



To: Planning Committee **Date:** June 11, 2008
From: Joe Erceg, General Manager **File:** 08-4045-20-10
Planning and Development
Re: **City Centre Area Plan (CCAP) and Related Bylaws**

Staff Recommendation

1. That Richmond Official Community Plan Bylaw 7100, Amendment Bylaw 8381, which amends Schedule 1 by amending various maps in the Official Community Plan to include the West Bridgeport and Van Horne area into the City Centre area, to include pertinent Development Permit Guidelines from the City Centre Area Plan, and to replace the Generalized Land Use Map to ensure that it coincides with the City Centre Area Plan Land Use Maps, be introduced and given first reading.
2. That Richmond Official Community Plan Bylaw 7100, Amendment Bylaw 8382, which amends Schedule 2.12 by repealing the existing Bridgeport Area Plan and replace it with a new Bridgeport Area Plan that doesn't include the West Bridgeport and Van Horne area, be introduced and given first reading.
3. That Richmond Official Community Plan Bylaw 7100, Amendment Bylaw 8383, which amends Schedule 2.10 by repealing the existing City Centre Area Plan and replace it with a new City Centre Area Plan, be introduced and given first reading.
4. That Bylaws 8381, 8382 and 8383, have been considered in conjunction with:
 - a) the City's Financial Plan and Capital Program;
 - b) the Metro Vancouver Regional District Solid Waste and Liquid Waste Management Plans;are hereby deemed to be consistent with said program and plans, in accordance with Section 882(3)(a) of the Local Government Act.
5. That Bylaw 8383, having been considered in conjunction with Section 882(3)(c) of the Local Government Act, be referred to the Agricultural Land Commission for comment and response by Wednesday, July 16, 2008.
6. That Bylaw 8383, having been considered in accordance with OCP Bylaw Preparation Consultation Policy 5043, be referred to the Vancouver International Airport Authority for comment and response by Wednesday, July 16, 2008.
7. That Bylaw 8383, having been considered in accordance with OCP Bylaw Preparation Consultation Policy 5043, be referred to the Board of Education of School District No. 38 (Richmond) for comment and response at their regular meeting on Monday, July 7, 2008.
8. That Bylaw 8381, 8382 and 8383, having been considered in accordance with OCP Bylaw Preparation Consultation Policy 5043, are hereby deemed not to require any further consultation.

Joe Erceg
 Joe Erceg, General Manager
 Planning and Development

Att.

FOR ORIGINATING DEPARTMENT USE ONLY			
ROUTED TO:	CONCURRENCE		CONCURRENCE OF GENERAL MANAGER
Budgets & Accounting.....	Y	<input checked="" type="checkbox"/> N <input type="checkbox"/>	<i>Joe Erceg</i>
Building Approvals.....	Y	<input checked="" type="checkbox"/> N <input type="checkbox"/>	
City Clerk.....	Y	<input checked="" type="checkbox"/> N <input type="checkbox"/>	
Development Applications.....	Y	<input checked="" type="checkbox"/> N <input type="checkbox"/>	
Economic Development.....	Y	<input checked="" type="checkbox"/> N <input type="checkbox"/>	
Engineering.....	Y	<input checked="" type="checkbox"/> N <input type="checkbox"/>	
Environmental Programs.....	Y	<input checked="" type="checkbox"/> N <input type="checkbox"/>	
Facility Planning & Construction.....	Y	<input checked="" type="checkbox"/> N <input type="checkbox"/>	
Law.....	Y	<input checked="" type="checkbox"/> N <input type="checkbox"/>	
Parks Design, Construction & Programs.....	Y	<input checked="" type="checkbox"/> N <input type="checkbox"/>	
Real Estates Services.....	Y	<input checked="" type="checkbox"/> N <input type="checkbox"/>	
Recreation & Cultural Services.....	Y	<input checked="" type="checkbox"/> N <input type="checkbox"/>	
Transportation.....	Y	<input checked="" type="checkbox"/> N <input type="checkbox"/>	
REVIEWED BY TAG	YES	NO	REVIEWED BY CAO (Acting) YES NO
	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<i>[Signature]</i> <input checked="" type="checkbox"/> <input type="checkbox"/>

Staff Report

Origin

On February 12, 2007, Council approved in principle the City Centre Area Plan (CCAP) Concept and instructed staff to prepare the necessary CCAP Bylaw and complementary CCAP Implementation Strategy for Council's consideration.

On April 22, 2008, Planning Committee considered a staff report on the CCAP Implementation Strategy highlights and another staff report on Private Developments and LEED Within The CCAP & Green Roofs Throughout The City. Both of these staff reports were referred to a staff discussion session on the entire CCAP which Councillors attended.

The purpose of this report is to:

1. Summarize the key components of the proposed CCAP and its process; and
2. Propose that the new CCAP and related bylaws be brought forward for approval.

Findings Of Fact

Summary of the Proposed CCAP

Attachment 1 provides a summary of the vision, goals, strategies, framework, objectives and policy headings proposed in the CCAP. It should be emphasized that this is not a complete listing of everything that is contained in the CCAP.

Some of the main features of the CCAP include:

- The City Centre will grow from the 2006 population of approximately 40,000 to 120,000 by 2100 and the employment will increase from approximately 30,700 in 2006 to a target of 80,000 in 2100.
- The CCAP will be managed in two phases, namely:
 - From 2008 to 2031 – as this is when the most growth will occur and the City must be ready to accommodate it; and
 - From 2031 to 2100 - as this growth will take longer.
- The creation of a network of urban, mixed use transit villages, which will provide for a range of between 12,000 to 31,000 residents, in each village, (except in high aircraft noise areas and the existing southeast sector).
- A hierarchy of densities and building heights that are graduated based on their distance from a transit node.
- In order to maximize the benefits of the light rapid transit Canada Line, the City Centre land uses and mobility needs to shift from car-oriented uses to transit-oriented uses.
- A transit-oriented downtown comprised of a network of interconnected, mixed-use, pedestrian-friendly villages, which supports the airport, port/river, farming and adjacent neighbourhoods.
- A balance of jobs and population.
- Working towards sustainability (e.g., social, economic and environmental elements).
- Development certainty (e.g., short and long term) and effectiveness (e.g., cost effective).

Background Studies and Public Consultation

The CCAP has involved various background studies. This report does not repeat the findings of these studies but lists them in **Attachment 2** (Background Reports and Studies to the CCAP).

Similarly, the CCAP has undergone a very extensive public consultation process. The highlights of this process are summarized in **Attachment 3** (Public Consultation Summary).

It is staff's opinion that there is considerable support for the CCAP and that it is time to bring the CCAP Bylaw forward so that the public can have their formal input at a Public Hearing and the CCAP can be approved.

Future Studies and Updates to the CCAP

Over time, there will be various studies undertaken by respective City departments (e.g., Parks, Recreation and Cultural Services, Engineering, Environmental Programs, Real Estate, Policy Planning, Transportation and Finance) to enhance the CCAP. Each department will be responsible for undertaking their studies, and seeking Council approval and implementation financing. Some of those studies may involve a subsequent CCAP amendment.

Analysis

Managing For The Short (e.g., to 2031) And Long (e.g., from 2031 to 2100) Terms

To achieve the 100 year (to 2100) City Centre build-out population estimate of 120,000 residents, the CCAP will be managed in two phases:

- Phase 1: In the short term, it is the intention of Council to manage City Centre growth, so as not to exceed the current City Centre OCP Regional Context Statement (RCS) population target of 61,000 people in 2021 and the City target of 212,000 people by 2021, as per the current OCP Regional Context Statement (RCS) and Liveable Region Strategic Plan (LRSP) policies. This avoids a Regional Context Statement (RCS) amendment at this time.
- Phase 2: Subsequently, as it is anticipated that by 2009-2010, a new Metro Vancouver regional Growth Management Strategy (GMS) to revise the existing LRSP will be approved, it is the intention of Council to request, during the preparation of the GMS, that it accommodate the 2031 CCAP population target and other City targets; and then, once the GMS is approved, to bring forth complementary OCP RCS amendments to accommodate 2031 needs. At this time, the draft GMS appears to indicate that the future municipal population, employment and housing targets will be increased to the year 2031 and will be used only as guidelines. It is anticipated that generally this process will be repeated (e.g., for 2041, 2051).

CCAP Alignment with Corporate Sustainability Initiative

The City is committed to improving sustainability efforts, which includes an evolving Triple Bottom Line (TBL) approach. A TBL approach means considering environmental, economic and social objectives in every decision – both to identify and mitigate potential negative impacts, as well as to identify opportunities to add value in these areas.

The City is in early stages in applying TBL decision-making approaches. At this point, there is understanding that application of TBL means that decision-making is: broad in scope; inclusive

of short and longer-term thinking; multi-objective, integrative and value-added based; aligned with goals and targets; flexible and adaptive; and, inclusive, accountable and transparent.

This 2031 CCAP advances sustainability by translating the four overarching CCAP goals: Build Community; Build Green; Build Economic Vitality; Build Legacy, into innovative policies. The CCAP also incorporates two key principles of sustainable community planning: *Compact & Complete Communities*; and *Transit-Oriented Development (TOD)*.

Sustainability entails addressing many challenging issues and goals that cannot be achieved in a short time. Development of the City Centre will significantly affect how well Richmond will be able to evolve towards becoming a sustainable community. It is important that development strengthen, not erode, local capacity for enhanced sustainability.

This CCAP establishes a long term CCAP vision and coordinates a diverse range of community objectives. In this manner, this CCAP provides a foundation to evolve towards higher levels of sustainable performance.

In addition, the CCAP commits to a process of regular review, through which it is anticipated that over time, the City will be able to advance sustainability in the City Centre by: addressing issues in more depth; strengthening policy integration and sophistication to optimize multiple benefits; and, preparing strategies at rates that can meet community sustainability needs.

CCAP Implementation Strategy Highlights

Some of the key items of the CCAP Implementation Strategy include:

- Developers are to pay for the transportation improvements, utility (water, sanitary and drainage) upgrades, and park and open spaces in the City Centre through Development Cost Charges (DCCs) and through works and services because these are required to service new development.
- The CCAP does not contain a traditional phasing strategy (i.e., where development would not be permitted in one area until a higher priority phase was completed), but identifies the preferred development areas in the City Centre (e.g., No. 3 Road; Lansdowne Road; River Road; 200 m from the Canada Line Stations and Richmond Oval; the Middle Arm waterfront).
- Implementation of the Richmond Affordable Housing Strategy (e.g., for apartments, applies density bonusing to achieve at least 5% of the total residential building area or a minimum of 4 residential units for affordable low end market rental housing, or a cash contribution of \$4 per square foot for affordable housing).
- Density bonusing is to be used to obtain child care space or cash contributions towards child care in the Urban Core Transect (T6 area), along the Canada Line where aircraft noise sensitive land uses (such as child care) are not prohibited, and around the Richmond Oval (Note: The CCAP also provides flexibility for this density bonus to instead be used for community facility space rather than child care, where deemed appropriate by Council).
- The City may use the negotiation of phased development agreements to obtain funds to assist with its community planning program (e.g., \$0.25 per square foot of total net building area in the City Centre).

Community Facilities

The Implementation & Phasing section of the CCAP does not address the financing of community facilities (e.g., community centres; libraries; heritage). This will be addressed by separate Staff Reports, feasibility studies and Council decisions.

It is not anticipated that developers will contribute funding to these community facilities. Instead, other funding options will be examined such as property taxes, reserves, public/private partnerships, joint ventures, debt financing (which would involve a referendum), intergovernmental funding and community contributions such as corporate sponsorship or fundraising.

It should be noted that the density bonusing approach is being fully utilized by the City to encourage developers to either provide a cash contribution towards or to build affordable housing, child care or alternatively, in some cases, community amenities, and community benefit items (e.g., artist studios; heritage initiatives).

Proposed New DCC Bylaw/Program

A separate Staff Report and Bylaw will be brought forward to the same Planning Committee and Council meetings as the CCAP, proposing that the DCC Program be adjusted as follows:

- To extend the time period of the DCC Program from the current year 2021 to the proposed year 2031 (to coincide with when the majority of growth will occur in the City and when the infrastructure is needed).
- To include the costs of the transportation, utilities, parkland acquisition and park development improvements in the City Centre in the City-Wide DCC Program because they benefit the entire City (i.e., a new, separate DCC Program for the City Centre is not recommended).
- The City is to use the current 1% municipal assist factor in the DCC Program, a 95% development benefit factor for transportation and parks, and a 100% development benefit factor for all the utilities (water, sanitary, drainage) in the City Centre.
- The DCC rates are proposed to increase approximately 30% - 34% for residential, commercial and light industrial uses and approximately 22% for major industrial uses throughout the City.
- The new DCC rates are to be grandfathered for an entire year after adoption for both subdivision applications and building permits.

Proposed Reduction in CCAP Parking Requirements

At the same Planning Committee and Council meeting as the CCAP, Transportation staff will bring forward a Staff Report and Bylaw proposing to reduce the minimum parking requirements of new developments in the City Centre and to encourage transportation demand measures such as car pooling, transit passes and car co-ops, particularly around the Canada Line Stations. The cost savings of a reduced parking requirement and transportation demand measures will more than off-set the proposed increase in the DCC rates in the City Centre.

Downtown Commercial District (C7) Zone

Staff are also proposing to do the following with regard to the Downtown Commercial District (C7) zone:

- Amend the C7 zone to include affordable housing as a density bonus above the 3.0 floor area ratio (FAR) currently permitted. This way a developer would not lose any permitted density if he/she builds the affordable housing or makes a cash contribution towards the affordable housing reserve funds. The Staff Report and Bylaw proposing this amendment will be completed for the June 2008 Planning Committee and Council agendas.
- That the C7 zoned areas not be included in the reduced parking requirement being brought forward by Transportation staff. Instead, developers will need to seek a variance as part of the Development Permit process. Variances to reduce the parking requirements in the Downtown Commercial District (C7) zone will be considered on a case-by-case basis by Council and will be reviewed in light of the various CCAP policies.

Private Developments and LEED Within The CCAP & Green Roofs Throughout The City

The key recommendations from the staff report addressing these items that have been included in the CCAP are that:

- LEED Silver will be required for all rezonings of private developments over 2,000 m² received after January 1, 2009;
- The LEED Heat Island Effect: Roof Credit will be required for all rezonings of private developments over 2,000 m² received after January 1, 2009 involving non-residential buildings (e.g., commercial and industrial) and multiple-family residential buildings greater than 4 storeys excluding parking (e.g., concrete high rises); and
- The LEED Storm Water Management Credit will be required for all rezonings of private developments over 2,000 m² received after January 1, 2009 involving non-residential buildings (e.g., commercial and industrial) and multiple-family residential buildings excluding parking (e.g., concrete high rises, wood frame apartments and townhouses).

Staff will be bringing forward a separate Staff Report and Bylaw to address potential Green Roof requirements for building permits throughout the City involving commercial and industrial private developments over 2,000 m² received after January 1, 2009. As this item requires some further consultation with the National Association of Industrial and Office Properties (NAIOP) and the Urban Development Institute (UDI), it is proposed that the Staff Report be brought forward to Planning Committee and Council by July 2008.

CCAP Development Permit Guidelines

At this point in time, staff have reviewed the Development Permit (DP) Guidelines in both the existing OCP and CCAP. Since the existing CCAP was adopted before the current OCP, the former contains a number of DP Guidelines that are now redundant. The changes proposed to the OCP involve moving some of the DP Guidelines in the CCAP to the OCP so that they apply to all developments (e.g., tower massing; wind protection; phased development compatibility).

Staff are also proposing to bring forward additional new CCAP DP Guidelines by means of a separate Staff Report and Bylaw for the July 22, 2008 Planning Committee and July 28, 2008 Council meeting (e.g., character areas; residential and non-residential towers; plazas, marina and dyke frontage conditions; etc.). The intent is for the proposed new CCAP DP Guidelines to be considered at the September 3, 2008 Public Hearing so that they can be adopted along with the rest of the CCAP Bylaw and the consolidated OCP DP Guidelines.

Key Differences To The Existing CCAP

The table on the following page explains some of the key differences on the Land Use Maps between the existing CCAP and the proposed new CCAP. There are other changes that are not highlighted below. The changes mentioned in the following sections are not repeated here.

Area	Existing CCAP Land Use Designation	Proposed CCAP Land Use Designation	Rationale for Change
East of No. 3 Road between Cambie Road and Sea Island Way	Detailed Land Use Study Required	General Urban (T4) Urban Centre (T5) Park Park – Configuration & location to be determined Village Centre Bonus	Detailed land use study has been completed. The area no longer needs to be restricted by ANSD policy that "no new rezonings may proceed prior to Area Plan updates". Also, the CCAP requires development in the Capstan Village to pay for the proposed Capstan Canada Line Station.
No. 3 Road between Alderbridge Way and Cambie Road Alderbridge Way from Garden City Road to just west of No. 3 Road	Auto-Oriented Commercial	Urban Centre (T5) General Urban (T4) Pedestrian-Oriented Retail Precincts Village Centre Bonus	The new CCAP moves away from auto-oriented commercial to transit oriented development. This area is identified as the proposed CBD of the City Centre.
Lansdowne Mall Richmond Centre Mall	Mixed Use – Shopping Centre	Urban Core (T6) Urban Centre (T5) Park Pedestrian-Oriented Retail Precincts Village Centre Bonus	The new CCAP encourages higher density forms of development with pedestrian-oriented retail instead of large parking areas along No. 3 Road.
Throughout the City Centre	Park Park – Configuration and Location to be determined	Park Park – Configuration and location to be determined Greenway & Key Mid-Block Linkages Waterfront Dyke Trail	The existing CCAP only shows existing park and open space as Park. The new CCAP identifies both existing and proposed park and open space as Park that are in the proposed DCC Program to the year 2031. Park and open space beyond 2031 is identified as Park – Configuration and location to be determined. The new CCAP also clearly identifies greenways, trails and other linkages on the Land Use Maps for ease of reference. The four existing public schools are designated "Public School" for clarity.
Throughout the City Centre	Transportation Corridor	Proposed Streets	The existing CCAP only shows the CPR right-of-way as a future transportation corridor. The new CCAP identifies this corridor and all of the other proposed streets on the Land Use Maps for clarity and transparency. Flexibility is proposed as to the exact location of the proposed streets.
Throughout the City Centre	Institutional	Institution	All the existing churches, public sector buildings, health care facilities, etc. are proposed to be designated as Institution and have new policies to retain their institutional predominance while permitting additional density on a site specific basis via the City's development application processes.

Changes From The CCAP Concept

(1) *Cautions Regarding the CCAP Concept*

When Council approved the CCAP Concept in principle, in February 2007, it was clearly stated that:

- at the time, the proposed CCAP Concept densities reflected (only) anticipated maximum net densities;
- the actual final CCAP densities may be affected (be lower, higher or relocated) by lot size, density bonusing (e.g., for affordable housing, child care) or density transfer;
- the CCAP Concept was a flexible framework that could be refined in response to the continuing planning process, studies and public input;
- further investigation involved refining height and massing objectives, identifying appropriate development guidelines and exploring incentives for mid-rise development;
- all information was preliminary and conceptual in nature, and was not meant to indicate intended zoning;
- the CCAP Concept density was a “net target” (e.g., net of park and road). The actual, final density permitted may be lower than the maximum indicated, subject to factors such as property size and location, provision of amenities, density transfer opportunities, and form of development requirements;
- any rezoning that seeks to increase existing density as per the CCAP will be required to contribute to amenities based on the market value of the density increase; and
- FAR refers to “floor area ratio”, which is the ratio of the floor area of a building to the net size of its property (e.g., net of park and road).

In addition, in public forums and at many meetings (e.g., UDI, with individual developers), City staff pointed out the above conditions, many times, to ensure that everyone knew, that if they acted (e.g., optioned or bought land on speculation of what the CCAP may allow), they were taking a risk, as the final CCAP may change (e.g., in land use, density, height, location of use, required developer servicing responsibilities and costs).

This was done to ensure that when approving the final CCAP, Council would not be constrained in creating the best possible CCAP which would: achieve the CCAP vision, principles, goals and objectives; be within the long term, live-work-play-servicing capacity of the City Centre; meet residents needs; enable the City to ensure that land uses, services, infrastructure and amenities were provided where, when and how they were needed.

(2) *Changes Proposed In The CCAP*

The following table summarizes some of the changes proposed in the CCAP which differ from the CCAP Concept approved in principle by Council last year. This list shows some of the key changes that could affect property owners and the development community. In each instance, staff believe that the changes are in the best interests of the City, meet the directions approved by Council, provide clarity and facilitate management.

It should be noted that these changes have not been discussed in detail with the UDI, the GVHBA or individual developers. To do so, would be premature and provide an unfair advantage to developers who may have pending development applications or who are optioning and buying land in the City Centre for speculative purposes.

PROPOSED CHANGE	RATIONALE
<p>A couple of the Land Use Designations have been either eliminated or replaced with other designations, e.g.:</p> <ul style="list-style-type: none"> • T3 Sub-Urban Zone (0.55 – 1.2 FAR) replaced with T4 General Urban Zone (1.2 FAR) • Special District Zone (1.5 – 2.0+ FAR) replaced with: <ul style="list-style-type: none"> Marina – Residential Prohibited Marina – Waterbourne Residential Permitted Non-Motorized Boating & Recreational Area T4 General Urban Zone T5 Urban Centre Zone 	<p>More detailed information is now available and enables the CCAP to be more specific, e.g.:</p> <ul style="list-style-type: none"> • T4 General Urban Zone has the same maximum density as the T3 Sub-Urban Zone (1.2 FAR) • The riverfront is more well defined by the Middle Arm Waterfront Park, Richmond Oval/related development, existing marinas and the need for a designation on Middle Arm water area
<p>The range of densities have been eliminated and replaced with a specific density, e.g.:</p> <ul style="list-style-type: none"> • T4 General Urban Zone range of (1.2 – 2.0 FAR) has been replaced with (1.2 FAR) • T5 Urban Centre Zone range of (2.0 – 3.0 FAR) has been replaced with (2.0) • T6 Urban Core Zone (3.0+ FAR) has been replaced with (3.0 FAR) 	<p>The range of densities causes confusion and has been better allocated as appropriate, e.g.:</p> <ul style="list-style-type: none"> • T4 General Urban Zone (1.2 FAR) replaces areas formerly T3 Sub-Urban Zone (0.55 – 1.2 FAR) • T5 Urban Zone Centre (2.0 FAR) replaces areas formerly T4 General Urban Zone (1.2 – 2.0 FAR) • T6 Urban Core Zone (3.0 FAR) has an additional Village Centre Bonus of 1.0 FAR non-residential
<p>The building heights have become more specific and some of the ranges have been eliminated, e.g.:</p> <ul style="list-style-type: none"> • 15 m predominant height (30 m max.) replaced with 15 m, 25 m and 35 m heights • 45 m typical max. height replaced with 25 m, 35 m and 45 m heights • 45+ m height not specifically shown on Land Use Maps 	<p>To implement Council's direction, building heights vary, provide transitions and accentuate the Canada Line/Richmond Oval, e.g.:</p> <ul style="list-style-type: none"> • 15 m increased to 25 m or 35 m height (not 30 m) to encourage commercial/industrial development • 45 m reduced to 25 m or 35 m away from the Canada Line to provide building height variety • 45+ m height requires Transport Canada approval and included in policies
<p>Base densities and density bonuses have been added, which residential development will take advantage of, e.g.:</p> <ul style="list-style-type: none"> • T4 - Base: 0.6 FAR Density Bonus: 0.6 FAR • T5 - Base: 1.2 FAR Density Bonus: 0.8 FAR • T6 - Base: 2.0 FAR Density Bonus: 1.0 FAR 	<p>Density bonuses have been added to implement the Richmond Affordable Housing Strategy, e.g.:</p> <ul style="list-style-type: none"> • T4 - Total: 1.2 FAR with affordable housing or cash • T5 - Total: 2.0 FAR with affordable housing or cash • T6 - Total: 3.0 FAR with affordable housing or cash

Additional Comments

While preparing the CCAP, various additional comments were made to improve it. The following table summarizes how those comments have been addressed in the final CCAP.

COMMENT	RESULTANT CHANGES IN THE CCAP
<p>Concern that each Village Centre should have a larger grocery store and not just small retail units.</p>	<p>The provision of convenience commercial uses (e.g., larger-format grocery store, drug store) has been added as a requirement to 1.0 FAR Village Centre Bonus</p>
<p>Need to clarify if and where buildings can be located over the Canada Line (confirm whether the City owns the airspace over the Canada Line).</p>	<p>The Law Department has advised that construction over the guideway may be possible subject to many caveats and conditions, and provided that such construction is not within RAVCO's system required lands. The CCAP envisions that fronting buildings will typically be setback from the Canada Line but allows for buildings above the guideway typically no more than 200 m (656 ft) from a designated Village Centre. The CCAP also permits a combination of fronting building typologies to create a variety of rich spatial possibilities, landmark features and experiences, and pedestrian places.</p>
<p>Concern was expressed that there are insurance concerns regarding the proposal for green roofs.</p>	<p>To be addressed in separate Staff Report and Bylaw on green roofs for commercial and industrial buildings only.</p>
<p>Alternatives should be available to meet the principles of green roofs, LEED, etc.</p>	<p>Alternatives to and principles of green roofs will be addressed in separate Staff Report and Bylaw on green roofs. The CCAP proposes LEED Silver for rezoning applications and allows for flexibility in how to meet this.</p>
<p>Confirm whether Provincial/Regional Parks are included in the CCAP park and open space calculations and add this to the information in the Plan.</p>	<p>See section of Staff Report entitled CCAP and City-Wide Park & Open Space Calculations. The following categories exist but have not been included in the City's total parkland figures: Iona Beach (Metro Vancouver) – 30 ha (74 ac) Sea Island Conservation Area (Federal) – 140 ha (346 ac)</p>

COMMENTS FROM COUNCILLORS	RESULTANT CHANGES IN THE CCAP
	Waterfront (including dike trail and water lots with accessible upland) – 11.23 ha (27.74 ac) Trails (canal; rail right-of-way; Port POPA) – 7.5 ha (18.55 ac) Total = 188.73 ha (466 acres)
Calculate how much open space is likely to be provided by private developments (e.g., on parking podiums) and try to increase this amount and the public accessibility to it.	Policies have been added proposing to increase the amount of residential outdoor amenity space by an additional 10% (minimum) in the City Centre, the purpose of which is to provide for urban agriculture, garden plots and related activities. It has been calculated that this additional 10% will be roughly equivalent to 25-40 ha (62-99 ac) of open space based on City Centre-wide residential and mixed use net development site area. Policies have also been added encouraging additional indoor amenity space for larger developments. It is premature to calculate this latter amount at this time. Where possible, public access to residential outdoor and indoor amenity spaces will be encouraged.
Indicate how much of the 120,000 ultimate build-out population has been assigned to the Garden City Lands (GCL) and how much the CCAP is relying on it for park and open space in the City Centre.	The Households & Housing section notes <i>"The Garden City Lands are subject to future study and public review. As a result, the CCAP population and dwelling and distribution map may alter, but the total build-out population of 120,000 is expected to remain unchanged"</i> . It is assumed that approximately 26.3 ha (65 ac) of park and open space will potentially be available from the GCL. To 2031, the proposed DCC bylaw does not include this so that, if the above were not to occur by 2031, the City would still be able to acquire all needed park & open space by then. If by 2031, the GCL become available, the City, at that point, would have more than the standard requires. If the GCL do not become available, the City will need to identify alternative solutions beyond 2031. This approach enables the standards to be met to 2031, avoids having to acquire an extra 65 acres when it may not be necessary to do so and, if necessary, allows time to address how the 65 acres will be acquired beyond 2031.
Concern was expressed about the general lack of affordability in Richmond and the proliferation of lower paying employment.	The Richmond Affordable Housing Strategy will start to address the affordable housing issue but assistance is required from the Provincial and Federal Governments. The CCAP encourages a broad range of employment opportunities, including office, industrial and public sector development (e.g., higher paying jobs).
Suggestion that alternatives to riprap on the dykes should be explored to increase the attractiveness of the waterfront.	The Public Realm & Public Life section of the CCAP has policies to make the riverfront the signature feature of the City Centre's public realm, including water features, landscape treatments, public art, etc. along the dyke.
Concern was expressed that CCAP would create legal non-conforming heights and densities with existing buildings.	The existing zoning determines the permitted height and density of buildings in the City Centre. There is no intention to change this zoning. However, the CCAP does state that <i>"Existing buildings taller than the maximum permitted height shall be considered legally non-conforming; but, future redevelopment of such properties should conform to the heights indicated here."</i>
The question was raised as to whether the CCAP would be phased in or have any transition period.	The CCAP will be effective when it is adopted. However, the LEED Silver requirements for private developments will be phased in January 1, 2009 and the proposed new DCC Bylaw would be effective one year after it is adopted.
Suggestion that street furniture, such as planters, benches, bicycle racks and newspaper boxes be designed so that they can also be used as sitting and resting areas.	The Transportation and Public Realm & Public Life sections recognize the need for resting areas and seating. This will be taken into consideration in the City-wide Street Furniture Study currently being led by Transportation and other future furnishing initiatives.
Incorporate more evergreen plantings in the landscaping plans to encourage a more livable City Centre.	This will be included in future park and streetscape planning and design.
Incorporate varied heights into as many developments as possible to ensure an interesting skyline.	As noted in the section of this report entitled "Changes From The CCAP Concept", building heights vary across the city Centre. In addition multiple tower sites are encouraged to vary their tower heights.

COMMENTS FROM COUNCILLORS	RESULTANT CHANGES IN THE CCAP
Try to get as much community space as possible from large developments to meet the City's growing needs.	The CCAP provides flexibility to use the density bonusing for community facility space rather than child care. This may occur on large development sites where the amount of space being provided by the developer is more suited to a community facility than an excessively large child care facility.
Pull commercial retail developments more to the sidewalks and encourage parking either underground or on roof tops. Alternatively, use roofs to provide publicly accessible green space.	The Pedestrian-Oriented Retail Precincts encourage visually engaging activities at the ground floor of buildings set close to the street. The City's floodplain location makes underground parking an expensive option, but some areas will be able to achieve it by various means (e.g., raising the street grade [e.g., Oval lands]).
Incorporate public art in each development (e.g., artistic designs on manhole covers, drain basin covers, sidewalks and street furniture).	Public art continues to be voluntary for developers. It is strongly supported in the CCAP. For City developments, public art will be encouraged.
Avoid creating stand alone affordable housing projects because they may create social issues and have a stigma associated with them.	The Richmond Affordable Housing Strategy supports a range of diverse affordable housing options, including potential social housing in a mixed use setting. This range addresses area needs and financing.
Developers should be encouraged to build day care spaces and transfer them to the City.	The CCAP uses density bonusing to encourage developers to build child care space where a rezoning application is involved in the higher density areas of the City Centre.

Official Community Plan (OCP) Amendment

The Richmond OCP is proposed to be amended by:

- amending various OCP maps and references to include part of the Bridgeport area into the City Centre area;
- including some of the pertinent Development Permit Guidelines from the CCAP into the General Guidelines of the OCP; and
- amending the OCP Generalized Land Use Map to coincide with the City Centre Area Plan Land Use Maps.

The following table summarizes the key amendments to the OCP Generalized Land Use Map:

PROPOSED CHANGE	RATIONALE (CLARITY + CERTAINTY)
The "Mixed Use" designation in the Bridgeport area is replaced with a "Business and Industry" designation east of Great Canadian Way and a "Commercial" designation west of Great Canadian Way.	These areas do not permit residential uses under the existing aircraft noise sensitive development policies and are identified as either "Industrial Reserve – Limited Commercial" or "Commercial Reserve" in the proposed new CCAP.
The "Business and Industry" designation west of No. 3 Road is replaced with a "Public and Open Space Use" designation, a "Commercial" designation between Alderbridge Way and Cambie Road, and a "Mixed Use" or "Neighbourhood Residential" designation.	To better identify the proposed parks in this area (e.g., Middle Arm Waterfront Park) and the proposed new Central Business District (CBD), and to permit residential uses in the vicinity of the Oval Village.
The "High-Density Mixed Use" designation is proposed to be changed to "Mixed Use" on a portion of Lansdowne Mall east to Garden City Road and between Elmbridge Way/Lansdowne Road/Gilbert Road/West of No. 3 Road.	These areas are intended for medium-density, mid-rise development (T5 Urban Centre) because of their distance from a transit station, to provide building height variations and to retain important views.
Various "Neighbourhood Residential" areas are now proposed to be designated "Mixed Use".	The CCAP envisions pedestrian-oriented retail precincts and a more medium-density form of development in these various areas (e.g., the east side of Buswell Street between Saba Road and Granville Avenue).
Additional Public and Open Space areas have been designated.	To reflect the park and open space in the CCAP Generalized and Detailed Land Use Maps and which are proposed in the new DCC Bylaw.
The "Olympic Riverfront" land use designation and definition have been eliminated and replaced with a "Public and Open Space Use", "Commercial" and "Mixed Use" designation.	More appropriate for the Richmond Oval and the lands being developed around it (i.e., it is no longer necessary to have a special designation and definition for these lands).

It should be noted that the OCP Aircraft Noise Sensitive Development (ANSD) Table and Map are not proposed to be amended at this time. Instead, the OCP areas that are currently identified

as “No new rezonings may proceed prior to Area Plan updates” and “No new ANSD rezonings until Area Plan is updated” will be reviewed as part of the overall OCP review being undertaken later. In the meantime, in these areas, rezoning applications will be processed in accordance with the proposed new CCAP.

Bridgeport Area Plan

The existing Bridgeport Area Plan is proposed to be replaced with a revised Area Plan that excludes the West Bridgeport and Van Horne areas and includes them in the CCAP. Various minor amendments (maps and text) are proposed to accomplish this. It should be stressed that no other updates have been made to the Bridgeport Area Plan.

Existing Sub-Area Plans

The CCAP includes four Sub-Area Plans: St. Albans Sub-Area Plan; Acheson-Bennett Sub-Area Plan; McLennan North Sub-Area Plan; and, McLennan South Sub-Area Plan.. None of these Sub-Area Plans have been altered as a result of the CCAP.

Capstan Station

The Capstan Station has always been labelled as a “future station” as part of the Canada Line project. The City wants the Capstan Station built sooner rather than later because it is considered to be vital to support the proposed CCAP density of mixed uses and transit oriented development principles in the Capstan Village area.

To reflect these facts, the proposed CCAP contains the following policies:

Rapid Transit & Bus Service (Mobility & Access section)

- *Pursue implementation of the future Capstan Station through development of the surrounding area*

Up Front Funding For The Capstan Canada Line Station (Implementation & Phasing section)

- *New zoning would not be put in place in the Capstan Village area until funding for the Capstan Canada Line Station has been secured to the satisfaction of the City.*

Developer Pay Back Mechanism For The Capstan Station (Implementation & Phasing section)

- *The City may ask the Province to grant it special powers so that it can pay back an individual developer or group of developers who provide the up front funding for the Capstan Canada Line Station from other development in the Capstan Village area (i.e., include transit improvements in the DCC Program or as being eligible for a development works agreement).*

The new CCAP proposes to designate the site proposed for rezoning by Pinnacle/Concord T5 Urban Centre (base density: 1.2 FAR + 0.8 FAR affordable housing bonus) and proposes a Village Centre Bonus (maximum 1.0 FAR density bonus for the provision of non-residential uses). The proposed CCAP also proposes to designate this site: Park; Proposed Streets; Pedestrian-Oriented Retail Precincts; and, Pedestrian Linkages.

In early 2007, the City gave third reading to the Pinnacle/Concord rezoning application where developers agreed to finance the construction of the Capstan Station. This rezoning application proposes to designate the subject site “Mixed Use – High Density” and “Park – Configuration

and location to be determined” in the CCAP and “High Density Mixed Use” in the OCP. The Pinnacle/Concord rezoning involves a higher density than proposed in the new CCAP.

Should the CCAP be adopted before the Pinnacle/Concord rezoning is adopted, and if this rezoning application finally proceeds, the new CCAP will have to be amended. Staff would be prepared to initiate such an amendment to the new CCAP, which will involve another Public Hearing. The only other alternative would be for the new CCAP to reflect the densities proposed on the Pinnacle/Concord site (subject to the aforesaid transit funding policies) and then adopt the zoning when the transit service funding is in place and other rezoning conditions are completed. Staff do not recommend this approach because it has yet to be determined if this rezoning application will proceed.

Garden City Lands

The CCAP consistently identifies the Garden City Lands as an area that requires further study. This is intended to respect the process currently underway to have the lands excluded from the Agricultural Land Reserve (ALR). The existing CCAP designates the Garden City Lands as Park. Similarly, the existing OCP designates this site as Public and Open Space Use on the Generalized Land Use Map. Since the proposed CCAP involves this piece of ALR land, it must be referred to the Agricultural Land Commission for comment. Staff do not believe such a referral will in any way jeopardize or affect the Garden City Lands ALR exclusion application currently with the Commission. Once the Agricultural Land Commission makes its decision on the Garden City Lands, staff will advise Council of appropriate next steps.

CCAP and City-Wide Park & Open Space Calculations

There will be sufficient park and open space in the City Centre and the rest of the City. The following tables describe this and include the lands owned by the Federal Government and Metro Vancouver, and the potential for further park and open space on private developments.

City Centre Area Plan			
Item	Area	Population	Ratio
Existing 2006 Parks and Open Spaces	76.5 ha (189 ac)	40,000	4.75 ac/1,000
Projected 2031 Parks and Open Spaces (not including Garden City Lands)	118.4 ha (292.5 ac)	90,000	3.25 ac/1,000
Projected 2100 Parks and Open Spaces (including 26.3 ha/ (65 acres) @ Garden City Lands)	157.8 ha (390 ac)	120,000	3.25 ac/1,000
Projected Residential Outdoor Amenity Space (<i>additional minimum 10% of net development site area, the purpose of which is to provide for urban agriculture, garden plots and related activities. Where possible, public access will be encouraged to the residential outdoor amenity space.</i>)	25 – 40 ha (62 – 99 ac)	120,000	3.77 – 4.08 ac/1,000 with Garden City Lands
			3.23 – 3.53 ac/1,000 without Garden City Lands

All Of Richmond (including City Centre Area Plan)			
Item	Area	Population (2006 Census)	Ratio
Existing 2006 City Parks and Open Spaces	504.77 ha (1,247.27)	174,461	7.15 ac/1,000
Waterfront (including dike trail and water lots with accessible upland) and Trails (canal; rail right-of-way, Fraser Port POPA) + Existing 2006 City Parks and Open Spaces	523.5 ha (1,293.56 ac)	174,461	7.41 ac/1,000
Federal and Metro Vancouver Lands (e.g., Sea Island Conservation Area; Iona Beach) + Existing 2006 City Parks and Open Spaces	674.77 ha (1,667.27 ac)	174,461	9.56 ac/1,000
Total Existing 2006 City Parks and Open Spaces + Waterfront (including dike trail and water lots with accessible upland) and Trails (canal; rail right-of-way, Fraser Port POPA) + Federal and Metro Vancouver Lands (e.g., Sea Island Conservation Area; Iona Beach)	693.5 ha (1,713.56 ac)	174,461	9.82 ac/1,000

The key points to be drawn from these tables are:

- The 26.3 ha (65 acres) of park and open space on the Garden City Lands are not included in park and open space calculations to the year 2031.
- Without the Garden City Lands, the City Centre will have 118.4 ha (292.5 ac) of park and open space in the year 2031 (i.e., 3.25 acres per 1,000 residents).
- Should the Garden City Lands become available before 2031, the City will have more park and open space available than the standard requires.
- Should the Garden City Lands not become available before or after 2031 for park and open space, the City could achieve this 26.3 ha (65 acres) from the projected residential outdoor amenity space (25–40 ha/62–99 acres) in the City Centre through residential and mixed use private developments.
- The existing City parks and open spaces figure of 504.77 ha (1,247.27 acres) does not include acquisitions since 2006.
- The park and open space ratio of 7.66 acres per 1,000 residents is included in the existing DCC Program and is the standard the City is working towards (i.e., park acquisitions vary annually – so sometimes this ratio is exceeded and other times, such as in 2006, it is not quite met).
- If Federal and Metro Vancouver lands, waterfront and trails were included in the City's figures, the park and open space ratio for all of Richmond would be approximately 9.82 acres per 1,000 residents.

