with minimum site consolidations, secured shared driveways and public lanes.

Typical Building Types & Envelope

Local Village development is subject to a building envelope that slopes at 1:1 above 9 m, measured at the 6 m rear setback, to mitigate shading and overlook of lower density neighbours.



Tier 1: 4- to 6-storey apartment over commercial (mixed tenure)

Tier 2: 4-storey apartment (rental only)

Tier 2: 3-storey townhouse with shared parking structure (mixed tenure)



Local Villages			
SUB-TYPES		TIER 1	TIER 2
General locations		Properties fronting designated Local Village high streets	Within a 5-minute walk (400 m) of a Local Village high street
Typical uses	Predominant	<ul style="list-style-type: none"> Mixed use (apartment) 	<ul style="list-style-type: none"> Townhouse
	Other	<ul style="list-style-type: none"> Mixed use (townhouse) Commercial Community uses 	<ul style="list-style-type: none"> Apartment (rental only) Community uses
	High streets	For Tier 1 only: Pedestrian-oriented commercial and street-activating uses at grade along designated streets (Residential discouraged, except entries/lobbies.)	
Typical heights ⁽¹⁾	Storeys ⁽²⁾	Up to 4	Up to 3
	Measure	Up to 15 m	Up to 13 m
Typical floor area ratios (FAR)	Total	Up to 1.2 FAR + commercial	Up to 1.2 FAR
	Commercial ⁽³⁾	Additional FAR permitted	Use permitted
	Residential	Up to 1.2 FAR	Up to 1.2 FAR
Typical housing options ^{(4) (5)}	Mixed tenure	Typical height & FAR	Typical height & FAR
	Market rental	Up to 5 storeys (18 m) & variable FAR	Up to 4 storeys (15 m) & 1.2 FAR
	Mixed rental	Up to 6 storeys (21 m) & variable FAR	Up to 4 storeys (15 m) & variable FAR
Typical vehicle access		Completion/improvement of the public lane network is required. Access should be via a public lane or shared driveway. Arterial road access should be minimized (except two driveways may be permitted at corners where two arterial roads intersect.).	
Typical mid-block trails		Public links are encouraged to reduce travel distance to/from interior neighbourhoods.	
Typical built form features ⁽⁵⁾⁽⁶⁾	Site frontage	At least 50 m along major arterial roads (40 m elsewhere)	
	Site depth	Where designated lots are less than 35 m deep, Local Village sites may include abutting internal lots (i.e., fronting local roads), subject to approved design demonstrating a form and character compatible with internal neighbours.	
	Setbacks	At least 3.0 m along streets, public spaces and side yards. At least 6.0 m along abutting internal lots (i.e., fronting local roads), which setback may be reduced by the width of an existing or new public lane.	
	Building separation	At least 9.0 m for single aspect dwellings or 7.0 m for dual aspect dwellings, measured at the narrowest point (including balconies and habitable projections)	
	Street walls	For buildings >3 storeys, top storey(s) are set back	
	Skyline	Varied building heights are encouraged	
	Other	Development Permit Guidelines may apply	
Special Use: Steveston	Steveston Village	Where a conflict exists, Steveston Village Heritage Conservation Area requirements shall take precedence over Local Village policies.	

⁽¹⁾ Rooftop features may exceed typical heights, subject to approved design.

⁽²⁾ The actual number of storeys may be less than indicated depending on proposed floor-to-floor heights.

⁽³⁾ Commercial may comprise various non-residential uses, including Complete Village Space uses. For Tier 1, developments should provide the greater of (a) 1:1 replacement of existing commercial floor area at the time of rezoning, or (b) commercial unit(s) having a typical minimum depth of 9.0 m along the designated high street frontage and, as applicable, deeper units for large format uses important to the viability of the Local Village (e.g., grocery store).

⁽⁴⁾ "Mixed tenure" means a mix of strata, market rental and below-market rental dwellings in compliance with City policy. "Mixed rental" means rental dwellings only (i.e., no strata units) including below-market dwellings in compliance with City policy.

⁽⁵⁾ Local Village envelope applies to all applicable development.

⁽⁶⁾ Achievable outcomes may be impacted where a development does not provide the identified typical built form or applicable envelope features. Variations may be permitted to provide livability, urban design, and/or community benefit(s)



Arterial Connectors

Arterial Connectors comprise those areas outside City Centre along arterial roads that are generally more than a 5-minute walk or roll (400 m) from an existing suburban shopping area and are identified for transit-oriented townhouses, row houses and low-rise apartments (including secured rental housing), together with local-serving amenities and commercial uses (e.g., corner stores).



Promote green, transit-oriented Arterial Connectors

- d. Develop Arterial Connector areas as appealing, pedestrian-friendly, transit-oriented greenways with an attractive mix of low-rise housing options (including secured rental housing), local services and improved connectivity.
 - **Housing:** Support Arterial Connectors as important high quality, family-friendly housing areas close to transit with ground-oriented housing types (e.g., townhouses and row houses with optional rental lock-off suites) that help address the demand for ownership options and mortgage helpers.
 - **Housing (Rental):** Support opportunities for secured, low-rise rental apartments throughout the area, typically up to four storeys but up to five storeys on mixed-use corner sites.
 - **Local-serving shops and services:** Retain and enhance residents' access to corner stores and similar convenience uses by encouraging mixed-use redevelopment of existing commercial sites comprising low-rise rental apartments over local-serving commercial and community uses (e.g., Complete Village Spaces), typically including 1:1 replacement of any existing commercial floor area.
 - **Connectivity:** Expand, enhance and connect local streets, lanes, pedestrian, bike and ecological networks along arterial roads and to/from interior neighbourhoods with an emphasis on reducing unnecessary car trips, promoting transit and active mobility, and supporting healthier, greener, more resilient and appealing neighbourhoods, including mobility hubs in association with activity nodes and destinations (e.g., mixed-use corner developments, public facilities such as community centres).



FUTURE STUDY: Arterial Road Enhancement

Undertake public engagement and planning to address how to shift arterial roads from being traffic corridors to attractive avenues supporting high-quality housing, transit and active transportation (along and to/from the arterials) in balance with other transportation demands.

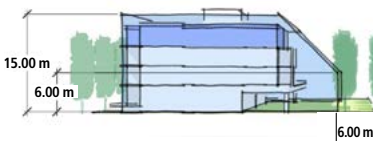
- **Built form:** Allow for a mix of compatible building types including townhouses, row houses and low-rise rental apartment buildings.
- **Built form (Traffic management):** Minimize vehicle access to/from arterial roads with minimum site consolidations, secured shared driveways and public lanes.
- **Built form (SSMUH and row house):** For lots developed with Small-Scale Multi-Unit Housing (SSMUH) or row houses, vehicle access should be provided via a public lane only (e.g., not via the fronting arterial road or side street).

Typical Building Types & Envelope

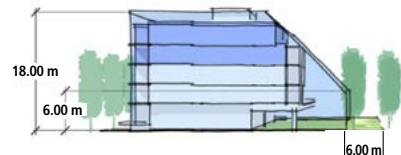
- Arterial Connector development is subject to a building envelope that slopes at 1:1 above 6 m, measured at the 6 m rear setback, to mitigate shading and overlook of lower density neighbours.
- Small-Scale Multi-Unit Housing (SSMUH) shall comply with the applicable Richmond Zoning Bylaw envelope.



