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**Richmond Official Community Plan Bylaw 5300  
Amendment Bylaw 8531 (RZ 08-450659)  
12011 STEVESTON HIGHWAY AND 10620, 10640 & 10800 NO. 5 ROAD**

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

1. Richmond Official Community Plan Bylaw 7100, Schedule 2.8A (Ironwood Sub-Area Plan), is amended by:
  - 1.1 Repealing the existing “Development Permit Area Map” thereof and replacing it with “Schedule A attached to and forming part of Bylaw No. 8531”;
  - 1.2 Under item 8.0 Development Permit Guidelines:
    - a) Under Section 8.1.1, repealing the first paragraph and replacing it with:

“The Ironwood Sub-Area contains three “character areas” along Steveston Highway near No. 5 Road. (Refer to the Development Permit Area Map.) This section contains Development Permit Guidelines applicable to these “character areas”.
    - b) Under Section 8.1.2:
      - i. Repealing the first paragraph and replacing it with:

“It is the objective of these guidelines to promote a co-ordinated approach to development in the Ironwood Sub-Area because:”
      - ii. Repealing items (b) and (c) and replacing them with:
        - “b) High traffic volumes and the Sub-Area’s proximity to Highway 99 make special measures necessary along Steveston Highway and No. 5 Road to control vehicle access, enhance cyclist and pedestrian safety and comfort, and buffer sensitive uses; and
        - c) The interface between Ironwood’s higher density, more active uses and its residential, business, and Agricultural Land Reserve neighbours requires attention to mitigate potential impacts and encourage complementary relationships.”
    - c) Under Section 8.2.4, repealing item (b).
    - d) Following Section 8.3.5, inserting the following:

“8.4 Area C – The Gardens

The following guidelines apply to Area C (The Gardens), as per the Development Permit Area Map (inside front cover).

#### 8.4.1 Settlement Patterns

At this important Richmond “gateway”, apply a “garden city” approach to development to enhance The Gardens’ car-oriented location and Ironwood’s appearance, role, and viability as an emerging, high-amenity, community focus through the establishment of:

- a) An “Urban-Agriculture Showcase” – Encourage a variety of visual, physical, and activity-based linkages between The Gardens and the proposed City-owned “agricultural-park” to its north to help support opportunities for urban-agriculture and enhance access by local residents, businesses, and visitors.
- b) A “Green” Development Strategy – Encourage compact, mixed-use, pedestrian-friendly development that integrates active and passive, high-performance, building and landscape strategies into its design, construction, and operation to help optimize resource use, minimize waste and pollution, and create healthier indoor and outdoor environments.
- c) Pedestrian-Scaled Circulation – Organize The Gardens’ businesses, residences, amenities, and parking around a central “spine” and crossroads made up of multi-modal, traffic-calmed, pedestrian-scaled streets that create a “pedestrian-first” environment within the Sub-Area and help to minimize development-related traffic impacts on Steveston Highway, No. 5 Road, and Highway 99.
- d) Urban Building Blocks – Establish a simple grid of six medium-density, “streetwall” buildings, 4-6 storeys in height, to help define and frame the Sub-Area’s major perimeter streets and highway.
- e) A Landscaped Open Space Grid – Ring The Gardens and each of its six “urban building blocks” with trees and green landscaping that enhance the Sub-Area’s strong streetwalls, complement nearby agricultural and residential areas, and soften the appearance of the Sub-Area’s wide perimeter roads.

#### 8.4.2 Massing and Height

Enhance the interface between The Gardens and its neighbours through the provision of:

- a) Below-Grade Parking – Locate most parking in a single-storey structure below the lowest permitted habitable storey (as determined based on Richmond’s Flood Plain Designation Protection Bylaw) to:
- Minimize the visual bulk of the parking structure;
  - Minimize parking impacts on the Sub-Area’s streetscapes and pedestrian areas; and
  - Maximize opportunities for an accessible ground plane and views north to the proposed City-owned “agricultural-park” and the mountains beyond.
- b) Terraced Streetwalls Fronting Steveston Highway & No. 5 Road – Establish three “layers” across the Sub-Area’s Steveston Highway and No. 5 Road frontages to enhance the pedestrian street-experience, define the street edge, complement lower-rise neighbours, and provide for visual interest, including:
- A Perimeter Greenway – A landscaped, shared pedestrian/bike route, including:
    - i. Within the public road right-of-way, a broad path, green-landscaped boulevard, and row of tall-growing street trees; and
    - ii. Within the fronting private property, a decorative retaining wall, landscaped terrace, and second row of trees at the back of the path designed to help screen The Gardens’ “below grade” parking podium and soften the transition between the path and the fronting building. (Features that could increase the apparent height of the parking podium, as seen from the path, should be setback from the face of the podium or concealed by planting.)
  - A Mid-Rise Streetwall – Streetwall buildings with a strong horizontal expression, typically:
    - i. 9.0 m (29.5ft.) high, as measured from the fronting greenway path;
    - ii. 3.0 m – 4.5 m (9.8 ft. – 14.8 ft.) setback from the property line; and
    - iii. Characterized by features that enhance the Sub-Area’s sense of quality, such as durable, natural materials and windows set into the facade to increase apparent wall thickness.
  - Varied Building Tops – Above the streetwall, varied building forms and roofscapes designed to enhance the visual interest of the streetscape and the identity of individual buildings and uses.