Why Is It Practical To Approve The CCAP?

It is practical to approve the proposed CCAP now because:

- It has been prepared with public and stakeholder input and consultation;
- It incorporates many recent City studies and approved policies (e.g., transportation, parks, affordable housing);
- It establishes an effective long term vision and principles;
- It is innovative and comprehensive;
- It is accompanied by an effective implementation strategy; and
- It provides certainty.

Approval of the CCAP still allows flexibility to accommodate changes in light of new needs, information, science, best practices and studies.

Next Steps

At this time, the following steps are anticipated for Planning Committee (PC) and Council regarding the proposed CCAP and related bylaws:

BYLAW	June 2008	July 2008	August 2008	September 2008
<i>CCAP Bylaw</i>	PC 1 st reading Council 1 st reading	Public Hearing Council 2 nd & 3 rd reading	Await approval of DCC Bylaw by Province	Council adoption
<i>DP GUIDELINES Bylaw</i>	Staff preparation of character area and other new guidelines	PC 1 st reading Council 1 st reading	No Public Hearing in August	Public Hearing Council 2 nd & 3 rd reading Council adoption
<i>DCC Bylaw</i>	PC 1 st reading Council 1 st reading	Public Meeting Council 2 nd & 3 rd reading	Bylaw to Province for approval	Council adoption
<i>PARKING Bylaw</i>	PC 1 st reading Council 1 st reading	Public Hearing Council 2 nd & 3 rd reading	Await approval of DCC Bylaw by Province	Council adoption

Financial Impact

The costs of proceeding with the CCAP were summarized in the Staff Report regarding the City Centre Area Plan (CCAP) Implementation Strategy Highlights. This report went to the April 22, 2008 Planning Committee meeting and is available for viewing on the City's web site and at the City Hall. The financial impact of the CCAP is not repeated here because it will be reported separately as part of the Staff Report on the proposed new DCC Bylaw.

Conclusion

Staff have prepared the following bylaws that are recommended for first reading based on public and stakeholder consultation:

- the new City Centre Area Plan;
- an amended Bridgeport Area Plan; and
- a revised Official Community Plan.

It is recommended that the new City Centre Area Plan bylaw be referred to the Board of Education of School District No. 38 (Richmond), the Vancouver International Airport Authority and Agricultural Land Commission for comment before the Public Hearing, as legally required.

The following bylaws will be brought forward by means of separate Staff Reports to the same Planning Committee and Council meetings:

- New Development Cost Charge Bylaw;
- Reduced Parking Requirement Bylaw; and
- Proposed Affordable Housing Amendment to the C7 Zone Bylaw.

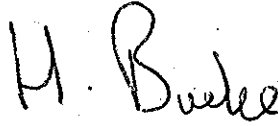
Staff need to do further work on the following two items; which will be part of separate Staff Reports and Bylaws:

- Development Permit Guidelines for the new CCAP; and
- Green Roof Bylaw.

The slight delay in these two bylaws will not adversely affect the CCAP as it is proposed that both bylaws will be ready for adoption at the same time that Council considers adopting the CCAP.



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SUMMARY OF THE PROPOSED CCAP		
VISION	To be a "world class" urban centre and the centrepiece of Richmond as it emerges to fulfill its vision of becoming the "most appealing, livable, and well-managed community in Canada".	
CCAP GOALS	Build Community To be an inclusive community designed to empower and support its diverse and changing urban population.	
	Build Green To be a culture that uniquely supports and celebrates Richmond as an "island city by nature".	
	Build Economic Vitality To be a dynamic and innovative business environment that builds on Richmond's unique combination of economic, cultural and lifestyle opportunities.	
	Build a Legacy To be a vibrant, urban community built around a diverse array of people, activities, facilities, places, and environments that provide opportunities to take pleasure in public life and celebrate Richmond's unique heritage and cultures – past, present, and future.	
PLANNING STRATEGIES	<ol style="list-style-type: none"> 1. The Urban Transect 2. Transit-Oriented Development 3. Urban Village Network 	
URBAN DEVELOPMENT FRAMEWORK	<ol style="list-style-type: none"> 1. Direct Growth Towards Major Catalysts 2. Respect Key Established Neighbourhoods and Precincts 3. Take Advantage of High Aircraft Noise Areas for Business 4. Bonus TOD Development at Village Centres 5. Match Built Form with Amount of Growth 6. Encourage "Peaks & Valleys" 7. Ensure a High Standard of Public Amenity 	
HOUSEHOLDS & HOUSING	Objective	<ul style="list-style-type: none"> • Achieve a complete community that balances the City Centre's role as an economic centre by creating and reinforcing strong identifiable neighbourhoods. Provide a full range of high quality housing to satisfy the needs of the diverse population of 120,000 residents. Achieve balance by providing the following components: housing choice; housing features that are widely desired; distinct neighbourhoods; green neighbourhoods; and protected and safe neighbourhoods.
	Policy Headings	<ul style="list-style-type: none"> • Accommodate a diversity of people by providing for a variety. • Maximize opportunities to create new grade-oriented housing (traditional and stacked townhouse) or other "house-like" forms. • (Maintain) Established neighbourhoods (Moffatt, Acheson-Bennett; St. Albans, McLennan South and McLennan North). • Create, preserve and strengthen distinct "family-oriented" neighbourhoods. • Encourage seniors and special needs housing in the City Centre. <ul style="list-style-type: none"> • Develop various forms of affordable housing in all City Centre neighbourhoods by using the tools, priorities and targets established in Richmond's Affordable Housing Strategy. • Continue to update information on population, household mix, age-related forecasting to ensure that the housing needs of existing and future City Centre residents will be met. • Best practices guidelines. • Dwelling unit composition, size and private outdoor space.
JOBS & BUSINESS	Objective	<ul style="list-style-type: none"> • Provide a framework that enhances the City Centre as the focus of a vibrant "aerotropolis community" – a business centre with a strong identity, international perspective, and a sustainable "triple bottom line" approach to economic development that builds on Richmond's existing strengths and natural advantages as a: gateway; business & corporate hub; focus for creative industries – knowledge-based companies, education and research; Asian business & cultural centre; and complete community.
	Policy Headings	<ul style="list-style-type: none"> • Guarantee an adequate long-term land supply (Industry). • Minimize encroachment & land speculation. • Support gradual change. • Manage transition. • Encourage the retention of existing public sector lands. • Enhance the long-term viability of public sector uses with opportunities for mixed-use development. • Enhance connectivity. • Encourage efficient development. <ul style="list-style-type: none"> • Encourage high-quality, urban office, hospitality & retail sector development, viability and a commercial reserve. • Create an unparalleled amenity package. • Buffer land prices. • Encourage a vibrant retail environment. • Build in development incentives. • Support the positive "branding" of the City Centre. • Support increased opportunities for "flexible work": home-based business & live/work dwellings.
MOBILITY & ACCESS	Objective	<ul style="list-style-type: none"> • Provide a framework for a "well-connected community" designed to promote a culture of walking, cycling, rolling, and transit use through complimentary objectives for each of the different components and users of the transportation system: street network; transit; walking; accessibility; cycling; driving & parking; goods movement & emergency services; supporting measures; and car-free measures.
	Policy Headings	<ul style="list-style-type: none"> • Tighter street network. • Hierarchy of streets. • Cross-street pattern. • Rapid transit & bus service. • Transit villages. • Accessible transit. • Transit quality. • Street network (walking). • Streetscape. • Accessibility. • Accommodation on street network (cycling). <ul style="list-style-type: none"> • Trails & bridges. • End-of-trip facilities. • Integration with transit. • Street network (driving & parking) • On-street parking management. • Off-street parking management. • Goods movement corridors. • Emergency services. • Transportation demand management measures. • Intelligent transportation systems strategies. • One or no car goal.

SUMMARY OF THE PROPOSED CCAP		
ARTS, CULTURE & HERITAGE	Objective	<ul style="list-style-type: none"> 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; place making; an increased creative capacity; and enhanced enjoyment.
	Policy Headings	<ul style="list-style-type: none"> Create a Richmond Arts District. Promote animated public spaces & places – places to gather & celebrate. Public art. Encourage the establishment of creative industries and artists to live and work. Cultural facilities. Establish a centre for increased creative capacity. <ul style="list-style-type: none"> Position the City Centre as a gateway to the rich heritage assets of the entire community. Encourage the preservation & celebration of the heritage of the area. Cultural tourism. Cultural industries. Encourage the expansion of arts, culture & heritage education in the City Centre. Celebrate the accomplishments of citizens, organizations and businesses who enrich the cultural fabric of Richmond.
ECOLOGY & ADAPTABILITY	Objective	<ul style="list-style-type: none"> Provide a framework for an "eco-regenerative urban community" that supports a cleaner, greener and healthier downtown and its ability to adapt to changing environmental conditions.
	Policy Headings	<ul style="list-style-type: none"> Ensure an adequate long-term supply of interconnected ecological service areas. Reduce per capita resource demands and strengthen ecological base. Reduce greenhouse gas emissions. Pursue a multi-objective approach for all City policies and projects. <ul style="list-style-type: none"> Adhere to a process of continual improvement and adaptive management. Strengthen community resiliency to changes resource supplies. Strengthen community resiliency to climate change. Greening community living.
PARKS & OPEN SPACE	Objective	<ul style="list-style-type: none"> 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 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; and respond to the higher densities in the City Centre with a greater diversity of programming in each park and appropriate design and materials.
	Policy Headings	<ul style="list-style-type: none"> Acquire land to achieve the base level open space standard. Augment the base level in City Centre to contribute to the City-wide open space standard. Ensure an equitable distribution. Secure appropriate location. Enhance the provision and diversity of on-site amenity space. The majority of the land required to meet the standard will be publicly owned. <ul style="list-style-type: none"> Secure public access to land owned by other government agencies and utilities. Secure public access on private property for park or greenway purposes. Contribute to neighbourhood character. Ensure a healthy environment. Enhance connectivity. Accommodate a diversity of cultural and recreational activities. Create a destination waterfront.
RECREATIONAL & CULTURAL FACILITIES	Objective	<ul style="list-style-type: none"> To increase livability in Richmond's City Centre by providing innovative, affordable and inclusive facilities, programs and services, in response to changing demographics and diverse needs of the community. Investments in community facilities must respond to a growing focus on sustainability from environmental, social, cultural and economic perspectives.
	Policy Headings	<ul style="list-style-type: none"> Building green. Transit oriented and accessible. Co-location of facilities. Mixed-use developments. Adjacency to commercial and retail services. Design excellence. Co-location with parkland and open space. <ul style="list-style-type: none"> Relationship of indoor and outdoor space. Maximum accessibility. Flexibility of space. Neighbourhood level facilities. Community level facilities. City-Wide level facilities. Regional level facilities.
SOCIAL EQUITY & COMMUNITY SERVICES	Objective	<ul style="list-style-type: none"> Provide a framework for an "inclusive community" that supports the diverse needs of its citizens and equitable access to social, health, education, safety, and other community resources for present and future generations, throughout their lives.
	Policy Headings	<ul style="list-style-type: none"> Establish an integrated City Centre service strategy. Encourage a continuum of education opportunities. Ensure that Richmond's Law & Community Safety Strategic Plan meets the needs of the City Centre. Encourage the development of an inclusive City Centre. <ul style="list-style-type: none"> Encourage the timely & cost-effective provision of well-located child care facilities. Encourage the establishment of "community service hubs". Support intercultural dialogue & exchange. Explore opportunities for Village-based community involvement.

SUMMARY OF THE PROPOSED CCAP		
INFRASTRUCTURE & UTILITIES	Objective	<ul style="list-style-type: none"> To improve the infrastructure and utilities in the City Centre in a cost-effective, socially-responsible and environmentally sound manner to service both the existing population, new development and projected population growth.
	Policy Headings	<ul style="list-style-type: none"> Coordination of City services and other utilities. Immediate needs and projected growth. Sequence services. Minimize impact. Cost recovery. <ul style="list-style-type: none"> Underground utilities. Metro Vancouver sanitary sewer. Climate change adaptation. Advance environmentally responsible servicing.
PUBLIC REALM & PUBLIC LIFE	Objective	<ul style="list-style-type: none"> 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; and human-scaled.
	Policy Headings	<ul style="list-style-type: none"> Make the riverfront the signature feature of the City Centre's public realm. Make No. 3 Road a "great street". Encourage better places to stay & linger. Protect and develop City views & vistas. Encourage human-scaled development. Ensure that street frontages are both attractive & accessible. Promote uses that generate people/activity on the street & discourage those that do not. <ul style="list-style-type: none"> Create a green, connected urban centre. Don't forget the "necessary" things. Mitigate traffic impacts. Protect against unpleasant weather & climate conditions. Balance the needs of a lively public realm with the needs of residents for quiet. Encourage crime prevention through environmental design.
IMPLEMENTATION & PHASING STRATEGIES	Objective	<ul style="list-style-type: none"> Coordinate and facilitate the development of the City Centre through an effective implementation & phasing strategy. Follow a development-led approach to provide transportation improvements, utility upgrades (water, sanitary sewer, storm drainage), parkland acquisition and development, affordable housing, child care and community facilities, and community planning cost recovery in the City Centre. Coordinate and adopt the necessary bylaws needed to implement the CCAP (e.g., proposed new DCC Bylaw; parking reduction in the Zoning and Development Bylaw).
	Policy Headings	<ul style="list-style-type: none"> Financing options. Growth-related costs – DCC items. Non-growth related costs – Works and services. Transportation improvements and utility upgrades on the DCC Program. Transportation improvements and utility upgrades not on the DCC Program. Works and services – Developer and City responsibility. Timing of transportation improvements and utility upgrades. Up front funding for the Capstan Canada Line Station. Developer pay back mechanism for the Capstan Station. Major Thoroughfares, Major Streets and Minor Streets Lanes and Mews <ul style="list-style-type: none"> Park and open space on the DCC Program. Park and open space not on the DCC Program. Density bonusing – Affordable housing. Density bonusing – Child care. Density bonusing – Community facility instead of child care.. Density bonusing – Community benefit items. No density bonusing for public art. Downtown Commercial District (C7). Community planning. Planning and Development Priorities. Additional Studies and Periodic Updates. Encourage development within 200 m (656 ft) of Village Centres. Significant land acquisitions. Prioritize the DCC Program.

Background Reports and Studies to the CCAP

During 2007 - 2008, the following reports or studies were presented to Council and to various Committees:

Reports or Studies Presented to Council or Committee
City Centre Area Plan Concept
City Centre Transportation Plan Vision
City Centre Demographic Study: "Projecting Community Change in the Richmond City Centre A Community Lifecycle Approach"
Middle Arm Open Space Master Plan Concept
Library Facilities Plan
Parks, Recreation & Cultural Services (PRCS) Facilities Strategic Plan
City Centre Places and Spaces Study
Flood Plain Designation and Protection Bylaw
Richmond Affordable Housing Strategy
No. 3 Road Streetscape Vision
City Centre Area Plan (CCAP) Implementation Strategy Highlights
Private Developments and LEED Within The City Centre Area Plan & Green Roofs Throughout The City

Each of these studies have been integrated into the CCAP and are available for reviewing. As well, in preparing the CCAP, a number of other reports or studies were completed and incorporated into the CCAP. These include:

Reports or Studies Completed and Incorporated into the CCAP
CCAP Implementation Strategy
City Centre Transportation Implementation Plan
Water Model Update
Sanitary Model Update
Drainage Model Update
Market Positioning and Employment Land Allocation Strategy
City Centre Area Plan Sustainability Program Technical Report on LEED, Green Roofs and Site Permeability
Geothermal Heating and Cooling in City Centre
Geotechnical Practices Study
Various legal and financial advise

Public Consultation Summary

General

During the CCAP process, the following were consulted using a combination of techniques including open houses, surveys, presentations, direct board and staff meetings, and correspondence:

Public and Stakeholders Consulted Regarding the CCAP	
General public in four open houses	Richmond Community Services Advisory Committee (RCSAC)
School District No. 38 (Richmond) – Board and staff – ongoing	Richmond Seniors Advisory Committee
BC Ministry of Education	Richmond Committee on Disability
Kwantlen Administration and Students	Richmond Child Care Development Committee
Vancouver Fraser Port Authority (VFPA)	Richmond Advisory Committee on the Environment (ACE)
Metro Vancouver Technical Advisory Committee	Richmond Intercultural Committee
Urban Development Institute (UDI)	Richmond Public Art Commission
Greater Vancouver Home Builders Association (GVHBA)	Richmond Art Gallery Association
Small residential developers	Richmond Sports Council
Vancouver International Airport Authority (VIAA) – Staff	Richmond Advisory Cycling Committee
Transport Canada	Richmond Library Board
YVR Noise Management Committee	Richmond Chamber of Commerce
Workers Compensation Board – Staff	Tourism Richmond
Agricultural Land Commission (ALC) – Staff	Richmond Economic Advisory Committee
Vancouver Coastal Health	Richmond Fire Department
National Association of Industrial and Office Properties (NAIOP)	RCMP

Public Consultation Results

There is significant support for the CCAP, as shown in the following summary table:

Summary of Survey Results Reports in 2007	
Proposed CCAP Features	Majority Comments
Vision, goals, principles, transit-oriented development, village attributes & "Build Green" objectives	<input type="checkbox"/> Much support
Year 2100 population of 120,000	<input type="checkbox"/> Support for 120,000 <input type="checkbox"/> Less support for 156,000
Affordable Housing	<input type="checkbox"/> Support for new Affordable Housing Strategy
Top three preferred public amenities to provide	<input type="checkbox"/> Parks <input type="checkbox"/> Community Centres <input type="checkbox"/> Libraries
Top three preferred business opportunities/programs to pursue	<input type="checkbox"/> Office & Live/Work (tied) <input type="checkbox"/> Retail <input type="checkbox"/> Light industry
Kinds of City Centre excellence	<input type="checkbox"/> "Sports & Wellness" <input type="checkbox"/> "Arts & Culture"
Land Use & Density Framework	<input type="checkbox"/> Majority like the mix of uses and density, however 1/3 of respondents were concerned that there was too much density
Open Space & Amenity Framework	<input type="checkbox"/> Support for the plan's parks and riverfront
Mobility & Access Framework	<input type="checkbox"/> Strong support for more pedestrian and cycle-friendly environment
Built Form & Urban Design Framework	<input type="checkbox"/> Respondents generally like the concepts, although a minority expressed concerns with the density
Other	<input type="checkbox"/> Concern over the cost of achieving the plan (e.g., parks, affordable housing, amenities) was expressed

Stakeholder Comments

The CCAP responds to the comments from the various stakeholders in the following ways:

Stakeholder	CCAP Response
School District No. 38 (Richmond)	<ul style="list-style-type: none"> Includes schools in the CCAP Proposes joint planning of the one new elementary school required Proposes collaboration regarding any surplus school lands
VFPA (formerly the North Fraser Port Authority)	<ul style="list-style-type: none"> Recognizes the importance of river-oriented industry Accommodates existing uses (including log booming) Balances City's need for continuous pedestrian access with active industrial areas The proposed Middle Arm pedestrian/bicycle bridge will not interrupt navigation Protects opportunities for additional commercial and recreational marinas
Vancouver Coastal Health	<ul style="list-style-type: none"> Accommodates Richmond Health Services (RHS) plans to establish Neighbourhood Level Primary Healthcare Organizations (NLPHO)
Transport Canada (Airport)	<ul style="list-style-type: none"> While not all of Transport Canada objectives are met, the CCAP is consistent with OCP Aircraft Noise Sensitive Development (ANSD) policies
VIAA	<ul style="list-style-type: none"> CCAP complements YVR non residential use objectives In addition, proposed non-residential CCAP uses (e.g., park, employment lands) prevent more areas from having ANSD uses under runways All new ANSD will apply the OCP ANSD mitigation requirements
UDI	<ul style="list-style-type: none"> Accommodates densification in the Village Centres and especially around the Canada Line Stations Utilizes density bonusing for affordable housing, child care and other community benefit items Does not propose that developers pay for community facilities Introduces reduced parking requirements for City Centre development UDI supports the CCAP and CCAP Implementation Strategy
GVHBA	<ul style="list-style-type: none"> Proposes to allow single-family residential developers the option of building a secondary suite/coach house or making a contribution towards affordable housing
ACE	<ul style="list-style-type: none"> The CCAP is generally consistent with ACE's recommendations and responds to ACE's concerns (e.g., introduces LEED on private developments to address building impacts)

A copy of the correspondence received from School District No. 38 (Richmond), UDI and the GVHBA is appended to this attachment.

Improved City - School Board Co-ordination

Since beginning the CCAP process, the City and School Board have better co-ordinated their general and CCAP interests. For example:

Improved City – School Board Co-ordination
Additional School Board and City executive, committee and many staff meetings
Joint visioning session
Improved School Board - City Liaison Committee and other joint committee discussion and correspondence
Placing common items on committee agendas as standing times (e.g., the CCAP and related planning issues)
Joint School Board and City planning exercises (e.g., for the proposed elementary school in the City Centre)
Improved City information to the School Board (e.g., OCP amendment referrals, CCAP demographic study, school planning)

Responses to Key Public Questions

Question/Concern	<i>Amount of Growth - Some public input indicated concern regarding the amount of proposed growth.</i>
City Response:	<p>Reasons for the proposed growth and build-out population of 120,000 include:</p> <ul style="list-style-type: none"> - Many long-term Richmond residents and recent immigrants want their family members (e.g., children, parents) to have the opportunity to live in the city; - Businesses wish to thrive and grow; and - The City wishes to help accommodate anticipated regional GVRD growth. <p>Furthermore, the proposed CCAP growth model is consistent with the:</p> <ul style="list-style-type: none"> - Existing City Centre Area Plan (1995) and OCP (1999), both of which target significant growth for the downtown to support enhanced urban amenities (e.g., transit) and lifestyles, and protect Richmond's sub-urban and agricultural areas; - City Centre's recognized capacity for densification, especially in its extensive low-density, auto-oriented areas; - Canada Line and Transit-Oriented Development (TOD) objectives for densification aimed at promoting transit ridership and encouraging less car-dependent lifestyles; and - The CCAP goals aimed at reducing sprawl and supporting socially, environmentally and fiscally responsible growth (i.e., Build Community, Build Green, Build Economic Vitality, Build A Legacy).
Question/Concern	<i>Rate of Growth - Some public input indicated concern that growth will happen too quickly.</i>
City Response	<p>The CCAP is not expected to significantly impact the City Centre's rate of growth. When the CCAP was first adopted in 1995, it had the objective that Richmond's downtown should attract approximately 50% of the City's residential growth to 2021. In the 11-year period between January 1997 and January 2008, the City Centre achieved that objective growing by approximately 14,000 residents or 46% of City wide growth.</p> <p>The proposed new CCAP is not anticipated to alter the City Centre's existing 2021 target of 61,000 residents. Furthermore, it will take approximately to the year 2100 to reach the ultimate "build-out" population of 120,000 residents.</p>
Question/Concern	<i>Location of Growth - What will control what gets built and when?</i>
City Response	<p>In order to partially address this concern, the CCAP proposes higher densities and building heights around the Canada Line Stations and the Richmond Oval. This will serve to direct high rise development to No. 3 Road and near the Middle Arm of the Fraser River.</p> <p>The CCAP is also proposing a non-residential density bonus along the Canada Line and in the vicinity of the Richmond Oval. This will ensure that a mixture of residential and non-residential development will occur and that the City Centre will have a variety of building heights.</p> <p>What gets built when will be affected by both market forces and the City or developers' abilities to provide services. The future of the Garden City Lands will be the subject to a separate decision making process. Industrial land and office initiatives will assist in managing business attraction, retention, transition and enhancement.</p> <p>In general, the intent is that the CCAP establish a framework for long-term development complemented by additional planning studies, as required, to support and facilitate key initiatives. The benefit of this approach will be a clear picture of what the City Centre is to be, how the City Centre will grow, practical tools for Council's management of the type and rate of growth, and supplemental guidance, prepared as required, to address specific issues and priorities.</p>
Question/Concern	<i>Amount of City Centre Park and Open Space - Some public input indicates a desire to see the City Centre park and open space guideline of 3.25 acres per 1,000 residents increased.</i>
City Response	<p>Current guidelines require that park and open space be supplied for City Centre residents at the typical City-wide rate of 7.66 acres per 1,000 residents, but that of this only 3.25 acres per 1,000 residents must be situated within the boundaries of the City Centre.</p> <p>If park and open space were to be provided within the City Centre boundaries at the City-wide rate of 7.66 acres per 1,000 residents, based on a population of 120,000, 45% of the City Centre would need to be park. This percentage of park and open space would be dramatically higher than anything found elsewhere in Richmond, and would be unaffordable and inconsistent with objectives for densification near transit.</p> <p>The alternative and current standard of 3.25 acres per 1,000 residents results in a requirement for 390 acres of park and open space. While this represents a lower ratio of park and open space to resident than the City-wide standard, due to the City Centre's planned high concentration of residents and the CCAP park use/distribution, it will result in:</p> <ul style="list-style-type: none"> - Equal or more park space per quarter-section to what is typical elsewhere in Richmond; - Easier park access by foot for residents; and - A comprehensively designed network of high-amenity parks and linkages tailored to the special needs of a transit/pedestrian-oriented urban community.

<p>Question/Concern</p>	<p><i>Applicability of School District Lands to City Centre Park and Open Space Guideline - The School Board has advised the City that existing District lands should not be used to satisfy the City Centre park guideline of 3.25 acres per 1,000 residents.</i></p>
<p>City Response</p>	<p>Existing School District owned school sites in the City Centre total roughly 43 acres (e.g., 11% of the 390 acres of park required for 120,000 residents). The City has traditionally included school lands in its park calculations, both inside and outside the City Centre. The School Board has, however, advised against this practice in the City Centre to safeguard against the possibility that the downtown could end up short of park space, if school sites were sold in the future (e.g., as a result of school site consolidation, or the co-location of schools on non-school properties). The CCAP assumes that the City will either purchase School District land if it is offered for sale, or replace it with land elsewhere in the City Centre that is better located to meet park needs (e.g., closer to residents, closer to amenities). Staff recommend that the City continue to include the School District's existing lands in the City Centre park calculations because:</p> <ul style="list-style-type: none"> - It seems unlikely that the School District will dispose of all of its existing lands; - This approach represents a significant savings to the City; - This approach is consistent with the idea behind joint school/park sites, such as General Curry Elementary, where the School District benefits from City-owned lands to meet its needs and vice versa; and - "Partnering" benefits the community and saves money through more efficient use of resources.



School District No. 38 (Richmond)
7811 Granville Avenue, Richmond, BC V6Y 3E3

Tel: (604) 668-6000

George Duncan
Joe Erceg

October 17, 2007

His Worship Mayor M. Brodie
City of Richmond
6911 No. 3 Road
Richmond, B.C.
V6Y 2C1

Copied & distributed
to all.
Date: Oct. 23/07
Initials: MLP

Dear Mayor Brodie:

City Centre Area Plan Visioning Session

Thank you for meeting with Trustees and district staff to discuss the City Centre Area Plan and more specifically the demographics study that was undertaken by the City of Richmond. This information was very helpful to the Board of Education when it considered its capital budget submission to the Ministry of Education. Under separate letter we have forwarded to you the approved capital budget submission that includes the following city centre capital project requests:

- expansion of the Tomsett Elementary School Site
- expansion of the Talmey Elementary School Site
- addition of a new elementary school site in the city centre area

We believe that this will accommodate the long-term accommodation needs for elementary aged students in the city centre area. With respect to the accommodation of secondary aged students, we believe that approximately 2,000 spaces could be created within the three existing secondary schools i.e. Cambie, Richmond and MacNeill Secondary Schools.

- Cambie Secondary School may require a 500 seat addition
- Richmond Secondary School presently as a significant number of transfer students from other secondary schools in Richmond. By restricting such transfer students, spaces will be created for the increasing number of students arising from developments in the city centre area.
- MacNeill Secondary School presently has significant excess capacity that would be able to accommodate secondary aged students from the city centre area.

Again, on behalf of the Board of Education, I would like to thank you for hosting this important meeting. If you have any questions, please have your staff contact our staff.

Sincerely,

Mrs. Linda McPhail, Chairperson
On Behalf of the Board of Education

- c:
- Trustees
 - D. Weber, City Clerk
 - B. Beairsto, Superintendent of Schools
 - K. Morris, Secretary Treasurer

City of Richmond
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URBAN DEVELOPMENT INSTITUTE – PACIFIC REGION

#200 – 602 West Hastings Street Vancouver, British Columbia V6B 1P2 Canada
T. 604.669.9585 F. 604.689.8691
info@udi.org www.udi.bc.ca

April 18, 2008

His Worship Mayor Malcolm Brodie and Council City of Richmond 6911 No. 3 Road
Richmond, BC V6Y 2C1

Dear Mayor and Council:

Re: City Centre Area Plan

The Urban Development Institute (UDI) is an association of the development industry and its related professions. Our members contribute \$23 billion and 250,000 jobs to the provincial economy each year. We note that last year, in Richmond alone, the value of construction for issued building permits was \$575 million. As a Partner in Community Building, UDI is committed to working with local municipalities, local communities and local developers to encourage quality urban development throughout Canada. UDI activities support development that is environmentally-friendly, affordable and contributes positively to the economy.

For several years now, UDI's Richmond Liaison Committee, Chaired by Scott Baldwin, has worked with City staff and other community stakeholders on Richmond's new *City Centre Area Plan (CCAP)*. We believe this *Plan* is critical to the City – if not the region. From a municipal perspective, most of Richmond's growth is occurring in the City Centre. From a regional one, the \$2 billion Canada Line is nearing completion, and for it to be viable, densification needs to occur at each of the new line's stations.

Although we have not seen the Report that Council is receiving on the *CCAP*, staff have briefed our Liaison Committee on the critical components of the *Plan*. There are elements of it that the industry would like reviewed such as the green building mandates and the increasing DCCs. However, this is coupled with some very progressive and positive elements, such as reducing parking standards near Canada Line stations to encourage affordability and transit ridership. We also note that on several items, staff have been flexible in achieving City objectives in a way that limits the impact on the industry and the homebuyers and businesses we serve.

On balance and given the need to move forward in the City Centre, UDI generally supports the *CCAP*, and requests that Council move forward with the process to approve it as soon as possible to avoid more costly delays to the development industry.

Although it is a separate issue from the *CCAP*, we believe it is important to reiterate our concerns about Richmond's *Affordable Housing Strategy* that was passed last year because it is adding to the cost of new housing in Richmond and leaves little room for future municipal charges. The *Strategy* requires that 5% of the gross floor area of large rezoned residential projects be used for low market rental housing units. As we noted to the Planning Committee last May, under the current *Housing Agreement* that must be signed, the City can at any time purchase these units for \$10, which nullifies their value. In essence, developers are providing 5% of their buildings for City purposes with little return. This must be recognized as a significant cost, and it should be understood by Council that the viability of projects will be threatened if there are further charges. In addition, we ask that through a separate process (as it is a city-wide policy), the City review its *Affordable Housing Strategy* – especially the *Housing Agreement*.

Green Buildings

We are pleased that the City has taken some steps to create a framework for meeting sustainability targets, such as energy efficiency in buildings, where the City's objectives are met, but flexibility is given to the industry on how to achieve these goals.

However, UDI is concerned with mandating specific green building technologies, such as green roofs on industrial buildings. Unlike multi-family and commercial towers, the ratio between the size of the roof and the area of an industrial building is very high as these projects are usually large one storey buildings. There is a real and fundamentally unanswered question regarding whether any benefit achieved by a green roof on industrial buildings is even comparable to other readily available alternatives. Compounding this uncertainty is the question of whether the developer will be able to insure a green roof at all.

The prescriptive requirement of a green roof may not be the most effective way to contribute to the greening of the City, especially as the additional burden of cost to be carried, ultimately by the tenant, may undermine the attractiveness of Richmond for new industrial development. For these reasons, we recommend the City provide the option of achieving sustainability goals through a performance based approach that recognizes the benefits of each level of sustainability in the development process. We are encouraged that staff is considering this approach (as opposed to inflexible prescriptive requirements for green roofs), but are concerned that it will be managed through a variance process. It would be better if the performance standards or other options were incorporated into the Bylaw without a variance process as it is difficult for developers to price and acquire sites without knowing what will be required of them.

We would like to conclude by thanking City staff for involving the Institute thoroughly in the *CCAP* process, and for their flexibility. We ask that Council now move forward with the process to approve the *City Centre Area Plan* as soon as possible.



April 21, 2008

Mr. Holger Burke
Development Coordinator
City of Richmond
6911 No. 3 Road
Richmond, BC V6Y 2C1
hburke@richmond.ca

Dear Mr. Burke:

RE: City Centre Area Plan (CCAP)

Thank you for the opportunity to provide feedback on the proposed CCAP.

Imposing onerous regulations and increasing development cost charges will significantly increase the final price of new homes for buyers, especially cash-strapped first-timers. We are always mindful of the impacts city policies have on housing affordability.

However, new development brings enormous economic and social benefits to a community. We are pleased the City of Richmond, with input from affected stakeholders, is developing strategies for long-term growth and development of the City Centre.

We look forward to being involved in future discussions on these and other matters affecting the homebuilding industry and its customers.

Best regards,

Peter E. Simpson, BIAE
Chief Executive Officer

The Voice of the Residential Construction Industry in the Greater Vancouver Area



#203, 15463 - 104 Avenue, Surrey, B.C. V3R 1N9
Telephone: 604-588-5036 Fax: 604-588-5037
Email: info@gvhba.org www.gvhba.org





Richmond Official Community Plan Bylaw 7100
Amendment Bylaw 8381
Schedule 1 – Official Community Plan (OCP)

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

- 1. Schedule 1 of Richmond Official Community Plan Bylaw 7100 is amended by:
a) Replacing various OCP maps in the OCP as shown on "Schedule A attached to and forming part of Bylaw 8381", to include the West Bridgeport and Van Horne areas into the City Centre area and leave the bulk of the original Bridgeport area, as is, in the Bridgeport Area Plan.
b) Amending the OCP Development Permit Guidelines as shown on "Schedule B attached to and forming part of Bylaw 8381", to include pertinent guidelines from the existing City Centre Area Plan.
c) Replacing OCP Attachment 1, Generalized Land Use Map, with "Schedule C attached to and forming part of Bylaw 8381", to coincide with the land use designations on the new City Centre Area Plan Land Use Maps.
d) Replacing OCP Attachment 2, Specific Land Use Map, with "Schedule D attached to and forming part of Bylaw 8381", to include the West Bridgeport and Van Horne areas into the City Centre area.
2. This Bylaw is cited as "Richmond Official Community Plan Bylaw 7100, Amendment Bylaw 8381".

FIRST READING

PUBLIC HEARING

SECOND READING

THIRD READING

ADOPTED

Four horizontal lines for signature or date entry.

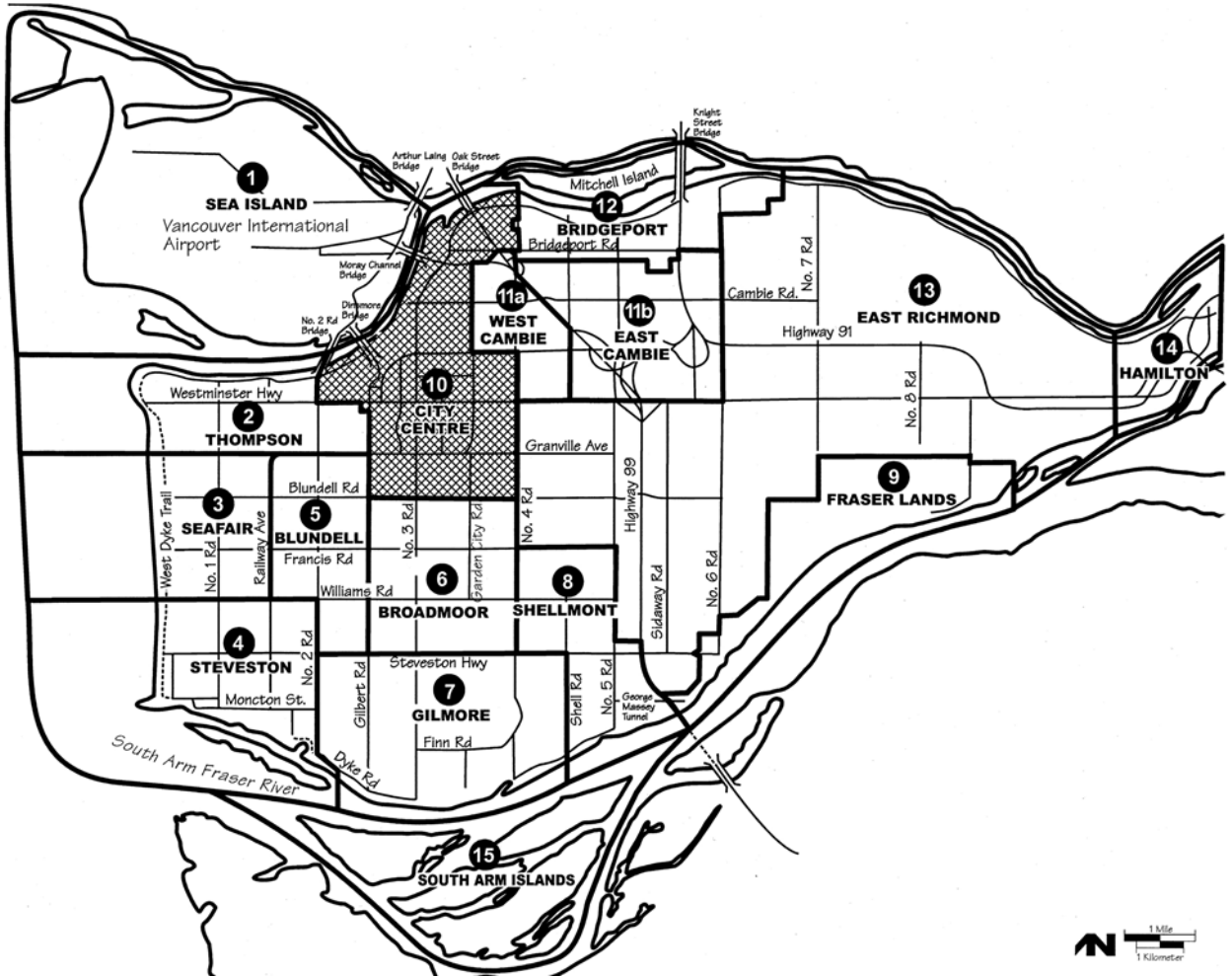
Table with approval stamps: CITY OF RICHMOND, APPROVED by, APPROVED by Manager or Solicitor.