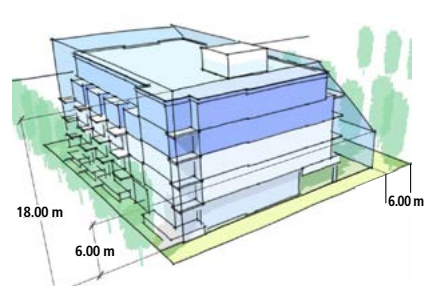
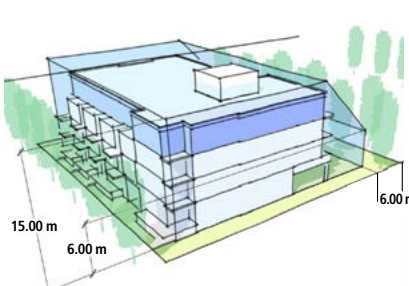
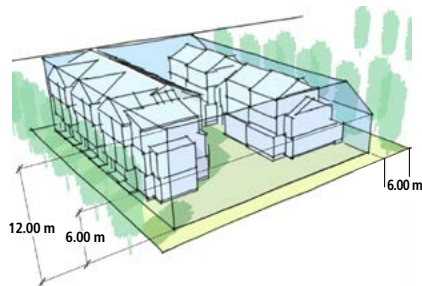
Tier 1: 3-storey townhouse with uncovered driveway (mixed tenure)



Tier 1: 4-storey apartment (rental only)



Tier 2: 4- to 5-storey apartment over commercial (rental only)





Arterial Connectors			
SUB-TYPES		TIER 1	TIER 2
General locations		Within a 10- to 20-minute walk (800 m to 1 km) of a Local Village high street	Existing dispersed convenience-commercial and similar sites
Typical uses	Predominant	• Townhouse and rowhouse ⁽¹⁾	• Mixed-use (apartment) (rental only)
	Other	• Apartment (rental only) • Community uses	• Commercial • Community uses
	High streets	For Tier 2 only: Pedestrian-oriented commercial and street-activating uses at grade along principal site frontage (Residential discouraged along principal site frontage.)	
Typical heights ⁽²⁾	Storeys	Up to 3	Up to 4
	Measure	Up to 12 m	Up to 15 m
Typical floor area ratios (FAR)	Total	Up to 0.8 FAR	Variable
	Commercial ⁽³⁾	Use permitted	Variable
	Residential	Up to 0.8 FAR	Variable
Typical housing options ^{(2) (4)}	Mixed tenure	Typical height & FAR	Not applicable (Rental housing only)
	Market rental	Up to 4 storeys (15 m) & 1.2 FAR	Up to 4 storeys (15 m) & variable FAR
	Mixed rental	Up to 4 storeys (15 m) & variable FAR	Up to 5 storeys (18 m) & variable FAR
Typical vehicle access		Completion/improvement of the public lane network is required. Access should be via a public lane or shared driveway. Arterial road access should be minimized (except two driveways may be permitted for Tier 2 corner sites).	
Typical mid-block trails		Public links are encouraged to reduce travel distance to/from interior neighbourhoods.	
Typical built form features ⁽⁵⁾⁽⁶⁾	Site frontage	At least 50 m along major arterial roads (40 m elsewhere)	
	Site depth	Where designated lots are less than 35 m deep, Arterial Connector sites may include abutting internal lots (i.e., fronting local roads), subject to approved design demonstrating a form and character compatible with internal neighbours.	
	Setbacks	At least 3.0 m along streets, public spaces and side yards. At least 6.0 m along abutting internal lots (i.e., fronting local roads), which setback may be reduced by the width of an existing or new public lane.	
	Building separation	At least 9.0 m for single aspect dwellings or 7.0 m for dual aspect dwellings, measured at the narrowest point (including balconies and habitable projections).	
	Street walls	For buildings >3 storeys, top storey(s) are set back	
	Skyline	Varied building heights are encouraged	
	Other	Development Permit Guidelines may apply	
Special Use: Small-Scale Multi-Unit Housing	Development criteria	Development of existing SSMUH-zoned lots shall be permitted where access is via a public lane. Rezoning to create new SSMUH-zoned lots and/or the subdivision of SSMUH-zoned lots is not supported.	
	Regulations	Notwithstanding the table above, SSMUH development shall comply with the Zoning Bylaw.	

⁽¹⁾ Rowhouse is a form of townhouse (suited to shallow sites) where dwellings are attached side-by-side in a single row along a street frontage and a public lane along the rear of the site provides direct vehicle access to each dwelling.

⁽²⁾ The actual number of storeys may be less than indicated depending on proposed floor-to-floor heights. Rooftop features may exceed typical heights, subject to approved design. Tier 2 development on a mid-block site should not exceed 4 storeys.

⁽³⁾ Commercial may comprise various non-residential uses, including Complete Village Space uses. For Tier 2, developments should provide the greater of (a) 1:1 replacement of existing commercial floor area at the time of rezoning, or (b) commercial unit(s) having a typical minimum depth of 9.0 m along the designated high street (principal) frontage and, as applicable, deeper units for large format uses important to the viability of the Arterial Connector (e.g., drug store).

⁽⁴⁾ "Mixed tenure" means a mix of strata, market rental and below-market rental dwellings in compliance with City policy. "Mixed rental" means rental dwellings only (i.e., no strata units) including below-market dwellings in compliance with City policy.

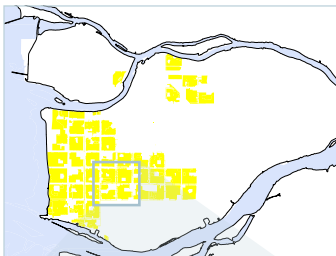
⁽⁵⁾ Arterial Connector envelope applies to all applicable development (e.g., not SSMUH).

⁽⁶⁾ Achievable outcomes may be impacted where a development does not provide the identified typical built form or applicable envelope features. Variations may be permitted to provide livability, urban design, and/or community benefit(s).



Neighbourhood Residential

Neighbourhood Residential comprises those areas outside City Centre that are not along arterial roads and are identified as walkable, ground-oriented neighbourhoods with house-scale single, multiple and infill dwellings, pockets of townhouses and low-rise apartments (including secured rental housing) and local-serving amenities (e.g., child care).



Foster more inclusive Neighbourhood Residential areas

e. Support Neighbourhood Residential areas to become more inclusive and resilient with a “gentle density” approach that respects local character, delivers more housing choice and affordability, enhances walkability, and contributes to reduced car dependency.

- **Housing (SSMUH):** In Small-Scale Multi-Unit Housing areas, support continuous improvement in housing, including the retrofit of existing dwellings, to increase housing choices and affordability, enhance energy performance, and increase connectivity for pedestrians and bikes, while respecting local character.
- **Housing (SSMUH Lot Size):** In Small-Scale Multi-Unit Housing areas, rezoning for the purpose of subdividing existing lots may be considered generally in accordance with the Small-Scale Multi-Unit Housing (SSMUH) Lot Size Map to respect the distinct character of individual neighbourhoods and support multi-unit housing opportunities (e.g., versus small-lot single detached houses).
- **Housing (Large sites):** Encourage intensification of older multi-family sites with housing options that respect, enhance and diversify neighbourhoods, including townhouses and low-rise rental apartments (up to six storeys depending on lot size).
- **Local-serving shops and services:** Encourage developments involving a significant increase in dwellings to provide neighbourhood-scale commercial (e.g., corner store, coffee shop, medical/dental), community uses (e.g., Complete Village Spaces) and mobility hubs to support walkability, meet residents’ needs close to home, and support a cohesive neighbourhood.



