



**Richmond Official Community Plan Bylaw 7100 and Bylaw 9000  
Amendment Bylaw 9892 (CP 16-752923)  
6551 No. 3 Road**

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

1. Richmond Official Community Plan Bylaw 9000 is amended at Attachment 1 to Schedule 1, 2041 OCP Land Use Map, for the area marked as “A” on “Schedule A attached to and forming part of Bylaw 9892”, by replacing the existing land use designation of area “A” with “Park”.
2. Richmond Official Community Plan Bylaw 7100, in Schedule 2.10 (City Centre Area Plan), is amended by:
  - 2.1. Replacing page 2-20, including the Pedestrian-Oriented Retail Precincts Map, with “Schedule B attached to and forming part of Bylaw 9892”;
  - 2.2. On page 2-24, entitled 2.3 Mobility & Access – Objective, replacing the last bullet with “Car-Free Measures: encourage measures that support car-free lifestyles through enhanced first-to-last kilometre connectivity, alternative transportation options, and home delivery services and facilities.”
  - 2.3. On page 2-25, entitled 2.3 Mobility & Access, Policies, following 2.3.8(a), inserting the following as 2.3.8(b): “Multi-Modal Mobility Hubs – Establish transportation network nodes that seamlessly integrate multiple travel options, supportive infrastructure, and placemaking strategies to create pedestrian-friendly centres that help to maximize first-to-last kilometre connectivity without need for private motor vehicles.”
  - 2.4. Replacing page 2-27, including the Street Network Map (2031), with “Schedule C attached to and forming part of Bylaw 9892”;
  - 2.5. Replacing page 2-36, including Pedestrian Environment Map (2031), with “Schedule D attached to and forming part of Bylaw 9892”;
  - 2.6. Replacing page 2-38, including the Cycling Network Map (2031), with “Schedule E attached to and forming part of Bylaw 9892”;
  - 2.7. Replacing page 2-42, including the Goods Movement & Loading Map (2031), with “Schedule F attached to and forming part of Bylaw 9892”;

- 2.8. Replacing page 2-44, entitled 2.3.8 Fostering a Car-Free Lifestyle, with “Schedule G attached to and forming part of Bylaw 9892”;
- 2.9. Replacing page 2-46, including the Arts & Culture Map (2031), with “Schedule H attached to and forming part of Bylaw 9892”;
- 2.10. Replacing page 2-50, including the Public Spaces & Places Map (2031), with “Schedule I attached to and forming part of Bylaw 9892”;
- 2.11. Replacing page 2-65, including the Base Level Parks & Open Space Map (2031), with “Schedule J attached to and forming part of Bylaw 9892”;
- 2.12. Replacing page 2-68, including the Neighbourhood Parks Map, with “Schedule K attached to and forming part of Bylaw 9892”;
- 2.13. Replacing page 2-71, including the Pedestrian Linkages Map, with “Schedule L attached to and forming part of Bylaw 9892”;
- 2.14. Replacing page 2-88, including the Public Realm Areas Map, with “Schedule M attached to and forming part of Bylaw 9892”;
- 2.15. Replacing page 2-113, including the Tower Spacing & Floorplate Size Map, with “Schedule N attached to and forming part of Bylaw 9892”;
- 2.16. Replacing page 2-116, including the Preferred Frontage Conditions Map, with “Schedule O attached to and forming part of Bylaw 9892”;
- 2.17. On page 3-1 (3.0 Development Permit Guidelines), following the Sub-Area Guidelines bullet, inserting a new bullet as follows: “Special Precinct Guidelines: Special development standards intended to contribute towards placemaking by encouraging distinct identities supportive of local mobility, ecology, culture, and urban form opportunities”;
- 2.18. On page 3-4, inserting a new Development Permit Special Precinct Key Map as shown in “Schedule P attached to and forming part of Bylaw 9892”;
- 2.19. Following section 3.2 Sub-Area Guidelines, inserting section 3.3.1 Special Precinct 1.0 – Richmond Centre South (Brighthouse Village) as shown in “Schedule Q attached to and forming part of Bylaw 9892”;
- 2.20. Replacing the Generalized Land Use Map (2031) with “Schedule R attached to and forming part of Bylaw 9892”;
- 2.21. Replacing the Specific Land Use Map: Brighthouse Village (2031) with “Schedule S attached to and forming part of Bylaw 9892”;

2.22. Making various text and graphic amendments to accommodate the identified bylaw amendments and to ensure consistency with the Generalized Land Use Map (2031) and Specific Land Use Map: Brighthouse Village (2031) as amended; and

2.23. On page 2-40 of Richmond Official Community Plan Bylaw 7100, in Schedule 2.10 (City Centre Area Plan), inserting the following as a footnote to the legend to the Parking Bylaw Map:

“Note: Only for the area generally bounded by No. 3 Road, Cook Road, Murdoch Avenue, Minoru Boulevard, and the minor street north of Richmond City Hall, the *Basic Parking Rate Reductions* and *Additional Parking Rate Reductions Dependent on Transportation Demand Measures* shall be increased to permit a minimum rate of 0.375 spaces per dwelling for affordable housing and 0.6 spaces per dwelling for market rental housing (secured with legal agreements).”

3. This Bylaw may be cited as “**Richmond Official Community Plan Bylaw 7100 and Bylaw 9000, Amendment Bylaw 9892**”.

FIRST READING

PUBLIC HEARING

SECOND READING

THIRD READING

OTHER CONDITIONS SATISFIED

ADOPTED

SEP 24 2018

NOV 19 2018 DEC 17 2018

DEC 17 2018

DEC 17 2018

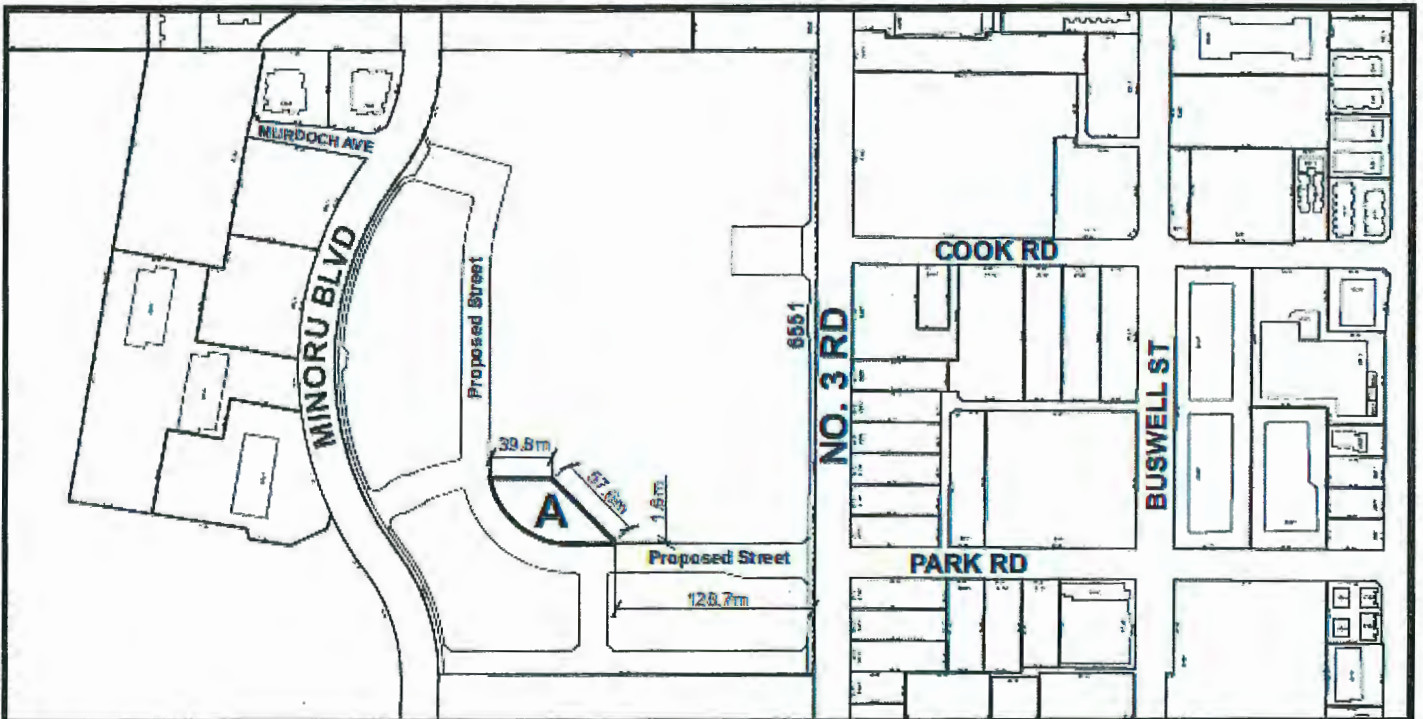
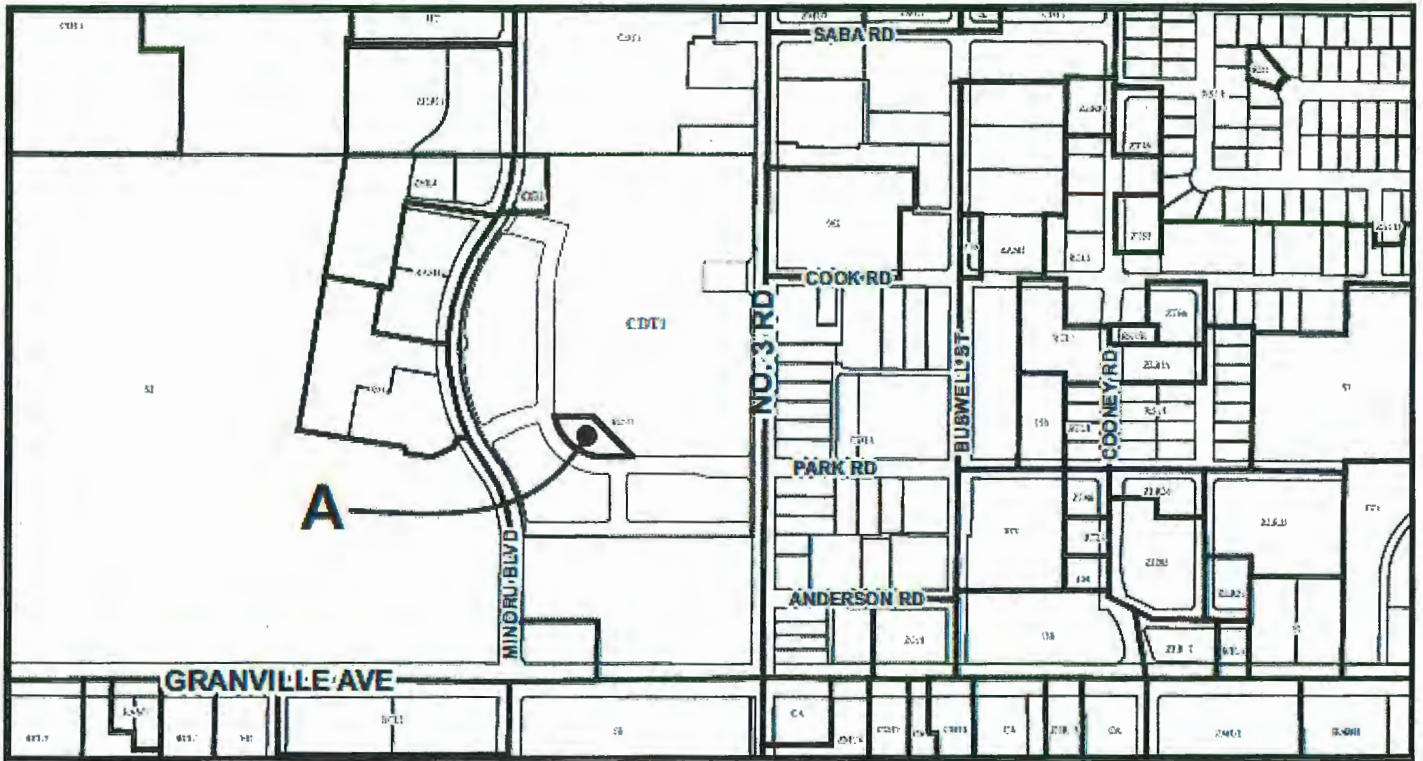
JUL 02 2020



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MAYOR

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CORPORATE OFFICER

“Schedule A attached to and forming part of Bylaw 9892”



	<p align="center"><b>OCP Amendment Bylaw 9892</b> <b>(CP 16-752923)</b></p>	<p>Original Date: 09/12/18 Revision Date: Note: Dimensions are in METRES</p>
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### 2.2.3(d) Pedestrian-Oriented Retail Precincts