- c) City in a Garden – Encourage the Sub-Area’s development as a “garden city” neighbourhood, characterized by extensive tree planting and varied, green landscape treatments, by providing:
- A typical minimum building separation of 20 m (65.6 ft.) (based on the horizontal distance between two buildings, located on the same lot or on two different lots, as measured to the outer limits of both buildings) and treating the intervening space with some combination of trees, shrubs, ornamental and/or native compatible plants, groundcover, urban agriculture, green-landscaped streets, and complementary landscape features; and
  - Along Highway 99, a 15.0 m (49.2 ft.) wide Riparian Management Area (RMA) characterized by varied, native compatible plantings, informal groupings of large- and small-growing trees, and, where possible, the retention of existing, mature landscape features (e.g., existing hedge).
- d) “Soft” Urban-Agricultural Edge – Minimize potential development-related impacts on the Agricultural Land Reserve (ALR) by incorporating measures aimed at enhancing the transition between The Gardens and its unique urban-agricultural/garden setting, including:
- ALR Buffer – Establish a 3.0 m (9.8 ft.) wide landscaped buffer along the Sub-Area’s north edge.
  - Landscaped Parking Podium – Along the south edge of the ALR buffer, conceal parking from view in 1-storey podium (2.5 m/8.2 ft. high maximum, as measured to the average grade of the adjacent ALR lands), designed to appear as a landscaped terrace complete with a decorative architectural/landscape treatments on its north wall and green landscaping on its roofdeck. (Features that would increase the height of the podium, as seen from the ALR, should be setback or concealed by planting.)
  - Varied Building Setbacks & Heights – Vary the setbacks and heights of buildings situated on top of the parking podium to prevent The Gardens from appearing as a “wall” when viewed from the ALR and Highway 99, maximize opportunities for north views and sunny, north-facing public and private open spaces, and minimize shading of the ALR (i.e. to maximize the viability and community benefit of the proposed City-owned “agricultural-park”).

#### 8.4.3 Architectural Elements

Enhance the long-term livability and viability of Ironwood and The Gardens through the provision of:

- a) Key Landmarks – Incorporate distinctive architectural features that enhance the identity of prominent “signature” locations in The Gardens Sub-Area, including:
- Steveston/No. 5 Road Intersection – Ironwood’s focal crossroads and “gateway”; and
  - Highway 99 Frontage – A key “gateway” and unique opportunity for Richmond to present an attractive, people-oriented, urban image along the busy Highway 99 corridor.
- b) Pedestrian-Friendly Streetscapes – Create a pedestrian-friendly grade-level environment throughout The Gardens that includes:
- Pedestrian-Oriented Retail – Wherever commercial uses front onto the Sub-Area’s publicly-accessible, on-site streets and open spaces, including, in particular, the “Gateway Terrace” (at the Steveston/No. 5 Road intersection), these places should be made attractive, animated, and engaging for pedestrians via:
    - i. Clustering shops and restaurants to enhance commercial viability and the area’s identity;
    - ii. Discouraging uses at grade that do not foster significant activity along the streetscape (e.g., office);
    - iii. Providing large display windows and other features that help foster interaction between activities inside the buildings and the fronting public spaces;
    - iv. Small unit frontages, typically no more than 10 m (32.8 ft.) wide;
    - v. Larger-format commercial units integrated into a small-unit-frontage streetscape by:
      - Concealing the bulk of the large unit behind small independent units; and/or
      - Breaking-up the large unit’s frontage and incorporating features that contribute to an animated, pedestrian-friendly streetscape;
    - vi. Continuous pedestrian weather protection across all shop fronts, together with links to bus stops, parking, and other complementary uses;
    - vii. Pedestrian-oriented signage and lighting;
    - viii. Public art, seating, and other amenities; and
    - ix. Well-maintained, high quality, durable materials and construction.
  - Street-Oriented Residential – Wherever residential uses front onto the Sub-Area’s publicly-accessible, open spaces and streets (including on-site streets and No. 5 Road, but excluding Steveston Highway), and are within 1.5 m (4.9 ft.) of grade, they should have individual front doors (i.e. not just patio doors), stoops/porches, and other entry

features oriented to and directly accessible from the fronting public spaces.