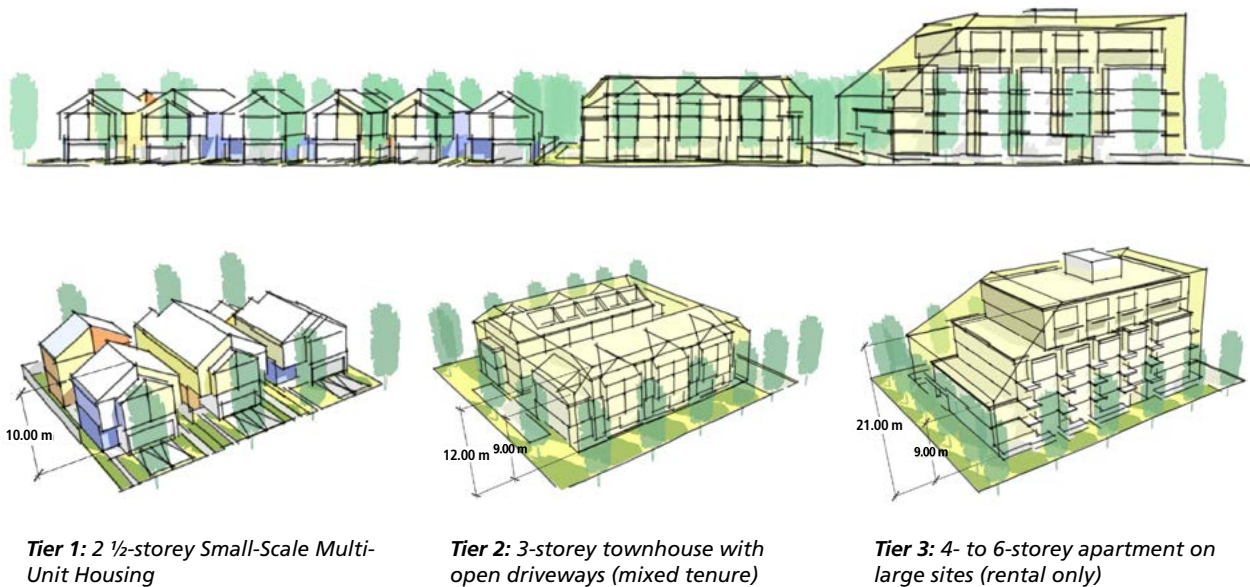
FUTURE STUDY: Walkable Neighbourhood Strategy

Undertake public engagement and planning to prepare a strategy supporting incremental blue-green-grey network improvements contributing to enhanced ecological health, more resilient communities, and making walking and rolling the most convenient choices for most short trips.

- **Connectivity:** Expand and connect local streets, lanes, pedestrian, bike, and ecological networks with an emphasis on connecting existing parks, schools, amenities, natural assets and destinations to create a connected, walkable, multi-neighbourhood network of shared public blue-green-grey spaces and linkages.
- **Connectivity (Large sites):** Encourage projects involving the redevelopment of older multi-family sites to include a connected publicly accessible network of motor vehicle, pedestrian and bike routes, as applicable, connecting the development and the neighbourhood with daily needs, transit and other destinations.
- **Connectivity (SSMUH):** Explore means to incentivize voluntary developer contribution of public mid-block trails and bike links.

Typical Building Types & Envelope

- Tier 1 (Small-Scale Multi-Unit Housing, SSMUH) shall comply with the applicable Richmond Zoning Bylaw envelope.
- Tier 2 development is subject to a building envelope that slopes at 1:1 above 9 m, measured at the setback line at the interface of Tier 1 and Tier 2 sites (excluding road interfaces) to mitigate shading and overlook and respect neighbourhood scale.





Neighbourhood Residential			
SUB-TYPES		TIER 1	TIER 2
General locations		Interior neighbourhoods (i.e., without arterial road frontages)	Existing multi-family pockets in interior neighbourhoods
Typical uses	Predominant	• Small-Scale Multi-Unit Housing (SSMUH) ⁽¹⁾	• Townhouse
	Other	• Community uses	• Community uses
	High streets	For Tier 2 only: Large developments are encouraged to provide a corner store, child care and/or other uses to enhance neighbourhood completeness and walkability	
Typical heights ⁽²⁾	Storeys ⁽³⁾	2 ½	Up to 3
	Measure	10 m	Up to 12 m
Typical floor area ratios (FAR)	Total	Up to 0.6 FAR	Up to 0.8 FAR
	Commercial ⁽⁴⁾	Not permitted for SSMUH	Use permitted
	Residential	Up to 0.6 FAR	Up to 0.8 FAR
Typical housing options ⁽⁵⁾	Mixed tenure	For Tier 1 (SSMUH), typical height & FAR apply to all options	Typical height & FAR
	Market rental		Up to 4 storeys (15 m) & variable FAR
	Mixed rental		Up to 6 storeys (21 m) & variable FAR
Typical vehicle access		Completion/improvement of the public lane network is required. Driveway crossings of sidewalks, treed boulevards and on-street parking should be minimized.	
Typical mid-block trails		Public links are encouraged to reduce travel distance to transit/amenities.	
Typical built form features ⁽⁶⁾⁽⁷⁾	Site size	For Tier 1 (SSMUH), Richmond's Zoning Bylaw regulations shall apply	Tier 2 development may include Tier 1 lots where this enhances housing outcomes, overall community benefit, and sensitive neighbourhood fit.
	Setbacks		At least 6.0 m along all lot lines, but this may be reduced via approved design.
	Building separation		At least 9.0 m for single aspect dwellings or 7.0 m for dual aspect dwellings, measured at the narrowest point (including balconies and habitable projections)
	Street walls		For buildings >3 storeys, top storey(s) are set back
	Skyline		Varied building heights are encouraged
	Other	Development Permit Guidelines may apply	
Special Use: Small-Scale Multi-Unit Housing (SSMUH)	Subdivision	Any subdivision of a SSMUH-zoned lot shall comply with the lot's existing zoning or with applicable City policy permitting rezoning for the purpose of subdivision.	
	Tier 2 lots	Rezoning Tier 2 lots to facilitate SSMUH development (e.g., subdivision) is discouraged.	
	Regulations	Notwithstanding the table above, SSMUH development shall comply with the Zoning Bylaw.	

⁽¹⁾ For SSMUH, notwithstanding the table above, development shall comply with Richmond's Zoning Bylaw.

⁽²⁾ For Tier 2 only, rooftop features may exceed typical heights, subject to approved design.

⁽³⁾ The actual number of storeys may be less than indicated depending on proposed floor-to-floor heights.

⁽⁴⁾ Commercial density may comprise various non-residential uses, including Complete Village Space uses.