MAYOR

CORPORATE OFFICER

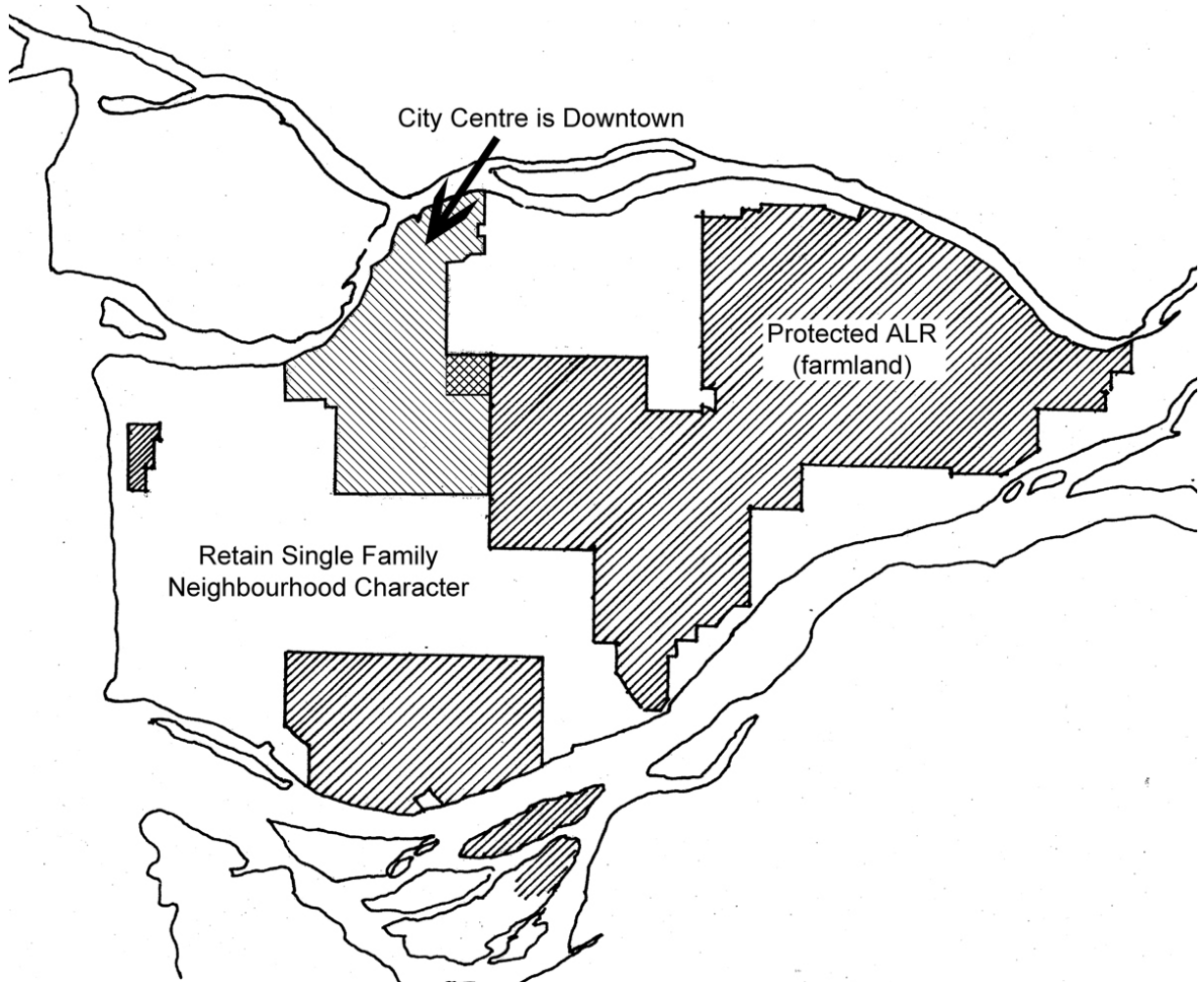
“Schedule A attached to and forming part of Bylaw 8381”

- i) The City of Richmond Planning Areas map on page vii in the section entitled Plan Interpretation and on page 3-6 in Section 3.1 Neighbourhoods & Sense of Community be replaced with the following map:



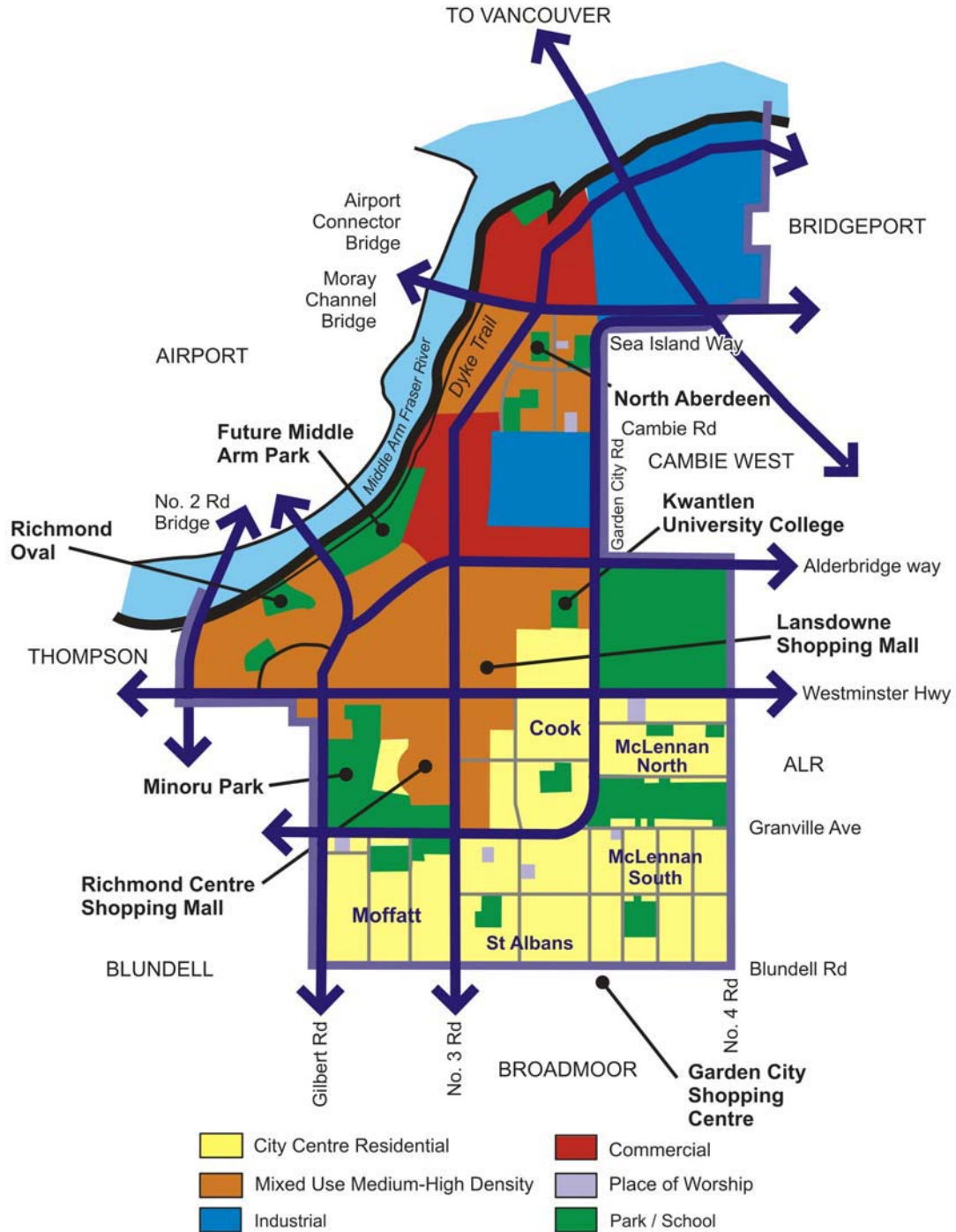
“Schedule A attached to and forming part of Bylaw 8381”

- ii) The diagram entitled The OCP emphasizes Quality Improvements on page 1-5 in Section 1.3 Growth Management Strategy be replaced with the following diagram:



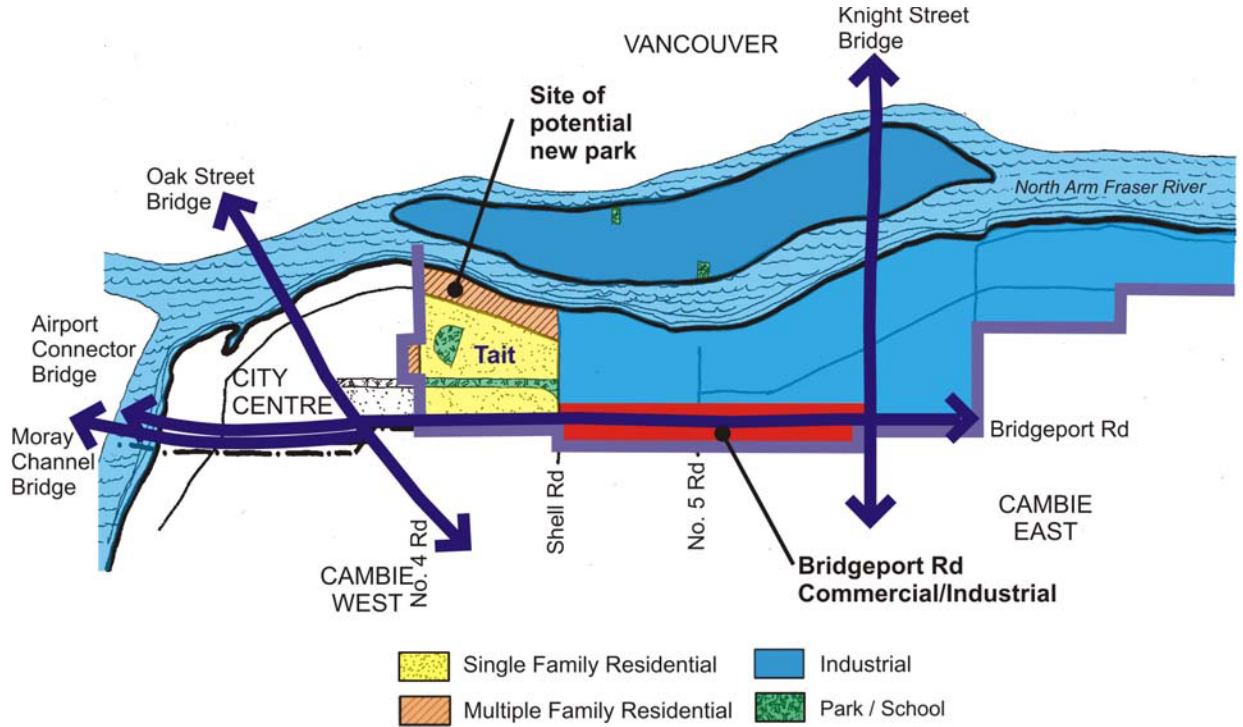
“Schedule A attached to and forming part of Bylaw 8381”

iii) The City Centre diagram on page 3-14 in Section 3.1 Neighbourhoods & Sense of Community showing this Neighbourhood of Richmond be replaced with the following diagram:



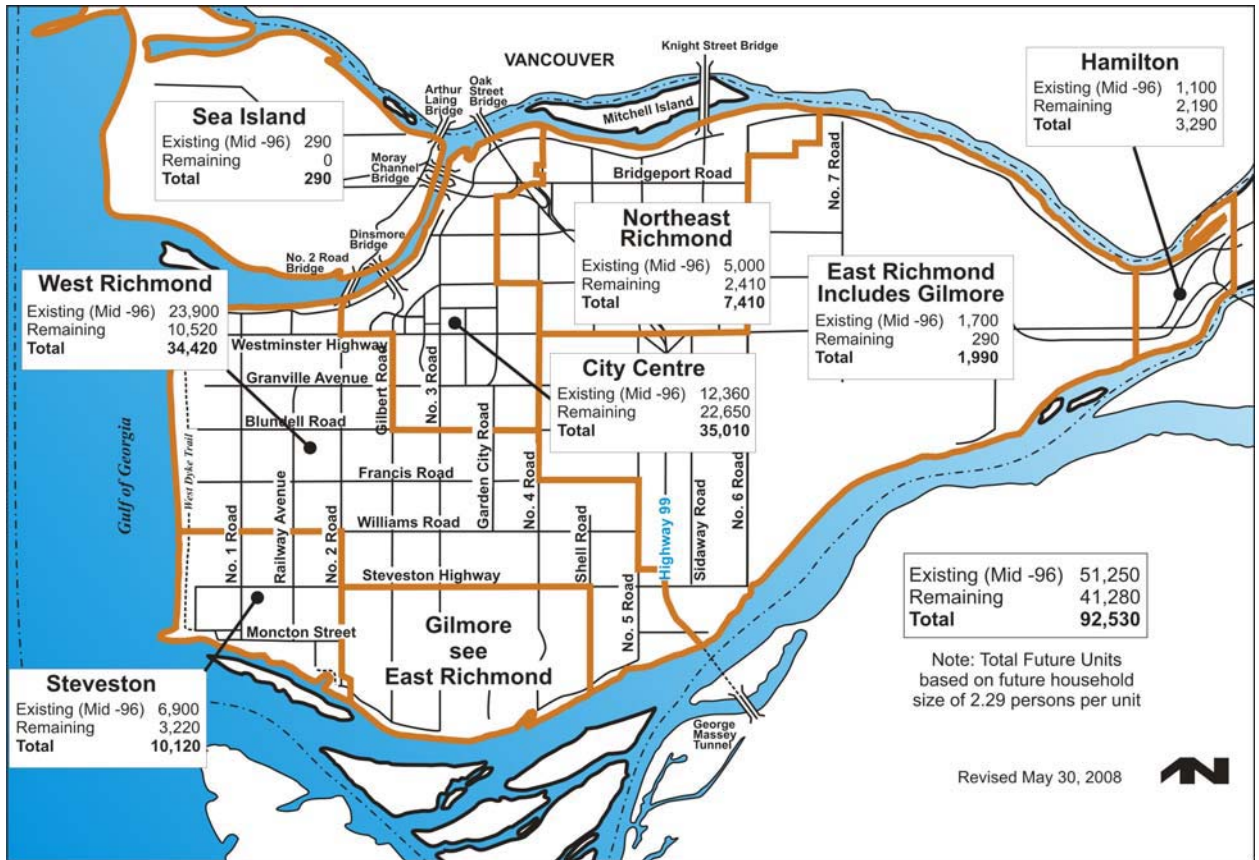
“Schedule A attached to and forming part of Bylaw 8381”

iv) The Bridgeport diagram on page 3-17 in Section 3.1 Neighbourhoods & Sense of Community showing this Neighbourhood of Richmond be replaced with the following diagram:



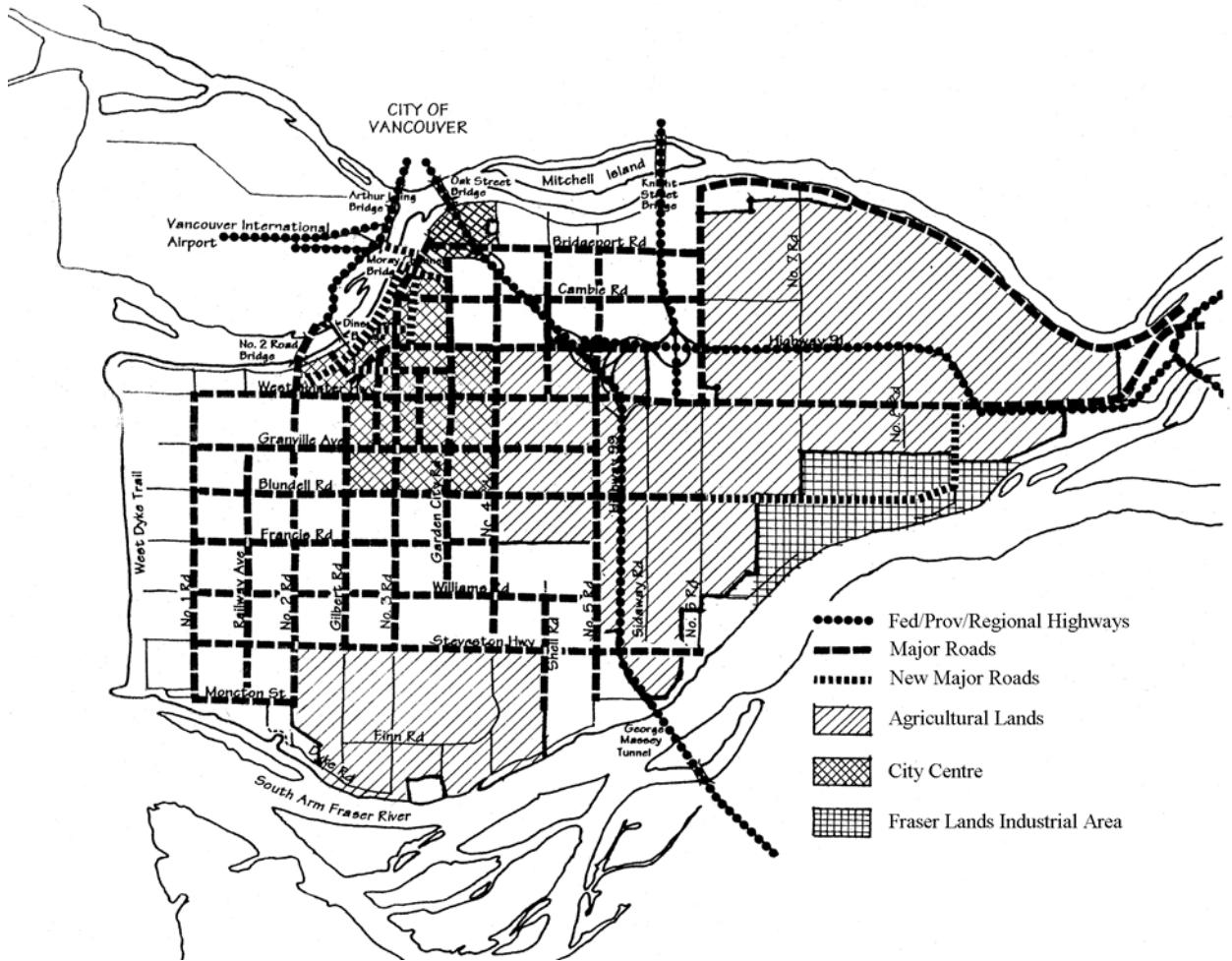
“Schedule A attached to and forming part of Bylaw 8381”

- v) The Dwelling Unit Capacity to 2021 map on page 3-26 in Section 3.2 Housing be replaced with the following map:



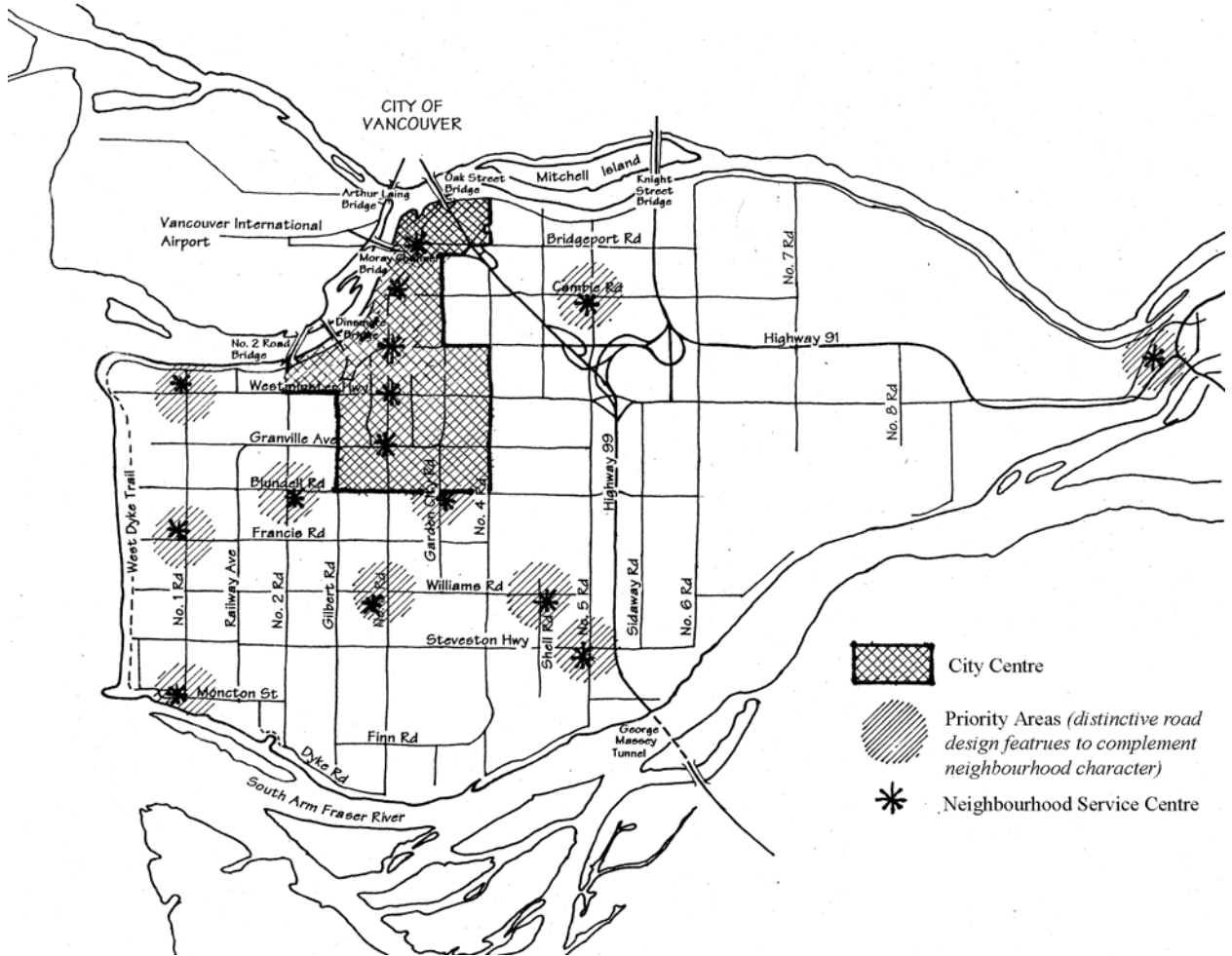
“Schedule A attached to and forming part of Bylaw 8381”

- vi) The Major Roads map on page 4-3 in Section 4.1 Road Network be replaced with the following map:



“Schedule A attached to and forming part of Bylaw 8381”

vii) The Priority Areas for Distinctive Road Design and Pedestrian Improvements map on page 4-4 in Section 4.1 Road Network be replaced with the following map:



“Schedule B attached to and forming part of Bylaw 8381”

Section 9.0 Development Permit Guidelines be amended by adding the following to:

Section 9.2 General Guidelines:

9.2.2 Public Realm/Pedestrian Amenity

9.2.2.B Weather Protection

New subtitle for the existing a) to e) guidelines entitled “***Rain & Sun Protection***”

New subsection as follows:

“Wind Protection

f) *New development should seek to protect pedestrians in general, and high activity pedestrian areas in particular, from the negative effects of the prevailing easterly wind, local wind conditions, and site-generated wind conditions.*

- *Design sites, buildings, and associated landscaped areas to minimize wind induced by buildings, and its impact on both the public and private realms.*
- *Provide areas of calm and wind mitigating measures to enhance enjoyment of the outdoors, and to extend the seasonal duration of outdoor activities, including socializing, shopping, and dining.”*

9.2.5 Building Scale & Form

New subsection as follows:

“9.2.5.C Tower Massing

a) *Towers should be designed to minimize shadowing, view, and privacy impacts; provide for a comfortable transition with adjacent streets and development; conceal on-site parking through:*

- (i) *"Slim" profiles and compact floor plates, especially in residential areas where it is preferable that floor plates above an elevation of approximately 21.0 m (68.9 ft.) from grade be limited to a maximum size of approximately 600 m² (6,458.6 ft²) gross;*
- (ii) *Low-rise "podium" buildings of a scale and character in keeping with the local area;*
- (iii) *Tower setbacks of at least 4.5 m (14.8 ft.) from the face of low-rise "podium" buildings;*
- (iv) *Where appropriate, mid-rise terracing between towers and low-rise "podium" buildings;*
- (v) *Spacing of at least 24.0 m (78.7 ft.) between towers; and*
- (vi) *Staggered spacing of towers and units such that primary private views are directed past neighbouring high-rise developments.”*

“Schedule B attached to and forming part of Bylaw 8381”

9.2.11 Adjacent Uses (Edge Conditions)

Delete 9.4.4.A g) from Section 9.4 Commercial Guidelines and renumber Subsection 9.4.4.A Streetscape under Section 9.4.4 Building Scale & Form accordingly.

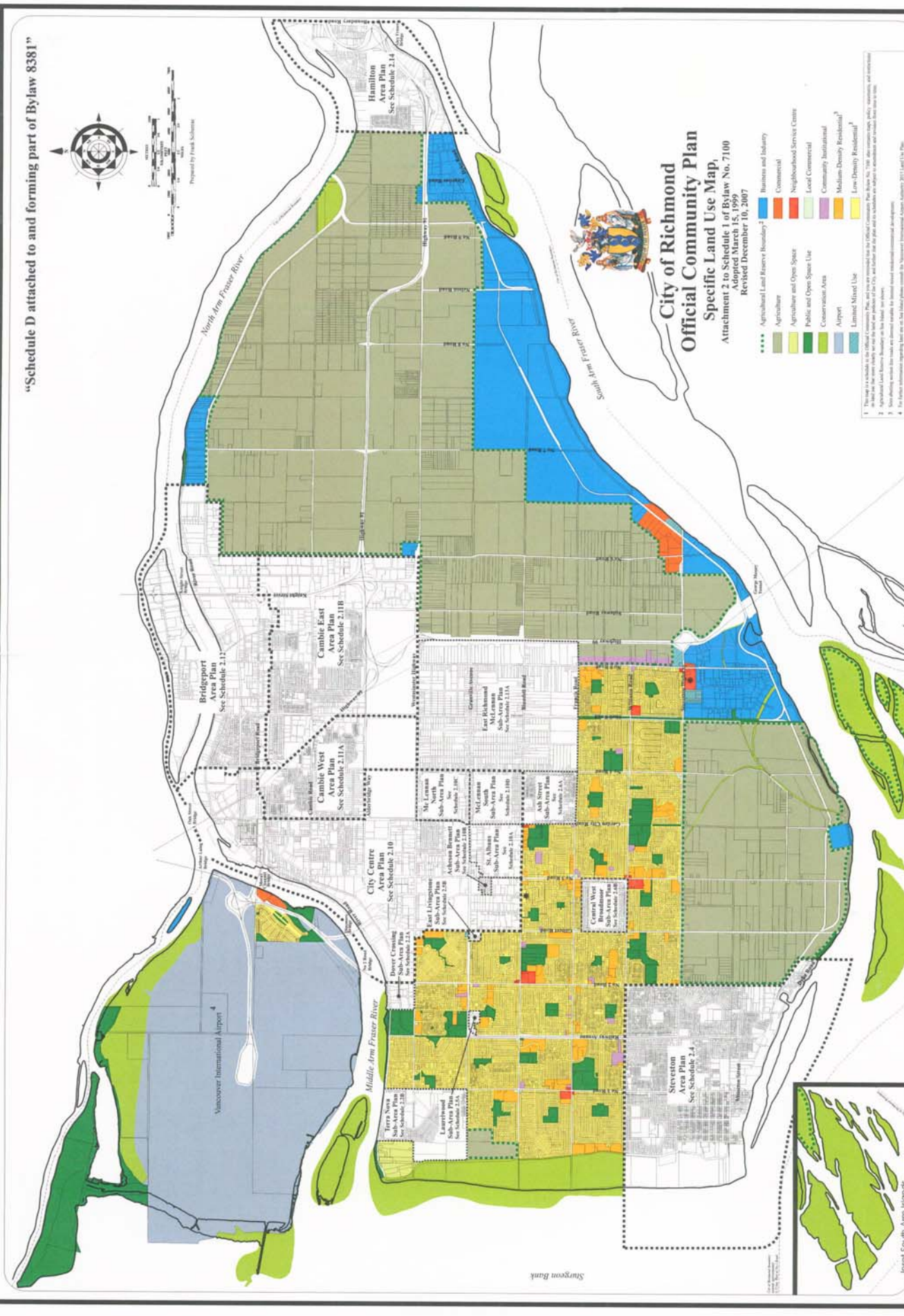
Add this guideline to Subsection 9.2.11 Adjacent Uses (Edge Conditions) as the following new subsection:

- “f) *Interior sidewalls, created as a result of construction/redevelopment phasing, should be designed to complement the overall appearance of development, and should not appear temporary or unfinished.*”

“Schedule D attached to and forming part of Bylaw 8381”



Prepared by Frank Scholten



**City of Richmond
Official Community Plan
Specific Land Use Map,**

Attachment 2 to Schedule 1 of Bylaw No. 7100
Adopted March 15, 1999
Revised December 10, 2007

- Agricultural Land Reserve Boundary¹
- Business and Industry
- Commercial
- Neighbourhood Service Centre
- Local Commercial
- Public and Open Space Use
- Conservation Area
- Community Institutional
- Medium-Density Residential²
- Low-Density Residential³
- Limited Mixed Use
- Agricultural Land Reserve Boundary²
- Agriculture
- Agriculture and Open Space
- Public and Open Space Use
- Conservation Area
- Airport
- Limited Mixed Use

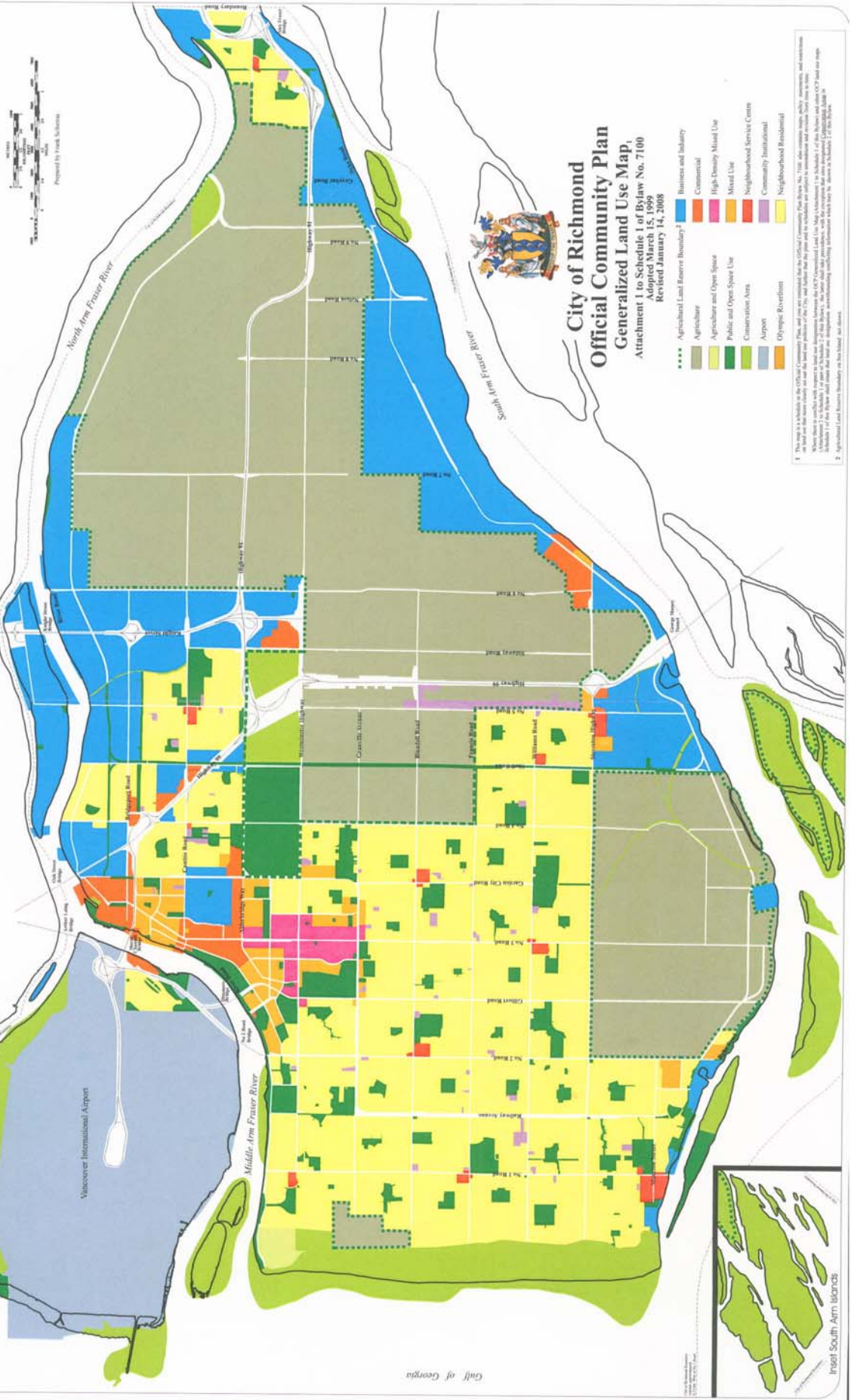
¹ The map is overlaid on the Official Community Plan, and you are reminded that the Official Community Plan, Bylaw No. 7100, also contains specific policies, standards and objectives.
² Agricultural Land Reserve Boundary in the Island sub-area.
³ Some existing residential lots are shown as green. Some lots are shown as yellow and are subject to rezoning or rezoning in the future.
⁴ For further information regarding land use in the Island sub-area, please consult the Vancouver International Airport Authority 2011 Land Use Plan.
⁵ For Development Order Guidelines, see Schedule 2, 4, 6, and 13.4.

Steveston Bank



Inset South Arm Islands

"Schedule C attached to and forming part of Bylaw 8381"

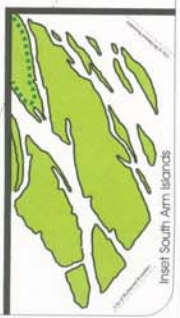


City of Richmond
Official Community Plan
Generalized Land Use Map,
 Attachment 1 to Schedule 1 of Bylaw No. 7100
 Adopted March 15, 1999
 Revised January 14, 2008

- Agricultural Land Reserve Boundary²
- Business and Industry
- Commercial
- High Density Mixed Use
- Agriculture and Open Space
- Public and Open Space Use
- Mixed Use
- Conservation Area
- Neighbourhood Service Centre
- Airport
- Community Institutional
- Neighbourhood Residential
- Olympic Riverfront

1. This map is a schedule to the Official Community Plan, No. 1998, adopted by the City of Richmond, British Columbia, and amendments thereto. It is intended to be used in conjunction with the Official Community Plan, No. 1998, and the City of Richmond's Official Development Charges Act. It is intended to be used in conjunction with the City of Richmond's Official Development Charges Act and the City of Richmond's Official Development Charges Act. It is intended to be used in conjunction with the City of Richmond's Official Development Charges Act and the City of Richmond's Official Development Charges Act.

2. Agricultural Land Reserve Boundary as per the map and data.



Gulf of Georgia



**Richmond Official Community Plan Bylaw 7100
Amendment Bylaw 8382
Schedule 2.12 - Bridgeport Area Plan**

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

1. Richmond Official Community Plan Bylaw 7100 is amended by repealing the existing Schedule 2.12 - Bridgeport Area Plan and by replacing it with the new Schedule 2.12 – Bridgeport Area Plan included as “Schedule A attached to and forming part of Bylaw 8382”.
2. This Bylaw may be cited as “**Richmond Official Community Plan Bylaw 7100, Amendment Bylaw 8382**”.