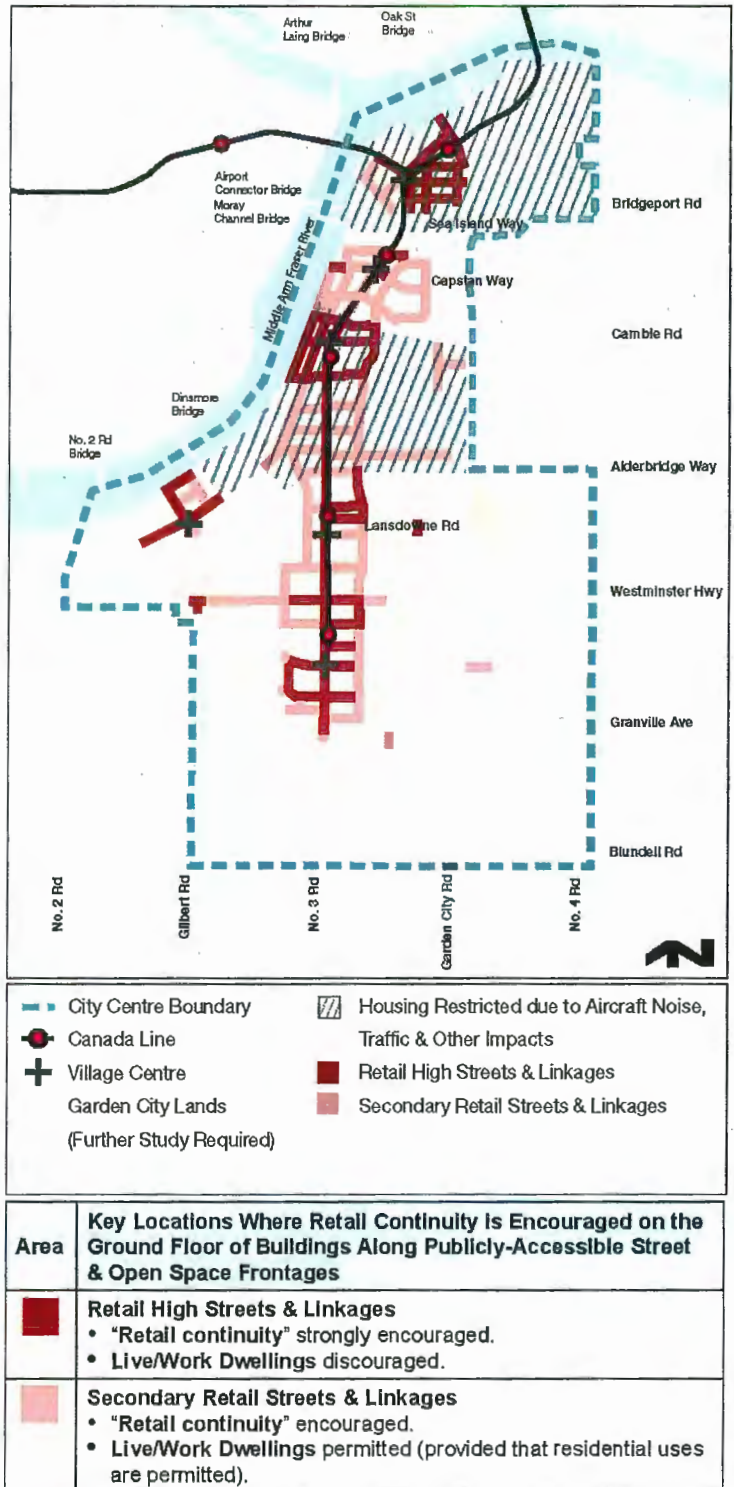
Lively, urban retail areas require “retail continuity”: the continuity of a substantial amount of ground floor frontages that are attractive, pedestrian-oriented, rich in detail, and engaging – in other words, frontages that encourage people to walk and linger, and include:

- a diversity of activities (e.g., shops and restaurants);
- a high degree of transparency enabling interaction between activities inside the building and the fronting sidewalk or open space (e.g., display windows and views into shop interiors);
- small unit frontages, typically no more than 10 m (33 ft.) wide, each with its own entry;
- multi-tenant building entries, hotels, and large commercial units with ground floor frontage widths of no more than 10 m (33 ft.), unless special measures are employed to maintain retail continuity;
- office and similar uses situated above the ground floor;
- pedestrian weather protection;
- pedestrian-oriented and scaled signage and lighting;
- public art, seating, and other public amenities;
- quality, durable materials and construction.

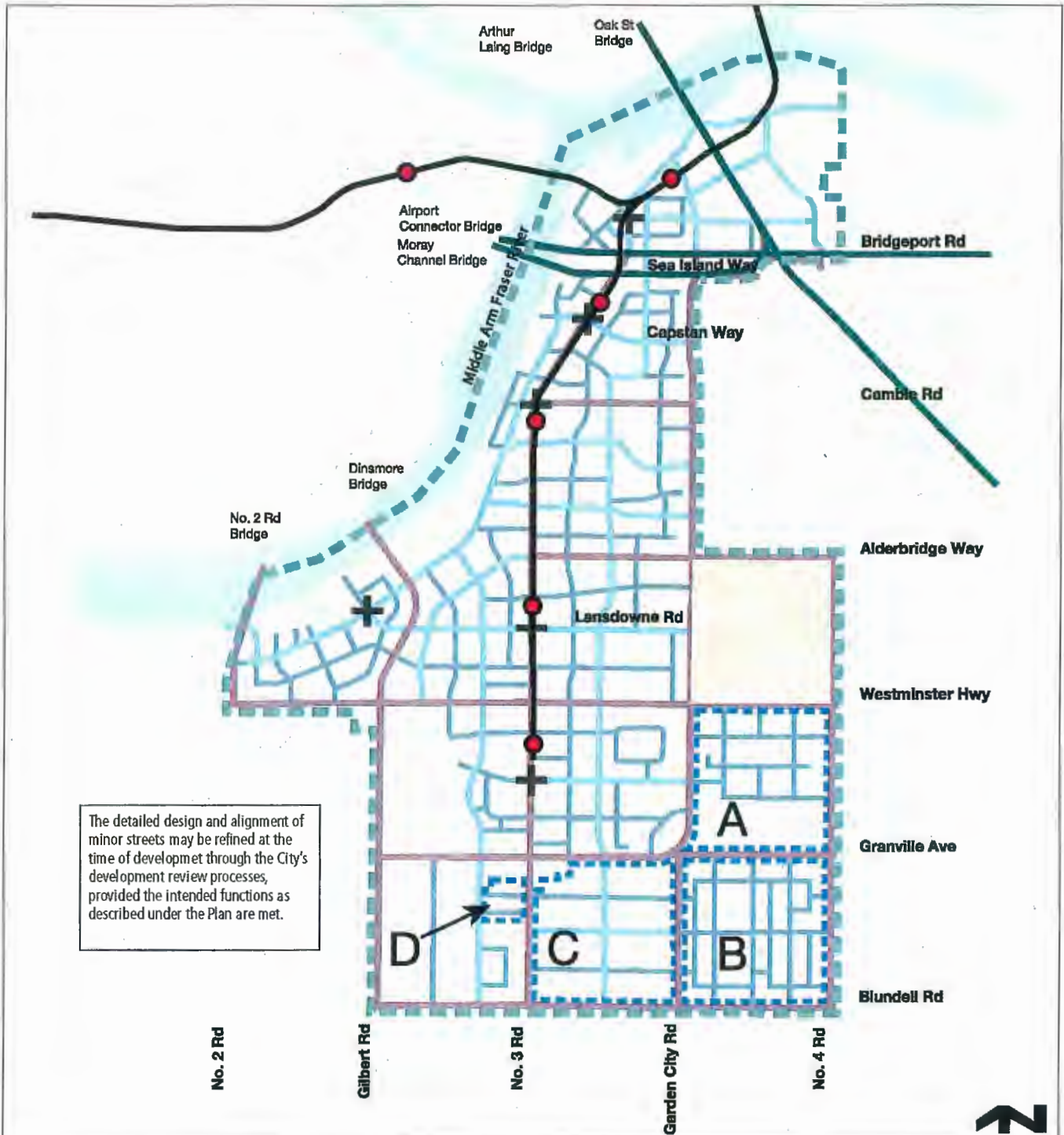
In addition, a successful retail area requires commercial units that can accommodate and adapt to the needs of a variety of businesses over time. To help achieve this, commercial retail units should have a depth of:

- typical - 18 m (59 ft.) or more;
- minimum - 9 m (30 ft.).

### Pedestrian-Oriented Retail Precincts Map



## Street Network Map (2031)



- |   |  |   |
|---|--|---|
| <ul style="list-style-type: none"> <li><span style="color: blue;">- - -</span> City Centre Boundary</li> <li><span style="color: red;">●</span> Canada Line Station</li> <li><span style="color: black;">+</span> Village Centre</li> <li>Garden City Lands<br/>(Further Study Required)</li> </ul> | <ul style="list-style-type: none"> <li><span style="color: green;">—</span> Provincial Highway</li> <li><span style="color: brown;">—</span> Major Thoroughfares</li> <li><span style="color: blue;">—</span> Major Streets</li> <li><span style="color: lightblue;">—</span> Minor Streets</li> </ul> | <ul style="list-style-type: none"> <li><span style="color: blue;">- - -</span> Areas for which the street pattern is defined by existing Sub-Area Plans:<br/>                     A. McLennan North (2.10C)<br/>                     B. McLennan South (2.10D)<br/>                     C. St Albans (2.10A)<br/>                     D. Acheson-Bennett (2.10B)</li> </ul> |
|---|--|---|



<p><b>Walking Features</b></p> <p><b>Street Network</b></p> <ul style="list-style-type: none"> <li>• Every street is walkable and has a sidewalk, a minimum of 2.0 m (6.5 ft.) wide and preferably 2.5 m (8.2 ft.) wide, with street trees, boulevards and pedestrian lighting.</li> <li>• Shorter city blocks, narrower street crossings and conveniently timed pedestrian signals.</li> <li>• Increased curbside parking on minor streets acts as a buffer from adjacent vehicle traffic.</li> <li>• A wayfinding system to guide pedestrians to key destinations.</li> <li>• An enhanced pedestrian-cyclist crossings at selected locations, particularly near schools.</li> </ul> <p><b>Streetscape</b></p> <ul style="list-style-type: none"> <li>• A creative, fun and welcoming environment for pedestrians via landscaping, artwork, attractive street furniture, open spaces, gathering places, and resting areas.</li> <li>• Orient ground level businesses to pedestrian access from the sidewalk.</li> <li>• Continuous store awnings provide weather protection.</li> </ul> <p><b>Transit Villages &amp; Connections</b></p> <ul style="list-style-type: none"> <li>• Transit schedules and route information available at transit stations and bus stops.</li> <li>• Fully accessible transit stops conveniently located and easily recognizable with sufficient space for waiting passengers.</li> <li>• Covered walkways provided between transit stops and village centres.</li> </ul> <p><b>Urban Greenways &amp; Trails</b></p> <ul style="list-style-type: none"> <li>• Enhanced streetscape features along urban greenways and within pedestrian precincts around transit villages.</li> <li>• Improved trails along the dyke and new links across water boundaries (e.g., Middle and North Arms of the Fraser River).</li> </ul> <p><b>Accessibility</b></p> <ul style="list-style-type: none"> <li>• Enhanced use of universal accessible design features such as accessible pedestrian signals and tactile wayfinding.</li> <li>• Lighting along trail networks where feasible.</li> <li>• Priority given to pedestrian access and safety through parking lots.</li> <li>• Installation of ramps at all intersections.</li> </ul>
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## Pedestrian Environment Map (2031)



Cycling Network Features	
<b>Accommodation on Street Network</b>	<ul style="list-style-type: none"> <li>• Provide signage and pavement markings to clearly delineate cycling facilities from other street components.</li> <li>• Minimize potential conflicts and safely accommodate multiple road users such as transit service and cycling.</li> <li>• Enhanced pedestrian-cyclist crossings at selected locations, particularly near schools.</li> </ul>
<b>Designated Cycling Routes</b>	<ul style="list-style-type: none"> <li>• Designated routes feature signage, pavement markings and bicycle-friendly traffic signals.</li> <li>• Designated bike lanes on major thoroughfares and some major streets with a typical width of 1.5 m to 1.8 m (5 ft. to 6 ft.).</li> <li>• Cycling routes are physically separated from vehicle traffic on major thoroughfares and major streets where feasible.</li> <li>• Shared wide curb lanes on some major streets and on minor streets with typical width of 4.3 m (14.1 ft.).</li> <li>• Bicycle-friendly routes feature pavement markings, signage and signal loop detectors but road is not widened.</li> </ul>
<b>Trails &amp; Bridges</b>	<ul style="list-style-type: none"> <li>• Integration of on-street cycling network with off-street trails and pathways including the Canada Line Bridge over the North Arm of the Fraser River.</li> <li>• Off-street pathways have typical width of 3.0 m to 4.0 m (10 ft. to 13.1 ft.).</li> <li>• Proposed new pedestrian/cycling bridge from the west end of Cambie Road to Sea Island.</li> </ul>
<b>End-of-Trip Facilities</b>	<ul style="list-style-type: none"> <li>• Secure end-of-trip facilities (bike racks, lockers, cages) at civic sites, parks, transit villages, and activity centres.</li> <li>• Bylaw requirement for all new developments to provide short-term and long-term secure bicycle parking.</li> </ul>
<b>Integration with Transit</b>	<ul style="list-style-type: none"> <li>• Bicycle accommodation on the Canada Line and all buses during all hours of operation.</li> <li>• Bike racks and bike lockers at all rapid transit stations and transit exchanges.</li> </ul>
<b>Promotion &amp; Education</b>	<ul style="list-style-type: none"> <li>• Safe cycling courses for adults and children.</li> <li>• Area-wide event to promote cycling for all trips.</li> <li>• Education and enforcement programs to encourage sharing the road among motorists and cyclists.</li> </ul>