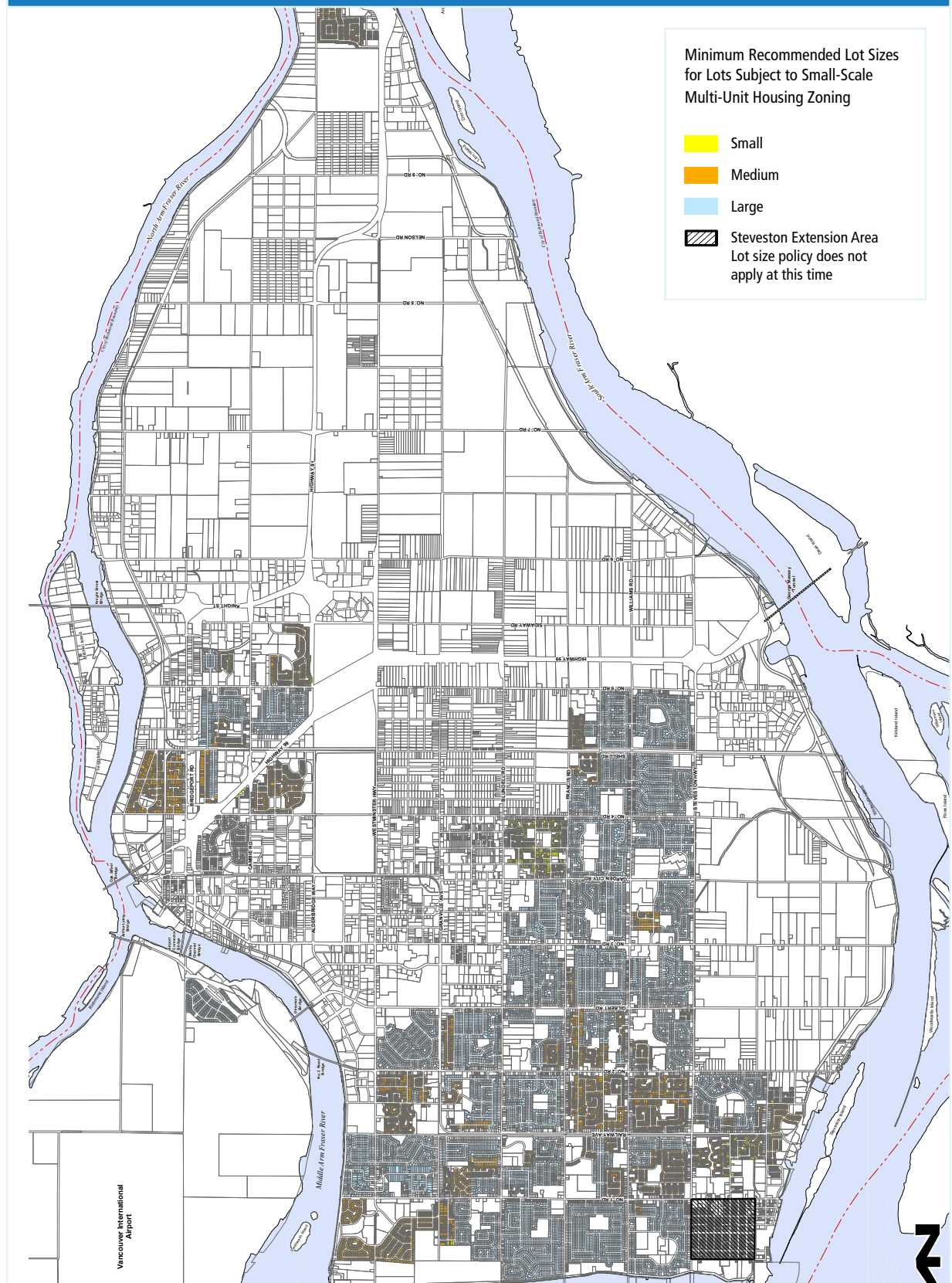
⁽⁵⁾ "Mixed tenure" means a mix of strata, market rental and below-market rental dwellings in compliance with City policy. "Mixed rental" means rental dwellings only (i.e., no strata units) including below-market dwellings in compliance with City policy.

⁽⁶⁾ Neighbourhood Residential and Small-Scale Multi-Unit Housing (SSMUH) envelopes apply to applicable development.

⁽⁷⁾ Achievable outcomes may be impacted where a development does not provide the identified typical built form or envelope features. Variations may be permitted to provide livability, urban design, and/or community benefit(s).



Small-Scale Multi-Unit Housing (SSMUH) Lot Size Map





3.2 Build Better Housing

Overview

In Richmond, building better housing refers to more than increasing capacity to comply with provincial housing legislation. The OCP growth management framework balances objectives to increase housing supply with objectives to maximize affordability and enhance livability for Richmond residents. To achieve this, the growth management framework includes policies and strategies to encourage a greater variety of housing types in desired locations by clarifying a city-wide approach for development. Associated policies promote continuous improvement to support development that provides significant public benefit and results in more equitable communities.



OBJECTIVE 1:

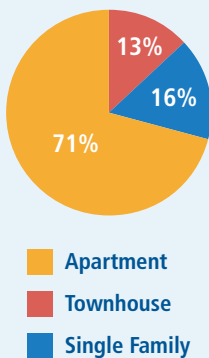
Build more housing for new and existing residents



Build approximately 52,000 new homes in key areas by 2041 and more homes to 2050, as prescribed in Richmond's Interim Housing Needs Report.



Richmond housing starts by type of units (2015-2024)



Resident housing needs vary, reflecting differences in household type, income, ability, life stages and values. The growth management framework defines an environment that welcomes construction of homes that are responsive to local housing needs and are affordable for more households. It also addresses Census data that suggests that when faced with a change in life stage or income, residents may be unable to find suitable alternate housing in the city. The framework strives to support new and long-time Richmond residents with increased housing supply and a greater variety of housing types, including housing that allows residents to age in place and remain connected to their community.

POLICIES:

- a. **Increase supply and variety:** Increase housing supply to meet Richmond's long-term housing needs as estimated by the 2024 Interim Housing Needs Report and accommodate development targets set by the Provincial Housing Target Order for Richmond.
 - Ensure that **adequate land** is zoned and designated to permit the supply of new dwellings needed to 2041, as estimated by the City's 2024 Interim Housing Needs Report.
 - Define a growth management framework to **support delivery** of more housing that clarifies City objectives for housing diversity and choice.
 - Use the City's **regulatory tools** and available resources to secure a diverse mix of housing types and tenures, including alternative ownership and rental housing models, to deliver more housing choices that more households can afford.
 - Apply an **equity lens** to the growth management framework to ensure the benefits that are associated with growth are distributed to address any imbalances or disparities.
 - Ensure that **rental housing continues to be secured** in new development, including areas that are subject to Richmond's Transit-Oriented Areas bylaw (i.e., City Centre Downtown).
 - Prepare the City's first "regular" **Housing Needs Report**, as required by the Province of British Columbia, by December 31, 2028, and every five years thereafter.
 - **Update the City's Official Community Plan and Zoning Bylaw** as necessary, to align with housing needs assessments, as required by provincial housing legislation.



b. Maintain livability: Balance initiatives to increase housing supply and affordability with objectives to build suitable housing that prioritizes resident health and well-being.

- **Encourage each bedroom** in a multi-family development to include a window (i.e., for the purpose of determining number of bedrooms per dwelling unit) to support livability and a diversity of household needs, including those of families with children.
- Encourage all multi-family housing to provide a **minimum of 40%** of dwelling units with two or more bedrooms that are suitable for families with children, with the following exceptions:
 - i. For **Low-End Market Rental** housing units, at least 15% of units should have two bedrooms and 5% should have three bedrooms or more as specified in the Affordable Housing Strategy.
 - ii. For **Small-Scale Multi-Unit Housing** (SSMUH) development involving three or more units on a lot, at least two dwellings should have two or more bedrooms.
 - iii. **Housing geared to defined household needs** may reflect a site-specific, needs-based mix of unit type(s) that reflects factors including income, household size, age, ability and housing type (e.g., workforce housing, seniors housing, student housing), as determined to the satisfaction of the City.
- For Small-Scale Multi-Unit Housing (SSMUH), individual units should not have their windows exclusively oriented to interior side yards.
- Provide **useable private outdoor space** for all residential units of all types and tenures.
- Build homes that **support health and wellness** for their residents and the community (e.g., protect natural assets and introduce new space(s) for trees and vegetation in site design to support nature and ecosystem health, encourage high performance buildings that optimize energy efficiency, minimize environmental impact, deliver a healthy indoor environment, minimize long-term operation and maintenance costs for occupants).
- Define **“good neighbour”** practices to clarify expectations affecting Richmond’s diverse neighbourhoods and households (e.g., non-market, market housing and home ownership) to support good neighbourhood fit (e.g., noise, maintenance, complementary building design).



Basic Universal Housing (BUH) means those dwelling units that provide accessibility features in compliance with Richmond's Zoning Bylaw. The phased introduction of enhanced accessibility measures in the BC Building Code will require the City to monitor and periodically update its basic universal housing policy to remain relevant.



c. Advance accessibility: Build more housing that advances accessible design to respond to the diverse and changing needs of Richmond's aging population and growing number of community members with disabilities.