FIRST READING

PUBLIC HEARING

SECOND READING

THIRD READING

ADOPTED

CITY OF RICHMOND
APPROVED by
APPROVED by Manager or Solicitor

MAYOR

CORPORATE OFFICER

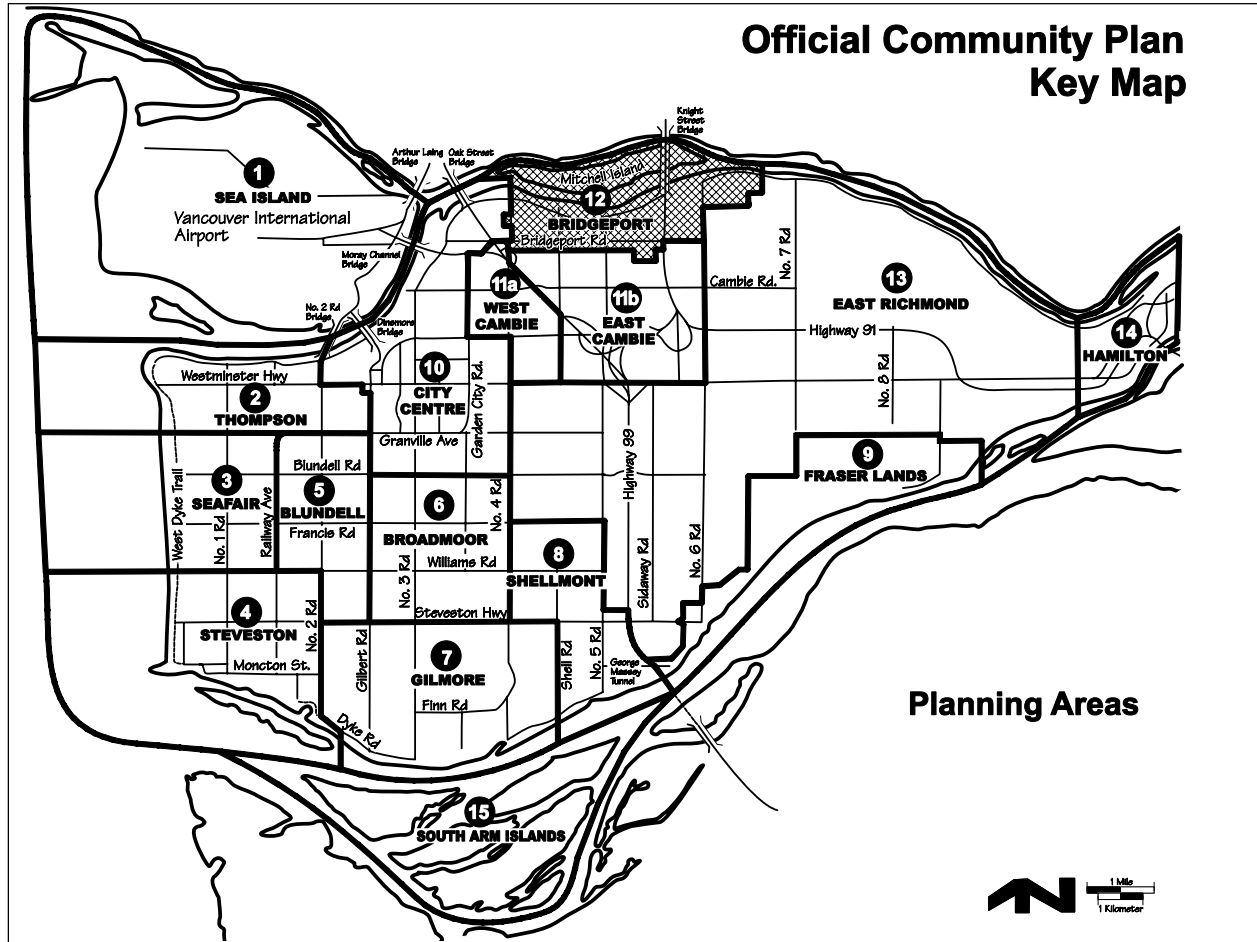
Richmond
**OFFICIAL
COMMUNITY PLAN**



City of Richmond

BRIDGEPORT AREA PLAN
Bylaw 7100 Schedule 2.12

KEY MAP



PLAN AREA MAP

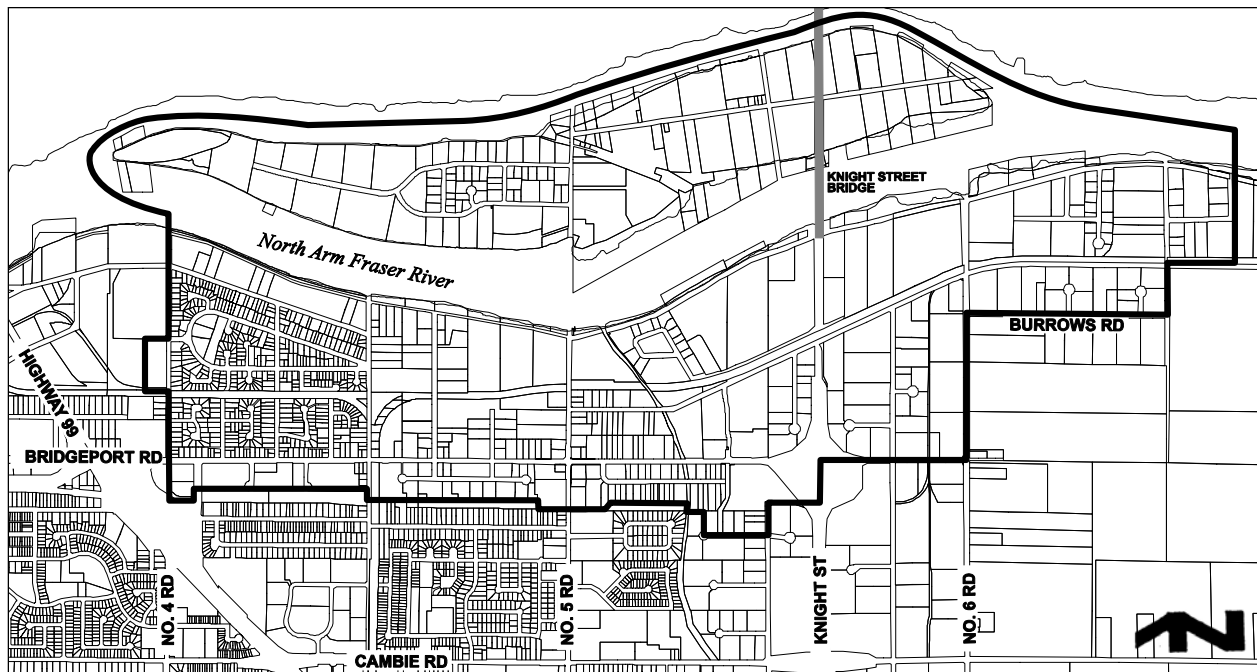


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PLAN INTERPRETATION

What is the Official Community Plan (OCP)?

The OCP is a legal community planning document for managing the City's social, economic, land use, servicing and environmental future. It sets out a vision, goals, objectives, and policies that reflect overall community values that have been determined through a public consultation process.

How is the Plan organized?

The OCP (Bylaw 7100) is comprised of:

- 1) Schedule 1: the overall OCP;
- 2) Schedule 2: Area Plans and Sub-Area Plans.

Area Plans cover a portion of the 15 planning areas within Richmond (see Key Map).

Sub-Area Plans refer to smaller localized areas within specific planning areas.

The OCP addresses broad city wide issues while the Area Plans and Sub-Area Plans address local neighbourhood issues.

Plan Precedence

If there is a conflict with respect to a land use designation between the OCP Generalized Land Use Map and Area Plan Land Use Maps, the Area Plan Maps shall take precedence with the exception of sites designated Conservation Area or Environmentally Sensitive Area (ESA) in which case readers should check Schedule 1 as it takes precedence over this plan.

Changes to this Document

This Plan may be amended from time to time. Please check with the City's Planning & Development Department to make sure that this is an up-to-date version containing all of the adopted amendments.

Definitions

See OCP Schedule 1.

1.0 PLAN OVERVIEW

This plan applies to the area shown on the Plan Area Map.

1.1 SETTING

The Bridgeport Planning Area is one of the oldest developed areas in Richmond. Originally settled in 1867, Bridgeport has evolved from a mostly wood products industrial area to a diverse community with a variety of industrial and commercial developments and a well established residential neighbourhood.



Marine Traffic – North Arm of Fraser River

The Bridgeport Planning Area is located in the north central part of Richmond. The area encompasses that part of Lulu Island lying north of Bridgeport Road, between the middle arm of the Fraser River and roughly No. 4 Road and No. 6 Road. The area also includes Mitchell and Twigg Islands.

The Bridgeport Area occupies a strategic position in Richmond. It abuts the North Arm of the Fraser River, which is an important and busy marine industrial corridor. It is directly linked to the City of Vancouver by the Knight Street Bridge and to the Corporation of Delta, the U.S. border and the City of Vancouver by Highway 99. It is just east of the Vancouver International Airport and the area included in the City Centre Area Plan. In a very real sense, Bridgeport is part of the northern gateway to Richmond.

Because of its strategic location and accessibility, many industrial and commercial businesses and a few tourist oriented establishments have chosen to locate in Bridgeport. Industry, which is still the chief land use in the area, is mainly located in the north-east sector and Mitchell/Twigg Islands. Retail commercial is concentrated along portions of Bridgeport Road. There are two hotels located at the intersection of Bridgeport Road and St. Edwards Road (one of these hotels is within the West Cambie Area Plan).

The Fraser River is the most prominent geographic feature in the Bridgeport Planning Area and is a strong influence on land use in Bridgeport. In the past, the river was an important factor in drawing industry to the area. Today, the river continues to be important to industry, but it has also been discovered by commercial developers and recreationists.

1.2 PLAN AREA

The Plan Area Map outlines the exact boundaries of the Bridgeport Planning Area. Generally speaking, the North Arm of the Fraser River forms the northern boundary; the Agricultural Land Reserve forms the eastern boundary; Bridgeport Road forms the southern boundary; and No. 4 Road forms the western boundary. The planning area covers about 500 ha (1,235 ac.), including roads.

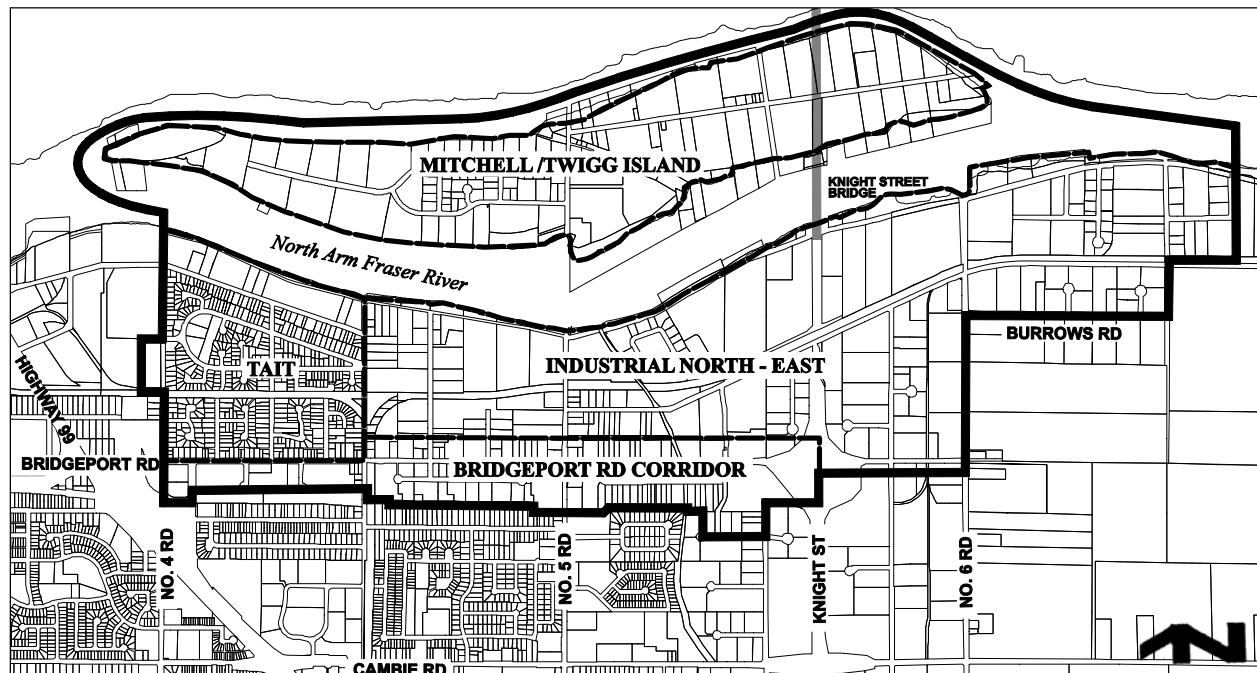
The Bridgeport Planning Area has been broken down into four separate sub-areas. This was done to reflect the diverse nature of the planning area and to facilitate the arrangement in the plan document of the objectives and policies which are germane to each sub-area. Please refer to the Sub-Area Boundaries Map.

The four sub-areas which have been identified are:

- a) Tait;
- b) Bridgeport Road;
- c) North-East Industrial; and
- d) Mitchell/Twigg Island.

It should be noted that the Bridgeport Planning Area used to include the West Bridgeport and Van Horne sub-areas. Both of these areas have been added to the City Centre Area Plan because of the location of the Canada Line, the Bridgeport transit station and their linkage to the City's downtown area.

Sub-Area Boundaries Map



1.3 PURPOSE

Like most older areas in Richmond, Bridgeport has been subdivided and developed without the aid of a comprehensive plan. Developments in the past have created deficits and barriers in the area, such as the lack of public access to the waterfront, the dissection of the neighbourhood by bridges, railway rights-of-way, major roads, under servicing in terms of utilities, amenities and commercial services for residents and workers.

Like many other areas in Richmond, Bridgeport is experiencing change due to the overall growth of Greater Vancouver in general and Richmond in particular. Growth has generated a number of issues affecting all property owners in Bridgeport, but at the same time it has presented a number of interesting opportunities and challenges. The citizens of Bridgeport have shown they care about their community with their involvement in previous public discussions on the future of their area. This plan document represents an opportunity for Bridgeport citizens to address the issues now emerging, which will impact upon their properties.

This plan sets out the goals, objectives, policies and development guidelines for the Bridgeport Planning Area.

The purposes of this plan are to:

- a) Establish a vision and direction for the re-development and growth of the Bridgeport Planning Area;
- b) Provide a framework for decision making; and
- c) Develop goals, policies and objectives that will:
 - Recognize the diverse nature of the area;
 - Recognize current and potential major constraints, issues and opportunities such as the need for jobs, accessibility, recreation and environmental protection;
 - Define strategies for achieving the community's aspirations and set priorities within the time frame of this plan; and
 - Establish objectives that will not only help the community move closer towards its goals and policies, but also what the community wishes to avoid.
- d) Update the draft Bridgeport Plan first prepared in 1986, in order to reflect new information and priorities and to present it in a format that reflects the distinctive characteristics of the different sub-areas within the Bridgeport Planning Area.

Additional Conservation Area and Environmentally Sensitive Area (ESA) policies, guidelines, and locations are included in Schedule 1 of this Bylaw and its attachments (Schedule 1 is a separate document which applies to the entire City). Readers should check Schedule 1 as it takes precedence over this plan in the case of Conservation Areas and ESAs.

1.4 VISION AND GOALS

Plan Vision:

There is an opportunity for the renewal of Bridgeport, particularly as the supply of new land for development in Richmond diminishes. In order for this opportunity to be realized, Council and area citizens need to agree on goals and action plans/programs that will encourage and facilitate renewal. These goals, plans and programs in turn need to be based on a clear vision of the type of community that is desired.

The vision for Bridgeport is built upon the inherent strengths of the area and on greater public desire for environmental protection and resolution of livability issues.

Bridgeport will continue to be a mixed use area, comprised of industrial, commercial, residential and recreational uses. However, there will be a change in the nature of these types of uses, based on evolution in the market place and on concerns for the environment.

There will be a shift away from traditional industrial activities toward more technologically based and environmentally sensitive industries, with higher value added products. As well, new industries will be more labour and capital intensive.

Automobile-oriented commercial development will continue to be located along portions of Bridgeport Road.

The value of the Fraser River as a recreational and scenic resource will be recognized and enhanced by improving public access through expansion of the waterfront trail system and creation of road end parks and staging areas. At the same time, environmentally sensitive areas along the river will be protected by controlling the type and design of abutting land uses.

Good civic design principles and buffers will be implemented where residential, commercial and industrial developments abut agricultural or parklands.

The major arterial roads will continue to have heavy traffic volumes, but mobility will be enhanced through improvements to the roads, transit, bicycle and pedestrian movement system. Public utilities will also be upgraded as part of the area renewal process.

The preservation of views (especially north towards the mountains), heritage buildings, heritage trees and existing vegetation will be encouraged.

The "livability" of Bridgeport for residents, workers and visitors will be enhanced through the provision of convenient and appropriate local amenities such as social services, commercial services and open space. This will be done through both public and private development initiatives.

Where conflicts exist between the protection of the environment and the development of any site, environmental concerns will take precedence.

Plan Goals:

Specific goals for this plan are:

To guide the future development and re-development of the Bridgeport Planning Area, over the next 10 years, accommodating residential, commercial, industrial, tourist and community uses in a way that will:

- Recognize the unique needs of the distinct sub-areas that exist in the Bridgeport Planning Area;
- Recognize the area's locational advantages adjacent to the International Airport, major regional highways, the North Arm of the Fraser River and the City of Vancouver;
- Enhance the livability of the area for residents, workers, artisans and visitors to the area;
- Acknowledge the Fraser River as a resource for many uses while preserving and protecting the foreshore; and
- Maintain, enhance and preserve air, water and soil quality.

2.0 JOBS & BUSINESS

2.1 AREA WIDE

OBJECTIVE 1:

To maintain a strong industrial base in this area while being sensitive to the changing needs of industry, rising land values and recognizing the opportunity to accommodate airport-related and other higher value-added industrial uses.¹

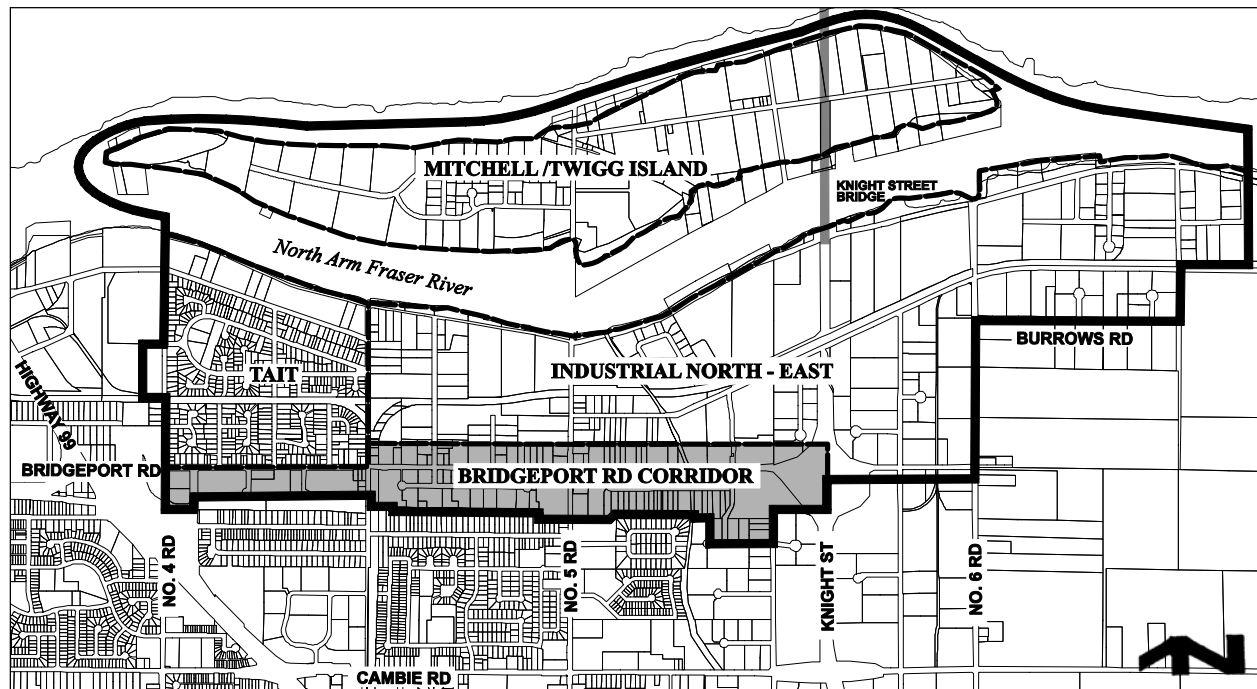
POLICIES:

- a) Continue to provide opportunities for diverse light industrial development, primarily those which provide for higher value-added applications;
- b) Encourage heavy industrial users and auto wreckers to move towards "sustainable development" principles while recognizing their immediate and long-term requirements;²
- c) Work with heavy industry and auto wreckers to assist in their efforts to redevelop and relocate;
- d) Work with specific industry associations to promote the Bridgeport Area to industry which benefits from its unique attributes;
- e) Work with the City of Vancouver to assist in relocating light industrial value-added activities from areas of Vancouver facing redevelopment.

¹ Involve converting products to others at higher value by either providing increased physical refinement or adding knowledge. Such industry typically create significant spin-off businesses, provide high paying employment, are clean and usually technologically oriented.

²"Sustainable Development is development that meets the needs of the present without compromising the ability of the future." (United Nations World Commission, 1987.)

2.2 BRIDGEPORT ROAD



ISSUE:

Bridgeport Road is the major commercial sub-area in Planning Area. The sub-area covers about 66 ha (163 ac.) and comprises those lots lying on the north and south sides of Bridgeport Road, between Shell and Knight Roads, and lots on Vickers Way and Voyageur Way and the south side of Bridgeport Road between Shell and No. 4 Roads.

Bridgeport Road is primarily zoned for light industrial and certain retail uses, but has developed mainly as an automobile-oriented commercial strip. Uses include large retail warehouse outlets selling household durables such as furniture and carpets, kitchen cabinets and automobile services. Some multi-family residential use is located south of Bridgeport Road between Shell Road and Beckman Place.

The main concerns in the sub-area relate to traffic flow and parking. Bridgeport Road is a heavily used traffic artery and the multitude of traffic access points to individual lots, creates serious conflicts and impediments to traffic flow.

Since Bridgeport Road will continue to be attractive for automobile-oriented retail establishments, it is imperative that measures be implemented to resolve traffic flow and parking problems. The visual confusion caused by the proliferation of signs is also another issue which needs to be addressed.



*Automobile Oriented Land Use –
Bridgeport Road*

OBJECTIVE 1:

To recognize Bridgeport Road as the major east-west arterial serving the northwestern end of Richmond and connecting directly to the provincial highway system.

POLICIES:

- a) Investigate the feasibility of a secondary east-west route north of Bridgeport Road in order to relieve congestion on Bridgeport Road;
- b) Liaise with TransLink to improve traffic flow with such measures as bus pull-outs.

OBJECTIVE 2:

To maintain the corridor as an automobile-oriented commercial area.

POLICIES:

- a) Implement appropriate land use controls and landscape features to buffer the adjoining residential areas.

OBJECTIVE 3:

To encourage the clustering of retail/wholesale uses with limited access to Bridgeport Road.

POLICIES:

- a) Permit the establishment of commercial services to serve area workers and customers;
- b) Deny direct access to Bridgeport Road where alternative local roads or lanes are available or can be created;
- c) Encourage businesses and developers to reduce direct accesses to Bridgeport Road, to locate parking areas behind buildings and promote their location and routing through advertisements and good signage;
- d) Avoid situations where local roads intersect with arterial roads and reduce direct private access on arterial roads and to implement a regulated access bylaw for Bridgeport Road.

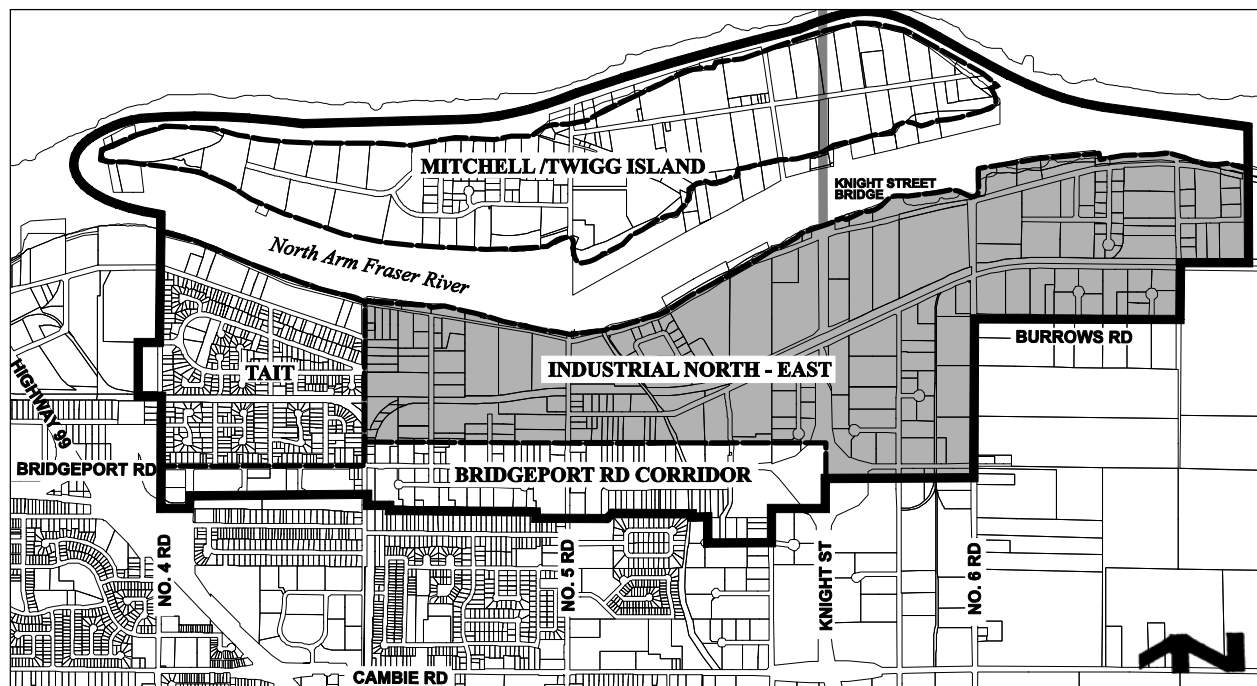
OBJECTIVE 4:

To improve the visual appearance of Bridgeport Road and improve traffic capacity and reduce accidents along Bridgeport Road.

POLICIES:

- a) Work on developing a trail along Bath Slough with a staging area at the Fraser River;
- b) Prepare an urban design study of the visual aspects of Bridgeport as seen from the road, with a view to improved land use, design controls, sign regulations, and public works as they relate to the overall "image" of the area.

2.3 INDUSTRIAL NORTH-EAST



ISSUE:

The Industrial North-East is the largest of the three industrial sub-areas in Bridgeport. The area covers 231 ha (570 ac.) and is generally bounded by the Fraser River, the Agricultural Land Reserve, Bridgeport Road and Shell Road. The area contains a mixture of manufacturing and warehousing uses of varying ages. The water frontage is utilized for log storage.

The western boundary of the sub-area abuts the Tait residential neighbourhood and the northern portion of Bath Slough lies within the area. Therefore, it will be necessary to implement measures to protect these adjacent areas in order to mitigate against any negative impacts.

OBJECTIVE 1:

Protect this area for industrial use.

POLICIES:

- a) Encourage heavy industrial users to move towards sustainable development principles while recognizing their immediate and long-term requirements;
- b) Prevent large scale retail activities from locating in the industrial areas;
- c) Investigate the feasibility of creating a continuous east-west road system between Bridgeport Road and River Road to serve truck traffic;
- d) Where waterfront lands are designated for industry, restrict industrial uses to those requiring water frontage, including log storage.

OBJECTIVE 2:

To encourage the continued development of diverse industry and employment opportunities that are compatible with and enhance air, water and soil quality.

POLICIES:

- a) Continue to provide opportunities for diverse light industrial development, primarily those which provide for higher value-added applications;
- b) Work with heavy industry to assist in their efforts to redevelop and relocate;
- c) Work with the private sector to find an appropriate site for a combined convenience shopping/bank/restaurant and childcare facility for local workers;
- d) Buffer adjacent sites from the effects of industrial activity as legally permitted and appropriate;
- e) Encourage the development of quieter industrial/commercial uses such as offices, on sites adjacent to residential areas.



Bath Slough Trail

OBJECTIVE 3:

To encourage the provision of opportunities for open space and recreation.

POLICIES:

- a) Work on developing a trail along Bath Slough with a staging area at the Fraser River.

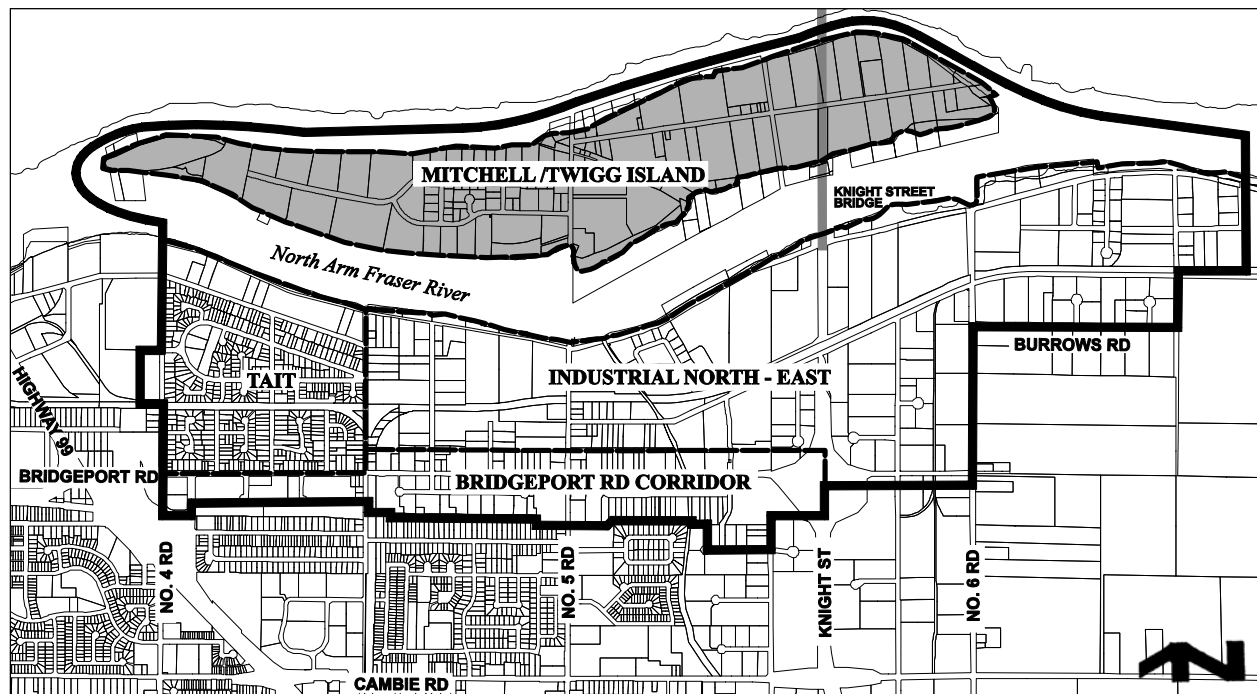
ISSUE:

Agricultural Land Reserve

As outlined in the Official Community Plan, the City is committed to protecting the supply of agricultural lands and to ensuring the viability of farm operations.

The Bridgeport Planning Area abuts the Agricultural Land Reserve at its eastern edge along No. 6 Road and Burrows Road. Developments along these areas should refer to the Policies, Objectives and Development Permit Guidelines for Agriculture outlined in the Official Community Plan.

2.4 MITCHELL / TWIGG ISLAND



ISSUE:

Mitchell/Twigg Island is the second largest industrial sub-area in Bridgeport. Covering 135 ha (334 ac.), it sits within the channel of the North Arm of the Fraser River. Mitchell Island is primarily developed with heavy industry, although a number of auto wrecking/parts establishments exist there. Twigg Island was mainly occupied by the Western Canada Steel Mill, but is being redeveloped for light industry now that the former operation has been discontinued.

Access to Mitchell/Twigg Island is limited to one entry and one exit point from the Knight Street Bridge. Services and amenities are lacking.

Like the north-east industrial sub-area, Mitchell/Twigg Island is a vital component in Richmond's Economic Development Strategy to maintain and expand employment. Therefore, industrial redevelopment is supported, particularly light industry.

OBJECTIVE 1:

To maintain Mitchell and Twigg Island for industrial uses that improve and enhance air, water, soil quality and social amenities.

POLICIES:

- a) Work with the City of Vancouver to encourage the provision of a bridge to serve Mitchell/Twigg Island from Vancouver;
- b) Ensure provision of appropriate public safety measures, buffers and setbacks between the heavy industrial, light industrial and residential uses;
- c) Work with heavy industry to assist in efforts to move towards "Sustainable Development" principles in day-to-day industry operations.

OBJECTIVE 2:

To encourage the redevelopment of Twigg Island to light industrial uses with a limited residential component and the redevelopment of Mitchell Island for light industry in the long-term.

POLICIES:

- a) Develop a zoning mechanism to encourage the redevelopment of Twigg Island as a comprehensively developed light industrial park, with provision for limited, integrated residential uses, such as caretaker suites, office/suite combinations and artisan studios;
- b) Work with heavy industry to assist in their efforts to relocate and redevelop their site.

OBJECTIVE 3:

To provide opportunities for open space and amenities.

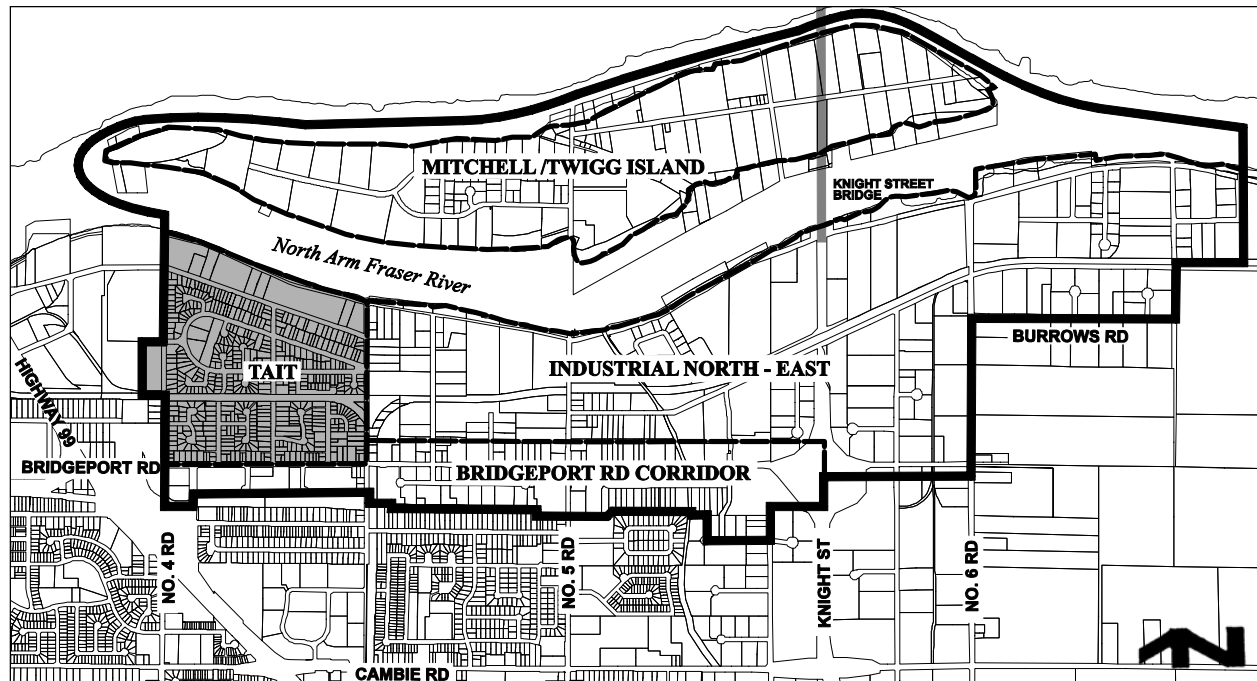
POLICIES:

- a) Work with the private sector to find and zone an appropriate site for local services such as convenience store, banking, restaurant and childcare facilities on Mitchell or Twigg Islands;

- b) Work with a local committee to investigate the feasibility of creating a park/trail plan and at least one road end waterfront mini-park, starting with the north foot of No. 5 Road;
- c) Work with Environmental Health and Vancouver Fraser Port Authority to create an interpretive site and appropriate signage and staging area adjacent to the marsh enhancement area (south of No. 5 Road);
- d) Adopt the attached Development Permit Guidelines to require new developments to provide amenity areas for workers and to preserve trees along the shoreline as a visual buffer to residential areas across the river.

3.0 NEIGHBOURHOODS & HOUSING

3.1 TAIT



ISSUE:

Tait is the principal remaining residential neighbourhood in Bridgeport. Covering an area of 68 ha (168 ac.), it is located between River, Shell, Bridgeport and No. 4 Roads and includes one multiple-family residential property on the west side of No. 4 Road. Much of the land was originally subdivided in the mid-1940's under the Veteran's Land Act.

The area is impacted by aircraft noise. Noise levels will range between 25-35 N.E.F. by the year 2011.

Tait abuts industrial lands on No. 4, River and Shell Roads. Objectives for those industrial areas include recommendations to implement appropriate land use controls and landscape features along their edges to protect adjoining residential areas. This plan proposes that the industrial area on the north side of River Road be redeveloped for housing and park use.

OBJECTIVE 1:

To allow for the densification of the existing community and the addition of a new residential area along the north side of River Road between No. 4 Road and Shell Road.



*Residential Area – Tait
Neighbourhood*

POLICIES:

- a) Permit single-family residential infill, which is integrated with the existing single-family areas;
- b) Permit townhouses on the north side of River Road, between No. 4 Road and Shell Road;
- c) Encourage builders of new residential buildings to comply with Canada Mortgage and Housing Corporation guidelines for acoustical insulation;
- d) Encourage builders of new residential buildings along heavy traffic corridors, such as Bridgeport Road, to provide noise mitigation measures to minimize vehicular noise impacts;
- e) Close River Road to truck traffic between No. 4 and Shell Roads, if the north side is developed for housing.

OBJECTIVE 2:

To enhance the liveability of the community through the provision and retention of amenities.

POLICIES:

- a) Retain the Tait School/Park site as the neighbourhood open space site;
- b) Ensure a balance of formal and informal recreational opportunities are available at the Tait School/Park site;
- c) Acquire and develop lands along the north side of River Drive between No. 4 Road and Shell Road for a foreshore park for neighbourhood and city purposes;
- d) Encourage the Richmond School Board to continue to provide community access to Tait School during non-school use hours;



Tait Elementary School

*Bylaw 7794
2004/11/23*

4.0 TRANSPORTATION

OBJECTIVE 1:

To achieve a safe, effective and integrated mobility system for road vehicles, transit, pedestrians and bicycles, consistent with the growing needs of the community and the resources of the City.

POLICIES:

- a) Upgrade roads and intersections to full City standards where appropriate, according to the priorities and phasing of the City's Capital Works Program process;
- b) Implement plans for improving the road network especially the continuity of River Road;
- c) Avoid situations where local roads intersect with arterial roads and reduce direct private access on arterial roads and to implement a regulated access bylaw for Bridgeport Road;
- d) Request Translink to improve transit service in the Bridgeport Area, including Tait residential area and provide more frequent bus service along Bridgeport Road to serve the industrial area workers;
- e) Continue to support transit service system for disabled persons and other innovative and custom transit services;
- f) Continue to support the commercial bus shelter program and provide covered seating at all key bus stops along Bridgeport Road;
- g) Improve sidewalks, pedestrian areas and walkways (in conjunction with new developments or infrastructure improvements);
- h) Designate safe and convenient locations for pedestrian movements across arterial streets, in consultation with the R.C.M.P. and Richmond School Board;
- i) Continue to support improvements to accessibility and ease of movement (such as sidewalks and ramps) for disabled persons;
- j) Design trail/pedestrian connectors within the Bridgeport Plan Area and acquire the necessary rights-of-ways as shown on the Trails and Open Space Map;
- k) Acquire the necessary rights-of-ways to complete the C.N. trail;
- l) Create a continuous bicycle pathway system throughout the Bridgeport Area.