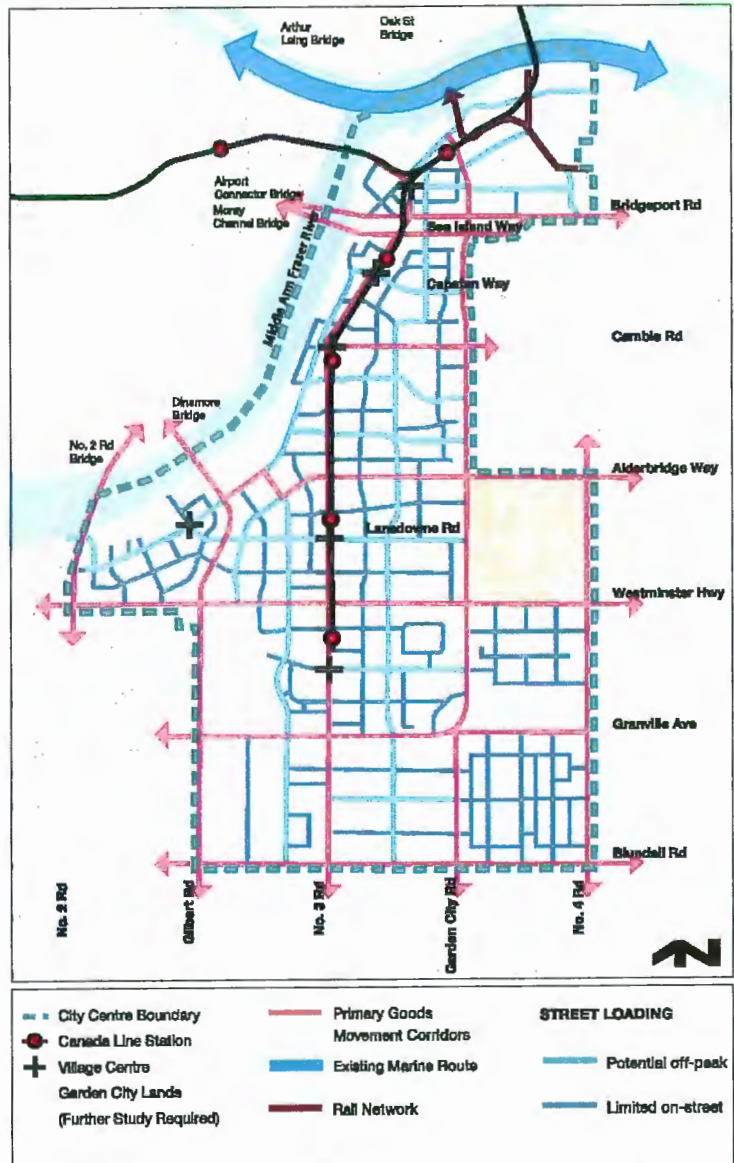
Cycling Network Map (2031)





<p><b>Goods Movement &amp; Emergency Services Features</b></p>
<p><b>Goods Movement Corridors</b></p> <ul style="list-style-type: none"> <li>Major thoroughfares and streets act as the primary goods movement corridors with minor streets and lanes providing access for local deliveries and loading.</li> <li>Support other modes of goods movement such as rail in the Bridgeport area and the potential for short-sea shipping routes along the Fraser River.</li> </ul>
<p><b>Loading Locations</b></p> <ul style="list-style-type: none"> <li>Provide off-street loading docks within parking areas for zones of high trucking activity.</li> <li>Construction loading zones provided where feasible to facilitate pick up and drop off of construction materials and minimize traffic disruption.</li> <li>Service lanes and mews are the preferred on-street locations.</li> <li>Limited to areas adjacent to on-street parking on minor streets.</li> <li>Available on some major streets in off-peak periods but not permitted on major thoroughfares.</li> </ul>
<p><b>Emergency Services</b></p> <ul style="list-style-type: none"> <li>Priority is given to emergency service access and timely response.</li> <li>Major thoroughfares and some major and minor street intersections incorporate traffic signal pre-emption capability.</li> <li>Parking regulations ensure that lanes and mews are kept accessible for emergency vehicles.</li> <li>Consider response time requirements for emergency services when identifying priority routes.</li> </ul>
<p><b>Planning &amp; Policy</b></p> <ul style="list-style-type: none"> <li>Maintain liaison with the Provincial Emergency Program to protect local disaster response routes as part of the regional network.</li> <li>Restrict unnecessary dangerous goods movement in City Centre.</li> <li>Seek to minimize response times when planning the site of future emergency service facilities.</li> <li>On-going liaison with stakeholders (e.g., trucking industry) to enhance goods movement.</li> </ul>

## Goods Movement & Loading Map (2031)



### 2.3.8 Fostering a Car-Free Lifestyle

The key success indicator for fostering a car-free lifestyle is:

*An improved shift to sustainable travel modes resulting from the enhanced convenience, flexibility, attractiveness, and integration of alternative transportation options within the urban fabric.*

#### Challenges

- People often make multi-purpose trips or need to carry bulky items, which can make giving up a car difficult.
- People may need their cars for work.
- Some activities can be difficult to access without a car (e.g., skiing, team sports, child care).
- It can be challenging to introduce new travel options in developed, high density areas.

The principles of transit-oriented development and complete communities together with the complementary policies and key directions for each component of the transportation system jointly seek to foster a “car-free” lifestyle as a viable option for City Centre households over time.

Ideally, with more choices, it will be possible and even desirable for residents to have only one or perhaps no private car at all. If an effective range of mobility choices, infrastructure, services, and supporting initiatives are in place, the car-free lifestyle becomes feasible and public investments in the Canada Line and the transit system, as well as the City’s commitment to sustainability, are maximized.

#### Strategies

- Implement measures, such as multi-modal mobility hubs, to encourage people to walk, cycle, and take transit.
- Foster attractive, pedestrian-friendly, transit-orient, urban villages.
- Ensure convenient access to alternative travel options and superior first-to-last kilometre connectivity.
- Encourage customer service and residential development models that make it easier to shop and do day-to-day activities without a car.



Checklist for a Car-Free Lifestyle	
<b>Transit Villages</b>	<ul style="list-style-type: none"> <li>• Compact, mixed use development that enables easy walking to convenient transit linkages.</li> <li>• The daily needs of City Centre residents and workers are within reach of walking and transit.</li> </ul>
<b>Access to Transportation Options</b>	<ul style="list-style-type: none"> <li>• Enable people to conveniently access multiple travel modes when needed so that owning a motor vehicle is not necessary.</li> <li>• Encourage all developments to support car-free lifestyles by supporting transit, car- and bike-share, ride hailing, taxis, autonomous cars, and multi-modal mobility hubs.</li> <li>• Encourage retail and other destination-type uses to provide priority space for travel modes that support car-free lifestyles.</li> </ul>
<b>Access to Retail Goods and Services</b>	<ul style="list-style-type: none"> <li>• Encourage retail uses to provide home pick-up and delivery services, ideally at no or minimal cost.</li> <li>• Encourage retailers to schedule delivery and pick-up at times when residents are most likely to be at home and traffic volumes are low (e.g., evenings).</li> <li>• Encourage retailers and other service providers (e.g., furniture movers) to avoid the use of large vehicles that are difficult to accommodate in dense urban areas.</li> <li>• Encourage co-ordinated delivery services for multi-tenant retail developments.</li> <li>• Ensure that sidewalks and pathways have sufficient width to accommodate pedestrian modes including scooters and handcars.</li> </ul>
<b>Home Delivery &amp; Pick-Up Services</b>	<ul style="list-style-type: none"> <li>• Encourage residential developments to provide spaces for concierge services to enable home deliveries and pick-up (e.g., groceries, drycleaning, etc.).</li> <li>• Ensure sufficient common space/secure areas for the temporary storage of goods to be picked-up and deliveries until the owner arrives home.</li> <li>• Ensure that loading areas are publicly accessible for larger delivery trucks and publicly accessible.</li> <li>• Provide on-street loading zones, where feasible, to allow for home delivery/pick-up in higher density projects without off-street parking or service lanes are not readily available.</li> </ul>



## Multi-Modal Mobility Hubs

**Purpose:** multi-modal mobility hubs are key transportation network nodes designed to seamlessly integrate multiple travel modes, supportive infrastructure, and placemaking strategies with the aim of creating pedestrian-oriented centres that help to maximize first-to-last kilometre connectivity.

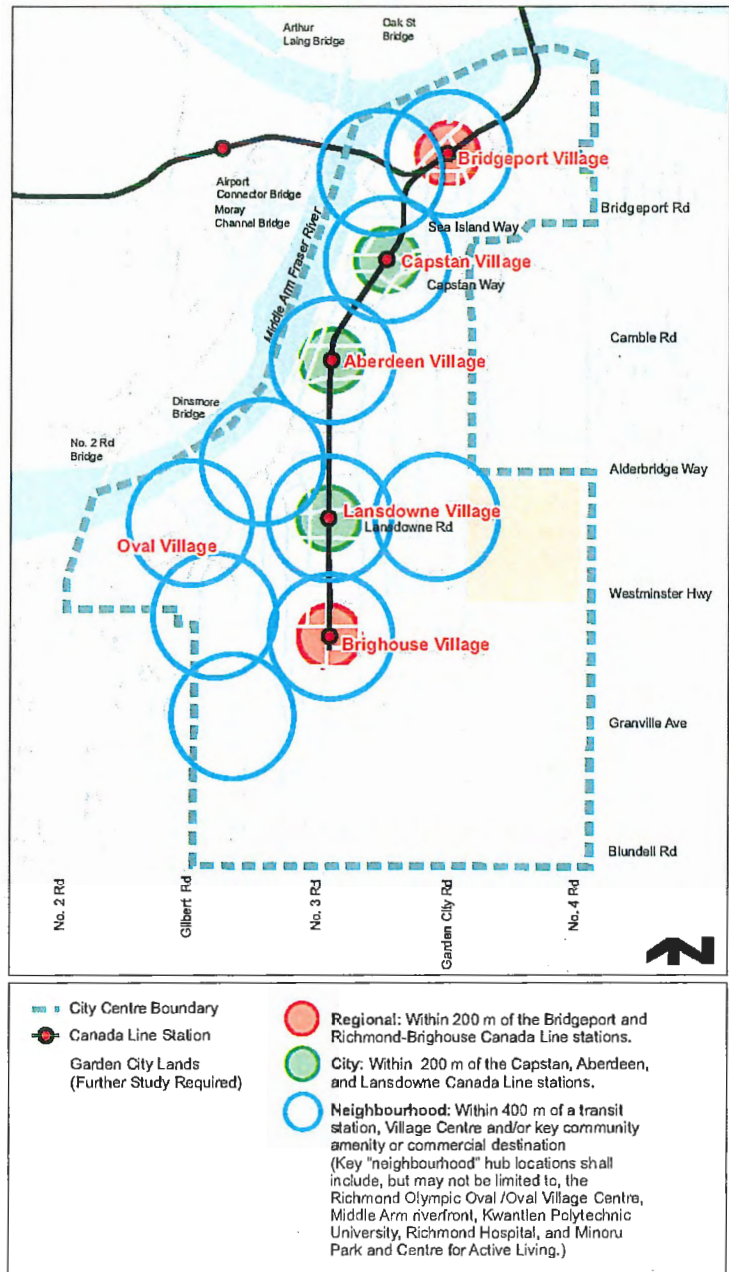
**Features:** effective mobility hubs require an integrated suite of pedestrian-friendly, transportation and related features, which may include, but may not be limited to:

- public transit stops for rail, bus, community shuttle, and HandyDart with supporting amenities such as shelters and real-time arrival information;
- bike- and car-share facilities;
- taxi and ride-hailing services;
- secure bike storage and repair services;
- kiss-and-ride;
- shops and services;
- Wi-Fi, weather protection, seating, wayfinding signage, public washrooms, and special features such as public art;
- personal safety and security features (e.g., Crime Prevention through Environmental Design measures).

**Development Approach:** successful mobility hubs are integrated with the urban fabric and responsive to surrounding land uses and evolving community needs. This requires a strategic development approach that:

- encourages site-specific mobility programming tailored to the distinct needs of users in “regional”, “city”, and “neighbourhood” locations;
- offers flexible, cost-effective design options that support the establishment of hubs in high-demand, high density locations;
- can readily adapt to growth and increasing demands for new and emerging technologies and travel options (e.g., bike-share, ride hailing, and autonomous vehicles);
- employs placemaking strategies supportive of attractive, safe, and pedestrian-friendly facilities that complement the quality and character of the public realm.

