



3.6 Specific Policies and Guidelines

3.6.1 Arterial Road Land Use Policy Bylaw 9603 2016/12/19

OVERVIEW:

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

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

This densification includes the following housing types:

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

OBJECTIVE 1:

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

1. Arterial Road Land Use Policy Area

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

2. Additional New Arterial Road Areas

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



3. Areas Not Within Arterial Road Policy

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

- a) designated for uses other than Neighbourhood Residential on the City of Richmond 2041 OCP Land Use Map;
- b) zoned for other residential uses such as Edgemere Granny Flat or Coach House;
- c) located within a Single Family Lot Size Policy area that does not permit small lot subdivision or multiple-family development; or
- d) not considered fronting onto an arterial road.

4. Arterial Road Housing Development Map

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

5. Arterial Road Townhouse Areas

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

- a) 800 m (2,625 ft. or 10 minute walk) of a Neighbourhood Centre (e.g., Broadmoor, Blundell, Garden City, Seafair, Terra Nova or Ironwood Shopping Centres); or
- b) 800 m (2,625 ft. or 10 minute walk) of a City Community Centre (e.g., South Arm, Thompson, West Richmond or Steveston Community Centres); or
- c) 400 m (1,312 ft. or 5 minute walk) of a Commercial Service use (e.g., store, shopping plaza or gas/service station with a retail sales area); or
- d) 400 m (1,312 ft. or 5 minute walk) of a Public School (e.g., elementary or secondary school); or
- e) 400 m (1,312 ft. or 5 minute walk) of a Park on City or School Board lands (e.g., playing field or open space).

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



6. Arterial Road Row House Areas

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

- a) where there is access to/from an operational municipal lane;
- b) located within 800 m (2,625 ft. or 10 minute walk) of a Neighbourhood Centre (e.g., Broadmoor, Blundell, Garden City, Seafair, Terra Nova or Ironwood).

7. Arterial Road Duplex/Triplex Areas

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

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

8. Arterial Road Compact Lot Areas

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

- a) where the site is located outside a Single Family Lot Size Policy;
- b) where there is access to/from an operational municipal lane.

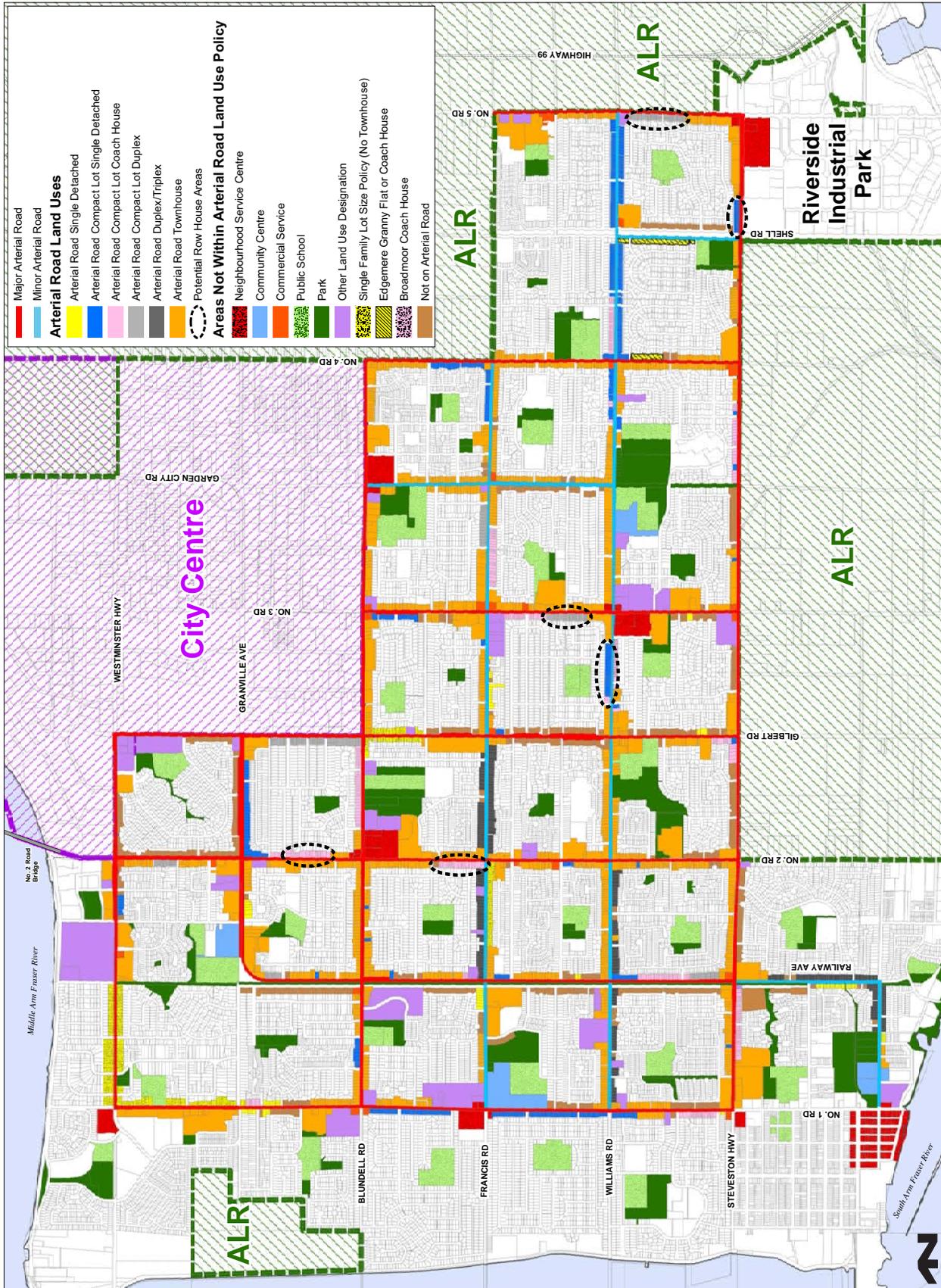
Compact lot development will not be considered in Central Richmond and Steveston on sites identified for Arterial Road Townhouse on the Arterial Road Housing Development Map.