- **Integrate accessible design** into all new and retrofit residential and mixed-use development in order that all publicly accessible areas of new and retrofit development are accessible and safe spaces for people of all ages and abilities, including people with all types of disabilities (physical, sensory, cognitive and mental health).
- Provide a diversity of new and retrofit housing options that integrate accessible design to meet the **needs of residents and their visitors** (e.g., wheelchair accessible units, adaptable units, visitable units and units that accommodate mobility aids, dementia friendly design).
- Encourage housing that accommodates diverse needs and abilities to **support independent living**.
- **Clarify targets** for the delivery of accessible housing in new multi-family development to better enable people of all ages and abilities to stay in their community as their needs change, including the following:
 - i. Provide specified **aging-in-place** features in all multi-family dwelling units and in at least one dwelling unit in each Small-Scale Multi-Unit Housing (SSMUH) development.
 - ii. Encourage inclusion of **basic universal housing** features in all apartment housing types, with basic universal housing features being provided for all market rental housing units and as established in the Affordable Housing Strategy for Low-End Market Rental housing units.
 - iii. Require specified **convertible features** in all multi-storey, multi-family dwelling units, excluding Small-Scale Multi-Unit Housing development.

d. Streamline approvals: Continue to simplify, streamline and improve transparency of development review processes.

- **Update design guidelines**, including those for Small-Scale Multi-Unit Housing (SSMUH) development, various forms of townhouse development, apartment housing (4-, 5- and 6-storeys), and areas subject to Richmond's Transit-Oriented Areas bylaw (i.e., City Centre Downtown).
- **Accelerate delivery** of efficient and scalable homes by including elements of the provincial and/or Metro Vancouver home building models that are suitable in the Richmond context in design guidelines for apartment housing (e.g., 4-, 5- and 6-storey buildings).
- **Provide design support** (e.g., information bulletins, pre-approved design templates) and technical guidance (e.g., BC Energy Step Code compliance strategies) using the City's website and publications and/or public/industry engagement.



- Explore initiatives to **reduce risks, uncertainty** and the duration of concept-to-construction processes in strategic locations, which may include the following:
 - i. **Pre-zone** land, which may involve the following:
 - pre-zone broadly (e.g., all areas that permit 4- to 6-storey apartment development or along all arterial roads) or narrowly (e.g., only within City Centre Downtown or a Local Village) to encourage development of a specified development type and/or defined location;
 - pre-zone for rental housing conditional to inclusion of a minimum defined amount of below-market and/or non-market housing to encourage delivery by private development; and/or
 - pre-zone based on ownership/operation (e.g., owned/operated by government, non-profit organization, housing co-operative) to facilitate the construction of below-market and/or non-market housing.
 - ii. **Pre-service** lands, pre-plan and/or document existing servicing levels to streamline development approvals, incentivize growth in preferred locations, and/or to support non-market housing (e.g., City initiated design, funding and/or construction of utility upgrades).
 - iii. **Pre-approve** multi-unit housing design templates to expedite the plan development and design review process (e.g., customizable designs aimed at expediting City approvals, reducing cost and establishing minimum design expectations).
- Collaborate **with other levels of government** and crown corporations to establish coordinated and streamlined assessment and construction processes to optimize cost-efficiency and accelerate development timelines (e.g., standardized hydro infrastructure upgrades, template Servicing Agreements for Small-Scale Multi-Unit Housing development).
- Collaborate and exchange information with the **development industry** to identify and develop balanced solutions to the challenges associated with delivering more housing options.



e. Lower costs: Support practices that lower costs associated with construction and operation (e.g., financing, construction costs, utilities, maintenance).

- Encourage **retention, renovation, rehabilitation** (e.g., energy upgrades, addition of accessory dwellings) of older housing stock that is in good condition to support more affordable ownership and rental options (i.e., as compared to new construction) and increase opportunities for households to stay in their neighbourhoods as their needs change.
- **Prioritize low-rise apartment** housing (i.e., 4-, 5- and 6-storeys) by encouraging its construction in key areas (e.g., along arterial roads and City Centre Perimeter) to maximize cost-effective housing delivery associated with wood construction (i.e., faster construction timelines and lower energy consumption during construction, easier to remodel/modify in the future, a durable, renewable resource with associated indoor temperature regulation benefits that may reduce energy bills).
- Encourage adoption of **modern technologies** including modular construction and prefabrication to advance efforts to increase the prevalence of off-site construction options to realize lower cost, more efficient development and less associated construction waste.
- Encourage **high-performance buildings** (i.e., new construction and retrofit) to optimize energy efficiency, minimize environmental impact, deliver a healthy indoor environment, and offer improved long-term affordability resulting from significant energy savings over time.
- Explore opportunities to support rental housing that delivers significant **community benefits** in preferred locations through City-initiated upgrades to municipal infrastructure.
- Explore opportunities to enhance **development viability** through flexibility in the City's development review and approval processes (e.g., accepting surety bonds as an alternative to traditional forms of security).
- Explore opportunities to deliver **more family-friendly** housing options in Small-Scale Multi-Unit Housing (SSMUH) neighbourhoods, including house-scale townhouse-type development (e.g., side-by-side units) on larger lots, which by way of being smaller than a standard arterial road townhouse and not along a busy street, may be an attractive and more attainable housing option for many households.
- Define criteria for developers to **align parking** construction to demand to reduce related construction costs and advance the City's transportation and climate response objectives including, among other things, exploring opportunities to advance housing outcomes through the following:
 - i. Recent removal of mandatory residential parking minimums, excluding accessible parking, loading, and commercial/office/industrial parking in areas subject to Richmond's Transit-Oriented Areas bylaw (i.e., City Centre Downtown); and
 - ii. Consideration of parking reductions for new development where residential use is exclusively reserved for rental tenure, as determined by Council, subject to exhausting all parking rate reduction provisions in the Zoning Bylaw and staff review of site-specific considerations.



OBJECTIVE 2:

Build more developer-driven housing that more people can afford



Achieve a 3% percent vacancy rate for rental housing as prescribed in Richmond's 2024 Interim Housing Needs Report.

Affecting housing affordability requires a multi-faceted approach that includes increasing alternatives to standard market home ownership. The growth management framework encourages private development to construct secured rental housing and to retain, renovate and rehabilitate existing rental development. It also supports multi-generational housing, and alternative ownership and rental housing models, including those that assist renters who aspire to own a home.

The combination of higher housing costs, greater demand for rental housing and low rental vacancy rates affects housing affordability. Census data indicates that renter households comprise close to a third of Richmond households and represent all age groups and household types. This includes households that have a desire to purchase a home but are unable to do so at current prices. As ownership costs increase, more people may require rental housing, and with low vacancy rates, rent rates are anticipated to remain high. Further, in Richmond, household incomes for renter households tend to be lower than those for owner households. As a result, renter households are generally more impacted by increases in housing and other living expenses. In light of this, the growth management framework prioritizes measures aimed at increasing Richmond's supply of secured rental housing.

POLICIES:

a. Preserve Rental: Protect the existing stock of secured rental housing and minimize displacement of those who live in rental housing.

- Encourage **renewal, renovation and rehabilitation** (e.g., energy upgrades) and regular maintenance to extend the useful life of rental housing and discourage its premature redevelopment.
- Encourage property owners to **maintain existing rental buildings** in good repair and in a safe condition (e.g., Rental Premises Standards of Maintenance Bylaw).
- **Advocate** for funding from senior government or other agencies to upgrade and extend the lifespan of existing rental and co-operative housing developments.
- Continue to exclusively provide rental housing on the site when a rental development is replaced, ensuring **1:1 replacement of the rental** units with secured Low-End Market Rental units, or housing with other depths of affordability, to the satisfaction of the City, with the same number of bedroom units and the same number of ground-oriented units as originally located on the site.
- **Replace existing rental units** in a mixed tenure development with secured Low-End Market Rental units at a 1:1 replacement rate with replacement units having the same number of bedroom units and the same number of ground-oriented units as originally located on the site.