## Multi-Modal Mobility Hub Map





### Alternative Mobility Hub Strategies

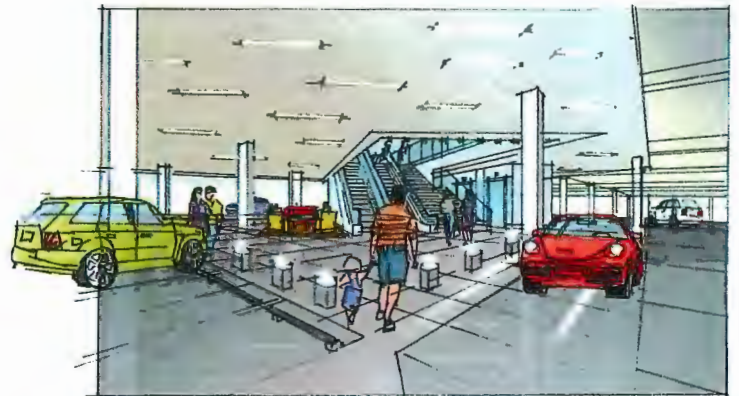
Multi-modal mobility hubs are places of connectivity that help to bridge the gap between high-frequency transit and each person’s origin and destination by co-locating an integrated suite of mobility services, amenities, and technologies with a concentration of employment, housing, shopping, and/or recreation uses.

Mobility hub designs may vary based on user needs and location-specific opportunities. Development strategies may include, but may not be limited to:

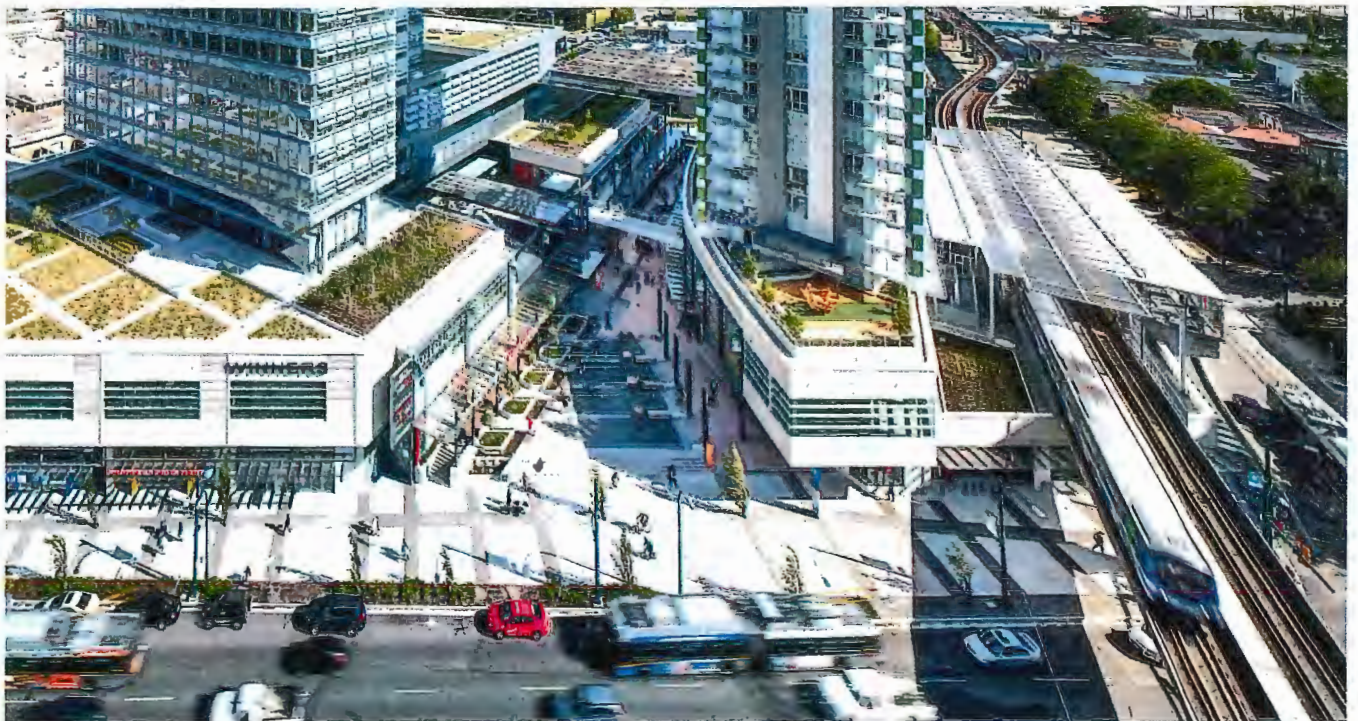
- the street-level clustering of transportation amenities and complementary urban uses on one or several adjacent sites;
- a stand-alone hub that concentrates transportation amenities in a purpose-built facility in proximity to complementary urban uses; or
- a hybrid approach that integrates transportation amenities with complementary urban uses in the form of a high-amenity, transit-oriented, mixed use development.



*Clustered, street-level transportation amenities.*  
Source: Hamburger Hochbahn AG



*CF Richmond Centre – Proposed mobility hub integrated with underground parking and convenient public access to grade.*



*Marine Gateway and the Marine Drive Canada Line Station, Vancouver. Photo: Andrew Latreille / Courtesy: Perkins+Will*

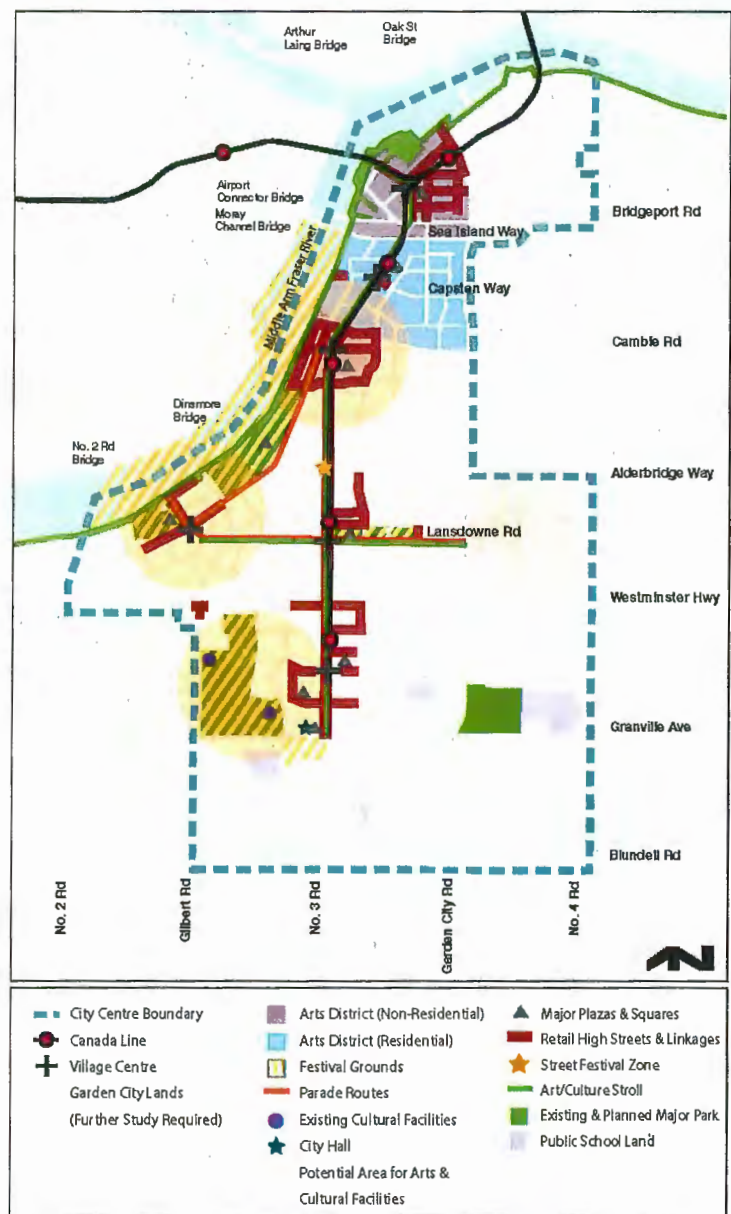


## OBJECTIVE:

Provide a framework for the City Centre as a “**thriving and creative community**” that is empowered, engaged and diverse, and where arts, culture, and heritage are inextricably linked with and support:

- **a strong community voice and engaged community** that enhances the relevance and responsiveness of urban and economic development, planning, and governance;
- **placemaking**, with a mosaic of appealing, lively, and distinctive urban villages, vibrant public spaces, festivals, events, and activities;
- **an increased creative capacity** which enriches the quality of life and attracts progressive business opportunities which support:
  - the arts, heritage and cultural practitioners;
  - the identification, conservation, and interpretation of heritage resources;
  - spaces for residents and visitors to work and participate in arts, culture and heritage activities;
- **an enhanced enjoyment** of the urban realm and respect for and connectivity among citizens and cultures.

## Arts & Culture Map (2031)



### 2.4.1(b) Places to Gather & Celebrate

Public open space and streetscape will play a key role in supporting interaction within the City Centre linking people, buildings & activities. Public spaces are important “mixing places” for community residents, artists & visitors and serve as “stages” for showcasing the work of local artists.

Celebrations form an important part of vibrant urban living & provide opportunities for residents & visitors to come together bringing understanding and a sense of belonging. Many celebrations are intentionally small and community focused. In other cases however, the intent is to invite the City, the region and the world, which requires special accommodation and co-location with City facilities and private developments.

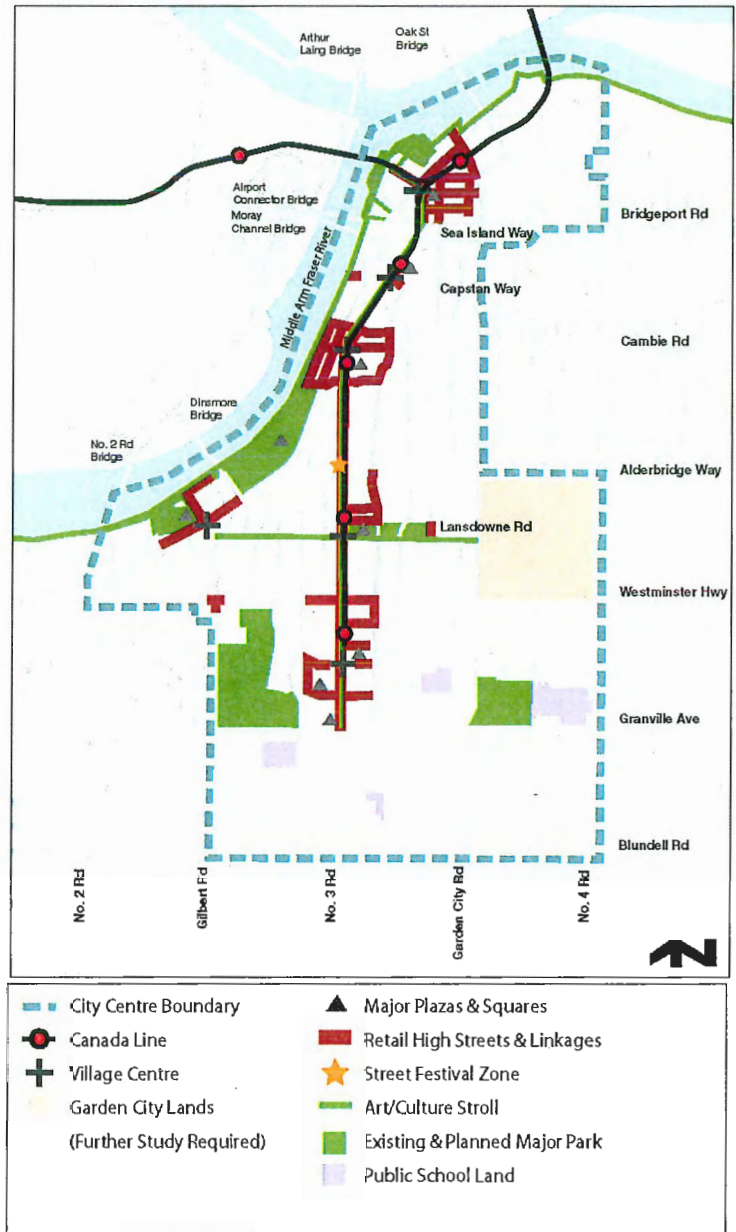
#### Challenges/Opportunities

With the Canada Line, the Oval Plaza & the Middle Arm Park in the development phase, the infrastructure to provide facilities to host events can be built into the design of the spaces instead of having to adapt spaces and bring in infrastructure for each event.

#### Proposed Strategy

- Prepare a festival/events plan including appropriately designed spaces and parade routes.
- Design spaces that ensure staging, view corridors, seating areas, power supply & lights that can flexibly accommodate events of different sizes & styles of community gatherings and festivals.
- Ensure the provision of public and private open spaces that are designed as people gathering and mixing spaces including elements such as conversation areas, public art, busker and performance space and informal play areas.

### Public Spaces & Places Map (2031)





## OBJECTIVE:

Provide a framework for a **complete parks and open space system** that will:

- provide the quantity of park and open space required to address social, recreational, and cultural needs;
- incorporate a rich diversity of experiences and landscapes that reflect the identity of the community and are rooted in local culture and environment;
- ensure an equitable distribution of parks and open space of each type;
- mitigate the environmental impacts of increasing urbanization and continually support the health of the urban environment;
- respond to the higher densities in the City Centre with a greater diversity of programming in each park and appropriate design and materials.

### Strategic Investment for City Acquisition of Open Space

*In order to optimize public resources, the strategic approach to the acquisition of City owned parks and open space is to secure investments rapidly. In the period ending in 2031, when the greatest growth and the greatest increase in land values is anticipated, 75% of the total land required to build-out will have been acquired.*

## Base Level Parks & Open Space Map (2031)



\* The Base Level Open Space Standard will be augmented in Capstan Village by publicly accessible areas secured for public park and related uses in respect to the Capstan Station Bonus.