9. Isolated Sites

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



Arterial Road Housing Development Map





Arterial Road Townhouse Development Requirements

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

Land Assembly

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

Residual Sites

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

Newer Houses or Narrower Lots

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

Public Consultation

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

Internal Lot

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



Access—Arterial Roads Only

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

Shared Access

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

Access Locations

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

Additional Density

- 10. Additional density along arterial roads (e.g., increase from the typical density of 0.60 FAR to a density of 0.70 FAR) may be considered:
 - a) on corner lots with required frontage improvements on two (2) or more streets and where significant road dedication is required, provided that the density bonus is used solely to balance the loss of land for road dedication; and/or
 - b) on a land assembly with more than 100 m (328 ft.) frontage on a major arterial road and 80 m (262 ft.) on a minor arterial road; and/or
 - c) on a site abutting a park or other non-residential land use if affordable housing is provided on site; and/or
 - d) where additional community benefits are provided (not including affordable housing contributions).
- 11. Additional density along arterial roads may also be considered for the provision of secured Low End Market Rental housing units, provided that:
 - a) the additional density is used for the provision of built Low End market Rental units secured by a Housing Agreement;
 - b) the built affordable housing units comply with the City’s Affordable Housing strategy provisions related to unit sizes, tenant eligibility criteria and maximum rental rates;
 - c) the overall project complies with the form and character as per the Development Permit guidelines for arterial road townhouse developments.

Development Permit

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



Arterial Road Row House Development Requirements

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

Land Assembly

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

Residual Sites

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

Lot Configuration

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

Density

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

Lane Access

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

Public Consultation

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

Development Permit

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

Arterial Road Duplex/Triplex Development Requirements

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

Land Assembly

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



Internal Lot

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

Lot Size

4. The minimum lot area for a duplex development is 464.5 m² (5,000 ft²) and the minimum lot area for a triplex development is 743.2 m² (8,000 ft²).

Density

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

Access

7. Duplex/triplex access points should generally be located at least 12 m (39 ft.) from a road intersection.
8. For corner lots, access should be from a local road, where appropriate.

Public Consultation

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

Development Permit

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

Arterial Road Compact Lot Development Requirements

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

Lane Access

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

Internal Lot

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

Compact Lot Single Detached

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

Compact Lot Coach House

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



Compact Lot Duplex

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

Density

- 9. The maximum density for compact lot developments is 0.6 FAR.
- 10. The maximum number of units on each compact lot is two (2) (i.e., a single detached dwelling with a secondary suite, a single detached dwelling with a coach house unit above a detached garage, or a front to back duplex).

Corner Lot Building Facades

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

Landscape Plan

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

Landscape Cost Estimates

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

Landscape Security

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

Grade—Front Yard

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

Grass Strip—Front Yard

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

Existing Tree and Hedge Retention

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



Replacement Trees

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

New Trees—Front Yard

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

Coniferous Trees

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

Fencing—Front Yard

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

Flowers and Low Lying Landscaping—Front Yard

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

Decorative Features—Front Yard

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

Planting—Front Yard

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

Shrubs—Front Yard

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

Hedges—Front Yard

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

Walkways/Pathways—Front Yard

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



Lane Network for Compact Lots

Lane Network Map

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

Connecting Lane

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

Local Lane Implementation Strategy

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



Lane Network Map