Application Evaluation Policy for Redevelopment of an Existing Rental Housing Development

Pre-Application (to be undertaken by the applicant)

- Prepare and send a letter to tenants, which requires pre-approval by City staff, regarding the property owner's development plans that includes an outline for the proposed project, expected timeline, defined communication plan and information regarding the City's tenant protection policies.
- Collect the views of existing tenants in writing and submit the information to the City.

Application Review and Council Consideration (information to be prepared for Council's consideration)

- The impact that a proposed conversion/redevelopment will have on the stock of rental housing in Richmond, including the current vacancy rate.
- The views of existing tenants, collected by the applicant and submitted to the City in writing.
- A Building Condition Assessment Report prepared by the applicant in a form that is acceptable to the City from a registered architect, engineer, or another qualified professional, including an assessment of the life expectancy and the state of repair of the building, general workmanship and the degree of compliance with all City bylaws and servicing standards.
- A Tenant Relocation Plan, prepared by the applicant, that includes the following:
 - i. A minimum four months' notice to end the tenancy, and otherwise as set out in the provincial Residential Tenancy Act.
 - ii. Regular and ongoing notification to existing tenants that provides updates regarding the status of ongoing development approvals and related matters (e.g., demolition, building permits).
 - iii. First right-of-refusal to return to the property with maximum rents being set at below-market rent rates for a similar unit in the new development. Starting rent rates and associated income thresholds may vary depending on the length of tenancy prior to redevelopment in accordance with the Affordable Housing Strategy.
 - iv. For tenants who have resided in the applicable rental units longer than one year:
 - Compensation to the tenant(s), which considers the length of tenancy in the building prior to redevelopment, being no less than three month's rent, or alternative sum as outlined in the City's Affordable Housing Strategy.
 - Assistance in finding alternative accommodation which meets the tenant's needs that is located in Richmond, or in another location at the tenant's discretion, and where the rent does not exceed Canada Mortgage and Housing Corporation's (CMHC) average area rents for Richmond.

Construction and Occupancy

- Applicant prepares and submits an interim tenant relocation report and a final tenant relocation report to confirm execution of the Tenant Relocation Plan.



Mixed tenure means a development comprising a mix of strata, market rental and below-market rental dwellings in compliance with applicable City policies.



Secured rental housing in mixed tenure development is generally provided in development with more than 60 units, which is associated with longer development timelines.

- **Protect tenants** from eviction due to renovation by encouraging property owners proposing to undertake maintenance, repair, retrofit or other construction involving a rental building to accommodate tenant(s) living in their unit(s) during construction or, as applicable, relocating tenant(s) to temporary equivalent accommodation at the same rental rate(s), together with the unrestricted right to return to their unit(s) when work is complete.
- **Support tenants** living in rental buildings proposed for strata conversion/redevelopment by applying a consistent process to evaluate the development application and mitigating the impacts of being displaced by requiring a Tenant Relocation Plan, in addition to being subject to the standard application review process.
- Encourage **alternatives to strata conversion** of an existing rental or housing co-operative building when the rental vacancy rate is less than 4%.
- Implement an **application evaluation** policy for applications involving the redevelopment of an existing rental housing development.

b. Prioritize Rental: Encourage developer-driven construction of all forms of secured rental housing.

- Reflect the **significance of rental housing** in land use plans and supporting policies, recognizing its important contribution to the City's supply of housing that is more affordable, offers more housing choices to meet the needs of a diverse population and contributes to social diversity and a healthy community.
- Apply a **form-based model** to incentivize secured rental development, including market rental and Low-End Market Rental housing, in land use plans that includes supplementary heights and permissions for variable density to encourage new development of rental housing.
- **Prioritize opportunities** for apartment buildings with more than 60 dwelling units (e.g., in City Centre and redevelopment of large existing multi-family sites) to optimize developer-constructed rental housing consistent with market rental housing policies and the Affordable Housing Strategy, including Low-End Market Rental housing.
- Continue to explore **new opportunities and pathways** to optimize construction of more secured rental housing in response to low levels of rental vacancy, suppressed household formation, rising numbers of households spending 50% or more of their before-tax income on shelter costs, and increasing instances of households living in housing that is inadequate, unsuitable, or unaffordable.
- Maintain **equivalent livability expectations** between rental housing and ownership housing regarding location (i.e., rental housing is supported only in locations where mixed-use and residential use is permitted), design and construction, and amenities.



- Prioritize **seniors rental housing** in locations that are near frequent transit service and community assets such as health care and social supports.
- Support **faith-based organizations** to optimize lands where residential use is permitted, to provide secured rental housing while advancing broader social and cultural outcomes, which may be accomplished by applying the Complete Village Spaces Overlay.
- **Limit stratification** of secured rental housing units.
- Provide the following incentives to new development where residential use is exclusively **reserved for rental tenure development** in recognition of the significant community benefit provided by the secured rental housing units:
 - i. Supplementary building height and variable density as applicable.
 - ii. Expedited rezoning and development permit application review ahead of in-stream applications.
 - iii. Exemption from public art and community planning contributions, and exemption from Amenity Cost Charges, as specified in the City's Amenity Cost Charges bylaw, for those housing units that are secured at below-market and non-market rates.
 - iv. Additional parking reductions, as determined by Council, subject to exhausting all parking rate reduction provisions in the Zoning Bylaw and staff review of site-specific considerations.
- Encourage equitable distribution of residential parking between ownership and secured rental housing units, including any below-market rental housing, when **residential parking** is voluntarily provided in areas subject to Richmond's Transit-Oriented Areas bylaw.



c. Build Market Rental: Continue to secure market rental housing units in new multi-family development.

- Secure **at least 15% of the total residential floor area** ratio in a new multi-family development as habitable floor area for market rental housing, excluding residential floor area secured as Low-End Market Rental housing.
- Provide development with **60 or less apartment units and townhouse development** an option to provide an equivalent cash contribution to an affordable housing reserve account, in lieu of constructing market rental dwelling units, at the following rates, which are to be revised by adding the annual inflation for the preceding two calendar years using the *Statistics Canada Vancouver Consumer Price Index – All Items* inflation rate every two years after February 28, 2027, with revised rates published in a City Bulletin:
 - i. for new townhouse development: \$33.26 per buildable m² (\$3.09 per buildable ft²);
 - ii. for apartment development inside City Centre (i.e., City Centre Downtown and City Centre Perimeter): \$65.77 per buildable m² (\$6.11 per buildable ft²); and



iii. for apartment development outside City Centre (i.e., Local Villages, Arterial Connectors, Neighbourhood Residential): \$37.57 per buildable m² (\$3.49 per buildable ft²).

- Exempt Small-Scale Multi-Unit Housing (SSMUH) from the requirement to provide secured market rental housing in a multi-family development (notwithstanding Zoning Bylaw provisions requiring that a **sixth dwelling on a SSMUH lot** shall be a Low-End Market Rental unit).
- Exempt new development that is exclusively reserved for rental tenure from the requirement to provide Low-End Market Rental housing units, in recognition of the **significant community benefit** provided by the secured rental housing.
- Exempt habitable floor area secured as market rental housing from **public art and community planning contributions**, in recognition of the significant community benefit provided by the secured rental housing.
- Secure all market rental housing in perpetuity by **utilizing residential rental tenure zoning** and, where applicable, one or more legal agreements, and/or other alternative approaches to the satisfaction of the City.
- Apply a **form-based model** to encourage new development where residential use is exclusively reserved for rental tenure and further encouraging inclusion of Low-End Market Rental housing in the development to address community need (i.e., additional height, variable density).
- Revisit the Market Rental Housing Policy with consideration of new provincial housing legislation to define **new pathways** to secure market rental housing, including in areas affected by Richmond's Transit-Oriented Areas bylaw (i.e., City Centre Downtown).



d. Build Low-End Market Rental: Continue to secure Low-End Market Rental housing units in new multi-family development.