	Year 2006	Year 2031	Build-out
Population	40,000	90,000	120,000
Quantity of Open Space	76.5 ha (189 ac.)	118.4 ha (292.5 ac.)	157.8 ha (390 ac.)
Ratio of Acreage to Population	4.75/1,000	3.25/1,000	3.25/1,000
Quantity of Additional Open Space	0	41.9 ha (103.5 ac.)	39.5 ha (97.5 ac.)

### 2.6.1 Neighbourhood Parks

Neighbourhood parks comprise 40% of the open space system and primarily serve the local needs of the immediate residential or commercial neighbourhood. Parks will determine the types which include:

#### Residential Village Parks

**Location:** To serve residents within a 400 m (1,312 ft.) radius without crossing arterial roads or major streets.

**Program:** Social gatherings, informal recreation, environmental features &/or local storm water management features.

**Site Features:** 0.6 to 3.2 ha (1.5 ac. to 8 ac.), 40% urban forest &/or eco-amenity, 50% frontage on streets, south exposure with access to sunlight, outdoor fitness amenities, sport courts, playgrounds, community gardens, seating/gathering area.

#### Commercial Village Parks

**Location:** To serve businesses within a 400 m (1,312 ft.) radius without crossing arterial roads or major streets.

**Program:** Daytime & evening gathering, social & cultural programming, informal recreation, urban character.

**Site Features:** 0.2 to 1.6 ha (0.5 ac. to 4 ac.), 30% urban forest, 50% frontage on streets, south exposure with access to sunlight, hard surface and seating areas, sport courts, soft landscape areas.

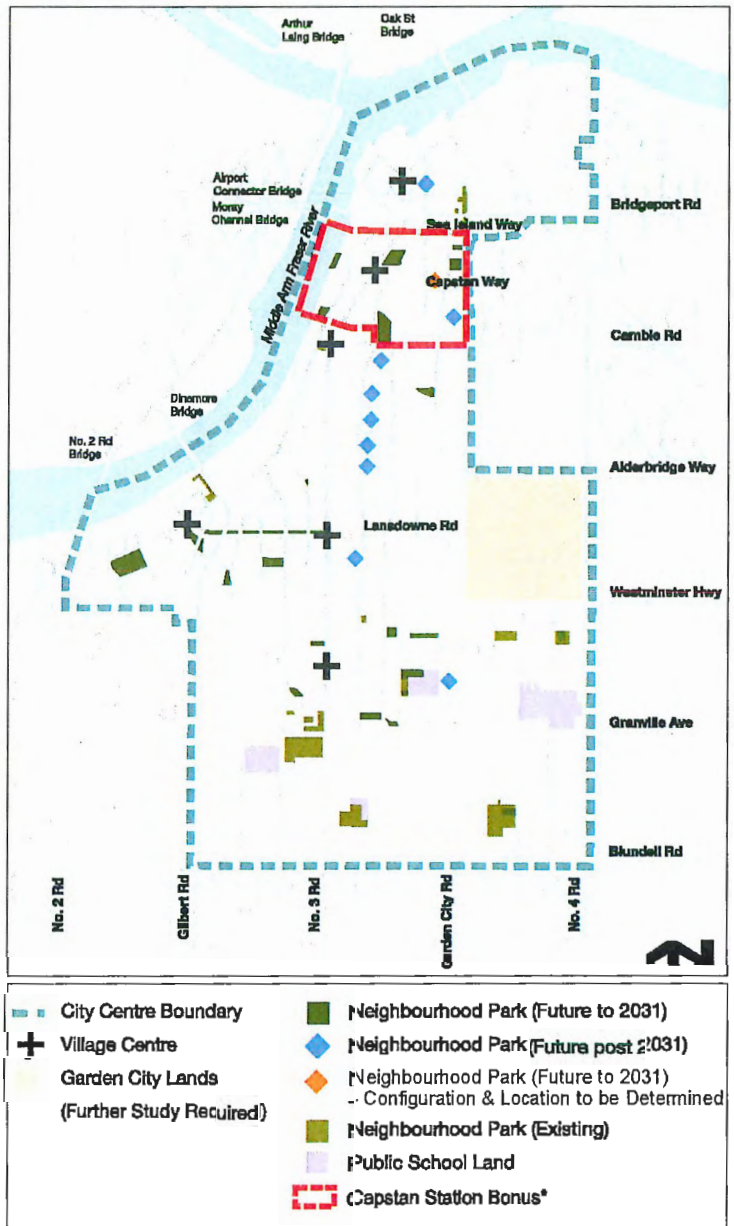
#### Urban Plazas

**Location:** At prominent cross-roads within a village.

**Program:** Daytime & evening gathering, social & cultural programming, urban character.

**Site Features:** Less than 0.2 ha (0.5 ac.), 50% frontage on streets, south exposure with access to sunlight, hard surface and seating areas, soft landscape features.

### Neighbourhood Parks Map



\* The Base Level Open Space Standard will be augmented in Capstan Village by publicly accessible areas secured for public park and related uses in respect to the Capstan Station Bonus.

#### Additional Study

*Urban Agriculture Strategy – to better understand effective ways of integrating urban agriculture within public open spaces and on private property.*



### 2.6.3(c) Pedestrian Linkages

The 2010 Richmond Trail Strategy provides the vision to guide continued development of the greenway system in City Centre. The intent is to “provide a variety of exciting opportunities for walking, rolling and cycling that will link people to each other, to their community, and to Richmond’s unique natural and cultural heritage”.

#### Greenways

**Location:** Along major streets and important recreational corridors.

**Program:** Link multiple destinations (e.g. between major open spaces and other significant destinations) and connect natural areas.

**Site Features:** Min. 10 m (33 ft.) wide, separate pedestrian and cycling paths, rest areas with street furnishings, public art, signage & wayfinding, integrated with wetlands & storm water features, hedgerows, significant tree planting.

#### Linear Parks

**Location:** Along key streets to create significant recreational and environmental corridors linking the waterfront to the heart of the downtown.

**Program:** Combined neighbourhood park and greenway functions to encourage movement through the neighbourhood (walking, jogging) and incorporating social and physical activity nodes.

**Site Features:** 30 to 40 m (100 to 131 ft.) wide, high quality landscape, broad pedestrian promenade, playgrounds, sports courts, water features, significant tree planting and multi-layered planting, site furnishings, public art.

#### Green Links

**Location:** Along lanes and mews, through or between developments (which may include indoor routes).

**Program:** Provide connections within neighbourhoods to support a walkable urban environment, and to support ecological areas.

**Site Features:** Min. 6 m (20 ft.) to 20 m (65 ft.) wide, broad sidewalks with special paving at nodes and intersections, rest areas with street furniture, street trees and multi-layered planting, pedestrian scale street lighting, wayfinding, community art.

### Pedestrian Linkages Map



#### Additional Study

*Storm Water Management Strategy – to develop methods to better address stormwater and permeability in parks, greenways and streets.*



## OBJECTIVE:

Provide a framework for a “**lively community**” that is rooted in a “culture of walking and cycling” and a collaborative, interdisciplinary approach to city building that is:

- diverse;
- engaging;
- attractive;
- safe;
- healthy;
- human-scaled.

*“... A good city can be compared to a good party-people stay for much longer than really necessary because they are enjoying themselves.”*

Public Spaces and Public Life, City of Adelaide:  
2002. City of Adelaide, Gehl Architects ApS, 2002.

## Public Realm Areas Map



**“Taming Tall Buildings”: Part 2  
Tower Spacing, Floorplate Size &  
Development Site Size**

Richmond’s OCP encourages a maximum tower floorplate size of 600 m<sup>2</sup> (6,459 ft<sup>2</sup>) and a minimum distance between towers of 24 m (79 ft.).

While these guidelines have been effective in encouraging a staggered distribution of point tower forms, new challenges are emerging, including a need for:

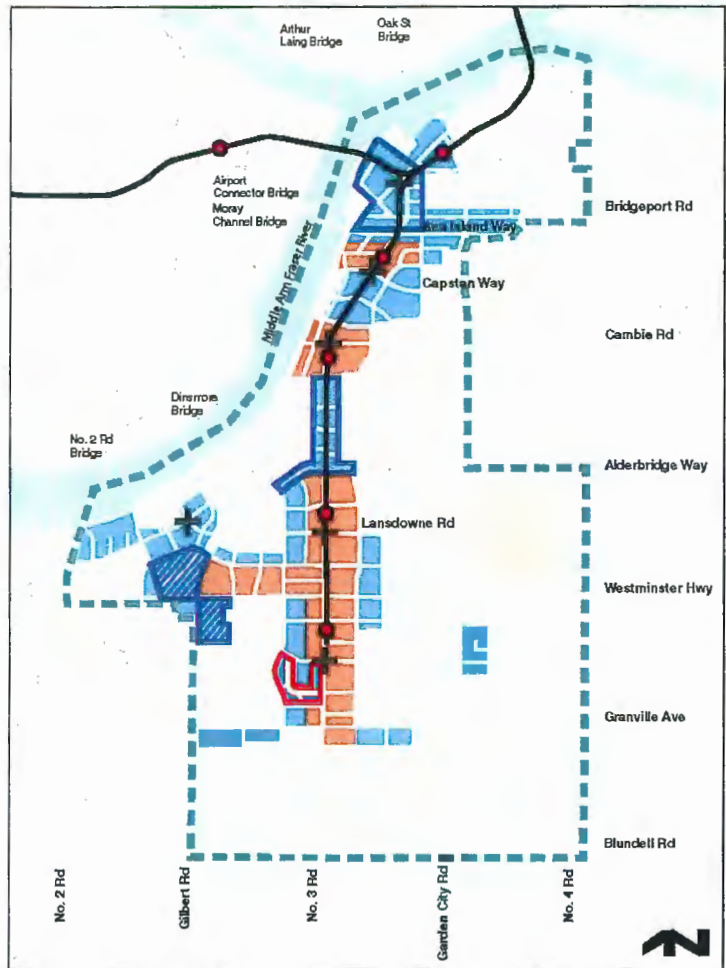
- larger floorplates that better reflect actual City Centre residential development practices (i.e., typically 650 m<sup>2</sup> (6,997 ft<sup>2</sup>)) and anticipated non-residential market needs;
- larger gaps between towers in some areas to reduce private view blockage, sunlight blockage, and the impression of a “wall” of buildings.

In addition, a minimum development site size for tower development is encouraged. This is intended to make clear that while a development site may be designated for building heights greater than 25 m (82 ft.) (i.e., towers), this form is discouraged where it may impact adjacent sites or affects the livability or attractiveness of the public realm.

**Minimum tower development site size (i.e., for buildings taller than 25 m (82 ft.):**

- Width: 45 m (148 ft.);
- Depth: 40 m (131 ft.);
- Area:
  - a) For less than 3 FAR: 4,000 m<sup>2</sup> (1 ac.);
  - b) For 3 FAR or more: 2,500 m<sup>2</sup> (0.6 ac.).

**Tower Spacing & Floorplate Size Map**



City Centre Boundary	Village Centre
Canada Line Station	Garden City Lands (Further Study Required)

Tower Spacing: Typical Minimum*			
Above 25 m (82 ft.)		Above 30.5 m (100 ft.)	
	24 m (79 ft.)		24 m (79 ft.)
	35 m (115 ft.)		35 m (115 ft.)

\* Between towers on a single development site or adjacent development sites. Towers setbacks to interior property lines or to the centre line of abutting dedicated City lanes should be a minimum of 50% of the Typical Minimum Spacing, except where it can be demonstrated to the satisfaction of the City that a reduced setback will not impact the livability of a neighbouring site or its ability to develop.

NOTE: If tower development occurs outside the areas indicated here, the minimum spacing shall be 35 m (115 ft.).

Tower Floorplate Size: Typical Maximum	
	For office: 1,800 m <sup>2</sup> (19,376 ft <sup>2</sup> ) above 25 m (82 ft.) For other uses: 650 m <sup>2</sup> (6,997 ft <sup>2</sup> ) above 25 m (82 ft.)
	For hospital: 1,800 m <sup>2</sup> (19,376 ft <sup>2</sup> ) above 25 m (82 ft.) For other uses: 650 m <sup>2</sup> (6,997 ft <sup>2</sup> ) above 25 m (82 ft.)
	650 m <sup>2</sup> (6,997 ft <sup>2</sup> ) above 25 m (82 ft.), EXCEPT may be increased to 1,200 m <sup>2</sup> (13,000 ft <sup>2</sup> ) above 30.5 m (100 ft.) where the Typical Minimum Tower Spacing is provided
Elsewhere	650 m <sup>2</sup> (6,997 ft <sup>2</sup> ) above 25 m (82 ft.)



### 2.10.2(a) Attractive, Accessible Street Frontages

The frontage of a development site is the area between the building and the curb of the fronting public street (or the boundary of a park). How this area is designed is critical to the pedestrian experience and the liveliness of the public realm – but in the City Centre, the design of this space is complicated by Richmond’s flood management policy that generally requires a minimum habitable floor elevation of 2.9 m (9.5 ft.) geodetic – which in many places is as much as 1.5 m (4.9 ft.) above the grade of the fronting street.