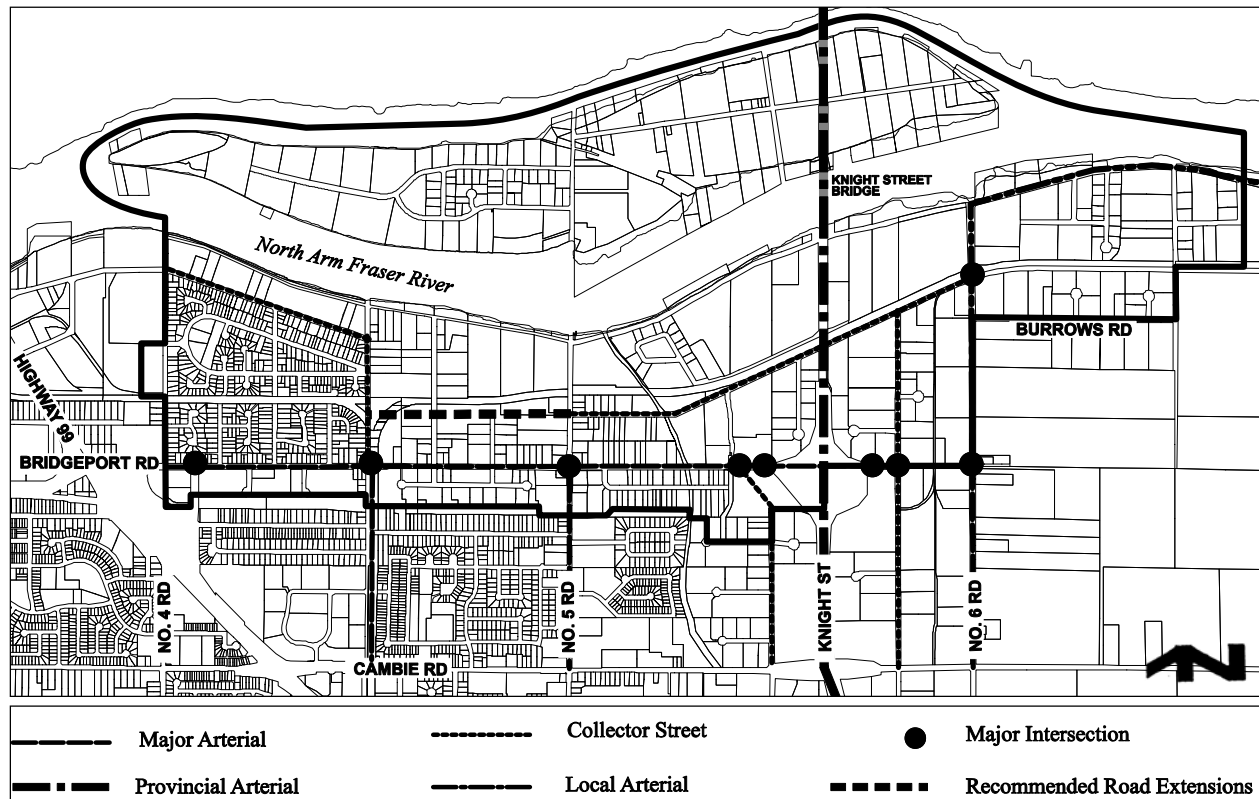
OBJECTIVE 2:

To emphasize the "gateways" into Richmond at Knight Street Bridge and onto Highway 99, in order to reinforce the Official Community Plan.

POLICIES:

- a) Work with Ministry of Transportation to improve the appearance and to place appropriate signs to emphasize the Gateways to Richmond;
- b) Prepare an urban design study of the visual aspects of Bridgeport as seen from the road, with a view to improving land use, design controls, sign regulations, and public works as they relate to the overall "image" of the area.

Traffic Circulation Map



5.0 NATURAL & HUMAN ENVIRONMENT

OBJECTIVE 1:

To support land uses that take advantage, wherever possible, of the proximity to the Fraser River while preserving and enhancing air, water, and soil quality and the natural environment for fish and wildlife habitat.

POLICIES:

- a) Support the efforts of the Federal and Provincial Environmental Agencies to improve the water quality of the North Arm of the Fraser River;
- b) Support the Fraser River Estuary Management Program in their efforts to preserve marsh areas, fish and wildlife habitats along the North Arm of the river;
- c) Work towards incorporating public access to the river through as many areas as possible, including the development of existing road ends;
- d) Ensure river front development is integrated with a continuous open space system along the river.

OBJECTIVE 2:

To maintain the mixture of land uses in the Bridgeport area while minimizing conflicts between these different uses to ensure a high quality of life for area residents and workers.

POLICIES:

- a) Ensure that the character and scale of all new development is compatible with the surrounding land uses;
- b) Prepare plans and landscape/fence the residential buffers where necessary.

OBJECTIVE 3:

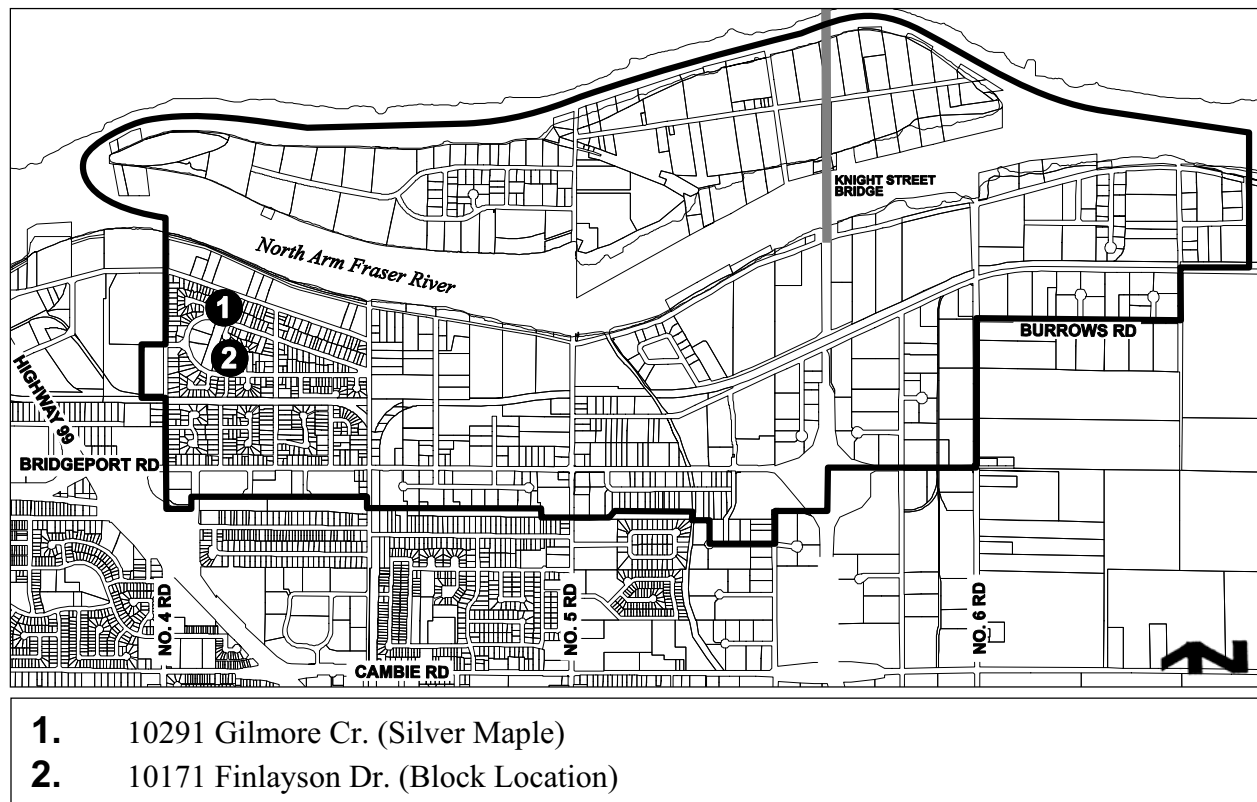
To encourage development and redevelopment that is sensitive to the preservation of views, the heritage of buildings, trees and mature landscaping.

POLICIES:

- a) Reserve road ends and other waterfront public lands and retain riparian rights in order to preserve unobstructed views of the waterfront;
- b) Request the Vancouver Fraser Port Authority to consider views and recreation potential when leasing water lots;

- c) Encourage preservation of heritage trees during the subdivision and development process and consider Heritage designation for those heritage trees shown on the Potential Heritage Trees Map;
- d) Encourage the protection of heritage buildings;
- e) Protect potential pre-historic archaeological sites by requiring prior to development, investigation of fossil slough beds with assistance from the museum curator as per current Council policy;
- f) Protect waterfront trees for a scenic corridor.

Potential Heritage Trees Map



6.0 COMMUNITY FACILITIES & SERVICES

OBJECTIVE 1:

To ensure the provision of adequate, convenient and appropriate local amenities, community services and open space for area residents and workers.

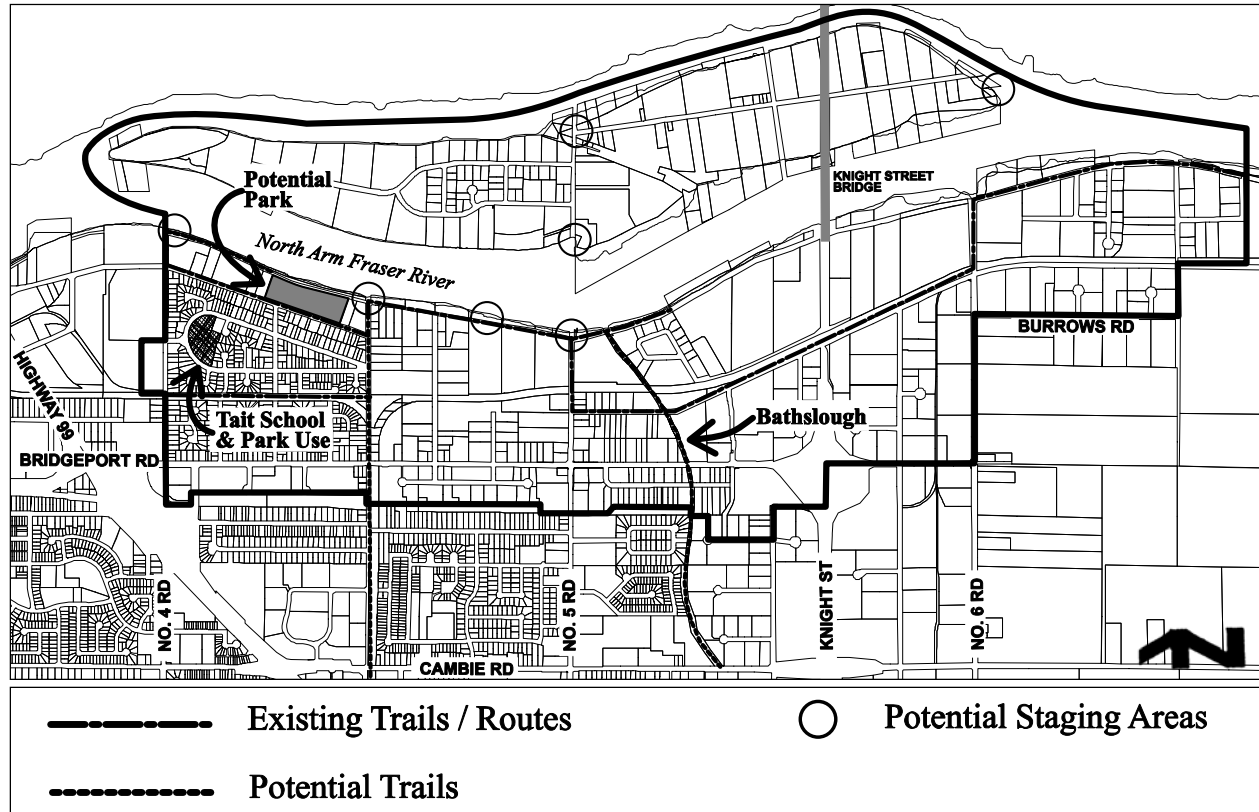
POLICIES:

- a) Encourage the development of new space for local amenities and community services in public and private residential, recreational, commercial, and industrial developments;
- b) Acquire land for public open space and recreational facilities in the Bridgeport Planning Area;
- c) Encourage the establishment of social, recreational and other programs in the Bridgeport Planning Area to serve a growing population;
- d) Create and develop a continuous open space system for recreation purposes along the Fraser River and Bath Slough, without impeding the drainage function of the slough;
- e) Encourage the provision of childcare services in the Bridgeport Area;
- f) Identify unused City properties for development as parks or trails or for sale and re-investment in parks in the area;
- g) Request the Ministry of Transportation to landscape unused rights-of-way, where appropriate, for greenways or parks, or to transfer the lands to the City for park and community use purposes;
- h) Prepare industrial development guidelines to provide local amenities for workers.



Dyke Trail – North Arm of Fraser River

Trails and Open Space Map



7.0 CITY INFRASTRUCTURE

OBJECTIVE 1:

To provide the area with improved public utilities in response to the growing needs of the community and in accord with the financial resources of the City.

POLICIES:

- a) Provide improved public utilities in a cost-efficient manner;
- b) Phase new development and redevelopment to take account of current utility constraints;
- c) Improve the quality of roads and utilities, such as storm sewers and sidewalks, in older subdivisions through such mechanisms as Local Improvement Programs, the Works and Services Bylaw, the Subdivision Bylaw and the Development Cost Charge Program, as appropriate.

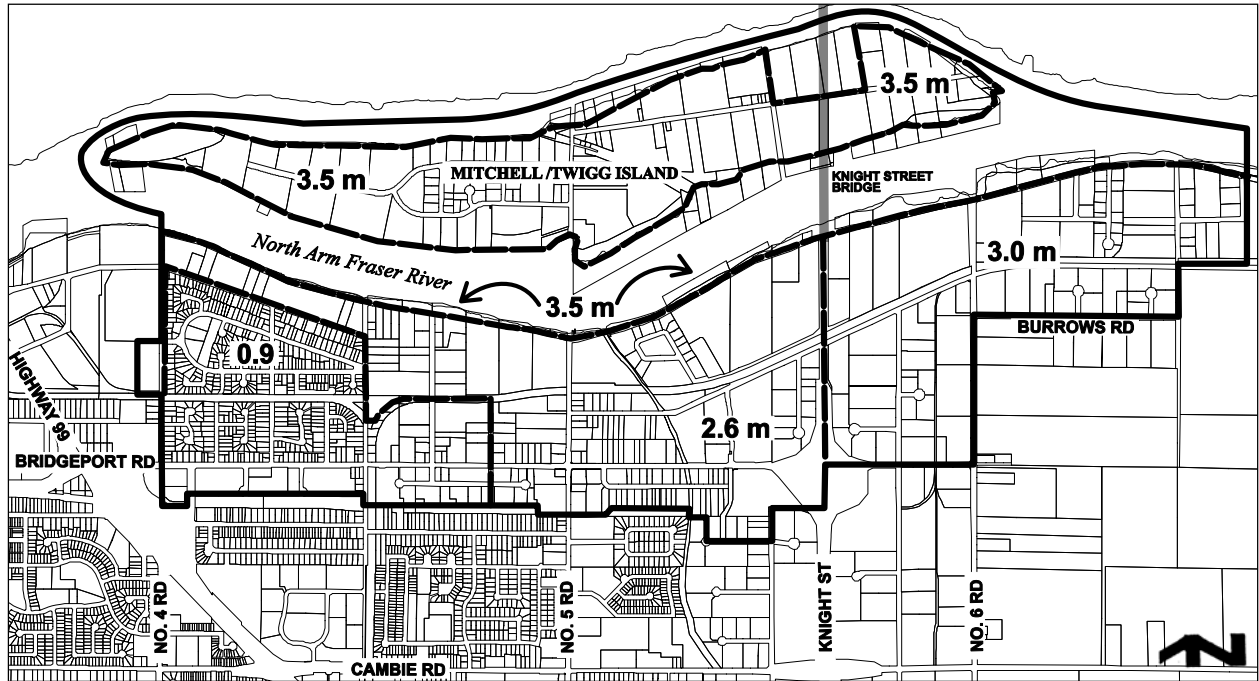
OBJECTIVE 2:

To minimize the impacts on life and property from the potential threat of fire, floods and earthquake.

POLICIES:

- a) Provide the necessary improvements to fire protection services concurrent with population expansion;
- b) Require all new development to be constructed in a manner that will provide flood protection consistent with the City's flood plan management policies and agreements. Recommended minimum habitable floor elevations are as shown in Floodplain Elevations map;
- c) Encourage all structures to be constructed or retrofitted in a manner that will provide earthquake protection.

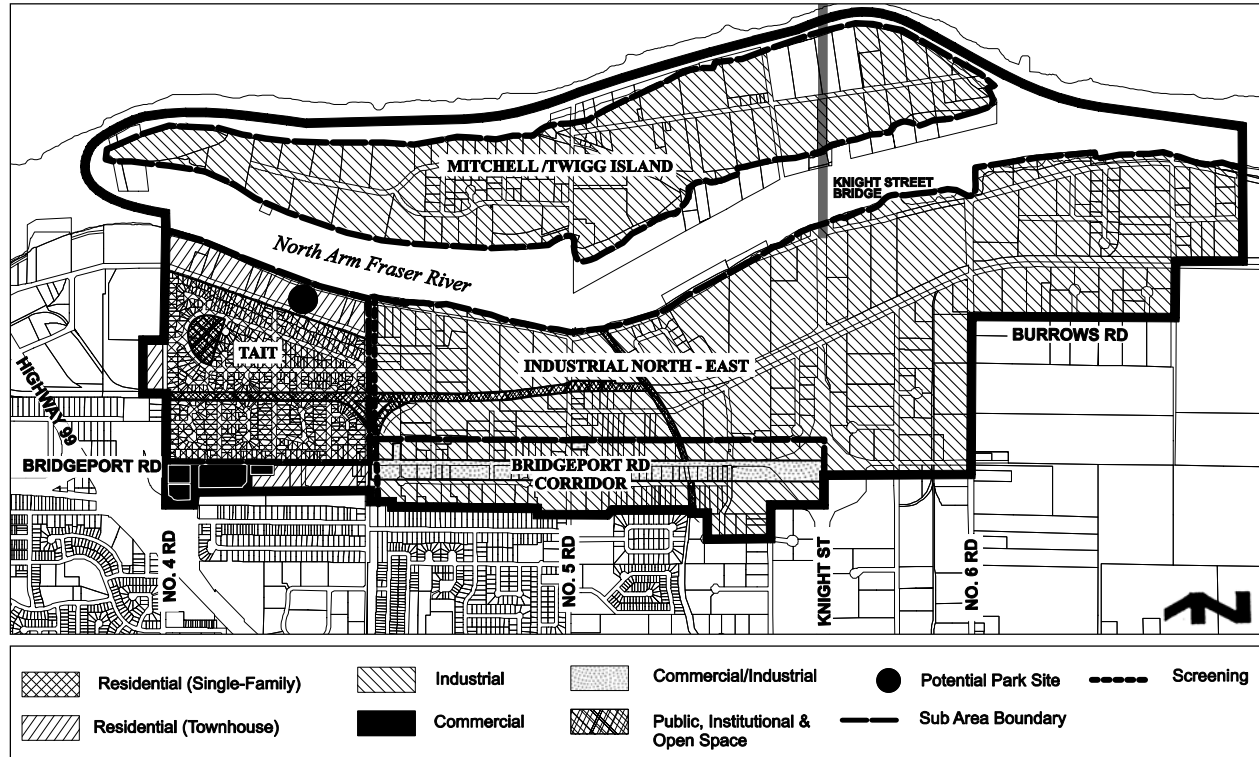
Floodplain Elevations Map



8.0 DEVELOPMENT PERMIT GUIDELINES

See OCP.

Land Use Map – Bridgeport





**Richmond Official Community Plan Bylaw 7100
Amendment Bylaw 8383
Schedule 2.10 - City Centre Area Plan**

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

1. Richmond Official Community Plan Bylaw 7100 is amended by repealing the existing Schedule 2.10 – City Centre Area Plan and by replacing it with the new Schedule 2.10 – City Centre Area Plan included as “Schedule A attached to and forming part of Bylaw 8383”.
2. This Bylaw is cited as “**Richmond Official Community Plan Bylaw 7100, Amendment Bylaw 8383**”.

FIRST READING

PUBLIC HEARING

SECOND READING

THIRD READING

ADOPTED

CITY OF RICHMOND
APPROVED by
HB
APPROVED by Manager or Solicitor
<i>[Signature]</i>

MAYOR

CORPORATE OFFICER

June 12, 2008

Richmond
**OFFICIAL
COMMUNITY PLAN**



City of Richmond

CITY CENTRE AREA PLAN
Bylaw 7100 Schedule 2.10

City Centre Village & Sub-Area Key Map

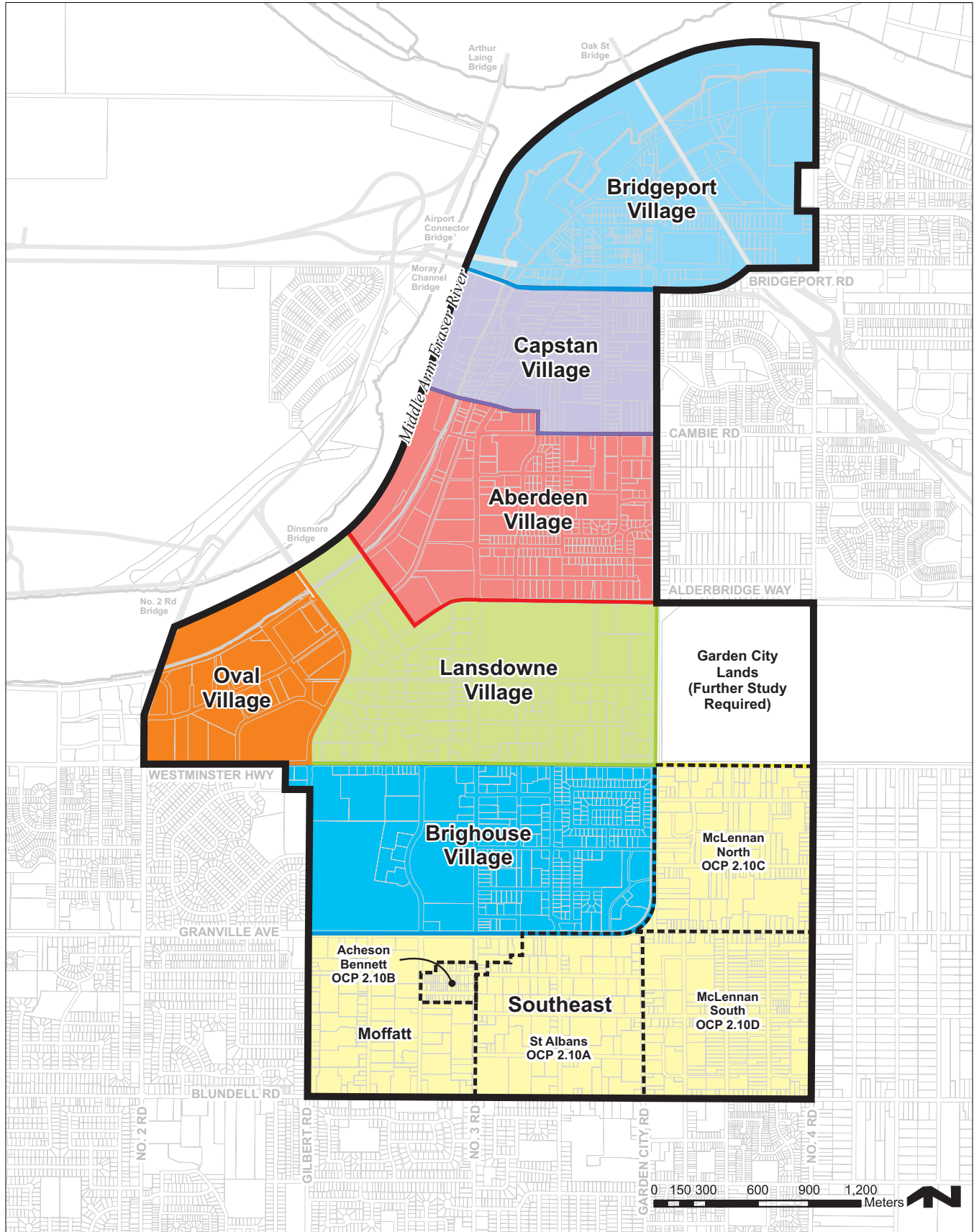




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City Centre Framework Map

2.0 Policies

2.1 Households & Housing

2100 Population & Dwellings Village Map
City Centre Neighbourhoods and Village Areas Map

2.2 Jobs & Business

Job & Business Concept Map
Designated “Industrial Reserve” Areas Map
Public Sector Uses Map
Key Commercial Areas Map
Key Office-Friendly Areas Map
Pedestrian-Oriented Retail Precincts Map

2.3 Mobility & Access

Street Network Map (2031)
Key Street Improvements Map (2031)
Transit Network Map (2031)
Pedestrian Environment Map (2031)
Cycling Network Map (2031)
Parking Bylaw Map
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- Bridgeport Village (2031)
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- Aberdeen Village (2031)
- Lansdowne Village (2031)
- Brighthouse Village (2031)
- Oval Village (2031)

Plan Interpretation

What is the Official Community Plan (OCP)?

The OCP is a legal community planning document for managing the City's social, economic, land use, urban design, servicing, transportation and environmental future. It sets out a vision, goals, objectives, and policies that reflect overall community values that have been determined through a public consultation process.

How is the Plan organized?

The OCP (Bylaw 7100) is comprised of:

1. Schedule 1: the overall OCP;
2. Schedule 2: Area Plans and Sub-Area Plans.

Area Plans cover portions of the 15 planning areas within Richmond (see Key Map).

Sub-Area plans refer to smaller areas within specific planning areas.

The OCP addresses broad city-wide issues while the Area Plans and Sub-Area Plans address local neighbourhood issues.

Plan Precedence

If there is a conflict with respect to a land use designation between the OCP Generalized Land Use Map and Area or Sub-Area Plan Land Use Maps, the Area or Sub-Area Plan Maps shall take precedence with the exception of sites designated OCP Conservation Area or Environmentally Sensitive Area (ESA) in which case readers should check Schedule 1 as it takes precedence over this plan.

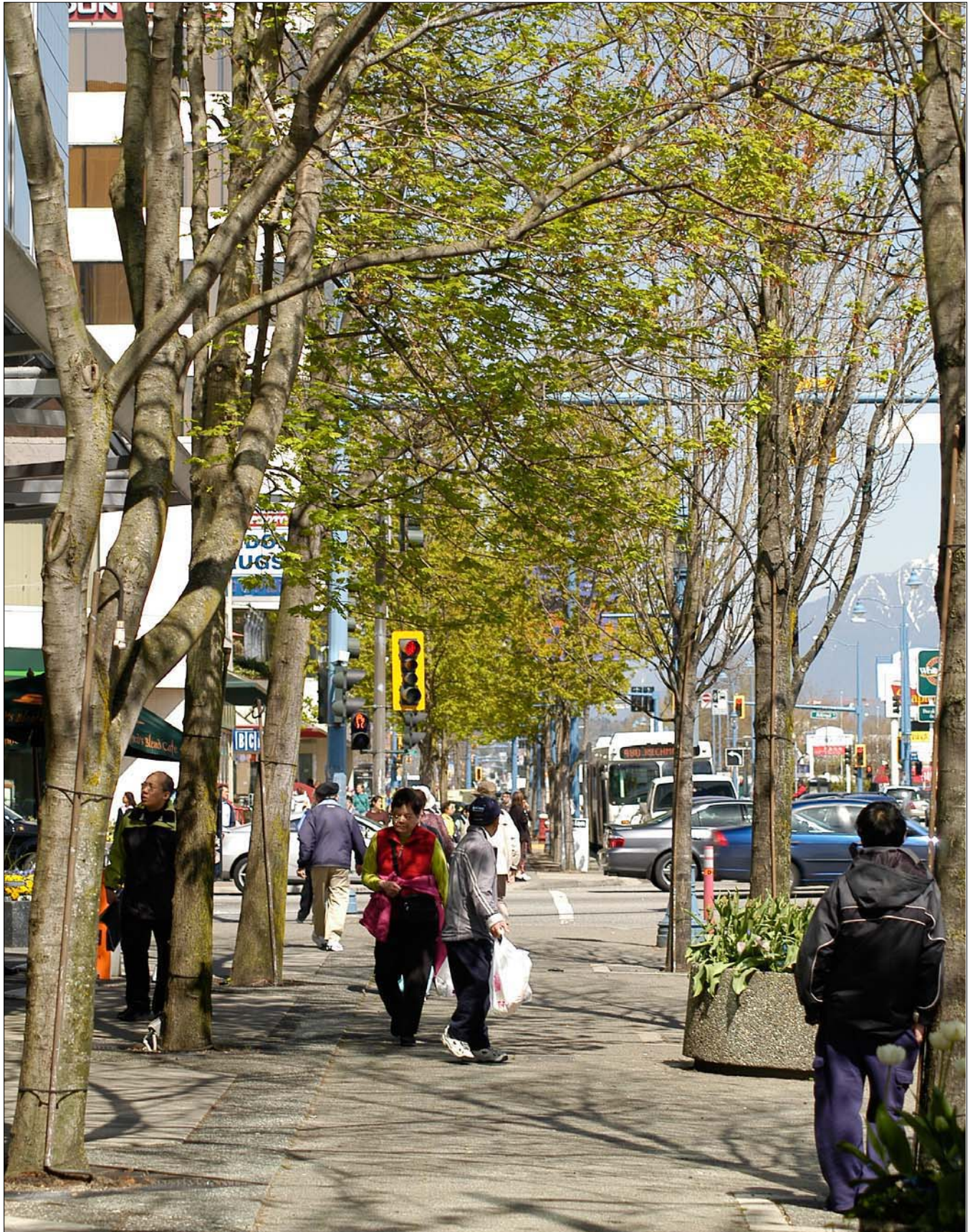
Changes to this Document

This Plan may be amended from time to time. Please check with the City's Planning and Development Department to make sure that this is an up-to-date version containing all of the adopted amendments.

Definitions

Schedule 1 of the Official Community Plan (OCP) contains a definitions section which applies to the entire OCP.

Appendix 1 contains definitions that apply to this Area Plan only.



Richmond City Centre, (date).

1.0 Plan Overview

1.1 Purpose

A Concept for Healthy Urban Living

“...the real value of cities lies in their diversity, architectural variety, teeming street life and human scale. It is only when we appreciate such fundamental realities that we can hope to create cities that are safe, interesting and economically viable, as well as places that people want to live.”

Jane Jacobs, *The Death and Life of Great American Cities*, Penguin Books, 1972 (first published 1960)

The City Centre Area Plan sets the stage for future generations to live, work, play and learn, and move towards sustainability in an incremental manner.

The City Centre Area Plan (CCAP) proposes a 2031 management framework for development that prepares for 2031 needs and describes a future City Centre that:

- embodies the concept of healthy urban living;
- provides opportunities for people to live, work, play, and learn in a sustainable, high-amenity environment;
- reduces sprawl and pressure on Richmond’s suburban neighbourhoods, industrial areas, and farmland by directing significant growth away from those areas and towards the City Centre;
- benefits all of Richmond by developing a series of compact and engaging, higher-density, urban villages supportive of a broad range of high-quality amenities, including affordable housing.

The CCAP also lays the groundwork to enable the City to successfully plan and build out beyond 2031, to 2100, thereby meeting its long term needs.

For example, over the next 100 years, Richmond’s City Centre population is expected to triple and its number of jobs will more than double. The CCAP accommodates this growth. It requires a fundamental shift in how the City Centre is developed and how people carry on their daily lives.

The CCAP applies to the area shown on the Plan Area Map as City Centre. The plan sets out an overall vision for the area, together with related goals, objectives and planning principles that pertain to land use, urban design, transportation, servicing, arts, culture, the environment, and community amenities. It also includes policies, design guidelines, and implementation and phasing strategies to assist Council, City staff, land owners, developers, and the community to work towards the plan’s realization over the coming years.

The preparation of this plan relied on consultation with the public, Council, and stakeholders, reference to existing City documents, such as the Official Community Plan (OCP), and the completion of a broad range of related studies including, among others, updating of Richmond’s City Centre Transportation Plan, city-wide flood management practices, City Centre population and employment growth projections, and assessments of City Centre infrastructure, community facility and open space needs.

1.2 Context

History

Blessed with rich soil, salmon, lush vegetation, and wildlife, Richmond and its City Centre first attracted the Coast Salish people, followed by European farmers and fishermen. In 1879, communities scattered across Richmond were united as the Township of Richmond.

By the early 1900s, a small cluster of shops, a new town hall, a racetrack, and the interurban tram provided a focus for the community near the intersection of No. 3 Road and Granville Avenue and attracted businesses to Richmond's growing commercial centre.

In 1955, with the construction of the Oak Street Bridge, West Richmond began to attract significant residential development, altering the community's rural character. And shortly after that, Richmond's Planning Commission approved the conversion of "Brighthouse Estates", land formerly owned by one of Richmond's founders, Samuel Brighthouse, to allow for a modern town centre complex, including the present site of Richmond City Hall together with Board of Education offices, a health unit, library, commercial district, and a large multi-use park, recreation, and cultural complex that was envisioned as the new heart of Richmond.

Since that time, Richmond has grown to emerge as an attractive community that is distinctive for its ability to maintain a large amount of farmland and a viable fishing industry while becoming home to the Vancouver International Airport, over 120,000 jobs, and more than 185,000 residents – 57% of whom were born outside Canada. The City Centre too has grown and today is an important mixed retail-residential centre poised to become a major regional hub with the soon-to-be-completed Canada Line rapid transit system and the Richmond Oval – the long-track speed skating venue for the 2010 Olympic and Paralympic Winter Games.

The Rate of Growth

The City Centre Area Plan was first adopted in 1995 with the objective that Richmond's downtown should attract roughly 50% of Richmond's residential growth to 2021.

In the 11-year period between January 1997 and January 2008, the City Centre achieved that objective: growing by approximately 14,000 residents or 46% of city-wide growth (with annual fluctuations ranging from less than 20% to more than 70%).

Photo taken in (date).



Photo taken in 2002.

Physical Setting

The City Centre is approximately 930 ha (2,300 ac.) in size, and includes roughly 5.5 km (3.4 mi.) of shoreline along the Fraser River on its north and west sides. Elsewhere, it abuts a combination of low-density, suburban residential neighbourhoods and lands designated as part of the Province’s Agricultural Land Reserve (ALR).

The City Centre is characterized by large blocks, a discontinuous street network, and a commercial spine on No. 3 Road – the alignment of the new Canada Line rapid transit system.

The southeast portion of the City Centre, it’s first to be developed with multiple-family housing, is home to almost 50% of the community’s current population and is now largely built-out. Likewise, the City Centre’s park and school systems are most fully established in or near the southeast, with the riverfront dyke trail and Richmond Oval being the only significant public amenities north of Westminster Highway.

North of this area, Richmond’s OCP Aircraft Noise Sensitive Development Policy restricts the development of airport noise-sensitive uses (e.g., housing, hospital, and childcare) in a large part of the City Centre. In addition, port operations along the North Arm of the Fraser River and the province’s designation of Sea Island Way and Bridgeport Road as highways make residential uses undesirable in those areas. For the most part, these areas are currently developed, zoned, or designated in the 1995 City Centre Area Plan for industrial and commercial uses – and will remain so in the future.

As a result, the development potential of the City Centre can be summed up as follows:

	Potential % of Gross Land Area
A. Non-Residential	24%
B. Mixed-Use	37%
C. Built-Out Areas <ul style="list-style-type: none"> • Predominantly residential, parks, and schools. 	34%
D. Garden City Lands <ul style="list-style-type: none"> • Use to be determined through future study. 	5%
TOTAL	100%

Regional Context

The City of Richmond is one of 22 member municipalities in the Metro Vancouver Regional District (MV). The MV Board has a regional Growth Management Strategy (GMS) which addresses regional planning matters. The existing GMS which was approved in 1996 is the Livable Region Strategic Plan (LRSP). Each municipality must respond to the GMS with an Official Community Plan (OCP) Regional Context Statement (RCS) which is acceptable to the MV Board.

The MV is currently updating its GMS (from 2021 to 2031) and is expected to complete its work in 2009. When that occurs, the MV member municipalities will update their OCPs and RCSs to align with the new regional plan.

While this 2031 CCAP enables a 100-year (e.g., to 2100) build out capacity framework for the City Centre with a future population of 120,000, Richmond's subsequent OCP and RCS updates will incorporate the directions embodied in this 2031 CCAP in phases as follows:

- In the short term, it is the intention of Council to manage City Centre growth, so as not to exceed the current City Centre OCP Regional Context Statement (RCS) population target of 62,000 people in 2021 and the City target of 212,000 people by 2021, as per the current OCP Regional Context Statement (RCS) and Livable Region Strategic Plan (LRSP) policies;
- Later, under the updated regional GMS and complementary RCS with an appropriate increase in the CCAP population estimate (e.g., 90,000 people by 2031 in the City Centre).

The City will convey its long term City Centre population growth capability, needs, and estimates to the MV Board for inclusion as guidelines in the future regional GMS, noting that the City Centre is growing and its development is based on maximizing the benefits of the Canada Line and transit-oriented development, and achieving compact and complete communities.

City Centre Area Vision

To be a “world class” urban centre and the centrepiece of Richmond as it emerges to fulfill its vision of becoming the “most appealing, livable, and well-managed community in Canada.”



1.3 Vision

How do we achieve this vision?

CCAP Goals

The City Centre Area Plan’s goals are not intended to accelerate growth, but rather to direct it to help facilitate Richmond’s vision of becoming the “most appealing, livable, and well-managed community in Canada”.

The CCAP goals enable an approach to urban development that is socially, environmentally, and fiscally responsible, and serves to enhance the quality of life in communities, complement eco-system function, and use tax revenues wisely. The CCAP Goals are to:

1. Build Community

To be an inclusive community designed to empower and support its diverse and changing urban population.

2. Build Green

To be a culture that uniquely supports and celebrates Richmond as an “island city by nature”.

3. Build Economic Vitality

To be a dynamic and innovative business environment that builds on Richmond’s unique combination of economic, cultural and lifestyle opportunities.

4. Build a Legacy

To be a vibrant, urban community built around a diverse array of people, activities, facilities, places, and environments that provide opportunities to take pleasure in public life and celebrate Richmond’s unique heritage and cultures – past, present, and future.

1.4 CCAP Alignment with Corporate Sustainability Initiatives

The City is committed to improving sustainability efforts, which include an evolving Triple Bottom Line (TBL) approach. A Triple Bottom Line approach means considering environmental, economic, and social objectives in every decision – both to identify and mitigate potential negative impacts, as well as to identify opportunities to add value in these areas.