- **Secure Low-End Market Rental housing** units in market and non-market multi-family development in accordance with Richmond's Affordable Housing Strategy, or similar Council-endorsed strategy, and the framework for the Low-End Market Rental Housing Program.
- Provide development with 60 or less apartment units, townhouse development, and the sixth unit in a 6-unit Small-Scale Multi-Unit Housing development an option to voluntarily provide an equivalent cash contribution to a **City affordable housing reserve account** (i.e., equivalent to the estimated cost of constructing Low-End Market Rental dwelling units).
- Secure a **secondary suite** or an equivalent cash contribution through rezoning applications that would enable subdivision and the development of a net new single-family dwelling, in accordance with Richmond's Affordable Housing Strategy.



Low-End Market

Rental Housing is a city-wide rental housing program initiated in 2007. The program secures rental housing that serves low to moderate income households and is typically provided through larger scale residential development projects. Maximum rents are set at 10% below the Canada Mortgage and Housing Corporations Average Market Rent for the City of Richmond.



- Encourage development to **exceed the minimum provisions** for Low-End Market Rental Housing in mixed tenure development (e.g., lower rental rates, increase provision of two- and three-bedroom family-oriented dwellings), which may reduce the floor area secured as market rental housing.
- Exempt habitable floor area secured as Low-End Market Rental housing from **public art and community planning contributions**, and from Amenity Cost Charges, as specified in the City's Amenity Cost Charges bylaw, in recognition of the significant community benefit provided by the secured rental housing.
- **Secure all Low-End Market Rental housing in perpetuity** by utilizing residential rental tenure zoning and, where applicable, legal agreements and/or other alternative approaches, to the satisfaction of the City.
- Prioritize Low-End Market Rental housing units in locations that are near **frequent transit service and community assets** such as health care and social supports.
- Continue to **regularly update Richmond's Affordable Housing Strategy**, which outlines the framework for the Low-End Market Rental Program, alongside other initiatives to secure housing that is more affordable.

Responding to Housing Needs

Richmond's Affordable Housing Strategy and the Low-End Market Rental Housing Program provide direction to respond to the current and future housing needs of the community, specifically including provisions for the following priority groups.

Priority Group		Identified Housing Gaps
Families (including lone -parent families, families with children, multi-generational families)	➡	<ul style="list-style-type: none"> ▪ Family friendly two to three bedroom units ▪ Low-End Market Rental housing ▪ Secured rental housing
Low and moderate income earners	➡	<ul style="list-style-type: none"> ▪ Low-End Market Rental housing ▪ Secured rental housing
Low and moderate income seniors	➡	<ul style="list-style-type: none"> ▪ Accessible, adaptable, and visitable housing ▪ Low-End Market Rental housing
Persons with disabilities	➡	<ul style="list-style-type: none"> ▪ Low-End Market Rental housing
Vulnerable populations	➡	<ul style="list-style-type: none"> ▪ Various types of non-market housing for singles, couples and families



e. Increase Options for Middle-Income Households: Support alternative rental and ownership housing models that respond to the needs of middle-income households whose access to market housing is limited due to cost or availability and who do not qualify for below market or non-market housing.

- Continue to define a strategy to expedite construction of **Essential Housing** that includes identifying precincts where development may be prioritized (e.g., Workforce Housing in the existing healthcare hub that includes Richmond Hospital and associated healthcare offices and businesses).
- Encourage employers, industry, non-profits and institutions to form **partnerships and combine resources** to collaboratively develop Essential Housing.
- Encourage construction of **Workforce Housing** to ensure that workers from a wide variety of sectors stay and live in Richmond, contributing towards servicing the community (e.g., teachers, firefighters, nurses, seasonal/tourism/restaurant workers).
- Extend incentives that apply to secured rental housing to Essential Housing, provided it is **secured rental housing**.
- Explore opportunities to support Richmond **housing co-operatives** with expiring operating agreements intending to retrofit and/or redevelop (e.g., redevelopment intensification, pre-zoning, access to City funding conditional to provision of enhanced community benefit, protections/provisions for existing residents).
- Explore **opportunities for flexibility** when housing type and affordability align with household needs including consideration of household income, household composition, nature of housing need (e.g., regular employment, student housing, seasonal tourism, locum, seniors housing) with consideration of the following:
 - i. **Location:** Generally in high density, central areas where residents have convenient access to transportation options, shops and services or elsewhere when co-located with target employment/education, provided residential use is a permitted land use in the 2050 Land Use Map and transportation options, services and amenities typical of a transit-oriented village are within a 10 minute walk.
 - ii. **Tenure:** Typically rental, with opportunity for other accommodations to meet specific needs (e.g., Workforce Housing may include ownership units).
 - iii. **Rental rate:** Align housing cost with household income, with inclusion of below-market rents strongly preferred (e.g., health care workers reflect a range of incomes and needs, a nurse can afford market rent while custodial positions would benefit from below-market rent).
 - iv. **Reflect unique housing needs:** Align housing needs with lifestyle and costs (e.g., health supports for older adults, housing with built-in furnishing, shared amenities like study areas and laundry for students).



- v. **Affordable living:** Optimize affordability by including access to amenities that are suitable for the user group (e.g., walking distance to employment, furnished accommodation, on-site child care, provisions consistent with the City's Seniors Strategy).
- vi. **Unit size (general):** A mix of unit sizes, including multi-bedroom units in accordance with the City's family-oriented housing policy is preferred; however, unit mix and unit sizes may vary to reflect the user group's unique needs (e.g., roommate-oriented housing).
- vii. **Unit size (small units):** Where small units are appropriate for the user group, site specific evaluation for small unit sizes should consider the following additional factors:
 - **Size:** Minimum 30 m² (322 ft²) unit size, which must include a three piece bathroom and full kitchen in the unit, and larger unit sizes as required to provide on-site accessible dwelling units.
 - **Development characteristics:** directly associated with complementary use(s) (e.g., post secondary student housing located on the site of the educational institution) and provide a meaningful contribution toward housing affordability (i.e., not limited to lower rent resulting from smaller unit sizes).
 - **Prioritize livability:** include additional amenities for small size units (e.g., secure large size storage units, high ceilings, indoor/outdoor amenity space that exceeds policy specifications, enhanced age-friendly design).
- Encourage **affordable home ownership (AHO)** options that make purchasing a home more attainable for middle-income households today and upon re-sale (i.e., re-sale restrictions apply to ensure that AHO units remain affordable for future eligible households).

Alternate Pathways to Ownership

Comparison of affordable home ownership (AHO) and rent-to-own pathways to home ownership.

	Typical Attributes	
	Affordable Home Ownership (AHO)	Rent-to-Own
Structure	<ul style="list-style-type: none"> ▪ Government or non-profit initiative. ▪ Requires long-term, dedicated administration and assets that can be leveraged. 	<ul style="list-style-type: none"> ▪ Government or developer initiative.
Contribution to affordability	<ul style="list-style-type: none"> ▪ Carries forward affordability accommodations for future owners. 	<ul style="list-style-type: none"> ▪ Beneficial to the initial purchaser. Affordability is not passed on to future owners.
Financial supports	<ul style="list-style-type: none"> ▪ Includes provisions to maintain stable housing costs throughout the term of ownership and may offer financial assistance. 	<ul style="list-style-type: none"> ▪ Alternative financing model. ▪ Subject to standard and project specific risks (e.g., declining property value).