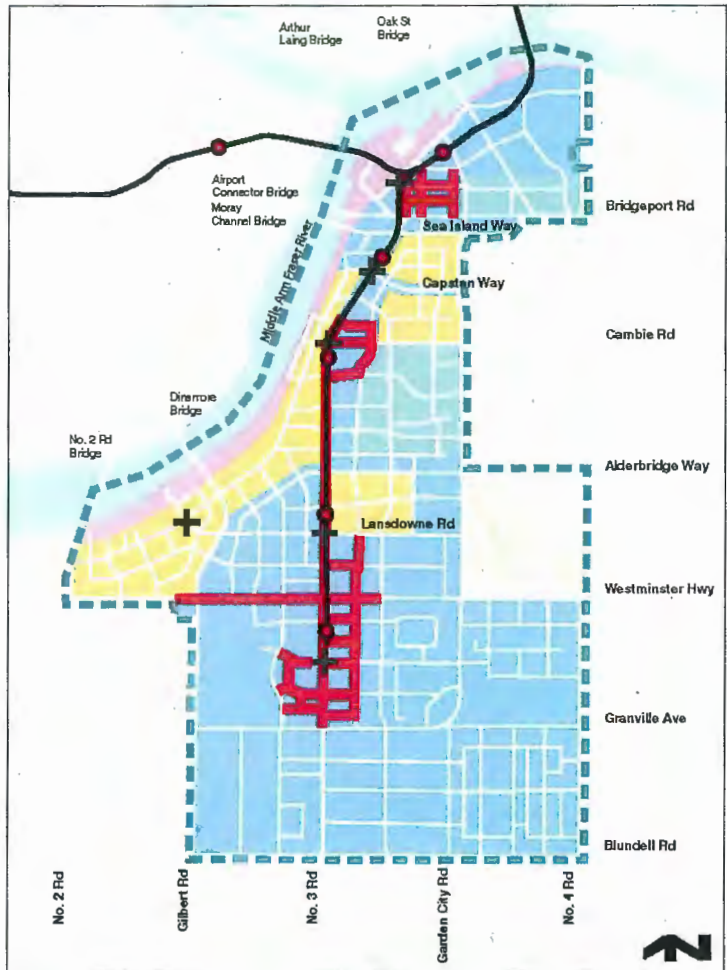
#### Challenge/Opportunity

The grade differential between the street and the minimum habitable floor elevation can enhance privacy for street-fronting dwellings; however, it can also impede pedestrian access, impair retail viability, and present other urban design challenges (e.g., concealing parking).

#### Proposed Strategy

- Raise riverfront areas to the level of the dyke or higher.
- Raise grades to 2.6 m (8.5 ft.) geodetic or higher wherever possible (e.g., transit plazas, new streets and parks, large sites).
- Relax minimum habitable floor elevations for select retail and industrial areas to 0.3 m (1.0 ft.) above the crown of the fronting street.
- Elsewhere, employ a variety of alternative frontage treatments, alone or in combination.

### Preferred Frontage Conditions Map



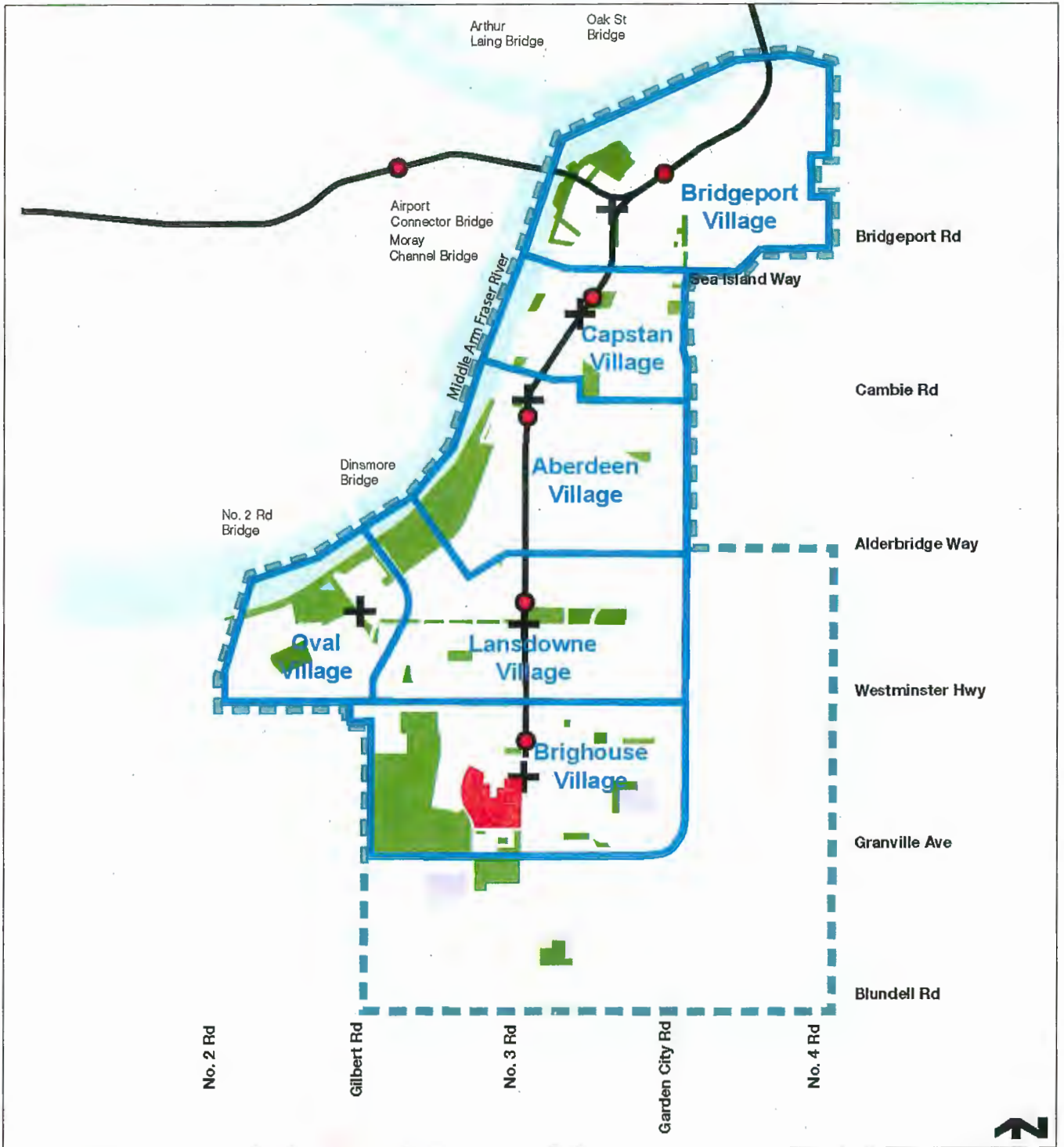
	City Centre Boundary		Riverfront
	Canada Line		Major Redevelopment Areas
	Village Centre		Key Retail Exempt Areas
	Garden City Lands (Further Study Required)		Industrial Exempt Areas
			General

#### Typical Area Descriptions & Minimum Recommended Elevations (Geodetic)

	<b>Riverfront</b> <ul style="list-style-type: none"> <li>• Parks &amp; Streets: 4 m (13.1 ft.) (i.e., dyke crest).</li> <li>• Habitable Floor Elevation: 4 m (13.1 ft.).</li> </ul>
	<b>Major Redevelopment Areas</b> <ul style="list-style-type: none"> <li>• Parks &amp; Streets: 2.6 m (8.5 ft.).</li> <li>• Habitable Floor Elevation: 2.9 m (9.5 ft.) minimum.</li> </ul>
	<b>Key Retail Exempt Areas</b> <ul style="list-style-type: none"> <li>• Parks &amp; Streets: Existing grade maintained.</li> <li>• Street-Fronting Commercial Habitable Floor Elevation: 0.3 m (1.0 ft.) above the crown of the fronting street.</li> <li>• Residential Habitable Floor Elevation: 2.9 m (9.5 ft.).</li> </ul>
	<b>Industrial Exempt Areas</b> <ul style="list-style-type: none"> <li>• Parks &amp; Streets: Existing grade maintained.</li> <li>• Industrial Habitable Floor Elevation: 0.3 m (1.0 ft.) above the crown of the fronting street.</li> <li>• Non-Industrial Habitable Floor Elevation: 2.9 m (9.5 ft.).</li> </ul>
	<b>General</b> <ul style="list-style-type: none"> <li>• Parks &amp; Streets: Existing grade maintained, but may be raised where this is feasible and it enhances livability, form of development, etc.</li> <li>• Habitable Floor Elevation: 2.9 m (9.5 ft.).</li> </ul>



## Development Permit Special Precinct Key Map

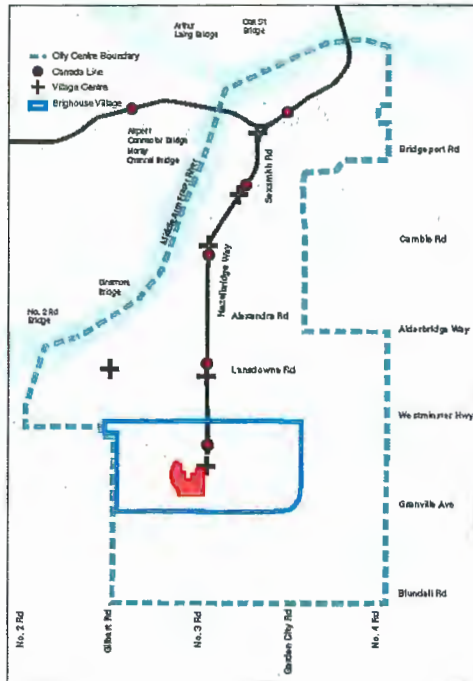


- - - City Centre Boundary
- 1.0 Richmond Centre South (Brighthouse Village)
- Canada Line
- + Village Centre
- Parks
- School

### 3.3 Special Precinct Guidelines

#### 3.3.1 Special Precinct 1.0

##### Richmond Centre South (Brighthouse Village)



This special precinct is envisioned as an animated, high density, high-rise, mixed use, urban place comprised of four distinct character areas:

- Two commercial “High Streets” offering a lively mix of pedestrian-friendly, public/private, outdoor/indoor, places to shop and play; and
- Two “Green Streets” bridging between the busy downtown and adjacent residential, civic, and park uses.

##### **Predominant Land Uses:**

- *Mixed Residential/Commercial, including stand-alone affordable housing buildings*

##### **Key Land Use Restrictions:**

- *Pedestrian-Oriented Retail*  
*Precinct designation requires small commercial units along designated frontages*

##### **Maximum Net Density:**

- *3.15 FAR, including affordable housing*

##### **Maximum Typical Height:**

- *45 m (148 ft.)*

### High Streets



A. No. 3 Road

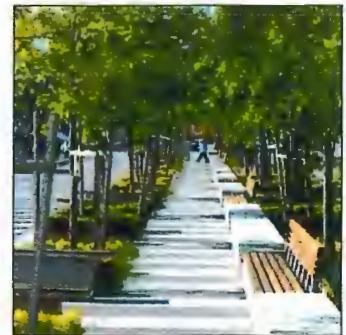


B. Park Road

### Green Streets



C. Minoru Boulevard



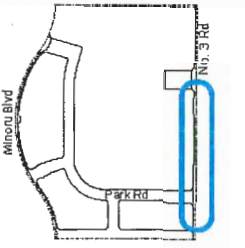
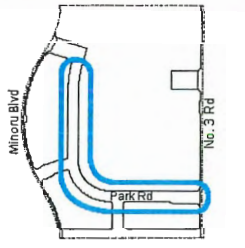
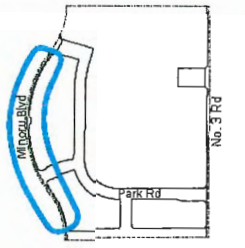
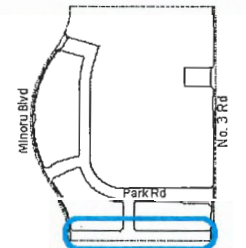
D. Civic Promenade



Possible massing at 3.15 FAR (including affordable housing) showing the precinct’s distinctive high-rise courtyards, accommodating large, family-friendly rooftop outdoor spaces, framed by slim towers that fan out from an animated pedestrian-oriented retail high street and central public plaza.