- Steveston Highway – Along Steveston Highway’s high-traffic frontage, incorporate pedestrian-friendly features into the design of fronting buildings to enhance the attractiveness of the greenway and the image of The Gardens as seen from the road, including:
  - i. For commercial uses, significant clear glazing (especially near No. 5 Road), weather protection along shop frontages, decorative lighting, public art, and decorative wall treatments that complement the greenway’s landscape (e.g., natural materials);
  - ii. For residential uses, large balconies and ground floor terraces framed with low decorative walls, shrubs, hedges, and trees designed to present a welcoming image, take advantage of the frontage’s south orientation, and help to mitigate traffic noise and views; and
  - iii. A coordinated signage package designed to complement the development’s “garden city” image.
- c) Residential Noise Mitigation – A development permit application shall require evidence to the satisfaction of the City, the form of a report and recommendations prepared by persons trained in acoustics and current techniques of noise measurement, demonstrating that the traffic noise levels in portions of the dwelling units shall not exceed the following noise levels in decibels (provided that noise level in decibels is the A-weighted 24-hour equivalent (Leq) sound level):
  - For bedrooms: 35 decibels
  - For living, dining, and recreation rooms: 40 decibels
  - For kitchens, bathrooms, hallways, and utility rooms: 45 decibels
  - For outdoor amenity areas: 55 decibels
- d) Residential Amenity Space – Provide common amenities shared by households as per Richmond Official Community Plan (OCP), Schedule 1, EXCEPT THAT for indoor amenity space:
  - 100.0 m<sup>2</sup> (1,076.4 ft<sup>2</sup>) minimum of indoor amenity space should be provided for each phase of residential development, provided that the total combined amount of indoor amenity space in the Sub-Area is not required to exceed 300.0 m<sup>2</sup> (3,229.3 ft<sup>2</sup>);
  - Where possible, phases of residential development within the Sub-Area are encouraged to combine indoor amenity spaces to facilitate the provision of special recreation amenities (e.g., indoor pool, gymnasium), provided that tenant needs for

other facilities (e.g., multi-purpose space) are not compromised;

- Large units (i.e. in excess of 148.0 m<sup>2</sup> (1,593.1 ft<sup>2</sup>)) are not exempt from providing indoor amenity space; and
- Cash in lieu should not be provided in place of indoor amenity space.

#### 8.4.4 Landscape Elements

Enhance the livability and amenity of The Gardens for residents, workers, and visitors, and encourage a positive relationship between the Sub-Area, nearby residents, and the proposed City-owned “agricultural-park”, through the provision of an open space network that includes:

- a) Special Greenway Treatment – Incorporate features into The Gardens’ perimeter greenway along Steveston Highway and No. 5 Road that make it a valued community amenity and effective buffer for traffic noise, dirt, and other impacts, including:
  - Within the public road rights-of-way:
    - i. 2.5 m (8.2 ft.) wide landscaped boulevard at the back of curb, complete with street-lighting (with banner arms and electrical receptacles) and a row of tall-growing street trees planted at 6.0 m (19.7 ft.) on centre; and
    - ii. 3.5 m (11.5 ft.) wide shared pedestrian/bike pathway; and
  - Within a 1.5 m wide rights-of-way registered on the fronting private property:
    - i. Decorative, durable wall at the back of the shared pathway (0.9 m – 1.2 m/3.0 ft. – 3.9 ft. high) retaining a landscaped terrace, complete with low-growing shrubs, groundcover, and a row of tall-growing street trees planted at 6.0 m on centre, together with ramps/stairs (to access The Gardens’ finished internal grade) and street furnishings (e.g., benches) near the Steveston/No. 5 Road intersection and No. 5 Road bus stop.
- b) Agricultural Land Reserve (ALR) Buffer – Protect and enhance the long-term viability of ALR lands north of The Gardens with the establishment of a 3.0 m (9.8 ft.) wide landscaped buffer along the Sub-Area’s entire north edge via a site-specific ALR Buffer Landscape Enhancement & Maintenance Plan aimed at:
  - Discouraging public access (e.g., signage, fencing, changes in grade), except as specifically provided for in the City-