What is Essential Housing?

Essential Housing includes housing models geared to middle-income households whose access to market housing is limited due to cost or availability. Essential housing is intended for specific segments of the population including those who provide a vital service to the community or for whom housing needs are associated with a specific life-stage.

Types of Essential Housing



Workforce Housing

Typically this is secured rental housing, but may include ownership units, for those who work in key economic sectors to enable them to live near their place of employment. Housing costs relate to household income and can vary within the development.



Student Housing

Secured, furnished rental housing and associated amenities for post-secondary school students, located on- or off-campus and rented at or below market rates. Student housing may comprise self-contained units (e.g., with kitchens) for shared or individual occupancy or dormitory type accommodation with shared dining facilities.



Seniors Housing

Housing that is suitable for the unique housing needs of seniors that considers an individual's level of independence and care needs (e.g., active lifestyle community, independent living, retirement home, assisted living, memory care). Seniors housing may be offered at market or non-market rent.



Affordable Home Ownership

A "hybrid" ownership model. Homes are offered at below market rate to households who cannot achieve home ownership through the market. Rental and re-sale restrictions apply to ensure units remain affordable for future eligible households.



Community-Led Affordable Housing

Multi-family housing initiated, developed and/or managed by its occupants that aims to maintain permanent affordability (e.g., co-operative housing). Development is generally characterized by below-market rent but may include limited market-rent housing. It does not include community-led housing models that are delivered and operated at market rates (e.g., co-housing characterized by enhanced amenities to support community cohesion but without resale restrictions).



OBJECTIVE 3:

Build more below-market and non-market housing through effective partnerships



Build approximately 6,000 below-market and non-market homes by 2041 and more beyond, as prescribed in Richmond's 2024 Interim Housing Needs Report.

The City has been an active partner in the delivery of housing that serves the needs of families, seniors, working households, and other priority groups. To secure housing for some of the more vulnerable members of the community, the City has relied on partnerships with senior levels of government and local non-profit housing operators to secure capital and operating funding. More work is required to address the increased demand for below-market and non-market rental housing. The City cannot do this alone. The growth management framework intends to secure more funding and increase development of below-market and non-market housing through stronger partnerships and relationships.

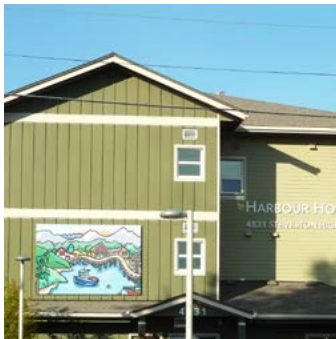
Below-Market Rental Housing is housing that serves low and moderate income households with maximum rent rates set below rents found within the local market and where the depth of affordability and tenant eligibility is secured (e.g., Low-End Market Rental housing).

Emergency shelters and transitional housing are important for anyone who is without a safe or stable place to stay and experiencing homelessness or at risk of homelessness. These forms of temporary accommodation can provide a step towards long-term housing solutions but are not considered to be "housing". The temporary nature of emergency shelters and transitional housing distinguish them from the long-term or permanent housing models considered as part of the growth management framework. Temporary accommodation such as emergency shelters and transitional housing is addressed through other sections of the OCP, and in various City strategies and plans.

POLICIES:

a. Embed Flexibility: Optimize government and non-profit agency housing initiatives to prioritize below-market and non-market housing.

- **Align City processes** with other government and agency programs that prioritize renewal and construction of housing that prioritizes vulnerable populations.
- Define a **housing equivalencies** framework for use in evaluating affordability across alternate housing programs or approaches involving variable combinations of below-market, non-market and market housing types.
- Recognize that below-market and non-market housing programs typically set rents to break even and, as a result, some combination of near-market and/or market housing dwelling units may be required to make projects **financially viable**.





Non-Market Rental Housing is housing that serves very low income households and is commonly operated by a non-profit housing organization or other entity which receives ongoing operating subsidies from the government.



b. Prepare for development: Advance a project-ready environment to support construction of below-market and non-market housing.

- Explore opportunities to secure reliable **long-term funding** for both construction and long-term operation of below-market and non-market housing.
- Increase the **inventory of City-owned land** available to support the delivery of below-market and non-market housing through the creation of a land acquisition strategy (e.g., clarify a strategy for accepting land at no cost to the City, in lieu of constructing rental housing).
- **Leverage City-owned land** to enable the delivery of below-market and non-market housing by allowing cost savings to be passed on to the operator and future tenants, which may include providing land at a nominal rate or establishing a financing framework that allows non-profit organizations and other community partners to gain access to land through long-term financing arrangements that also provide cost recovery to the City.
- **Establish partnerships** with government housing organizations (e.g., Build Canada Homes, Canada Mortgage and Housing Corporation, BC Housing, Indigenous housing societies, Metro Vancouver Housing Corporation).
- Prepare **development-ready projects** to increase the likelihood of securing senior government funding, which may favor an advanced development concept that demonstrates viability and expedited delivery.
- **Advocate** to senior levels of government for funding to upgrade municipal infrastructure in locations where rental housing with significant community benefits is constructed.

c. Expand opportunities: Continue to create new avenues to support building more below-market and non-market housing.

- **Advocate** to senior levels of government for access to crown and provincial land, where residential use is supported to deliver below-market and non-market housing.
- Mobilize **long-term investments** in housing affordability by facilitating introductions and advancing relationships between government, non-profit agencies, First Nations, and private developers to encourage exchange between those who create and manage housing grants and funding, those with expertise with housing priority groups, and those with construction experience.
- Encourage **balanced city-wide distribution** of housing with supports for priority groups, including vulnerable populations, in residential neighbourhoods inside and outside City Centre (including high-density and lower density locations) near transit, residents daily needs (e.g., healthy food stores), services and amenities (e.g., child care, schools, parks).



Richmond's affordable housing reserve fund is used to provide funding to specific non-market housing projects and initiatives.



d. Steward priority projects: Allocate resources to support below-market and non-market housing projects.

- Support the on-going operation of a **Housing Office** to enhance the delivery and management of below-market and non-market housing.
- Provide **customized assistance** for development of below-market and non-market housing to assist scheduling, coordination, and general administration throughout the application review and permitting process.
- **Strengthen partnerships** with government and non-profit housing organizations throughout Richmond and Metro Vancouver to:
 - i. increase Richmond's attractiveness as a candidate for funding and development;
 - ii. facilitate knowledge sharing between non-profits and industry experts to advance housing development across the housing continuum;
 - iii. establish relationships with those with expertise in housing priority groups as identified in Richmond's Affordable Housing Strategy;
 - iv. advocate for consistent definitions for housing terms and performance metrics in the region to improve the quality of regional monitoring and the accuracy of affordability reporting.

e. Foster Community Support: Build a supportive community environment for below-market and non-market housing.

- Organize and support housing related events and workshops to encourage information sharing and **build community** and industry awareness regarding housing affordability challenges in the City.
- **Develop design guidelines** that ensure below-market and non-market housing supports tenants, housing operators, and neighbours by considering the following:
 - i. incorporate user-centred design (e.g., needs-based design, indoor and outdoor amenity spaces that support opportunities for residents to socialize on-site); and
 - ii. implement high-quality building designs that are architecturally compatible and complement neighbourhood form and character (e.g., preservation of privacy).
- Encourage inclusion of **community features** into building and site design (e.g., social enterprises, community art, space for non-profit operation, private commercial retail/services).