**“Schedule Q attached to and forming part of Bylaw 9892”**

Special Precinct 1.0	High Streets		Green Streets	
	A. No. 3 Road	B. Park Road	C. Minoru Boulevard	D. Civic Promenade
Richmond Centre South (Brighthouse Village)				
A. Typical Distribution of Uses	<ul style="list-style-type: none"> <li>Underground: Parking.</li> <li>Ground: Pedestrian-oriented retail &amp; limited lobbies.</li> <li>Above: Residential.</li> </ul>	<ul style="list-style-type: none"> <li>Underground: Parking.</li> <li>Ground: Townhouses &amp; limited lobbies.</li> <li>Above: Residential.</li> </ul>	<ul style="list-style-type: none"> <li>Underground: Parking.</li> <li>Ground: Townhouses &amp; limited lobbies.</li> <li>Above: Residential.</li> </ul>	<ul style="list-style-type: none"> <li>Underground: Parking.</li> <li>Ground: Lobbies &amp; limited pedestrian-oriented retail.</li> <li>Above: Residential.</li> </ul>
B. Maximum City Block Size	As defined by the Plan's proposed public street and pedestrian linkages networks, together with lanes and mews as required to achieve a roughly 100 m (328 ft.) circulation grid.			
C. Minimum Net Development Site	2.8 ha (7.0 ac).			
D. Net Development Site Coverage	90% max. exclusive of streets & open spaces secured for public access with Statutory Right-of-Ways (SRW).			
E. Maximum Building Height	45 m (148 ft.).			
F. Towers:	<ul style="list-style-type: none"> <li>• Tower Spacing</li> </ul>	<ul style="list-style-type: none"> <li>• Tower Spacing</li> </ul>	<ul style="list-style-type: none"> <li>• Tower Spacing</li> </ul>	<ul style="list-style-type: none"> <li>• Tower Spacing</li> </ul>
• Tower Width	20.0 m (65.6 ft.) max. (across the tower's narrow dimension) above 30.5 m (100 ft.).			
• Tower Floorplate	650 m <sup>2</sup> (6,997 ft <sup>2</sup> ) above 25 m (82 ft.), EXCEPT may be increased to 1,200 m <sup>2</sup> (13,000 ft <sup>2</sup> ) above 30.5 m (100 ft.) where (i) the recommended Tower Spacing is provided, (ii) larger floorplates do not impact key public spaces, and (iii) larger floorplates contribute towards larger, more family-friendly, rooftop (outdoor) amenity spaces.			
G. Habitable Floor Elevation	<ul style="list-style-type: none"> <li>• Retail &amp; Lobbies: 0.3 m (1.0 ft.) above the crown of the fronting street.</li> </ul>	<ul style="list-style-type: none"> <li>• Retail &amp; Lobbies: 0.3 m (1.0 ft.) above the crown of the fronting street.</li> </ul>	<ul style="list-style-type: none"> <li>• Lobbies: 0.3 m (1.0 ft.) above the crown of the fronting street.</li> </ul>	<ul style="list-style-type: none"> <li>• Retail &amp; Lobbies: 0.3 m (1.0 ft.) above the crown of the fronting street.</li> <li>• Other residential: 2.9 m (9.5 ft.) GSC.</li> </ul>
H. Minimum Setbacks	<ul style="list-style-type: none"> <li>• Underground: Nil</li> <li>• Elsewhere: 6.0 m (19.7 ft.) to lot line &amp; greater at lobbies/primary entrances</li> <li>• Flex Zone: Setbacks may be reduced by:                             <ol style="list-style-type: none"> <li>1/3 for 50% of the ground floor frontage if compensated for with public plaza of equivalent size;</li> <li>1/2 for 50% of the upper floor frontage.</li> </ol> </li> </ul>	<ul style="list-style-type: none"> <li>• Underground: Nil.</li> <li>• Plaza: 1.5 m (4.9 ft.) to SRW boundary.</li> <li>• Street: 7.5 m (24.6 ft.) east of plaza &amp; 5.5 m (18.0 ft.) elsewhere measured to curb face (i.e. setback includes sidewalk &amp; parking).</li> <li>• Flex Zone (east of plaza only): Setbacks may be reduced by 2.0 m (6.6 ft.) for 20% of ground floor &amp; 50% of upper floor frontages.</li> </ul>	<ul style="list-style-type: none"> <li>• Underground: Nil.</li> <li>• Elsewhere: 4.5 m (14.8 ft.) to the lot line or 2.0 m (6.6 ft.) to the back of the sidewalk (whichever is greater), EXCEPT greater at lobbies &amp; primary entrances.</li> </ul>	<ul style="list-style-type: none"> <li>• Underground: Nil.</li> <li>• Tower: 2.0 m (6.6 ft.) to lot line, EXCEPT setback may be reduced to 0.5 m (1.6 ft.) above the ground floor.</li> <li>• Pedestrian-Oriented Retail: 0.5 m (1.6 ft.) to lot line.</li> <li>• Elsewhere: 6.0 m (19.7 ft.) to lot line.</li> <li>• Note: Sidewalk SRW encroaches into lot by 0.5 m (1.6 ft.).</li> </ul>
I. Build-to-Lines	<ul style="list-style-type: none"> <li>• Setbacks should typically be treated as build-to-lines.</li> <li>• High Street "Flex Zones" are intended to contribute towards more varied &amp; animated public spaces &amp; built forms.</li> </ul>			
J. Preferred Frontage Treatments	<ul style="list-style-type: none"> <li>• "Shopfront &amp; Awning".</li> </ul>	<ul style="list-style-type: none"> <li>• "Shopfront &amp; Awning".</li> </ul>	<ul style="list-style-type: none"> <li>• "Stoops &amp; Porches".</li> <li>• "Lawn &amp; Garden".</li> </ul>	<ul style="list-style-type: none"> <li>• "Lawn &amp; Garden".</li> </ul>
K. Landscape Considerations	<ul style="list-style-type: none"> <li>• A broad sidewalk framed by large trees, public seating, and amenities enhance No. 3 Road as premier retail avenue &amp; key civic space.</li> </ul>	<ul style="list-style-type: none"> <li>• Narrow sidewalks, a public plaza &amp; special boulevard &amp; Flex Zone features confer an intimate scale &amp; vibrant retail character.</li> </ul>	<ul style="list-style-type: none"> <li>• A park-like street is enhanced &amp; expanded with terraced planting &amp; landscape features that convey a garden-like character to the built form.</li> </ul>	<ul style="list-style-type: none"> <li>• A narrow, pedestrian-oriented City street lined with lushly-planted courtyard gardens.</li> </ul>
L. Built Form Considerations	<ul style="list-style-type: none"> <li>• Continuous retail enhanced by a bold, articulated &amp; diverse architectural expression creates a signature image for No. 3 Road.</li> </ul>	<ul style="list-style-type: none"> <li>• Intimate scale &amp; articulated mixed-use buildings contribute towards a distinct local retail experience.</li> </ul>	<ul style="list-style-type: none"> <li>• Dynamic, terraced streetwall buildings punctuated by widely spaced, slim towers &amp; gateway features.</li> </ul>	<ul style="list-style-type: none"> <li>• Recessed streetwall buildings punctuated by widely spaced, slim towers set close to the sidewalk.</li> </ul>
	<ul style="list-style-type: none"> <li>• Form &amp; character of stand-alone affordable housing buildings must be to the same level of quality as other uses.</li> </ul>			



### 3.3.1 Special Precinct 1.0

#### Richmond Centre South (Brighthouse Village)

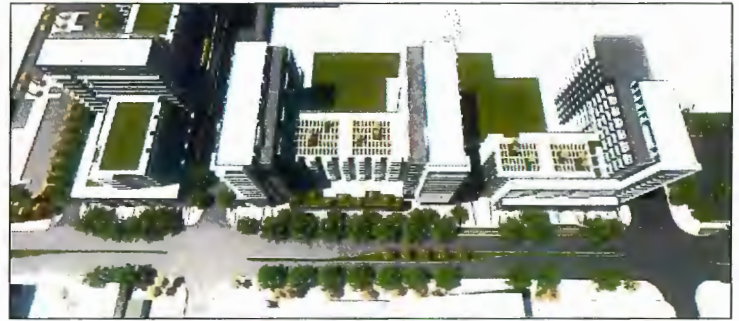
##### Development Features:

1. **Streetwalls:** Layered streetwalls, ranging in height from 5.0 m (16.4 ft.) to 30.5 m (100 ft.), break down the building mass vertically and horizontally and, together with variations in articulation, colour, materials, and fenestration, impart a vibrancy and fine grain to the streetscape.
2. **Flex Zone:** Varied setbacks and upper floor projections add to the street’s visual interest and define large/small outdoor spaces and plazas for public/private uses (e.g., dining), socializing, play, public art, seating, and public amenities.
3. **Towers:** Slim, regular tower slabs set perpendicular to the street imparts an order to the streetscape.
4. **Gateway Features:** An articulated tower at the Cook Road corner visually reinforces this location as the Village centre, while reduced building height at the site’s south end opens up views to Richmond City Hall and its significant trees.
5. **Retail Ground:**
  - Permeability and legibility are enhanced with a hierarchy of building entrances and transparent storefront glazing to active retail interiors.
  - A continuous animated retail frontage lines the high street, including frequent individual shop entrances, varied styles of fixed/operable display windows, and multi-tenant retail entrances enhanced with forecourts and pedestrian amenities.
  - Residential lobbies must be limited and must enhance the retail street with landscaped features and amenities.
6. **Landscape:** A high quality, elegant hardscape is enhanced with trees, planters, street furniture, public art, and special features.

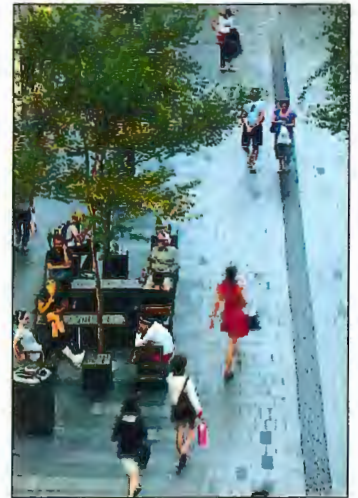
## High Streets

### A. No. 3 Road

*Richmond Centre South (Brighthouse Village) is intended to contribute towards No. 3 Road’s development as a “great street” and Richmond’s preeminent retail avenue through the combination of a bold streetwall, varied architectural expression, landmark features, and continuous pedestrian-oriented shops, amenities, public art, and landscaping.*



*Regular Pattern of Slim Towers*



*Active Retail Flex Zone & High-Amenity Landscape*



*Varied Heights & Setbacks*



### 3.3.1 Special Precinct 1.0

#### Richmond Centre South (Brighthouse Village)

##### Development Features:

1. **Streetwalls:** A stepped form unifies Park Road and ties together 3 sub-areas:
  - *South Leg:* A 2-storey façade lines both sides of the street, stepping up to mid-rise and tower forms behind.
  - *Plaza:* The south leg’s streetwall is extended in a bold arc that defines the plaza’s south side, reinforced by horizontal balconies and articulations.
  - *North Leg:* As the street narrows the streetwall rises, creating a sense of enclosure that is reinforced by the building’s lively vertical expression.
2. **Flex Zone:** Along the South Leg, the public sidewalk is expanded with a public/private zone suitable for café seating and retail displays, while upper floor projections add visual interest.
3. **Towers:** Slim towers fan out around the high street and plaza to enhance daylight and create a distinctive skyline feature.
4. **Retail Ground:** Continuous small-scale shops line the high street. Residential lobbies are limited and provide small forecourts and public amenities (e.g., art, seating) that enhance the high street.
5. **Community “Living Room”:** A flexible, year-round, outdoor space for dining, shopping, socializing, relaxing, entertaining, and playing, comprising:
  - At least 2,023.4 m<sup>2</sup> (0.5 ac) in size;
  - Hard/soft landscaping and special features supporting year-round use;
  - Multi-modal mobility hub integrated with underground parking/services;
  - Animated retail/restaurant edges; and
  - Public art, seating, and amenities.
6. **Back-of-House:** Necessary service uses and above-grade parking along the North Leg are made pedestrian-friendly and visually engaging with high quality materials, artful design features, and special street design features (e.g., catenary lighting, curb-less design).

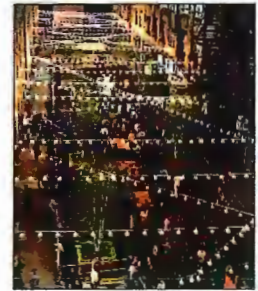
## High Streets

### B. High Streets: Park Road

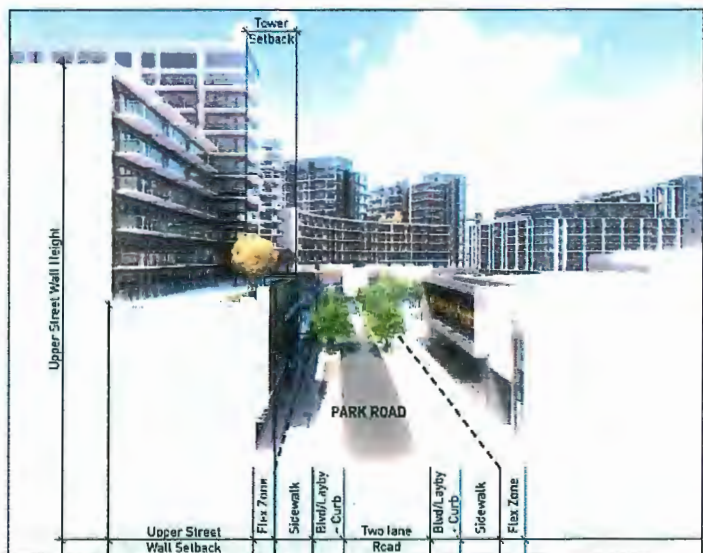
*Richmond Centre South (Brighthouse Village) is intended to contribute towards the establishment of a distinct downtown marketplace through a combination of intimate streetscapes, small-scaled shops, residential above, and a vibrant community “living room” in the form of a large central plaza.*



*Community “Living Room” Plaza*



*Dynamic Back-of-House Uses along North Leg*



*South Leg with Cafe-Friendly Flex Zone*



### 3.3.1 Special Precinct 1.0

#### Richmond Centre South (Brighthouse Village)

##### Development Features:

1. **Streetwall:** A highly articulated, low-rise streetwall (4 storeys typical) enhances the distinctive arc of Minoru Boulevard. Mid-rise forms are generally set well back from the street. Townhouses with stoops, in combination with tower lobbies, forecourts, and special entry features (e.g., public seating, glass canopies, and water features) provide for an appealing, pedestrian-friendly streetscape.
2. **Towers:** Slim, widely spaced towers punctuate the streetwall and extend to grade to vary the rhythm of the streetwall.
3. **Vertical Garden:**
  - Building articulations, podium and mid-rise rooftops, balconies, and terraces support a varied and visually appealing pattern of trees, planting, and landscape features that impart a “vertical garden” character and can be enjoyed by building occupants and from nearby buildings and the street.
  - A varied palette of trees and plants provides for year-round colour and visual interest, contributes towards the downtown’s urban forest, and offers wildlife and pollinator habitat.
  - Garden designs provide for ease of maintenance (to avoid overburdening building residents and ensure the health and longevity of the landscape) by including features that allow for lower maintenance and easy access and upkeep.
4. **Gateway Features:** Entrances to the precinct’s Park Road high street are marked at Murdoch Avenue and Minoru Gate with broad walkways framed by a double row of trees and special architectural features that take into consideration, among other things, views along Minoru Boulevard.