The City is in the early stages of applying TBL decision-making approaches. At this point, there is an understanding that the application of TBL means that decision-making should be:

- broad in scope, inclusive of short and longer-term thinking;
- multi-objective, integrative, and value-added;
- aligned with recognized goals and targets;
- flexible and adaptive;
- inclusive, accountable, and transparent.

This 2031 CCAP advances sustainability by translating the four overarching CCAP Goals: Build Community; Build Green; Build Economic Vitality; Build Legacy, into innovative policies.

The CCAP also incorporates two key principles of sustainable community planning:

- Compact & Complete Communities;
- Transit-Oriented Development (TOD).

Sustainability entails addressing many challenging issues and goals that cannot be achieved in a short time. Development of the City Centre will significantly affect how well Richmond will be able to evolve towards becoming a sustainable community. It is important that development strengthen, not erode, local capacity for enhanced sustainability.

This CCAP establishes a long-term City Centre vision and coordinates a diverse range of community objectives. In this manner, this CCAP provides a foundation to evolve towards higher levels of sustainable performance.

In addition, the CCAP commits to a process of regular

review, through which it is anticipated that over time, the City will be able to advance sustainability in the City Centre by:

- addressing issues in more depth;
- strengthening policy integration and sophistication to optimize multiple benefits;
- preparing strategies at rates that will meet community sustainability needs.

1.5 Planning Strategies

A Long-Term Perspective

Conventional planning practices typically consider a 20-year timeframe; a period short enough to be “predictable”, yet long enough to produce results. This timeframe, however, underestimates the impact of today’s decisions on future generations and can undermine the effectiveness of those decisions on long-term challenges such as sprawl, urban sustainability, and climate change.

Unlike such plans, the City Centre Area Plan (CCAP) seeks to envision Richmond’s downtown at the end of the century when it is “built out”. How many people will live here? Where will they live? Where will they work, learn, play, and shop? And, how will they move about?

The benefits of this approach are:

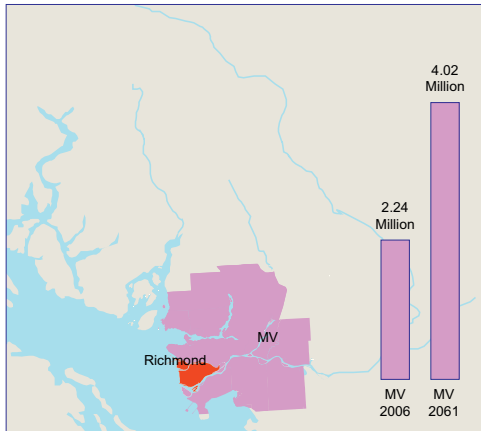
- a better understanding of the City Centre’s total development capacity and how the City can best respond to evolving issues of supply and demand;
- land use and density decisions driven more by long-term objectives and less by short-term market pressures;
- increased confidence on the part of investors, stakeholders, and the community;
- a better understanding of the lifecycle impacts of long-lived infrastructure projects, including parks, the street network, the Canada Line, and major facilities such as the Richmond Oval and other cultural and recreation buildings;
- a greater understanding of how the City Centre may affect city-wide growth and land use, and how to best reflect this in Richmond’s future updating of its city-wide Official Community Plan (OCP, Schedule 1).

Creating a Mixed-Use, Transit-Oriented Village Framework

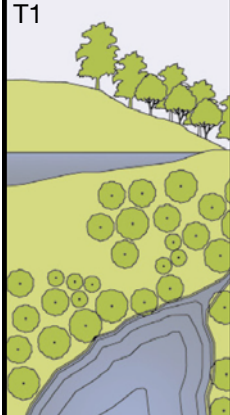
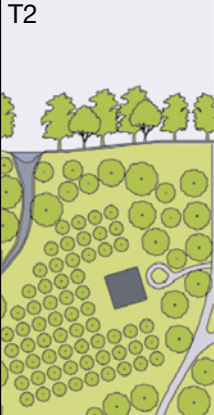


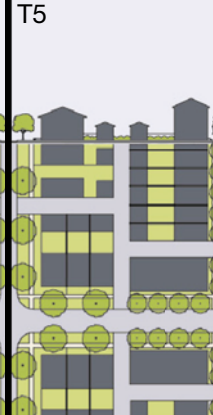
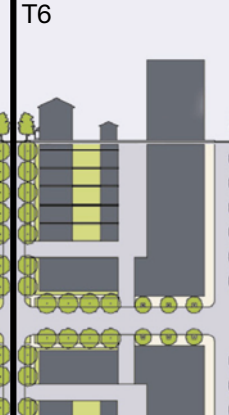






The City Centre Area Plan (CCAP) presents a “framework” for development based on three key planning strategies:

- the Urban Transect;
- Transit-Oriented Development (TOD);
- an Urban Village Network.

Metro Vancouver Map



Anticipated regional growth to 2061.

Planning Strategies	Description				
<p>A. Urban Transect</p>	<p>The Urban Transect is a way to describe a:</p> <ul style="list-style-type: none"> • continuum of development from natural areas through to high-density urban areas based on their relative intensities of use and scale of buildings; • “form-based code” that supports sustainable, mixed-use strategies for organizing community development, as opposed to approaches that seek to segregate uses. <p>Across Richmond, the full spectrum of transects is represented. Within the City Centre, Richmond’s most urbanized area, three transects are represented: “T4 – General Urban”, “T5 – Urban Centre”, and “T6 – Urban Core”.</p>				
<p>T1</p> 	<p>T2</p> 	<p>T3</p> 	<p>T4</p> 	<p>T5</p> 	<p>T6</p> 
					
<p>T1 Natural Predominantly lands in a wilderness condition.</p>	<p>T2 Rural Predominantly open & farmed lands that are sparsely settled.</p>	<p>T3 Suburban Predominantly, low-density, low-rise buildings on large blocks.</p>	<p>T4 General Urban Predominantly ground-oriented buildings of 4 storeys or less.</p>	<p>T5 Urban Centre Predominantly medium-density buildings of 6 storeys or less.</p>	<p>T6 Urban Core Predominantly high-density buildings greater than 6 storeys.</p>
<p>B. Transit-Oriented Development (TOD)</p>	<p>TOD is a concept for compact, walkable communities centred around high quality transit systems that make it possible for people to enjoy a better quality of life and healthier lifestyles with less dependence on the car, easier access to amenities and services, less sprawl, and less impact on the environment.</p> <p>TOD builds on the concepts introduced by the “Urban Transect” and directs that a community’s highest density, high-quality, mixed-use development should be situated within a 5-minute walk (400 m/1,312 ft.) or less of a transit station.</p> <p>TOD’s effectiveness is influenced by the transit system’s attractiveness, and job and residential densities at both ends of and along the transit system.</p> <p>The City Centre is ideally suited to TOD, as Richmond leads the region in its ratio of jobs to working residents and the City Centre is:</p> <ul style="list-style-type: none"> • the south terminus of the Canada Line, with direct airport and Vancouver links; • a rapidly densifying, high-amenity, multiple-family community; • an international and regional “gateway” and regional retail centre, with significant capacity for job growth and diversification; • the home of the Richmond Oval, the long-track speed skating venue for the 2010 Olympic and Paralympic Winter Games. 				
<p>C. Urban Village Network</p>	<p>“Urban village” is another name for the type of compact, walkable, transit-centred community encouraged by TOD.</p> <p>In the City Centre, the five Canada Line stations and riverfront development near the Richmond Oval present the opportunity to establish a network of attractive “urban villages” that will break the City Centre into identifiable, pedestrian-scaled communities and create a network of focal points for the delivery of community services.</p> <p>Features of the City Centre’s urban villages will enable them to support three district levels of need:</p> <ul style="list-style-type: none"> • the day-to-day needs of local village residents, workers, and visitors; • the position of the City Centre as the urban heart of Richmond (by meeting key city-wide needs); • Richmond’s position in the region (by providing special uses not duplicated in other communities, together with uses that reinforce the City’s role as part of a regional service network). 				

Urban Village Features	Preferred Maximum Distance from a Village Centre		
	3-Minute Walk 200 m (656 ft.)	5-Minute Walk 400 m (1,312 ft.)	10-Minute Walk 800 m (2,625 ft.)
<i>Village-Serving Features – Required or Highly Desirable</i>			
Transit Station, Plaza & Related Retail	X		
Transit-Oriented Residential & Office	X	X	X
“Street” - Pedestrian-Oriented Retail & Services	X		
Convenience Commercial & Personal Services (e.g., Grocery Stores)	X	X	
Neighbourhood Park & Children’s Playground	X	X	
Affordable Housing	X	X	X
Child Care Facilities	X	X	X
Library Services	X	X	
Social & Community Services	X	X	
Recreational & Cultural Services	X	X	
Community Policing Facilities	X	X	
<i>City Centre-Serving Features – Required or Highly Desirable</i>			
Public & Private Schools			X
Community Centres	X	X	
Greenways	X	X	X
Health Facilities	X	X	X
Public Safety (Administrative) Facilities	X	X	
Branch Libraries	X	X	
Places of Worship		X	X
<i>City-Wide & Regional Features – Required or Encouraged</i>			
Main Library	X		
Major Cultural Facilities	X		
Major Recreational Facilities	X	X	X
Major Commercial Entertainment Facilities	X	X	
Major Parks	X	X	X
Festival Grounds & Parade Routes		X	X
Hospitals		X	X
Exhibition & Conference Facilities	X	X	
Post-Secondary Education Facilities	X	X	

1.6 An Urban Development Framework

Framework Principles

The City Centre Area Plan (CCAP), based on Urban Transect, Transit-Oriented Development (TOD), and Urban Village strategies, defines a “framework” for Richmond’s downtown growth that embodies seven key urban development principles:



1. Direct Growth Towards Major Catalysts

Focus new, higher density development in areas that achieve community benefit near the Canada Line, Richmond Oval, and the riverfront.



2. Respect Key Established Neighbourhoods and Precincts

Reinforce the City Centre’s No. 3 Road “spine”, and retain and enhance existing residential neighbourhoods in the southeast and viable industrial lands near the North Arm of the Fraser River.



3. Take Advantage of High Aircraft Noise Areas for Business

Where housing is restricted due to Richmond’s policy on residential development in areas of high aircraft noise, maximize opportunities for well-located, cost-effective office, industry, and related development.



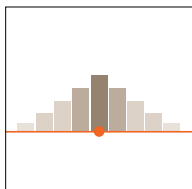
4. Bonus TOD Development at Village Centres

Incentivize growth and the provision of non-residential uses through high-rise development and density bonusing where properties are within 200 m (656 ft.) of a village centre.



5. Match Built Form with Amount of Growth

Beyond 200 m (656 ft.) from a village centre, rely heavily on grade-oriented and low- and mid-rise housing, commercial, and industrial buildings to accommodate anticipated growth and provide diversity and flexibility.



6. Encourage “Peaks & Valleys”

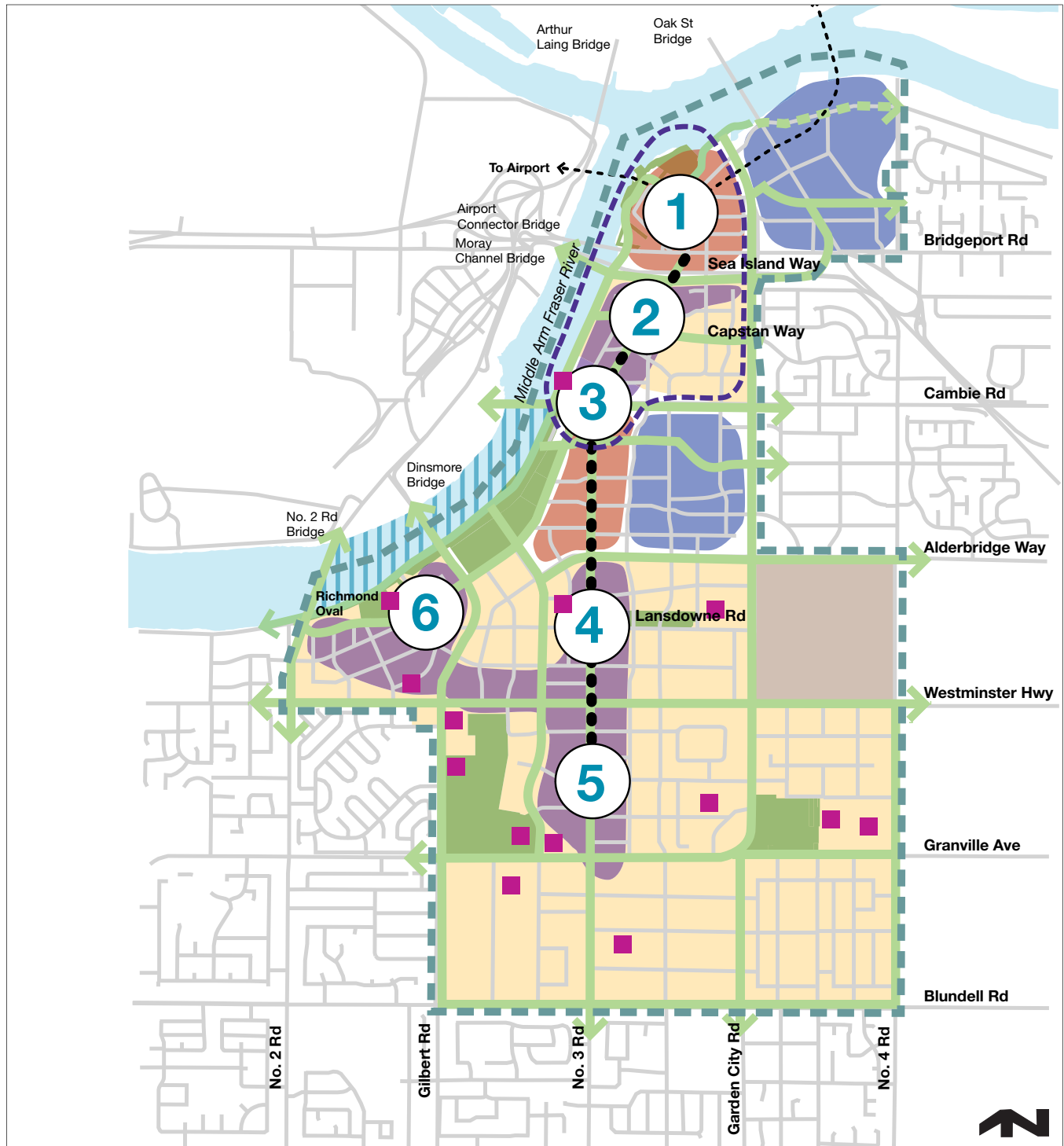
Encourage the creation of a varied skyline, a sunny public realm, enhanced livability and views, and a distinctive urban form by generally having the maximum building height and density at village centres and contrasting this with lower building heights and larger open spaces elsewhere.



7. Ensure a High Standard of Public Amenity

Build in arts, culture, heritage, recreation, and opportunities for people to make meaningful connections with each other and the natural environment as a fundamental pillar of the Area Plan.

City Centre Framework Map



City Centre Boundary	Industrial Reserve	1 Bridgeport Village - Arts Entertainment & Business Focus
Garden City Lands (Further Study Required)	Commercial Reserve	2 Capstan Village - Arts & Mixed-Use Focus
	High-Density, High-Rise, Mixed-Use	3 Aberdeen Village - Arts & Central Business District Focus
	Richmond Arts District (RAD)	4 Lansdowne Village - "Centre of the City Centre"
	No. 3 Rd Spine & Canada Line	5 Brighthouse Village - Civic & Mixed-Use Focus
	Low & Mid-Rise Residential (Predominantly)	6 Oval Village - Sport, Recreation & Mixed-Use Focus
	Major Public Uses & Facilities	
	Major Parks & Pedestrian Linkages	
	Recreational River Focus	

Projected City Centre Development at Build-Out

	Land
Net Development Land Area ¹	60%
City Parks	15%
City Streets	20%
Garden City Lands ²	5%
TOTAL	100%

¹ Including public open spaces and civic facilities on private property and other non-park lands.

² Subject to future planning.

Anticipated Development Potential

The framework principles and concept, propose to protect lands already “built out” or zoned for high-density uses, and to supplement them with new medium- and high-density areas, parks, recreation, cultural, and related uses.

In the City Centre’s “built-out” and “pre-planned” residential areas, primarily situated in the community’s southeast corner, the number of residents is projected to grow from 23,400 by 39% to approximately 32,000, while business floor area is expected to be negligible.

Elsewhere, in the City Centre’s six urban villages, residential and business growth is expected to be greater. To support this, it is important to ensure that development parameters are not defined too narrowly, which could discourage innovative, market-driven, or site-specific opportunities. To enable this, the maximum development capacity in these areas exceeds anticipated demand by 20% more.

Anticipated CCAP 2100 Development						
Village	Gross Land Area	Population Potential	Job Potential ²			
			Commercial	Public Sector	Industrial	Total
Bridgeport	116 ha (286 ac.)	Nil ¹	15,500-21,200	0-100	3,400-4,500	18,900-25,800
Capstan	57 ha (140 ac.)	12,000-14,000	2,300-3,300	0-100	0	2,300-3,400
Aberdeen	110 ha (271 ac.)	Nil ¹	19,500-26,800	800-1,100	2,000-2,700	22,300-30,600
Landowne	130 ha (322 ac.)	26,000-31,000	5,900-8,100	1,400-1,700	0	7,300-9,800
Brighthouse	141 ha (348 ac.)	26,000-30,000	6,100-8,400	9,800-11,100	0	15,900-19,500
Oval	57 ha (140 ac.)	12,000-14,000	2,500-3,500	1,900-2,300	0	4,400-5,800
Southeast	320 ha (792 ac.)	32,000-38,000	Negligible			
TOTAL	931 ha (2,300 ac.)	Target ² 120,000	51,800-71,300	13,900-16,400	5,400-7,200	Target ² 80,000

¹ Residential uses are not permitted in these areas under the Area Plan due to aircraft and highway noise and business objectives.

² Population and job “targets” represent the City’s best information regarding future growth and are intended to help guide planning, service delivery, and related processes. Actual population and number of jobs may vary.

2.0 Policies

This section presents City policies which address ten key topics:

1. Households & Housing
2. Jobs & Business
3. Mobility & Access
4. Arts, Culture & Heritage
5. Ecology & Adaptability
6. Parks & Open Space
7. Recreational & Cultural Facilities
8. Social Equity & Community Services
9. Infrastructure & Utilities
10. Public Realm & Public Life

The format for each policy section is as follows:

- Vision Mandate - Explains how the policy directions for each topic support the CCAP Vision and Goals;
- Issue - Provides background information;
- Objective - Describes the intent of the Area Plan with regard to each topic;
- Policies - States the overall policies for each topic.
- In addition, following the policies for each topic, there are one or more pages which provide expanded information on one or more of the policies. The numbering of these expanded policy descriptions corresponds to that of the relevant policy.

VISION MANDATE:

Access to livable, appealing, and a variety of housing to meet the needs of a future City Centre population is a “**core value**” integral to the growth of Richmond and its downtown.

- **“Build Community”**: Create special living places and neighbourhoods that are significant components of the City Centre.
- **“Build Green”**: Use innovative approaches in housing design and building materials with convenient access to outdoor green space both private (roof tops, patios, interior courtyards) and public (parks and greenways).
- **“Build Economic Vitality”**: Create a positive, attractive image and special character that will enhance growth and investment as more people and businesses perceive the City Centre as a desirable place to live, work and play.
- **“Build a Legacy”**: Create a sense of place with unique and inclusive neighbourhoods, where innovative housing is commonplace and **“the first choice”** by many to live.

2.1 Households & Housing

ISSUE:

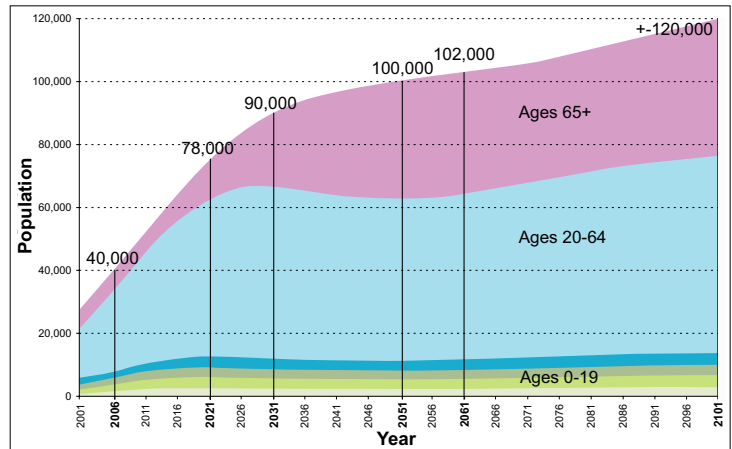
Over the next 100 years, the population of the City Centre will have grown to 120,000 people. The majority of this growth will occur in the years leading up to 2021 where the population will double from the 2006 population of 40,000 residents. An average of 2,500 new residents will move to the City Centre each year to 2021. The growth will then slow to approximately 1,300 new residents annually to 2031. To house the new residents, an additional 20,000 new dwellings will be needed by 2031 and approximately 39,000 new dwellings by 2100. The new City Centre population will be characterized by a number of changes in its composition:

- the number of older adults (over the age of 65) will increase at a rate faster than the total population. By 2031, there will be over 23,000 older adults in the City Centre, an increase of 17,500 from today’s population of 5,500;
- although the number of children and youth (age 0 to 19) will grow at a slower rate in the City Centre, by 2031, there will be 12,000 in this age group, an increase of 4,000 children from 2007. That will mean approximately 2,900 new families will need suitable family oriented housing in the City Centre by 2031;
- the continuing need to provide affordable housing will be as much of an issue in Richmond as it will be elsewhere in the region. Delivering affordable housing means ensuring that there is an adequate supply of housing to respond to the low and moderate income new residents in the City Centre;
- the demand for seniors housing will increase as the population in the City Centre ages over the coming decades. There will be a need for a full range of housing forms from independent living units, to assisted living units, to full care facilities including care homes and retirement residences.

As a result of these changes/issues, the CCAP is placing an increased emphasis on:

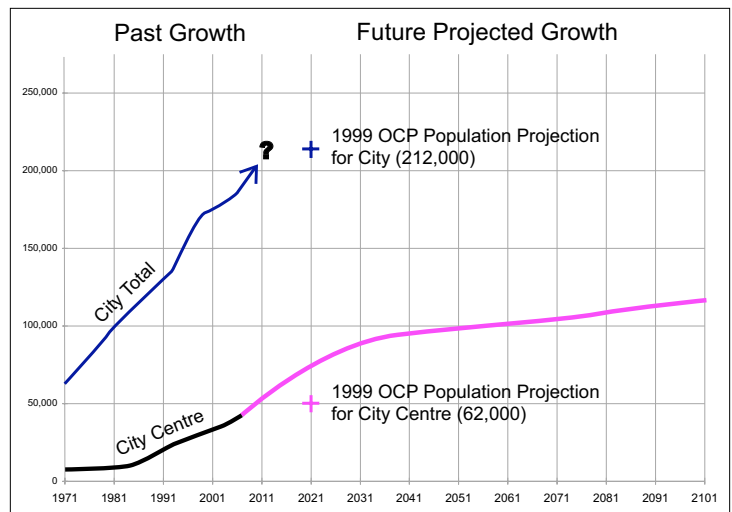
- creating “house-like” attributes in higher density housing;
- achieving “equivalent to grade” units in mid rise buildings;
- striving for “family friendly” housing and neighbourhoods.

Downtown Population Projections by Age Group



Source: Urban Futures Community Lifecycle Model, May 2007.

Population Estimates & Projections



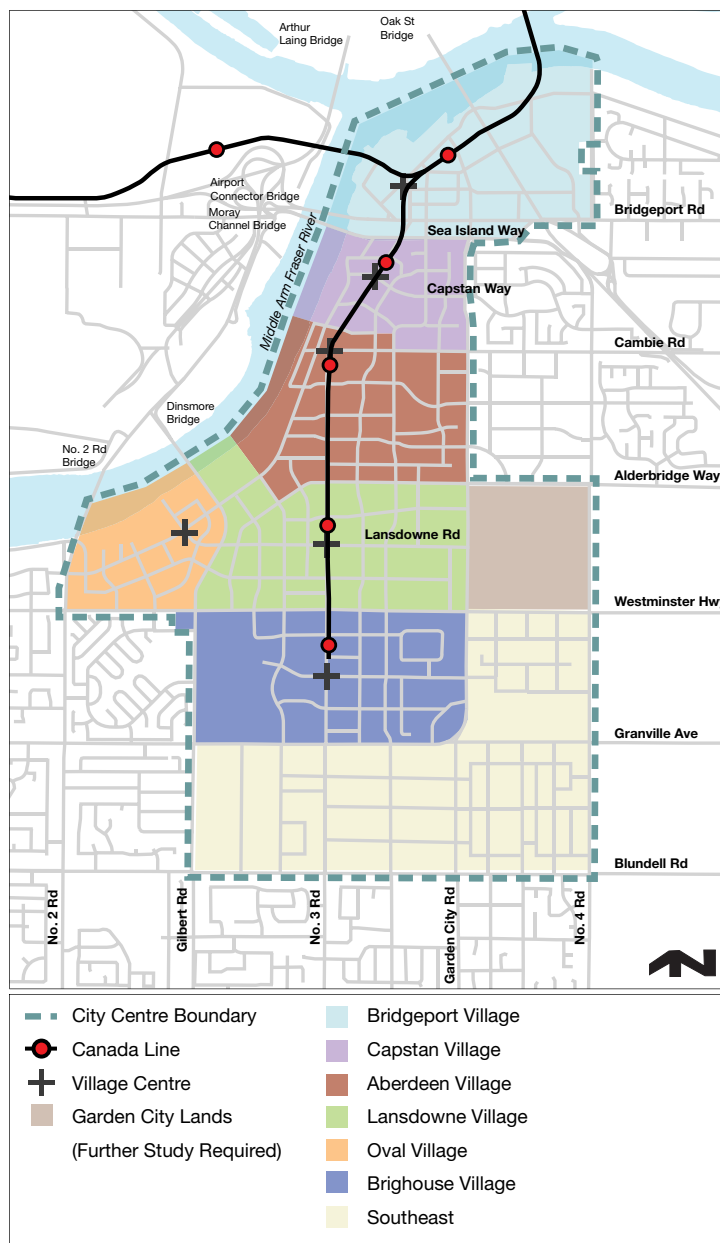
OBJECTIVE:

Achieve a **complete community** that balances the City Centre’s role as an economic centre by creating and reinforcing strong identifiable neighbourhoods.

Provide a full range of high quality housing to satisfy the needs of a diverse population of 120,000 residents. Achieve balance by providing the following components:

- **Housing Choice:** Ground-oriented townhouses, four to six storey apartments and high-rise apartments to support all ages, income groups and household mixes.
- **Housing Features That Are Widely Desired:** at grade or “equivalent to grade” features; dwelling units that relate to the public realm; sufficient interior space; useable private outdoor space and access to well-designed semi-private space with natural features.
- **Distinct Neighbourhoods** focussed around high-amenity village cores that meet the day-to-day needs of residents.
- **Green Neighbourhoods** with natural landscaping, pedestrian friendly streets, and pedestrian links to parks, schools, services and shopping.
- **Protected and Safe** neighbourhoods.

2100 Population & Dwellings Village Map



Village	2006 (Census)		Build-Out (2100) Potential*	
	Population	Dwelling Units	Population	Dwelling Units
Bridgeport	350	60	0	0
Capstan	230	130	12,000-14,000	5,800-6,900
Aberdeen	580	200	0	0
Lansdowne	6,570	2,970	26,000-31,000	13,700-16,200
Brighthouse	8,040	3,670	26,000-30,000	12,600-14,900
Oval	0	0	12,000-14,000	5,900-6,900
Southeast	23,440	10,210	32,000-38,000	13,200-15,700
TOTAL	39,210	17,240	120,000	56,900

The Garden City Lands are subject to future study and public review.

As a result, the CCAP population and dwelling unit distribution may alter, but the total build-out population of 120,000 is expected to remain unchanged.

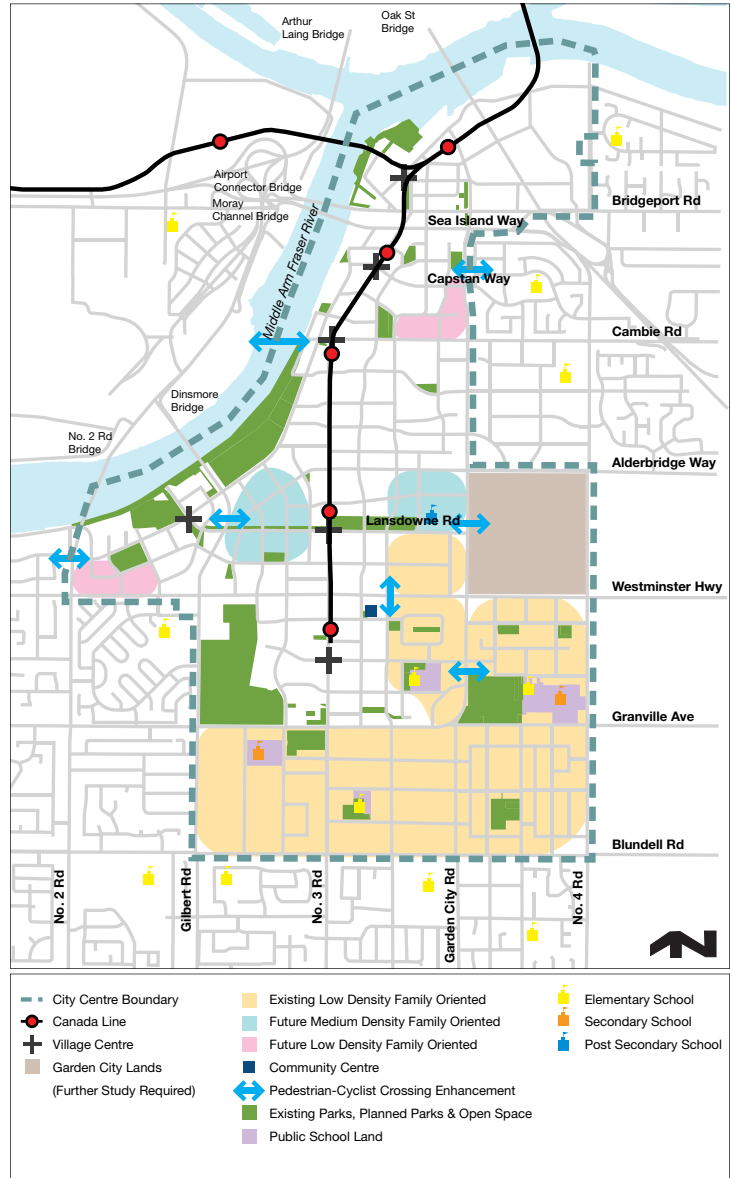
* This is only a guide. Actual growth will depend on market conditions, rezoning and other approvals, but the total is not expected to exceed 120,000 residents.

POLICIES	
2.1.1 Housing Variety	
a)	<p>Accommodate a Diversity of People by Providing for a Variety</p> <ul style="list-style-type: none"> • Of building types (townhouse, courtyard apartments, multi-storey buildings). • In the composition of dwelling unit types (studio, 1 bedroom, 2, 3 and more bedroom units).
b)	<p>Maximize Opportunities to Create New Grade-Oriented Housing and Other “House-Like” Forms</p> <ul style="list-style-type: none"> • In the General Urban (T4) transect, encourage the development of livable, spacious traditional and stacked townhouse units with “house-like” attributes (e.g., a generous amount of private outdoor space, private entries, larger units sizes, units with two bedrooms) at grade or accessed off a raised terrace or courtyard on top of a low parking structure. • In the Urban Centre (T5) transect, encourage a minimum of 20% of units on each development site to be grade-oriented or equivalent in the form of traditional or stacked townhouses at the ground level of the building and/or opening onto the landscaped rooftop of the parking podium or some other low-rise portion of the building. • In the Urban Core (T6) transect, wherever possible, encourage a housing mix that includes grade-oriented or equivalent units.
2.1.2 Established Neighbourhoods (Moffatt, Acheson-Bennett, St. Albans, McLennan South & McLennan North)	
a)	<ul style="list-style-type: none"> • Discourage sub-area plan amendments (including Moffatt area) which propose to convert areas that are designated for grade-oriented housing to apartment forms. • Maintain the existing low-rise and townhouse designations in the sub-area plans of established neighbourhoods (McLennan North and South, St. Albans, and Acheson-Bennett).
2.1.3 Family-Oriented Neighbourhoods	
a)	<p>Create, Preserve, and Strengthen Distinct “Family-Oriented” Neighbourhoods</p> <ul style="list-style-type: none"> • Ensure that a range of townhouse (traditional, rowhouse and stacked townhouse) forms are provided in family-oriented neighbourhoods. • Ensure that family-oriented housing is located near schools, child cares, and parks. • Seek innovative design solutions in low rise apartment forms which are suitable for families with children, especially in the provision of interior courtyard space in low-rise apartment developments.
2.1.4 Seniors & Special Needs Housing	
a)	<p>Encourage Seniors’ and Special Needs Housing in the City Centre</p> <ul style="list-style-type: none"> • Locate close to shops, services, transit and amenities such as community and senior centres. • Encourage the location of seniors housing on local streets where possible, away from busy arterial roads. • Encourage the construction of units in townhouse/apartments that can be physically adapted to meet those with special requirements and incorporate universal accessible housing guidelines.
b)	Recognize that many healthy seniors over age 65 and living independently (including “empty-nesters”/couples and singles) prefer most of the same housing and neighbourhood attributes as families with children.
c)	Permit housing forms for seniors that support aging in place and increase opportunities for seniors to live in accessible housing with services, shopping and transit nearby.
2.1.5 Affordable Housing	
a)	<p>Develop Various Forms of Affordable Housing in all City Centre Neighbourhoods by Using the Tools, Priorities and Targets Established in Richmond’s Affordable Housing Strategy</p> <p>Encourage housing for people whose needs are not being met by the market such as those with physical and mental disabilities.</p>
2.1.6 Monitoring & Review	
a)	<p>Continue to Update Information on Population, Household Mix, Age-Related Forecasting to Ensure that the Housing Needs of Existing and Future City Centre Residents will be Met</p> <p>Monitor housing preferences and new housing to ensure that they are meeting the needs of a variety of households types (seniors, families with children, empty-nesters).</p>
b)	<p>Best Practices Guidelines</p> <p>Prepare best practices guidelines to facilitate the provision of livable “house-like” units especially in the mixed townhouse/apartment areas.</p>
c)	<p>Dwelling Unit Composition, Size and Private Outdoor Space</p> <p>Through future study, more detailed planning work and testing, provide direction on standards for providing residential buildings with an adequate ranges of dwelling unit sizes (e.g., 1, 2 and 3 bedroom units) and sufficient private outdoor space to meet the needs of the future City Centre population.</p>

2.1.1(a) Accommodating Diversity

To accommodate the housing needs of a diverse future population, the City Centre will provide for a range of housing types (e.g., townhouse, mid and high-rise apartments) in the five Village centres that permit residential development. In each of these villages, some housing types will be more predominant than others.

City Centre Neighbourhoods & Village Areas Map



Build-Out (2100) Building Type Distribution by Village			
Village Centre Area	Townhouse	Apartment 6 storeys or less	Apartment Greater than 6 storeys
Capstan	8%	40%	52%
Lansdowne	0%	33%	67%
Brighthouse	11%	18%	71%
Oval	10%	15%	75%
South East	42%	42%	16%
TOTAL	16%	30%	54%

Building type distribution is an anticipated dwelling unit distribution based on densities and land uses described in the plan. Townhouse also includes single detached, duplex and other forms of ground-oriented housing.

Building Typologies

Grade-Oriented



Single Family



Duplex



Infill (coach house)



Townhouse - 2 storey



Townhouse - 3 storey



Stacked Townhouse

Low-Rise and Mixed Use



Low-Rise Apartment - 4 storey



Mid-Rise Apartment - 5 storey

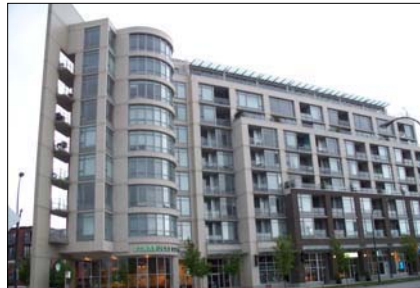


Mixed Use Apartment

High-Rise and Mixed Use



All Residential



Mixed Use

2.1.1(b) Creating “House-like” Attributes and “Equivalent to Grade” Units

Challenge/Opportunity

For many households, a single family home has attractive qualities, but is too expensive or too large to care for. Due to their greater affordability and “house-like” qualities, townhouse multi-family forms are in great demand by many types of households.

Proposed Strategy

The following are some of the desirable attributes of single family homes, that with proper design can be reflected in townhouse and low-rise building forms:

- at-grade units with their own front doors opening onto a public street or common outdoor space;
- direct access to useable, large private outdoor garden/patio space;
- direct access to shared outdoor space and garden areas;
- a defined entry, such as a front porch and stoop;
- dual aspect or multiple exposures (e.g., windows or entries to a courtyard on one side of the unit and to a public street on the other).

Additional opportunities to provide “house-like” qualities in mid- and high-rise buildings can be found by providing:

- direct access to roof gardens on the top of parking structures or other low-rise portions of the building;
- large or multiple private outdoor spaces with direct access to shared outdoor areas;
- integrating townhouse units into the bases of tall buildings.



Useable private open space for street fronting townhouses at the podium base of high-rise buildings.



Well defined entries with a “presence on the street”.

Useable private front yards for street fronting units should:

- be a minimum of 10 m² (108 ft²) in size;
- have a minimum dimension of 2.4 m (8 ft.);
- provide elements that help to create a transition from the public street to the unit entry, such as an entry gate, decorative fence, landscape, features, and steps or changes in level;
- be designed to accommodate patio uses, seating, etc. and offers a sense of privacy (e.g., screening).



Two examples of substantial balconies and roof top terraces utilized for private open space.

2.1.3(a) Family Oriented Neighbourhoods

Challenge/Opportunity

Many families with children want the increased accessibility that townhouse and apartment forms can offer over the single family house. The features they are looking for relate both to living space and neighbourhood characteristics.

Unit and building characteristics of family-friendly housing include:

- “house-like” features;
- grade-oriented or “equivalent to grade”;
- sufficient interior space with 2 to 3 bedrooms (e.g., 102 m² (1,100 ft²) minimum);
- direct access to private outdoor space;
- direct visual and physical access to semi-private space.

Proposed Strategy

Some low-rise three to four storey apartments can be designed to be suitable for families with children.