- approved “Agricultural-Park Plan” for the adjacent ALR lands;
- Ensuring that any changes in grade between The Gardens and the ALR are accommodated outside the ALR;
  - Providing for a visually attractive and vegetated transition between The Gardens and the ALR incorporating a variety of non-invasive ground covers, shrubs, hedges, trees, and complementary landscape features and structures (e.g., decorative retaining walls, ALR entry features and pathways at locations designated by the approved “Agricultural-Park Plan”) designed to screen views of the Sub-Area’s “below grade” parking structure and extend the “vocabulary” of the ALR landscape into The Gardens development;
  - Providing means for ensuring the long-term health and vitality of the ALR Buffer’s vegetation with minimal maintenance; and
  - Making clear the owner’s long-term responsibility for maintenance of the buffer.
- c) Riparian Buffer – Protect and enhance a 15.0 m (49.2 ft.) wide Riparian Management Area (RMA) along the Sub-Area’s entire Highway 99 frontage via a site-specific RMA Landscape Enhancement & Maintenance Plan aimed at:
- Discouraging public access (e.g., RMA signage, changes in grade);
  - Preventing the erection of buildings and structures (e.g., freestanding business signs);
  - Ensuring that any alterations to existing grades and vegetation within the RMA are designed to enhance the RMA and avoid undesirable impacts on the watercourse (e.g., sediment);
  - Providing for enhancement of the RMA, including native compatible planting, removal of invasive species, and retention of the existing mature hedge;
  - Providing for the protection of the RMA during the construction of adjacent areas via the use of sturdy, highly-visible temporary fencing (1.2 m/3.9 ft. high minimum) designed to restrict public access and provide sediment control fencing;
  - Providing means for ensuring the long-term health and vitality of the RMA’s vegetation with minimal maintenance; and
  - Making clear the owner’s long-term responsibility for maintenance of the RMA.
- d) Public Outdoor Recreation Space – In addition to the Sub-Area’s greenway and ALR and RMA buffers, The Gardens



should provide a range of publicly-accessible, passive and active, open space areas and features designed to ensure that the Sub-Area is able to satisfy the diverse recreational needs of its residents, workers, and visitors and establish effective linkages between the development and the proposed City-owned “agricultural-park” to its north, including:

- Amount of Space – Provide at least 0.2 ha (0.5 ac) of publicly-accessible open space in the form of landscaped seating areas, playgrounds, plazas, and gardens, including one sunny, centrally-located, multi-purpose space at least 0.12 ha (0.3 ac) in size.
  - “Gateway” Terrace – Create a public plaza at the Steveston/No. 5 Road intersection in the form of a raised terrace that is:
    - i. At the elevation of the Sub-Area’s publically-accessible, on-site streets and open spaces, and is connected to those spaces by a continuous outdoor, weather-protected walkway at least 2.5 m (8.2 ft.) wide and lined (on one side) with shops, services, and restaurants with narrow frontages, large display windows, and individual units entries;
    - ii. Accessed from the greenway via broad, treed/landscaped stairs and ramps; and
    - iii. Designed to provide a comfortable sunny, seating area, buffered from the fronting streets and offering views of the activity below.
  - Transit Link – Provide a direct pedestrian/cyclist path connecting the No. 5 Road bus stop with the interior of the Sub-Area via a treed/landscaped, weather-protected route lined (on at least one side) by shops, services, and restaurants with narrow frontages, large display windows, and individual units entries.
  - ALR Links – Support the establishment of the proposed City-owned “agricultural-park” north of The Gardens through the provision of linkages and other features, as per the City-approved “Agricultural-Park Plan”.
  - Seasonal Focus – Encourage opportunities for businesses and residents to celebrate the changing seasons through festive features (e.g., Christmas tree, seasonal planting, banners, tree lights), venues for outdoor activities (e.g., farmers’ markets, outdoor dining), and special planting (e.g., berry bushes, fruit trees).
- e) Public Art – Incorporate Public Art into the development of The Gardens, as per the Richmond Public Art Strategy, via legal agreements and a Public Art Plan prepared by the developer and implemented on a phased Development Permit-

by-Development Permit basis (or as otherwise specifically provided for in the Plan).