## Green Streets

### C. Minoru Boulevard

*Richmond Centre South (Brighthouse Village) is intended to enhance Minoru Boulevard as a key route linking the public and neighbours with park and civic amenities by making the landscape the predominant feature of the development’s architectural expression.*



*Family-Friendly Rooftop Courtyards*



*Vertical Gardens*



*Pedestrian-Oriented Urban Townhouses*



*Slim Towers & Gateway Features*



### 3.3.1 Special Precinct 1.0

#### Richmond Centre South (Brighthouse Village)

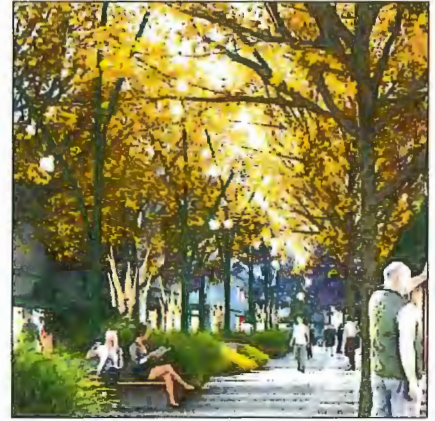
##### Development Features:

- Streetwalls:** An elegant, low-rise streetwall (3 storeys typical) is recessed to provide a backdrop for public gardens. Mid-rise forms are set well back from the street.
- Towers:** Slim, “light”, refined towers:
  - Are widely spaced to maximize views and daylight towards the north;
  - Pull close to the sidewalk (in front of the recessed streetwall) to vary the rhythm of the streetscape and frame the garden spaces;
  - Extend to grade on slim columns and/or in the form of glassy lobbies that are designed to visually blur the line between indoors and out; and
  - Are articulated above grade with projecting balconies, cantilevered roofs, and similar features above the sidewalk (secured by SRW) to impart texture, varied expression, and a finer grain.
- Public Gardens:** A variety of planting forms, including informal groupings of trees and indigenous plants and shrubs, changes in grade, water, and related landscape features complement the adjacent City Hall landscape, visually expand the public realm, make the gardens and fronting walkways attractive year-round, contribute towards the downtown’s urban forest, and provide for wildlife/pollinator habitat.
- Ground Floor Uses:**
  - Lobbies and public gardens preferred.
  - Restaurant/retail uses are encouraged near No. 3 Road, together with outdoor seating/dining within the “public garden” area.
  - Townhouses and amenity space are discouraged. Parking entrances and services uses must be minimized and are discouraged near City Hall.

## Green Streets

### D. Civic Promenades

*Richmond Centre South (Brighthouse Village) is intended to enhance Richmond’s civic precinct, including City Hall, its plaza, significant trees, and linkages with Minoru Park, by contributing towards the street’s development as a park-like, pedestrian promenade.*



*Public Promenade & Amenities*



*Slim Towers & Indoor/Outdoor Lobbies*

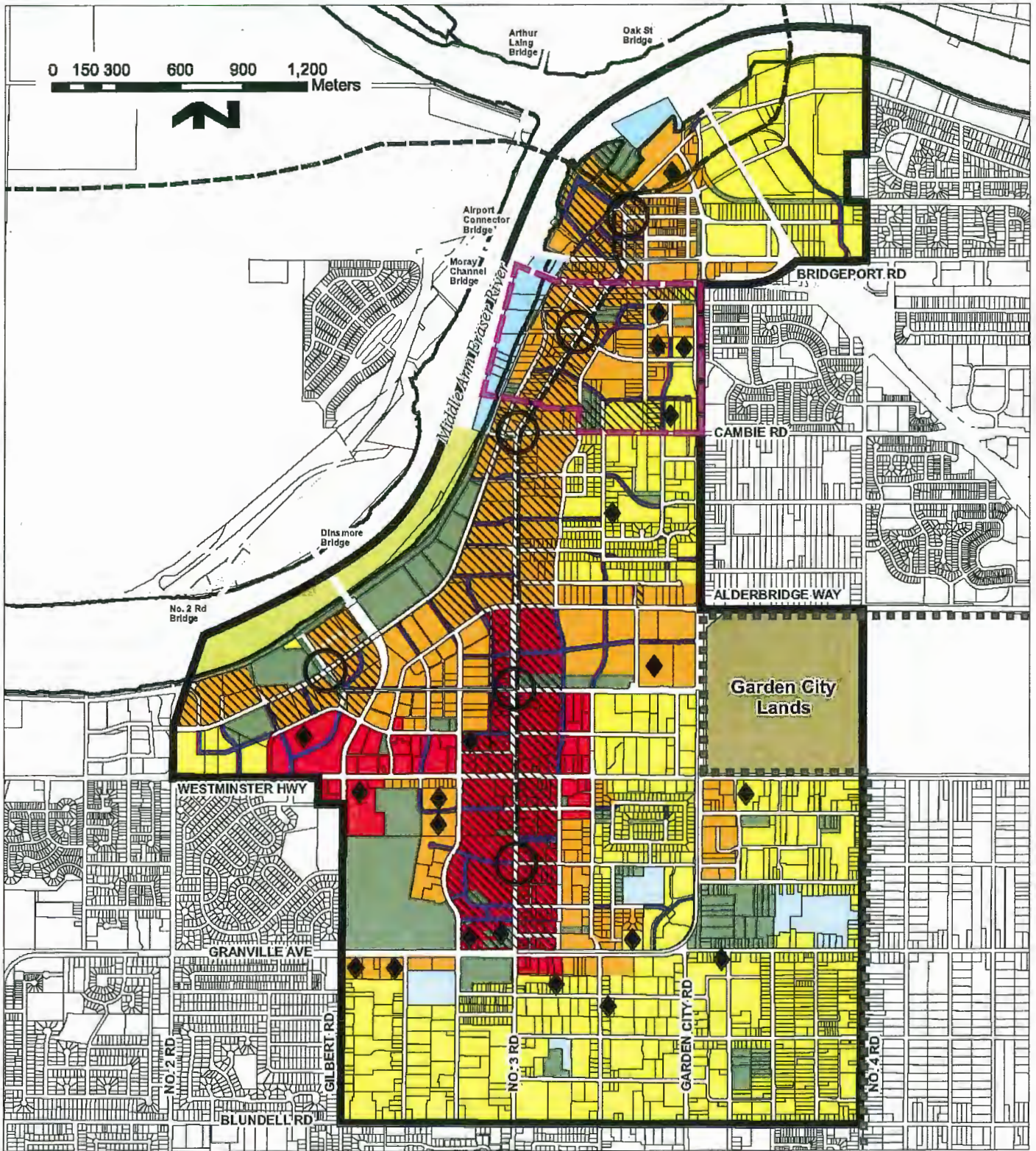


*Low-Rise Streetwall set back along the Promenade*

**“Schedule Q attached to and forming part of Bylaw 9892”**



# Generalized Land Use Map (2031)



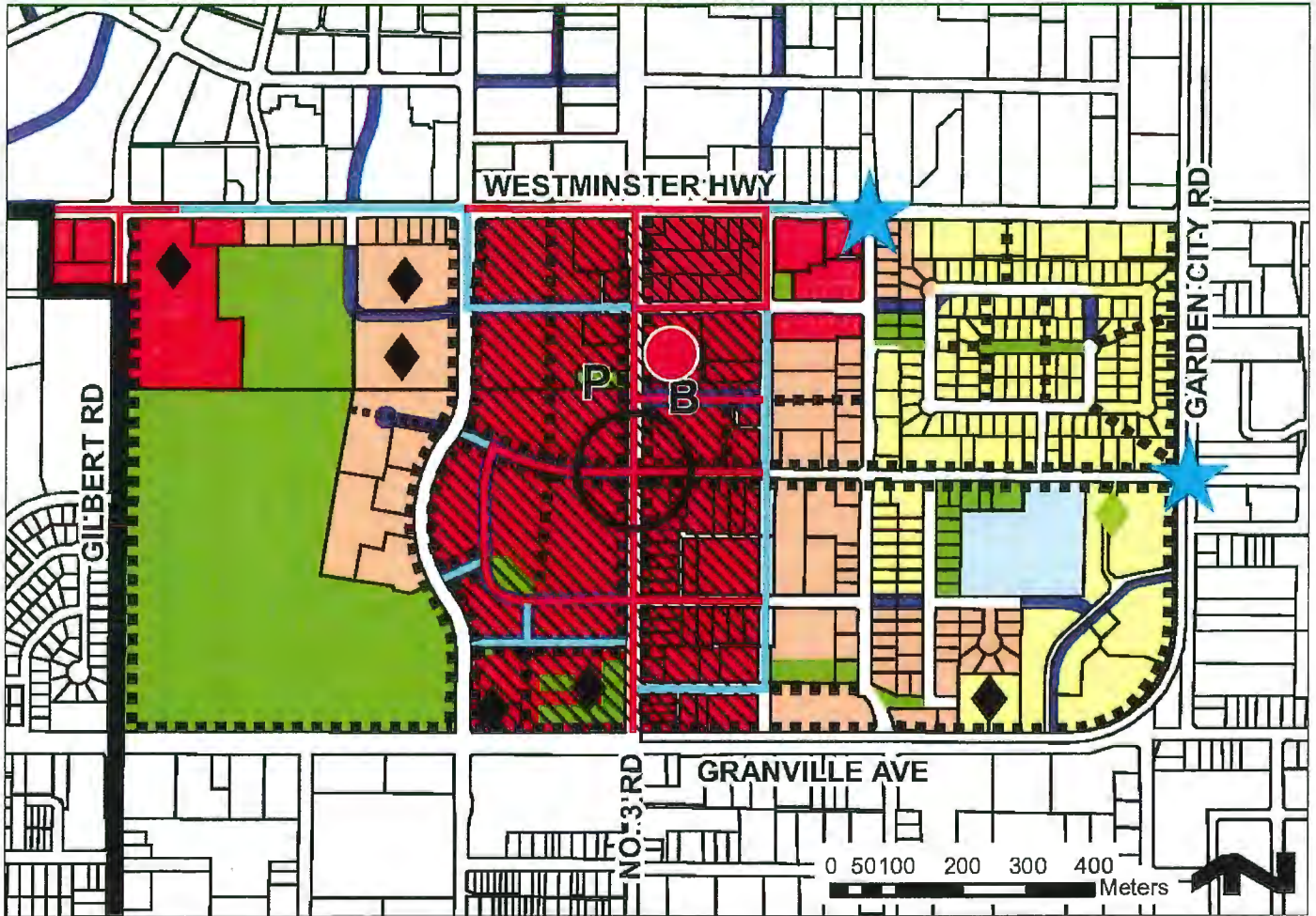
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- |                      |   |   |                       |
|----------------------|---|---|-----------------------|
| General Urban T4     | School  | Proposed Streets                        | Capstan Station Bonus |
| Urban Centre T5      | Non-Motorized Boating Recreational Water Area | Industrial Reserve - Industry Only      |                       |
| Urban Core T6        | Marina  | Industrial Reserve - Limited Commercial |                       |
| Park                 | Institution                                   | Commercial Reserve                      |                       |
| Village Centre Bonus | Village Centre                                | Agricultural Land Reserve Boundary      |                       |
|                      |   | Canada Line                             |                       |



Specific Land Use Map: Brighthouse Village (2031)



	General Urban T4 (15m)		School		Proposed Streets
	Urban Centre T5 (25m)		Village Centre Bonus		Pedestrian-Oriented Retail Precincts-High Street & Linkages
	Urban Core T6 (45m)		Institution		Pedestrian-Oriented Retail Precincts-Secondary Retail Streets & Linkages
	Park		Pedestrian Linkages		Canada Line Station
	Park-Configuration & location to be determined		Enhanced Pedestrian & Cyclist Crossing		Transit Plaza
	Village Centre: No. 3 Road & Cook Road Intersection		Bus Exchange		