Buildings are configured to:

- frame one or more secure and private courtyards (semi-private open space) which offer outdoor living space that is sheltered and private from the public realm, with children’s play areas;
- have landscaped courtyards which can provide an entry onto streets or lanes, but are secured by gate which can provide a dramatic point of entry and serve to separate the public and private realms;
- have units on second and higher floors which provide direct visual and physical access to a private secure interior courtyard.



Family-friendly multiple family housing.



Inner courtyard - 4 storey apartment.

Characteristics of family-friendly neighbourhoods include:

- a critical mass of families with children that live in the same neighbourhood;
- access to parks, schools, daycares and community centres;
- cohesive and safe neighbourhoods where children can move around by themselves safely;
- **an emphasis on the street:** safe and pedestrian-friendly streets, utilizing traffic calming where necessary;
- natural landscaping features in the street.



Pedestrian-friendly streets; traffic calming and diverting.



Pedestrian-friendly streets; boulevards and landscaping.



Green linkages.



Natural landscaping.

VISION MANDATE:

A strong economy is a “core value” integral to the growth of Richmond and its downtown and will help to:

- **“Build Community”:** Balance jobs and population, taking into account skills, education, and access to housing;
- **“Build Green”:** Minimize sprawl with compact, transit-oriented development that does more with less land;
- **“Build Economic Vitality”:** Provide a diverse job base that supports all of Richmond’s economic sectors;
- **“Build a Legacy”:** Protect valuable employment lands with long-term strategies aimed at adaptability.

2.2 Jobs & Business

ISSUE:

Richmond has a healthy and diverse economy, and leads the region in its ratio of jobs to working residents. This is strongly related to Richmond’s ability to distinguish itself in the region as a:

- multi-modal “gateway” and transportation “hub”;
- fishing port and agricultural producer;
- leader in high-technology industry;
- Asian business and cultural centre;
- high-amenity, urbanizing community;
- 2010 Olympic and Paralympic Winter Games venue city.

City Centre job growth will be closely related to its ability to support and enhance Richmond’s unique position, together with opportunities related to population growth and the area’s transition to a mature, urban community.

This is similar to anticipated trends across the region, which forecast a decline in manufacturing and primary industries and growth in population-serving businesses (e.g., retail, government, finance, health, education, communication, and construction), transportation, distribution (including airport uses), knowledge-based business, and tourism.

In addition, multiple-family housing is expected to see continued strong growth. While this will support job growth, it will also mean increasing land values and continued pressure on employment lands to convert to residential uses. This could make both business and housing less affordable, especially in existing and urbanizing centres.

Population	2006 City Centre Employment			2100 Projected City Centre Employment Demand			
	Jobs	Floor Area* millions	Zoned Land Area	Jobs	Floor Area ¹ millions	Required Land Area ¹	Proposed Land Supply
	40,000			120,000			
Industry	4,100	0.2 m ² (1.9 ft ²)	132 ha (327 ac.)	5,400-7,200	0.3 m ² (2.7 ft ²)	85 ha (210 ac.)	90 ha (223 ac.)
Commercial	20,000	0.4 m ² (4.8 ft ²)	183 ha (453 ac.)	51,800-71,300	1.2 m ² (13.1 ft ²)	122 ha (302 ac.)	145 ha (358 ac.)
Public Sector	6,600	0.2 m ² (1.8 ft ²)	39 ha (95 ac.)	13,900-16,400	0.4 m ² (4.1 ft ²)	37 ha (92 ac.)	39 ha (95 ac.)
TOTAL	30,700	0.8 m ² (8.5 ft ²)	354 ha (875 ac.)	Target 80,000 ²	1.9 m ² (20.0 ft ²)	244 ha (604 ac.)	274 ha (676 ac.)

¹ Based on floor area per employee estimates and typical development densities by job sector.

² The “target” of 80,000 jobs is intended to provide a guide to assist in planning, economic development, and related decision-making processes. The actual number of jobs and related floor area, etc. may vary depending on changing market conditions and the success of the strategies employed.

OBJECTIVE:

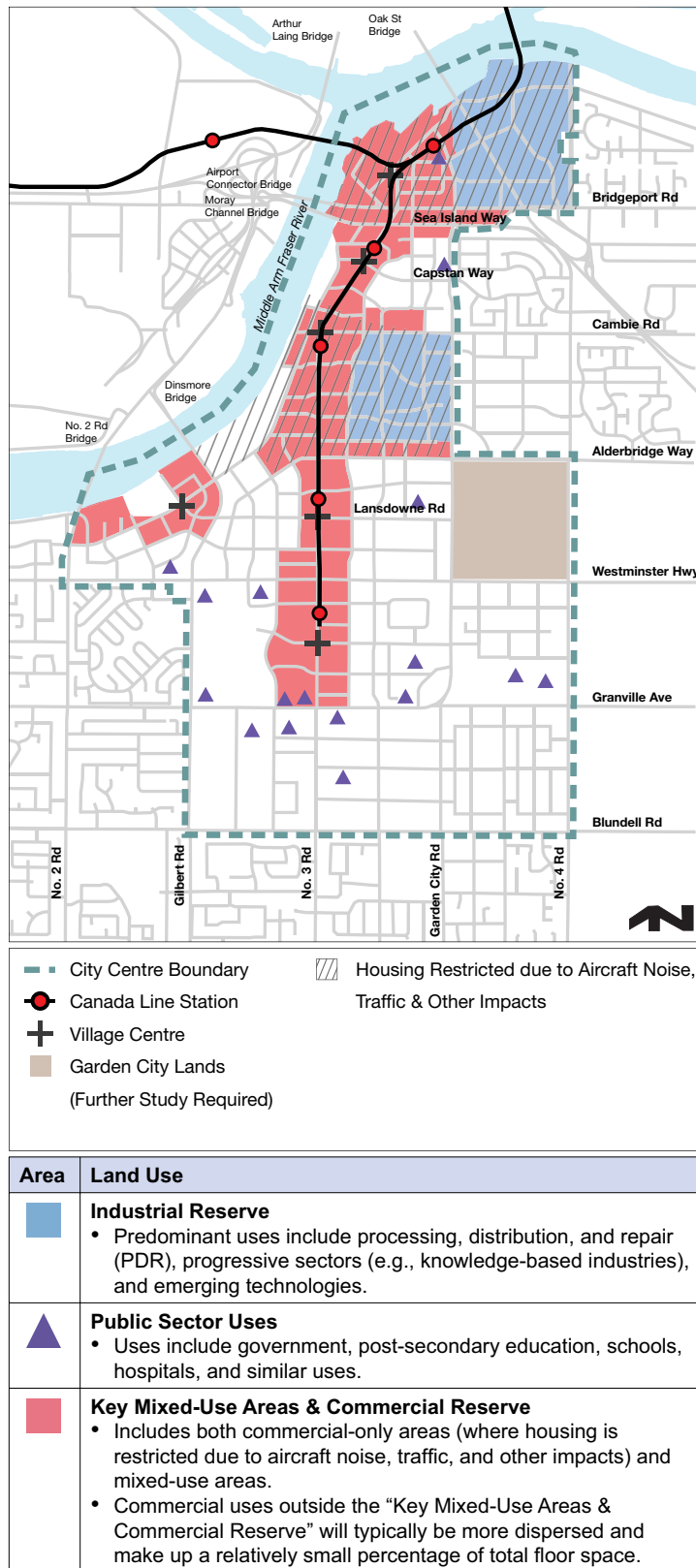
Provide a framework that enhances the City Centre as the focus of a vibrant **“Aerotropolis Community”** – a business centre with a strong identity, international perspective, and a sustainable, “triple bottom line” approach to economic development that builds on Richmond’s existing strengths and natural advantages as a:

- **“Gateway”** - regional, national & international;
- **Business & corporate hub** supporting Richmond’s transportation, distribution, agriculture, fishing & tourism industries;
- **Focus for creative industries** – knowledge-based companies, education & research – together with arts and culture;
- **Asian business & cultural centre**;
- **“Complete community”** where people can live, work, play & learn.

Balancing Employment Land Demand & Supply

Over the long-term (50+ years), the demand for employment land in Richmond is projected to be 1,685 ha (4,164 ac). This is consistent with the amount of employment land designated within the City Centre, plus the current amount of zoned employment land outside the City Centre (exclusive of airport operations).

Jobs & Business Concept Map



POLICIES	
2.2.1 Industry	
a)	Guarantee an Adequate Long-Term Land Supply Designate lands as an "Industrial Reserve", including existing industrial lands in Bridgeport Village's "Van Horne" area and additional land in Aberdeen Village, to ensure that it is well served by highway, airport, port, and transit access. Industrial Reserves are intended to be long-term designations.
b)	Minimize Encroachment & Land Speculation Situating industry where Richmond policy restricts new housing (due to aircraft noise), limit the amount of new non-industrial uses in industrial areas to a maximum of 50% of total floor area, and encourage increased bylaw compliance.
c)	Support Gradual Change Allow industry to gradually densify at the pace of changing market demands, technologies, etc.
d)	Manage Transition Undertake strategic interventions (e.g., City partnerships with business) that minimize the premature displacement of existing City Centre industry and help to open up new industrial lands in a timely and cost-effective manner, including: <ul style="list-style-type: none"> • where future public use is required, maintain active industrial use in the interim period; • where future industrial land is currently developed with non-industrial uses, encourage large-scale developments and/or business initiatives that will act as catalysts for their conversion to new industrial development.
2.2.2 Public Sector	
a)	Encourage the Retention of Existing Public Sector Lands Designate existing public sector lands for retention for public uses.
b)	Enhance the Long-Term Viability of Public Sector Uses with Opportunities for Mixed-Use Development Provide for complementary uses on public sector lands (e.g., enable development flexibility on designated public sector sites to achieve community benefits).
c)	Enhance Connectivity Establish a network of linkages that will help to facilitate multi-site, public sector developments and strengthen the connectivity between related uses, including greenways, linear parks, bike routes, local transit services, and a pedestrian bridge across Moray Channel to the BCIT campus and airport.
d)	Encourage Efficient Development Encourage the co-location of facilities, sharing of facilities, and related strategies to help achieve the cost-effective use of public sector resources and services.
2.2.3 Commercial	
a)	Encourage High-Quality, Urban Office, Hospitality & Retail Sector Development, Viability and a Commercial Reserve Take advantage of the City Centre's proposed transit-oriented, urban/riverfront villages to establish a lively and visually appealing network of distinct, yet complementary, commercial and mixed-use precincts that provide for location-specific opportunities to meet the special needs of office (i.e., large floorplate buildings), urban retail, hospitality, and related uses in both commercial-only and mixed-use developments. Designate some of these areas as "Commercial Reserve" which is intended to be a long term designation.
b)	Create an Unparalleled Amenity Package Take special advantage of the Canada Line, the Richmond Oval, riverfront park and other amenities (e.g., a pedestrian bridge across Moray Channel to the airport), housing growth (including affordable housing), and a "triple bottom line" approach to community development to attract tourism, "creative", and knowledge-based businesses, and their employees.
c)	Buffer Land Prices Locate significant commercial opportunities, especially office, where new housing is restricted due to aircraft noise.
d)	Encourage a Vibrant Retail Environment Encourage the City Centre's continued role as an important city-serving and regional retail centre via: <ul style="list-style-type: none"> • the designation of ample, well-located lands for urban retail and reduced automobile-oriented commercial uses; • a network of Pedestrian-Oriented Retail Precincts providing a focus for the City Centre's retail activities; • minimum recommended commercial retail unit sizes aimed at enhancing retail flexibility and viability.
2.2.4 City Centre Identity & Incentives for Growth	
a)	Build In Development Incentives Pursue strategic City initiatives and partnerships with business and other agencies where this will provide a catalyst for office development, urban industrial uses, and other uses offering significant, long-term, "triple bottom line" benefits (e.g., realignment of River Road, Middle Arm Park, cultural facilities, bonus density at village centres).
b)	Support the Positive "Branding" of the City Centre Encourage a strong image, desirable reputation, and positive recognition for the City Centre and its six villages by: <ul style="list-style-type: none"> • working with business, the community, tourism, and others to prepare and implement a comprehensive "branding" strategy that builds on the area's special advantages, "gateway" position, Richmond Oval, and Canada Line; • recognizing the importance of a "brand" and the features that can contribute to its success (e.g., high-quality, compact urban form and amenities, progressive forms of development, and unique employers) as key principles guiding City investment and the availability of private development incentives (e.g., additional density in village centre locations).
c)	Support Increased Opportunities for "Flexible Work": Home-Based Business & Live/Work Dwellings Encourage "flexible work" in dwellings throughout the City Centre's mixed-use areas; discourage strata restrictions on such uses; and, support "incubators" and projects aimed at supporting specific sectors and niche markets (e.g., artists).

2.2.1 Industry

Industry is a key component of a diverse and viable urban centre, providing services and jobs that support both downtown and broader community objectives. Industry includes:

- **Processing, distribution, and repair (PDR) industries** that directly serve downtown commercial and public sector businesses and residents;
- **Progressive sectors** (e.g., knowledge-based industries) that prefer urban locations that better meet the needs of their workers and help to reduce their “environmental footprints”;
- **Emerging and new technologies** that can readily adapt to denser, more urban building types and ways of doing business.

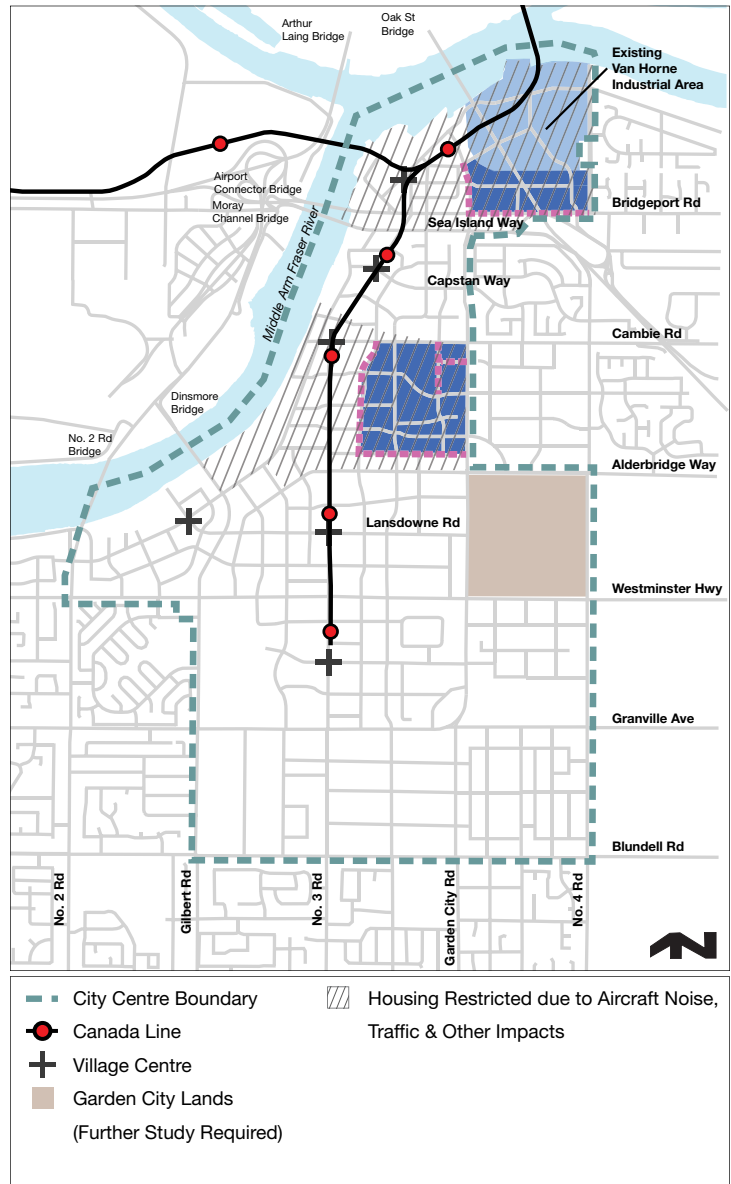
Challenge/Opportunity

Rising land costs, spurred on by residential and commercial demand, are pricing industry out of Metro Vancouver’s urban centres; however, growing numbers of light industrial businesses and workers are becoming dissatisfied with remote, car-dependent locations and are seeking cost-effective, urban alternatives offering better proximity to amenities, transit, and housing.

Proposed Strategy

The establishment of a 90 ha (223 ac. est.) “Industrial Reserve” intended to supply and protect industrial lands from competing uses and support their gradual densification and adaptation to changing market conditions.

Designated “Industrial Reserve” Areas Map



Area	Predominant Uses	Maximum Density Floor Area Ratio (FAR)	Approximate Richmond Zoning District Equivalents
	Light Industry	1.2	“Light Industrial District (I2)”
	Light Industry & Office	1.2, provided that non-industrial uses do not exceed 50% of total floor area (excluding parking) and retail uses are limited to specified street frontages*.	“Business Park Industrial District (I3)”
	Light Industry, Office & Retail		“Limited Industrial Retail District (I4)”

* Additional density permitted under some conditions.

2.2.2 Public Sector

The City Centre is a focus for Richmond’s public sector jobs (42%) (e.g., government, schools), and the demand for public sector services can be expected to increase with population.

Public sector agencies control significant land in the City Centre (e.g., 39 ha/95 ac., exclusive of City-owned recreation and open space). As such, significant service growth may be accommodated through the redevelopment and densification of these existing lands. In some cases, however, those lands may:

- not be well located;
- be unavailable due to existing public sector operations; or
- be sold for/developed with non-public sector uses as a means to fund public sector needs.

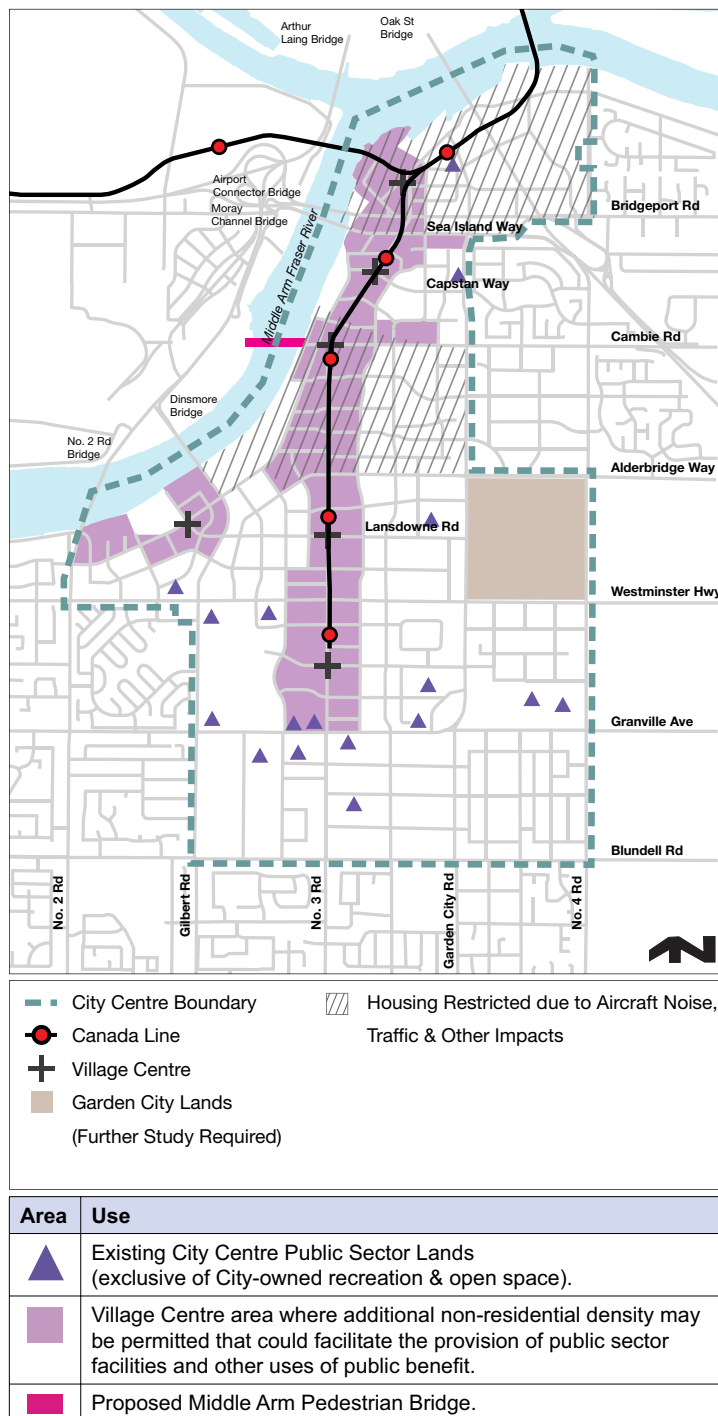
Challenge/Opportunity

Rising land costs will make it difficult for publicly funded agencies and institutions to afford new City Centre land. By the same token, however, the densification of the City Centre could also mean a strong market for the sale of any surplus public sector lands and new opportunities for public/private partnerships, the co-location of public sector uses in multi-tenant buildings, and leasehold space.

Proposed Strategy

A flexible approach that provides for enhanced linkages and bonus density to help accommodate public sector uses on existing or new public sector lands or where they are co-located as part of public/public or public/private developments.

Public Sector Uses Map



2.2.3 Commercial

Richmond’s City Centre has a strong base of retail, restaurant, hotel, office, entertainment, and related uses. As the City Centre grows, its commercial jobs are projected to more than double and adopt a more urban form.

New City Centre retail and hotel uses are already densifying and contributing to more pedestrian-friendly, transit-oriented streetscapes and amenities. However, office (which is key to the City Centre’s densification and economic health) still favours the large floorplate, low-rise buildings and lower costs typical of suburban business parks.

Challenge/Opportunity

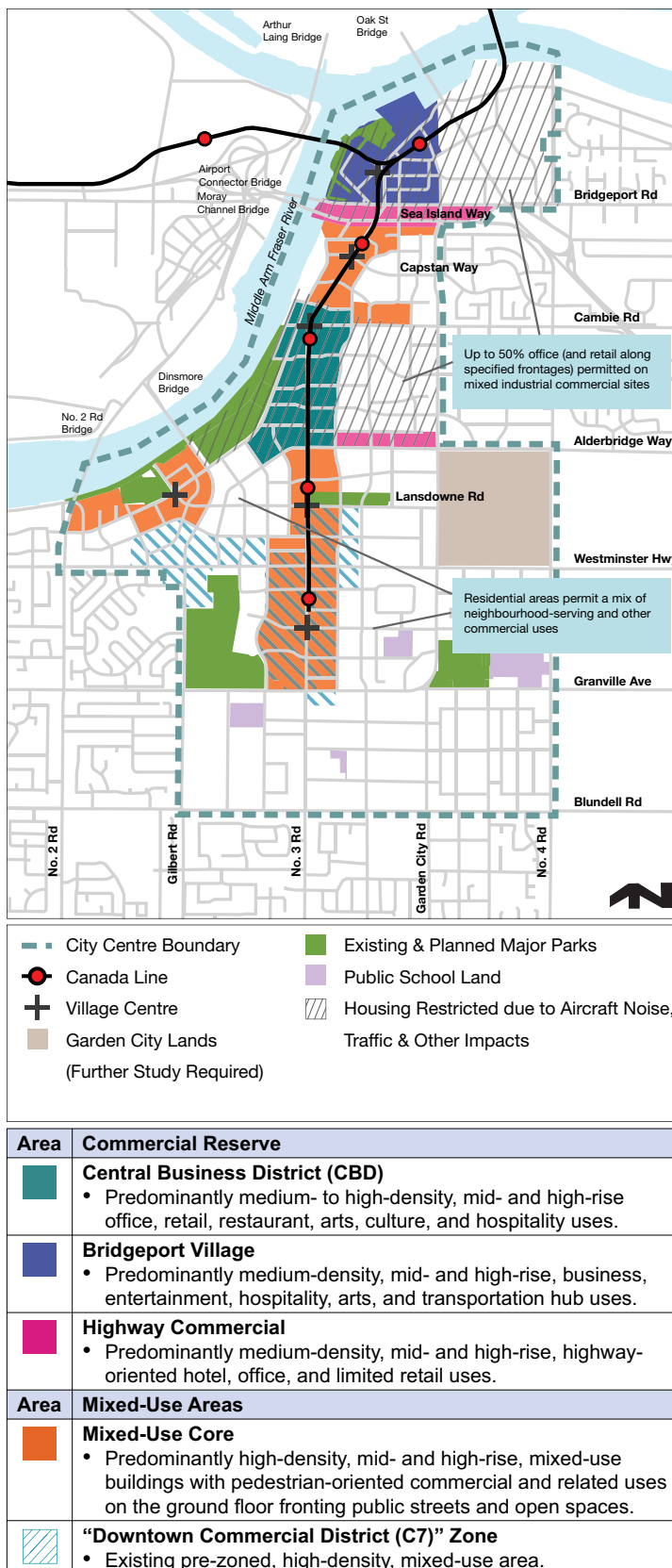
Businesses and their employees are beginning to look for cost-effective, high-amenity alternatives to remote business parks. The City Centre is well positioned to take advantage of this trend by building on its unique “gateway” and riverfront advantages, strong retail sector, housing growth, and the Canada Line and Richmond Oval.

Proposed Strategy

The establishment of a 145 ha (358 ac.) Commercial Reserve will be positioned to build on the City Centre’s traditional No. 3 Road spine, and take advantage of the Canada Line, riverfront amenities, airport noise-related restrictions on housing.

This will be complemented by high-density mixed-use areas situated near transit and the river.

Key Commercial Areas Map



2.2.3(a) Encourage “Office-Friendly” Development Opportunities

With the construction of the Canada Line and Richmond Oval, plans for high-quality riverfront and housing development, and Richmond’s proximity to the airport and border – together with a shortage of office land in Vancouver’s core – the City Centre is well positioned to become the region’s next major office node.

To achieve this, Richmond must:

- Attract major national and international tenants (which in turn will attract other tenants);
- Distinguish itself from other regional town centres and the status quo of small tenancies and office park developments.

Challenge/Opportunity

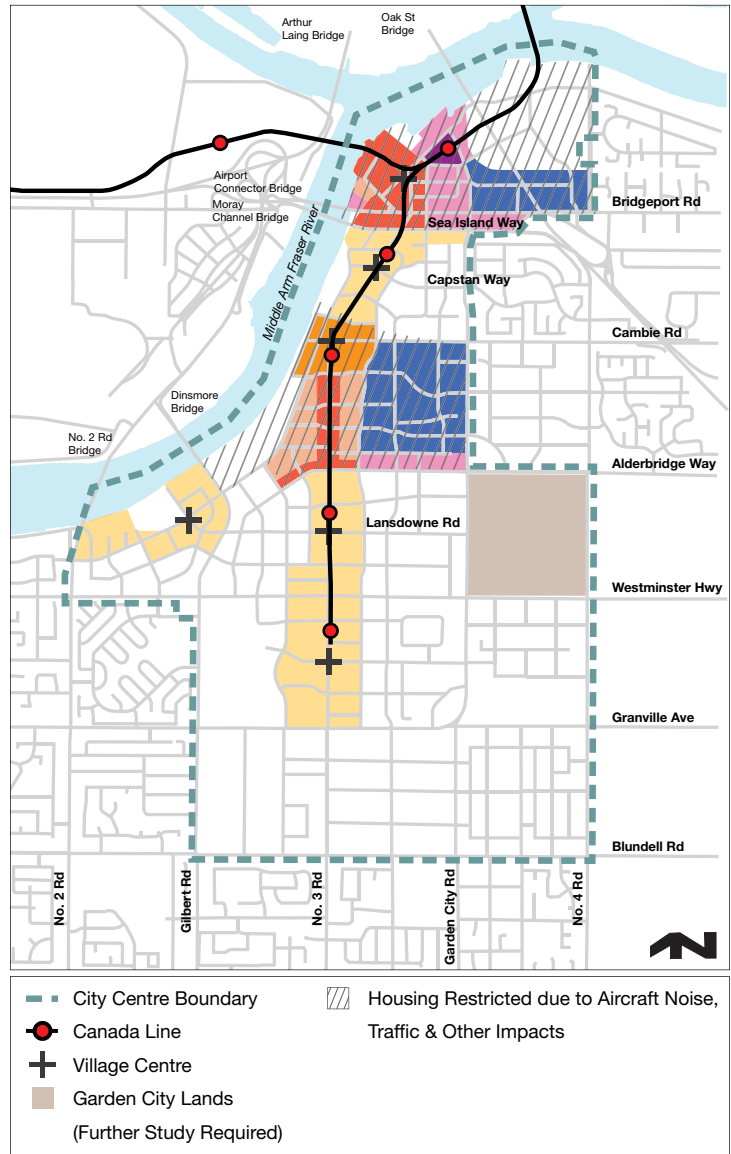
The City Centre’s growing suite of amenities and Vancouver’s current land shortage are not enough to make the City Centre a magnet for major office tenants.

Major tenants require flexible, “office-friendly” development opportunities, including high-rise, large-floorplate buildings – but this is contrary to typical “pedestrian-friendly” development objectives for small-floorplate “point towers”.

Proposed Strategy

Encourage major office tenants to locate in the “Commercial Reserve”, where larger floorplate, high- and mid-rise buildings can best be designed in a way that will balance “office-friendly” and “pedestrian-friendly” objectives.

Key Office-Friendly Areas Map



	Designation	Maximum Permitted Density	Typical Maximum Building Height	Maximum Floorplate Above 25 m (82 ft.)*
	Commercial Reserve	3 FAR	35-45 m (115-148 ft.)	1,800 m ² (19,376 ft ²)
		Transit Station Site - To be determined	45 m (148 ft.)	
		3 FAR	35 m (115 ft.)	650 m ² (6,997 ft ²)
		3 FAR	25 m (82 ft.)	
		2 FAR	25 m (82 ft.)	
	Industrial Reserve - Limited Commercial Mixed-Use (Village Centre Bonus Area)	1.2 FAR, up to 50% office	25 m (82 ft.)	N/A
		2-3 FAR, plus Non-Residential 1 FAR Bonus	45 m (148 ft.)	650 m ² (6,997 ft ²)

* No floorplate size limit for portions of non-residential buildings that do not exceed a height of 25 m (82 ft.).

Office-Friendly Checklist

1. Large, Flexible Site

Large blocks are subdivided by publicly-accessible streets and open spaces secured via legal agreement (not dedication) in order to provide pedestrian-friendly circulation and amenities, while maintaining development flexibility and density.

2. High-Density

Density bonussing, to a maximum of 3 floor area ratio (FAR), is permitted exclusively for office uses developed near No. 3 Road on sites measuring 4,000 m² (1 ac.) or larger.

3. High-Rise

Building heights of 35-45 m (115-148 ft.) are permitted in prominent locations near No. 3 Road, the Canada Line, and in a limited number of waterfront locations (e.g., at No. 3 Road and Cambie Road).

4. Larger Floorplates

Office floorplates are permitted to be:

- For portions of buildings above 25 m (82 ft.): One or more towers are permitted, provided that their combined floorplate area does not exceed 21% of the net development site area to a maximum of 1,800 m² (19,376 ft²);
- Elsewhere: Unlimited.

5. Urban Streetscapes

Developments are encouraged to incorporate urban streetscape features, including:

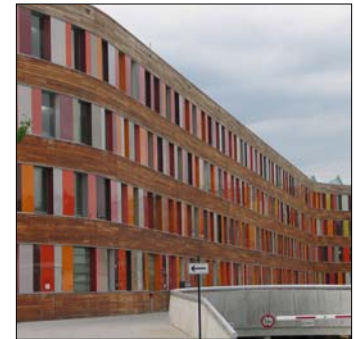
- Buildings close to the sidewalk;
- Articulated streetwalls (e.g., punched windows);
- Parking concealed from view (e.g., below finished grade or within the building).

6. Pedestrian-Oriented Retail

Pedestrian-oriented retail uses are encouraged at grade along most public street and open space frontages.

7. Green Building Design

LEED Silver required typically.



2.2.3(d) Pedestrian-Oriented Retail Precincts

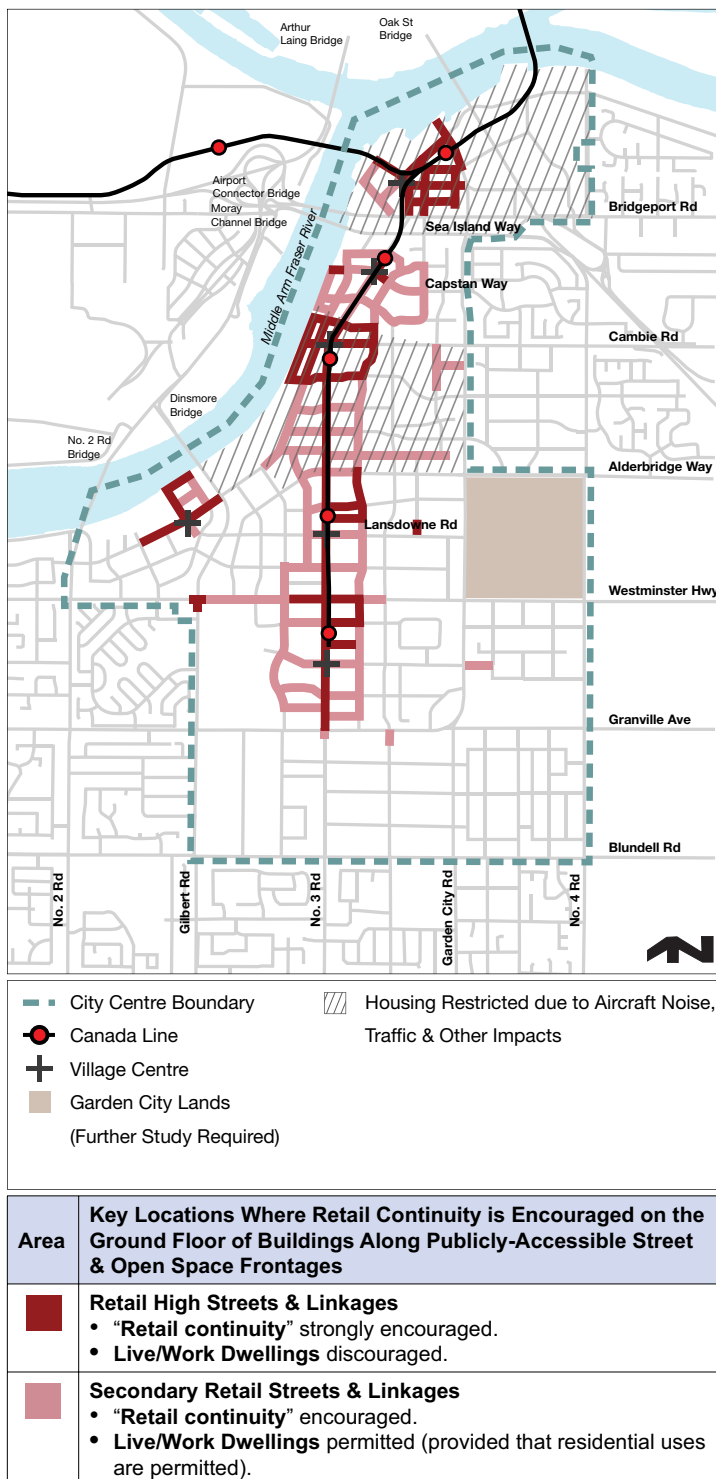
Lively, urban retail areas require “**retail continuity**”: the continuity of a substantial amount of ground floor frontages that are attractive, pedestrian-oriented, rich in detail, and engaging – in other words, frontages that encourage people to walk and linger, and include:

- 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



2.2.4(c) Flexible Work

Flexible work is growing fast. Flexible work refers to a wide range of work styles that differ from conventional “9-to-5” full-time jobs with regard to:

- **Location** - Working on the move, from home, or from telecentres and satellite offices;
- **Time** - Non-standard or flexible hours, job-share;
- **Contract** - Part-time, temporary, casual, self-employed.

What are the benefits?

Flexible work is about working in the best location, at the best time, and in the best way to get the job done.

For the employee, this can mean a better work-life balance, reduced commute time, cost, and stress, and more entrepreneurial/self-employed work options.

For the employer, it means a greater ability to adapt to fluctuating demand and unconventional hours, retain employees, and make the most efficient use of facilities.

Importantly, with swelling numbers of baby-boomers, flexible approaches to both work and retirement may be necessary to relieve some of the challenges of our “aging” society.

Challenges

- Airport noise-related limitations on dwellings in some areas.
- Current City land use restrictions.
- Multiple-family strata bylaw limitations on working from home.

Proposed Strategy

Expand on Richmond’s current “Home Occupation” option with two new City Centre “flexible work” options.

Proposed City Centre Flexible Work Types

A. Home Occupation (Current Richmond-wide option)

An occupation or profession carried out by an occupant for consideration, which:

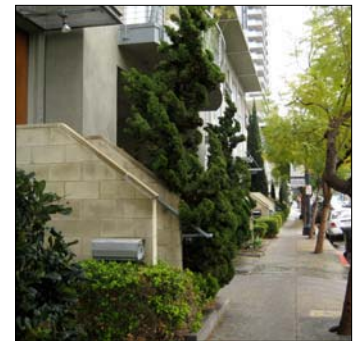
- is conducted within a dwelling and is accessory to its residential use;
- is limited to office, child care, crafts, and teaching;
- from the exterior of the building, does not present any significant indication that the unit is being used for non-residential purposes.



B. Home-Based Business Dwelling (New)

An occupation or profession carried out by an occupant for consideration, which like “Home Occupation”, is conducted within a dwelling, is accessory to its residential use, and exhibits little on the building exterior to indicate its presence, but:

- provides for a broader range of uses (e.g., studio for artist, dance, radio, television, or recording);
- is situated at-grade fronting a public street or in a purpose-built “flexible work” building.



C. Live/Work Dwelling (New)

An occupation or profession carried out by an occupant and up to one non-resident employee for consideration, which:

- is conducted in a mixed commercial/residential unit, the commercial portion of which is clearly designated (e.g., typically at-grade with living space above);
- from the building exterior, presents an attractive mixed-use image (e.g., retail display windows at-grade with residential above);
- is situated at-grade fronting a public street or in a purpose-built “flexible work” building.