#### 8.4.5 Parking and Services

Encourage parking, loading, and related strategies that balance objectives for transit- and pedestrian-oriented development with the demands of Ironwood's highway proximity through the provision of:

- a) Vehicle Access to the Sub-Area – Restrict vehicle access, exclusive of emergency vehicle access, along the Sub-Area's Steveston Highway and No. 5 Road frontages, except as follows:
  - One location (right-in/right-out access) on Steveston Highway at the Sub-Area's publicly-accessible street (i.e. secured via a rights-of-way), pending approval from Ministry of Transportation and Infrastructure (MOTI);
  - One location (all directional access with a full traffic signal) on No. 5 Road at the Sub-Area's publicly-accessible street (i.e. secured via a rights-of-way); and
  - One location (right-in/right-out access) on No. 5 Road, mid-block between Steveston Highway and the Sub-Area's publicly-accessible street (i.e. secured via a rights-of-way).
- b) Parking Reductions – For any reductions in the minimum number of parking spaces required under the Zoning Bylaw resulting from Transportation Demand Management (TDM) measures (not to exceed a reduction of 10% for residential uses) and/or shared commercial and resident visitor parking, the following measures should be provided within the Sub-Area:
  - A minimum of two and up to a maximum of four co-op vehicles, as determined via consultation with applicable co-op vehicle program operators, together with one on-site parking space for each vehicle (either on the street connecting No. 5 Road and Steveston Highway or an alternate location that better meets the needs of the program);
  - Two transit shelters, the location of which shall be determined by the City;
  - For non-residential uses, one end-of-trip bicycle facility co-located with the Sub-Area's required long-term (i.e. Class 1) bicycle parking and with complementary recreational uses, if they exist, including for each gender a minimum of:
    - i. 1 sink and grooming station, including a counter, mirror, and electrical outlet;
    - ii. 1 handicapped-accessible toilet;
    - iii. 2 showers; and
    - iv. 10 clothing lockers; and

- For residential uses, a 15% subsidy toward 2-zone monthly transit passes for one year, to be provided “on demand” to a maximum of one such pass-subsidy per dwelling unit.
  - For any other reductions in the minimum number of parking spaces required under the Zoning Bylaw, such reductions:
    - i. Should be substantiated by a Parking Study prepared by a registered professional engineer to the satisfaction of the City; and
    - ii. May be conditional on the developer’s provision of TDM or other measures not otherwise provided as part of the subject development.
- c) Discrete Parking & Loading – Locate parking and loading to encourage a safe and attractive streetscape and minimize conflicts with traffic entering/exiting the Sub-Area by:
- Designing the Sub-Area’s on-site streets (i.e. not No. 5 Road or Steveston Highway) to accommodate vehicle loading, except for loading that could impair the attractiveness of the streetscape or the safety or effectiveness of traffic operations (e.g., due to the need for vehicle manoeuvring/backing or direct vehicle access to receiving, storage, or waste/recycling uses);
  - Along the Sub-Area’s on-site streets, discouraging driveway access to parking garages or off-street loading (i.e. contained within a building):
    - i. Within 30.0 m (98.4 ft.) of Steveston Highway or No. 5 Road; and
    - ii. At visually prominent locations, such as at street-ends or near open space amenities;
  - For parking garage and loading area driveways/building entries, mitigating their potential impact on the streetscape by minimizing their widths, orienting them away from public areas and sensitive uses (e.g., residential, outdoor restaurant dining), screening them with architectural and landscape features, and designing/finishing them to complement the scale, character, materials, and quality of the building/streetscape in which they are located (including screening from view from the street any ceiling areas treated with spray-on insulation).
- d) Collective Parking and Loading – Encourage parking, long-term bicycle parking, and loading spaces serving non-residential uses to be provided and used collectively by two or more lots within the Sub-Area, provided that:
- The total number of spaces provided is not less than the sum of the requirements for the various individual uses;

- Parking spaces and bicycle parking spaces are typically not located more than 150.0 m (492.1 ft.) from the building or use they are intended to serve;
- Long-term bicycle parking is co-located with end-of-trip facilities;
- Loading spaces are convenient to the uses they are intended to serve, in order to discourage loading activities in undesignated locations; and
- Adequate public and private access for vehicles and pedestrians is provided.”

e) Repealing Appendix 1, Bicycle Parking and End of Trip Facilities.

1.3 Updating the Table of Contents, page and section numbers, and document formatting as required to accommodate the identified bylaw amendments.

2. This Bylaw may be cited as “**Richmond Zoning and Development Bylaw 5300, Amendment Bylaw 8531**”.

FIRST READING

SEP 28 2009

A PUBLIC HEARING WAS HELD ON

OCT 19 2009

SECOND READING

OCT 19 2009

THIRD READING

OCT 19 2009

OTHER REQUIREMENTS SATISFIED

JUL 20 2011

ADOPTED



MAYOR

CORPORATE OFFICER

### Development Permit Area Map