	Flexible Work Options		
	A. Home Occupation	B. City Centre Home-Based Business Dwelling (New)	C. City Centre Live/Work Dwelling (New)
Principle Use of Unit	<ul style="list-style-type: none"> Residential <i>Work activities are ancillary to the unit's function as a dwelling.</i> 		<ul style="list-style-type: none"> Mixed commercial/residential use.
Permitted Business Uses	<ul style="list-style-type: none"> The following uses are permitted, provided that, building code, licensing, and other pertinent regulations are satisfied: <ol style="list-style-type: none"> crafts & teaching, including the retail sale of goods produced on-site; residential registered office; residential business office; childcare, limited to 10 children. 	<ul style="list-style-type: none"> As per Home Occupation, together with studio for artist, dance, radio, television, or recording, provided that: <ol style="list-style-type: none"> the maximum number of clients is limited to 3 clients per unit at any one time; retail display and sales are limited to goods produced and advertised on the premises. 	<ul style="list-style-type: none"> As per Home Occupation and Home-Based Business Dwelling, EXCEPT that there is no limit on the number of clients.
Permitted Employees	<ul style="list-style-type: none"> Residents of the dwelling. 		<ul style="list-style-type: none"> Residents of the unit. Up to 1 non-resident employee.
Minimum Parking	<ul style="list-style-type: none"> As per the applicable residential use. 		<ul style="list-style-type: none"> As per the applicable residential use, plus 0.5 spaces per unit to be designated and located as visitor parking or as directed by the City.
Unit Location in City Centre	<ul style="list-style-type: none"> Wherever residential use is permitted, EXCEPT at grade fronting onto public streets and open spaces designated as Pedestrian-Oriented Retail Precincts. 		<ul style="list-style-type: none"> Wherever residential use is permitted, EXCEPT "Retail High Streets".
Unit Location in the Building	<ul style="list-style-type: none"> No restrictions. 	<ul style="list-style-type: none"> All ground floor, street-fronting units with private exterior entrances. Additional units are eligible where they can be entered by the public without passing through a shared corridor or lobby, or where all units sharing a corridor or lobby are purpose-built Home-Based Business or Live/Work Dwellings. 	
Unit Size, Excluding Parking & Private Outdoor Space	Not specified.		<ul style="list-style-type: none"> Combined commercial/residential area: 93 m² (1,001 ft²) minimum. Area demised exclusively for commercial use: <ol style="list-style-type: none"> minimum: 30 m² (323 ft²); maximum: 2/3 of the total area of the unit.
Outdoor Business Activities	<ul style="list-style-type: none"> Outdoor childcare play space. Permanent or temporary display of artworks. 		<ul style="list-style-type: none"> Outdoor childcare play space. Permanent or temporary display of artworks and goods produced on the premises.
Outdoor Storage	Not permitted.		
Maximum Disturbance	<ul style="list-style-type: none"> No greater hazard or nuisance than what can reasonably be expected as a result of residential and non-residential activities permitted elsewhere in the general vicinity of the unit. 		
Preferred Character	<ul style="list-style-type: none"> An urban, residential character that incorporates architectural and landscape features designed to enhance the visual interest and public amenity of the streetscape (e.g., stoops, bay windows, display gardens, decorative garden walls and fences, seating). 		<ul style="list-style-type: none"> A mixed-use character with retail display windows and individual shop entries at grade and residential features above (e.g., balconies).
Permitted Signage	<ul style="list-style-type: none"> One unilluminated name plate not exceeding 0.1 m² (1.08 ft²) in area placed within or flat against the main front wall of the unit or an entry feature (e.g., gate, garden wall, steps, or fence). 		<ul style="list-style-type: none"> As per the applicable commercial use.
Legal Agreements	<ul style="list-style-type: none"> Not applicable. 		<ul style="list-style-type: none"> Identification of each unit's commercial floor area.

VISION MANDATE:

“Sustainable mobility for a livable, appealing and viable downtown” is a “core value” integral to the growth of Richmond and the City Centre and will help to:

- **“Build Community”:** Meet the mobility needs of a diverse community with an accessible, continuous, and integrated transportation system, while minimizing the need to travel far for daily services;
- **“Build Green”:** Improve, optimize and promote travel modes that reduce greenhouse gas emissions, encourage active, healthy living, and allow more responsible and sustainable use of valuable urban space;
- **“Build Economic Vitality”:** Build upon the convenience of the Canada Line and an enhanced City Centre transportation system to maximize the accessibility of businesses and ensure the efficient movement of goods and services;
- **“Build a Legacy”:** Enhance the quality, convenience, and safety of the transportation system while mitigating the negative impacts of traffic to create a sustainable and livable downtown for future generations.

2.3 Mobility & Access

ISSUE:

While the City Centre’s population is projected to grow to 120,000 residents by 2100, it is expected to more than double (from 40,000 to 90,000 people) to 2031. From a transportation perspective, meeting the challenge of how best to accommodate the magnitude and rate of this growth in a sustainable manner will be addressed in large part by two key elements:

Urban Transit Villages: Six urban transit villages will be developed in the City Centre, based on the principles of transit-oriented development, that will foster a lifestyle change and enable residents to live, work, shop, learn, and play in a pedestrian-friendly environment where a private automobile is seen as an option, not a necessity.

Canada Line: The completion of the Canada Line rapid transit service in 2009 is a critical element in the City Centre’s mobility system and will enable the strengthened integration of land use and transportation strategies.

To ensure a well-connected community that provides sustainable travel options, the City Centre transportation system must meet its mobility needs by:

- pursuing a more multi-modal approach that promotes a culture of walking, cycling and transit use to reduce greenhouse gas emissions and the traffic burden on City Centre streets;
- putting in place a comprehensive transit service and infrastructure to provide viable and competitive travel choices for movement within the City Centre, as well as to/from the rest of Richmond and other regional destinations;
- providing adequate transportation infrastructure and facilities within the City Centre for all road users, in balance with other competing needs for urban space;
- ensuring adequate accommodation for the delivery of goods and services to support anticipated residential and retail/commercial/industrial development;
- employing transportation demand management (TDM) measures to help shift travel demand away from private automobile use towards more efficient and sustainable modes.

OBJECTIVE:

Provide a framework for a “well connected community” designed to promote a culture of walking, cycling, rolling, and transit use through complementary objectives for each of the different components and users of the transportation system:

- **Street Network:** redefine and complete the street network to balance the needs of all road users and create shorter blocks that increase accessibility to destinations;
- **Transit:** establish a comprehensive hierarchy of transit services and supporting amenities to enable transit to become the preferred travel choice for medium to long distance trips;
- **Walking:** assist people to move in comfort, safety, and dignity along all City Centre streets;
- **Accessibility:** establish barrier-free access;
- **Cycling:** establish a safe, continuous and convenient cycling network that serves cyclists of all ages and abilities;
- **Driving & Parking:** make driving an option, not a routine choice, and manage parking better to minimize its footprint;
- **Goods Movement & Emergency Services:** accommodate efficient goods movement and minimize response times for emergency services;
- **Supporting Measures:** implement policies and programs that make the transportation system smarter, help to manage travel demand, and encourage a shift to more sustainable travel modes;
- **Car-Free Measures:** encourage car-free lifestyles.



Street Network

A hierarchy of multi-modal streets that signify desired functions with a tighter grid to provide more direct access.



Walking

A city's walkability is a critical measure of the quality of its public realm, and of its health and vitality.



Driving & Parking

Achieve a sustainable balance among road capacity requirements and on- and off-street parking.



Supporting Measures

Policies and incentives support sustainable travel modes and increase transportation efficiency.



Transit

The Canada Line is the backbone of transit service supplemented with regional and local bus service.



Cycling

Designated bike routes actively encourage cycling as a legitimate and viable transportation choice.



Goods Movement & Emergency Services

Efficiently move goods and give priority to emergency services.



Car-Free Measures

Concierges, delivery services, and other measures can help make driving unnecessary.

POLICIES	
2.3.1 Street Network	
a)	Tighter Street Grid Create smaller blocks (e.g., 100 m (328 ft.) long block faces within 400 m (1,312 ft.) of a Village Centre) to support higher density land uses and provide more direct access for pedestrians, cyclists, and transit.
b)	Hierarchy of Streets Establish four classes of streets (major thoroughfare, major street, minor street, lane/mew) to support desired functions, character, and travel mode choices.
c)	Cross-Street Pattern Establish a cross-street network that provides both alternative continuous corridors across the City Centre and local circulation and access.
2.3.2 Transit	
a)	Rapid Transit & Bus Service Encourage greater transit use by providing a hierarchy of transit services, expanding transit connections and coverage, and increasing service frequencies. Pursue implementation of the future Capstan Station through the development of the surrounding area.
b)	Transit Villages Make each Canada Line station and the Richmond Oval Village Centre a focal point for higher density, mixed use development that offers opportunities for multi-modal integration with transit.
c)	Accessible Transit Support a seamless, integrated, regional, door-to-door transit system with a central reservation service for users with cognitive and/or physical disabilities who cannot use conventional transit service.
d)	Transit Quality Improve the quality of transit trips through amenities such as comfortable and weather-protected bus shelters, transit schedules and arrival time information at transit stations and major bus stops, and transit priority measures where feasible.
2.3.3 Walking	
a)	Street Network Ensure that every street is walkable and has a sidewalk, street trees, boulevard, pedestrian lighting, narrower street crossings, conveniently timed pedestrian signals, and where possible, curbside parking that buffers traffic and improves the walking environment.
b)	Streetscape Provide an appealing and animated environment for pedestrians through landscaping, interesting street furniture, gathering places and resting areas, wayfinding, and building fronts with continuous weather protection.
c)	Accessibility Enhance the use of universal accessible design features to allow all pedestrians to travel independently.
2.3.4 Cycling	
a)	Accommodation on Street Network Ensure that all streets accommodate bikes and selected streets are enhanced with specific cycling facilities that are matched to the street type. Where feasible, cycling routes should be physically separated from vehicle traffic on major thoroughfares and major streets.
b)	Trails & Bridges Integrate the on-street cycling network with off-street trails and seek new links to facilitate water crossings (e.g., to BCIT).
c)	End-of-Trip Facilities Provide secure end-of-trip facilities, such as bike racks and bike lockers, in Villages Centres and areas of high activity.
d)	Integration with Transit Encourage bicycle accommodation on the Canada Line at all times, bicycle-accessible transit stations and bus stops, and bike racks and bike lockers at all transit stations and terminals.
2.3.5 Driving & Parking	
a)	Street Network Establish a hierarchy of streets that utilizes major and minor streets for local access (thus, reducing local traffic on major thoroughfares) and minor streets and lanes for parking, driveway access, and loading.
b)	On-Street Parking Management Match on-street parking to the street type whereby parking may be short-term in lanes, full-time or off-peak on minor streets, and accommodated in lay-bys on some major streets and major thoroughfares.
c)	Off-Street Parking Management Minimize the footprint of parking areas through measures such as shared parking areas, reduced parking supply requirements near Village Centres, and reserved parking spaces for car-share programs.
2.3.6 Goods Movement & Emergency Services	
a)	Goods Movement Corridors Designate major thoroughfares and major streets as the primary goods movement corridors, with minor streets and lanes providing access for local deliveries and loading.
b)	Emergency Services Give priority to emergency service access and timely response via traffic signal pre-emption on selected major thorough-fares and parking regulations that ensure lanes and mews are kept accessible.
2.3.7 Supporting Measures	
a)	Transportation Demand Management (TDM) Measures Better manage travel demand by encouraging alternative transportation choices and lifestyles which enable a significant shift towards more sustainable travel modes (e.g., transit, shuttles, co-op cars).
b)	Intelligent Transportation Systems (ITS) Strategies Incorporate the use of information technologies to improve the performance and efficiency of travel modes.
2.3.8 Fostering a Car-Free Lifestyle	
a)	One or No Car Goal Work towards a goal where most households and employees will only need one car or no car at all.

2.3.1 Street Network

The key success indicator for the street network is:

A redefined street network balances the needs of all road users – pedestrians, cyclists, transit, and drivers – and creates shorter blocks that increase accessibility to destinations.

Challenges

- Large block sizes (i.e., block face length greater than 200 m (656 ft.)) inhibits optimal land uses and adversely affects accessibility.
- Too few continuous major thoroughfares across the City Centre provide alternative routes for through-traffic.
- Many existing developments are auto-oriented and feature large surface parking lots and multiple access driveways.
- Streets are designed primarily for vehicular movements.
- Unappealing streetscapes and incomplete sidewalk and cycling networks form a hostile environment for pedestrians and cyclists.

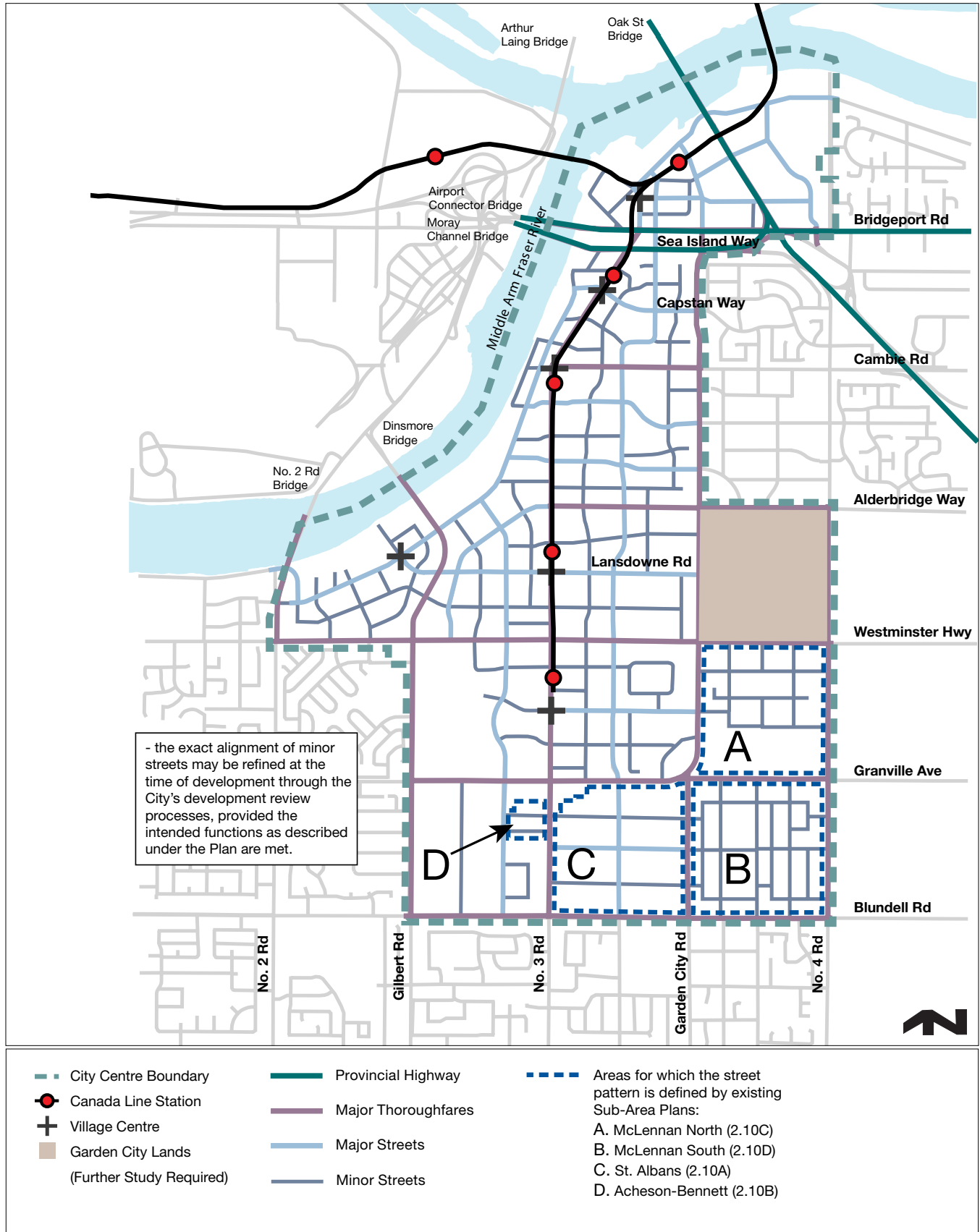
Proposed Strategies

- At tighter street grid and streetscape enhancements to support higher density land uses and provide more direct access.
- A hierarchy of streets that signifies desired functions and character and supports travel mode choices.
- A simple cross-street network that provides alternative continuous corridors across the City Centre, as well as local circulation and access.
- Improved transit, pedestrian, and cycling environments to help offset the reliance on private automobiles and reduce the demand for increased road capacity.



Aerial photo of existing street grid.

Street Network Map (2031)



Major Thoroughfares

Purpose: a walkable, urban arterial primarily intended to accommodate city-wide and City Centre traffic travelling longer distances.

Size: a longer corridor with a minimum of 4 travel lanes plus left-turn lanes and typically a landscaped centre median.

Location: set in a grid pattern such that major thoroughfares are spaced roughly 800 m (2,625 ft.) apart (e.g., a 10 minute walk).

Parking: in some cases, on-street parking may be provided with a lay-by depending on traffic conditions.

Pedestrians: a sidewalk on both sides of the street and special measures provided to help minimize traffic impacts and create a comfortable, attractive pedestrian environment (e.g., landscaping).

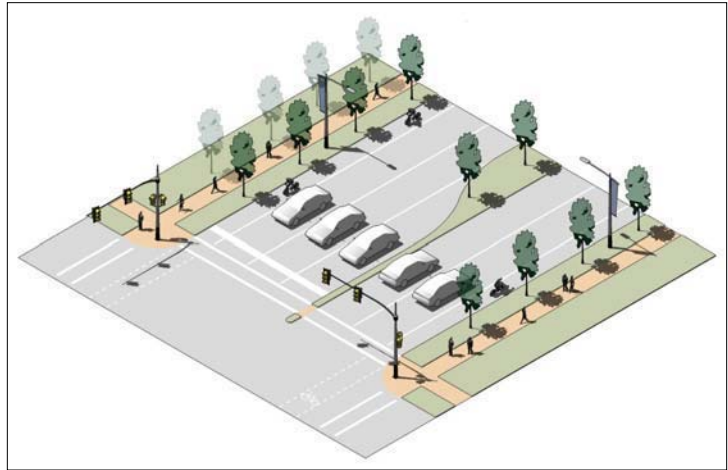
Bicycles: on-street bike lanes where designated and, in some cases, off-street bike paths.

Transit: a high ridership transit corridor with frequent regional, city, and local transit services and supporting amenities.

Trucks & Emergency Vehicles: a primary goods movement and emergency response route with traffic signal priority to reduce response time.

Driveways: restricted or, where this is not possible, limited to multiple property access (i.e., a driveway shared by two or more properties or a multi-lot consolidation).

Major Thoroughfares



Element	Width	Notes
Sidewalk	2.0 m (6.5 ft.)	<ul style="list-style-type: none"> Minimum width.
Boulevard	1.5 m (5 ft.)	<ul style="list-style-type: none"> Continuous planting strip with street trees. Applies to new realigned and redeveloped streets. In busy pedestrian areas and near bus stops, use the boulevard to extend sidewalks and provide space for transit shelters and pedestrian circulation, and replace the planting strip with planter boxes or tree wells, as appropriate.
Greenway	2.0 m (6.5 ft.)	<ul style="list-style-type: none"> Minimum width (in addition to standard sidewalk and boulevard requirements). Includes an additional row of trees and planting. Applies to one side of designated streets.
Bike Lane	1.5 m to 1.8 m (5 ft. to 6 ft.)	<ul style="list-style-type: none"> Minimum width. Applies to both sides of designated streets. Widening of existing major thoroughfares for bike lanes should occur in conjunction with redevelopment or realignment. Where streets are not widened, any existing cycling facilities would be retained. If street is not a cycling route, then current traffic lanes remain at existing widths.
Travel Lanes	3.1 m to 3.25 m (10.2 ft. to 10.7 ft.)	Typical widths: <ul style="list-style-type: none"> median lane: 3.1 m (10.2 ft.); curb lane: 3.25 m (10.7 ft.).
Centre Median	4.45 m (14.6 ft.)	<ul style="list-style-type: none"> Typical width. Centre median is reduced at intersections to accommodate left-turn lane.
Total Right-of-Way Required	26.45 m to 30.05 m (86.8 ft. to 98.6 ft.)	Typical minimum street widths including: <ul style="list-style-type: none"> Cycling & Greenway: 29.45 m to 30.05 m (96.6 ft. to 98.6 ft.). Cycling Only: 27.45 m to 28.05 m (90 ft. to 92 ft.). Greenway Only: 26.45 m (86.8 ft.).

Major Streets

Purpose: a walkable, urban collector primarily intended to link Village Centres and various neighbourhoods within the City Centre.

Size: a long corridor with 2 to 4 travel lanes plus left-turn lanes at most intersections.

Location: set in a grid pattern that subdivides the major thoroughfare grid to create roughly 400 m (1,312 ft.) square blocks (e.g., a 5 minute walk).

Parking: in some cases, on-street parking may be provided (e.g., during off-peak hours).

Pedestrians: a primary pedestrian route enhanced with sidewalks on both sides of the street and special landscape features and furnishings.

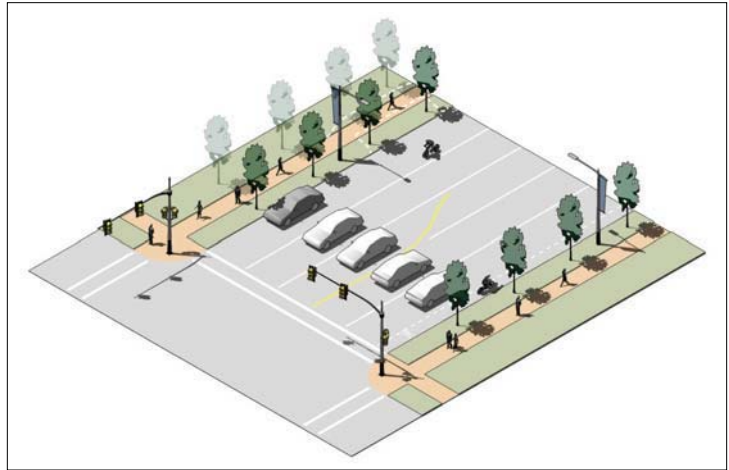
Bicycles: on-street bike lanes on designated streets (but enhanced outside lanes accommodating shared bike/ vehicle use may be permitted in some cases).

Transit: a high ridership transit corridor with frequent local services.

Trucks & Emergency Vehicles: a secondary goods movement and emergency response route.

Driveways: discouraged or, where alternative access cannot be secured, limited to multiple property access (i.e., a driveway shared by two or more properties or a multi-lot consolidation).

Major Street (with Cycling)



Element	Width	Notes
Sidewalk	2.0 m (6.5 ft.)	<ul style="list-style-type: none"> Minimum width.
Boulevard	1.5 m (5 ft.)	<ul style="list-style-type: none"> Continuous planting strip with street trees. Applies to new realigned and redeveloped streets. In busy pedestrian areas and near bus stops, use the boulevard to extend sidewalks and provide space for transit shelters and pedestrian circulation, and replace the planting strip with planter boxes or tree wells, as appropriate.
Greenway	2.0 m (6.5 ft.)	<ul style="list-style-type: none"> Minimum width (in addition to standard sidewalk and boulevard requirements). Includes an additional row of trees and planting. Applies to one side of designated streets.
Bike Lane	1.5 m to 1.8 m (5 ft. to 6 ft.)	<ul style="list-style-type: none"> Minimum width. Bike lanes are preferred on new streets. Wide curb lanes: 4.3 m (14.1 ft.) are acceptable where right-of-way is constrained (to the satisfaction of the City). Where existing streets are not cycling routes, the streets would not be widened.
Travel Lanes	3.1 m to 3.25 m (10.2 ft. to 10.7 ft.)	Typical widths: <ul style="list-style-type: none"> median lane: 3.1 m (10.2 ft.); curb lane: 3.25 m (10.7 ft.).
Total Right-of-Way Required	25.35 m to 28.85 m (83.2 ft. to 94.7 ft.)	Typical minimum street widths, including: <ul style="list-style-type: none"> bike lanes & greenway: 28.25 m to 28.85 m (92.7 ft. to 94.7 ft.); bike lanes only: 26.25 m to 26.85 m (87 ft. to 88 ft.); new street with wider curb lanes: 25.35 m (83.2 ft.).

Minor Streets

Purpose: a walkable route primarily intended to serve fronting properties and provide for vehicle, bicycle, and pedestrian circulation within each of the City Centre’s villages and neighbourhoods.

Size: a corridor of varying length with 2 travel lanes (or 4 lanes when warranted by traffic volumes and composition).

Location: set in a grid pattern that subdivides the major thoroughfare and major street grids to create roughly 200 m (656 ft.) square blocks (e.g., a 2½ minute walk).

Parking: on-street parking typical.

Pedestrians: a pedestrian-oriented streetscape design predominates and encourages lower vehicle travel speeds and, in some cases, situations where vehicles, pedestrians and cyclists enjoy “equal” priority in terms of shared road space.

Bicycles: enhanced curb lanes accommodating shared bike/vehicle use are preferred, but in some cases, mixed vehicle/bike lanes may be permitted.

Transit: a possible local transit corridor.

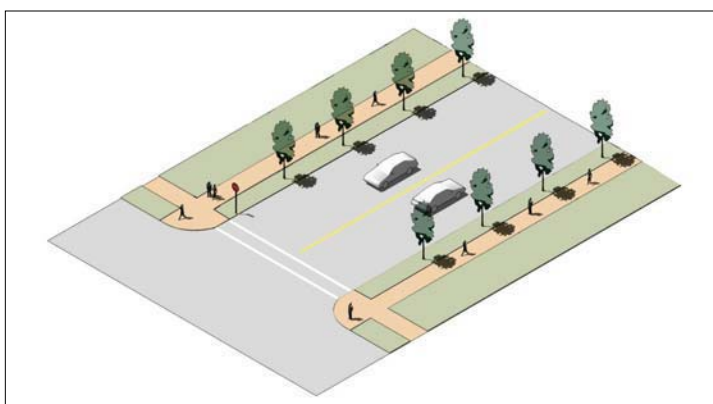
Trucks: local goods movement and emergency response route.

Driveways: direct vehicle access to fronting properties may be permitted where access from a rear lane is not possible impacts on the pedestrian environment are minimized.

Minor Street - Commercial & High Density Residential



Minor Street - Medium & Low Density Residential



Element	Width	Notes
Sidewalk	2.0 m (6.5 ft.)	<ul style="list-style-type: none"> Minimum width.
Boulevard	1.5 m (5 ft.)	<ul style="list-style-type: none"> Continuous planting strip with street trees. Applies to new realigned and redeveloped streets.
Cycling	Part of Parking/Travel Lanes	<ul style="list-style-type: none"> Wide curb lanes: 4.3 m (14.1 ft.) where right-of-way is available, or else in mixed traffic. Some streets will have additional features to be “bicycle-friendly” such as signage and pavement markings, but will not be widened.
Parking	2.25 m to 2.5 m (7.4 ft. to 8.2 ft.)	Typical widths: <ul style="list-style-type: none"> Commercial & High Density Residential: 2.5 m to 3.0 m width (8.2 ft. to 10 ft.); Medium & Low Density Residential: 2.25 m (7.4 ft.) width.
Travel Lanes	3.0 m to 3.2 m (10 ft. to 10.5 ft.)	Typical widths: <ul style="list-style-type: none"> Commercial & High Density Residential: 3.2 m (10.5 ft.); Medium & Low Density Residential: 3.0 m (10 ft.).
Total Right-of-Way Required	18 m to 19.7 m (59 ft. to 64.6 ft.)	Typical minimum street widths: <ul style="list-style-type: none"> New Commercial & High Density Residential: 18.7 m to 19.7 m (61.4 ft. to 64.6 ft.); New Medium & Low Density Residential: 18 m (59 ft.).

Lanes & Mews

Purpose: a mid-block route to support fronting properties in the form of:

- Lanes: primarily intended for vehicle access for loading, parking and servicing purposes;
- Mews: primarily intended as a multi-modal route that is a pedestrian/ bike link with limited or restricted vehicle movement.

Size: a short corridor (e.g., 5 blocks or less), 6 m to 9 m (20 ft. to 30 ft.) in width and typically designed to allow two vehicles to pass (e.g., general purpose, service, and/or emergency).

Location: subdivides larger city blocks (i.e., with one or more block faces longer than 200 m (656 ft.) in one or two directions to create a grid pattern with corridors set at approximately 100 m (328 ft.) intervals (a 1¼ minute walk).

Parking: typically limited to short-term stopping and vehicle loading (where vehicles are permitted).

Pedestrians:

- Lane: provides access to fronting properties with mixed vehicle/bike/ pedestrian traffic and may include sidewalks along one or both sides.
- Mew: provides a pedestrian route and limited or restricted vehicle movement.

Bicycles:

- Lane: provides access to fronting properties with mixed vehicle/bike/ pedestrian traffic.
- Mew: may provide a bike route and limited or restricted vehicle movement.

Transit: not applicable.

Trucks: primary location of goods loading/delivery for fronting properties.

Driveways: the preferred location for direct vehicle access to fronting properties (where vehicles are permitted).

Types of Lanes & Mews

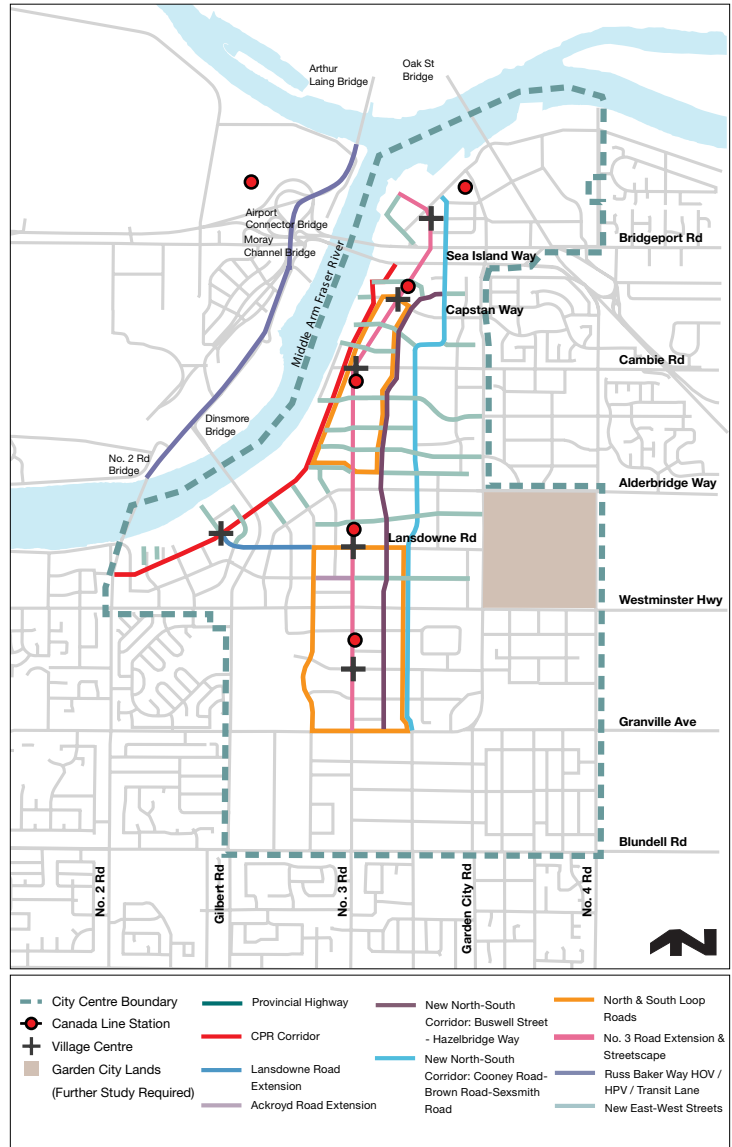


Roadway	Improvement
CPR Corridor	<ul style="list-style-type: none"> New four-lane road with bike lanes and centre median. Enhances access to local businesses as well as to north Richmond for through traffic. Forms western leg of North Loop Road. Allows conversion of some sections of River Road to become waterfront park.
Lansdowne Road Extension	<ul style="list-style-type: none"> Westward extension from Minoru Blvd. to Hollybridge Way. Incorporates a major greenway that is a critical link between Oval site, No. 3 Road and Garden City lands.
Ackroyd Road Extension	<ul style="list-style-type: none"> Westward extension from No. 3 Road to Minoru Blvd. that aligns with Elmbridge Way. Improves local access and circulation.
No. 3 Road Extension & Streetscape Enhancements	<ul style="list-style-type: none"> Realigned and extended at northern end with the creation of a waterfront plaza at its terminus. Streetscape enhancements north of Granville Avenue.
New North-South Corridors	<ul style="list-style-type: none"> Buswell Street-Hazelbridge Way. Cooney Road-Brown Road-Sexsmith Road. Continuous streets that enhance cross-town travel.
New East-West Streets	<ul style="list-style-type: none"> New streets improve access to the waterfront and local businesses.
North & South Loop Roads	<ul style="list-style-type: none"> North Loop Road: CPR Corridor, Capstan Way, Hazelbridge Way, Leslie Road. Complements the completed South Loop Road: Minoru Blvd., Lansdowne Road, Cooney Road, Granville Avenue. Enhance local traffic access to City Centre destinations.

Key Street Improvements Map (2031)

These street improvements have a higher priority as they are key to:

- establishing a tighter street grid;
- enhancing connectivity between City Centre neighbourhoods;
- improving access to local businesses as well as the waterfront.



2.3.2 Transit

The key success indicator for transit is:
A convenient and well-integrated transit network enables transit to become the preferred travel choice for medium to long distance trips within the City Centre and to local and regional destinations.

Challenges

- Traditional reliance on private automobiles for travel.
- Incomplete network coverage does not serve or connect all of Richmond with the City Centre.
- Relatively infrequent service on some routes, particularly outside of peak hours.
- Transfer(s) required due to lack of direct service between some origins and destinations.
- Lack of comfort and appeal at some bus stops.

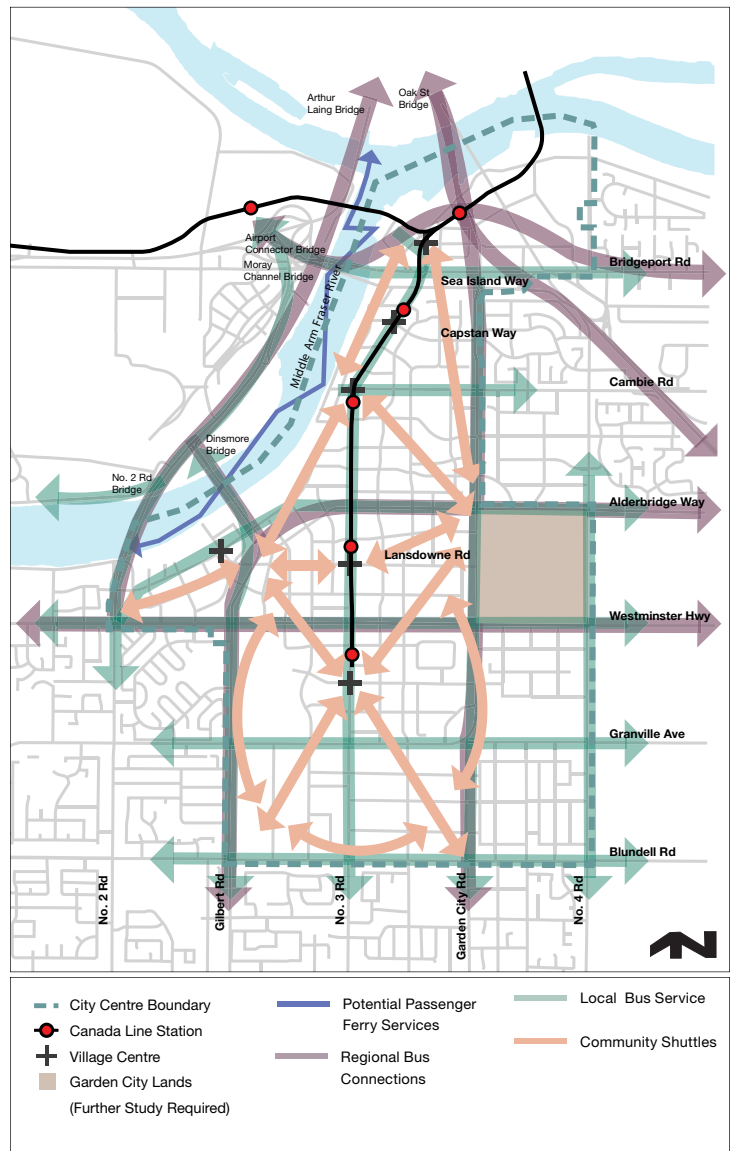
Proposed Strategies

- The Canada Line enables strong transit usage in the City Centre.
- Greater transit use helps reduce greenhouse gas emissions and the traffic burden on City Centre streets.
- Higher density, mixed use developments around transit stations and villages that enable a car-free lifestyle.
- Complete the street network to allow greater access to transit.
- Frequent and convenient routes between transit stations, villages and key activity centres in the City Centre and to local and regional destinations.
- Provide users with better certainty on bus arrival times.
- Create an attractive transit environment for passengers.



<p>Transit Network Features</p> <p>Canada Line Rapid Transit Four stations initially (Bridgeport, Aberdeen, Lansdowne, Richmond-Brighouse) with a future station at Capstan. Each transit station is a focal point with higher density, mixed use developments and opportunities for multi-modal integration. Pursue implementation of future Capstan Station through the development of surrounding the area.</p> <p>Regional Bus Connections New and expanded direct connections fully integrated with local services to regional centres such as UBC, Burnaby and Surrey.</p> <p>Local Bus Services Increase the number and frequency of services to meet demand and nurture transit trip-making habits through:</p> <ul style="list-style-type: none"> the provision of direct service to Canada Line stations (i.e., no bus-to-bus transfers required) from the rest of Richmond; smaller community shuttles with more frequent stops that link destinations between transit villages. <p>Accessible Transit Support an expanded, seamlessly integrated regional door-to-door accessible transit system with a central operating hub for passengers with cognitive and/or physical disabilities who cannot use conventional transit.</p> <p>Transit Stations & Exchanges Encourage high-quality design with adjacent retail services at some or all transit stations that provide safe, convenient pedestrian access, wayfinding and connections to on-street bus stops.</p> <p>Transit Villages Encourage mixed use developments based around transit villages (Canada Line stations and Oval village centre) where residents are within a 5 to 10 minute walk of frequent and efficient transit service and can live without owning a car.</p> <p>Bus Stops Provide attractive, conveniently located, accessible, and covered shelters with transit service information that are generally spaced every 250 m to 400 m (820 ft. to 1,312 ft.).</p> <p>Transit Service Quality Improve the quality of transit trips by:</p> <ul style="list-style-type: none"> providing transit schedules and arrival time information; implementing transit priority measures where feasible; encouraging transit passes to be offered to residents and employees in new developments; supporting a discounted or subsidized fare for certain transit trips such as short hops within the City Centre. <p>Other Transit Modes Explore opportunities for passenger ferry services along the waterfront and a future transit system linking the Canada Line to other destinations in Richmond.</p>
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Transit Network Map (2031)



2.3.3 Walking

The key success indicator for walking is:

The creation of a culture of walking allows people to move in comfort, safety and dignity along shorter blocks that are pedestrian-oriented and accessible.

Challenges

- An unappealing pedestrian environment and incomplete sidewalk network.
- Long city blocks inhibit pedestrian access to destinations.
- Large setbacks of developments from the sidewalk require pedestrians to cross surface parking lots.

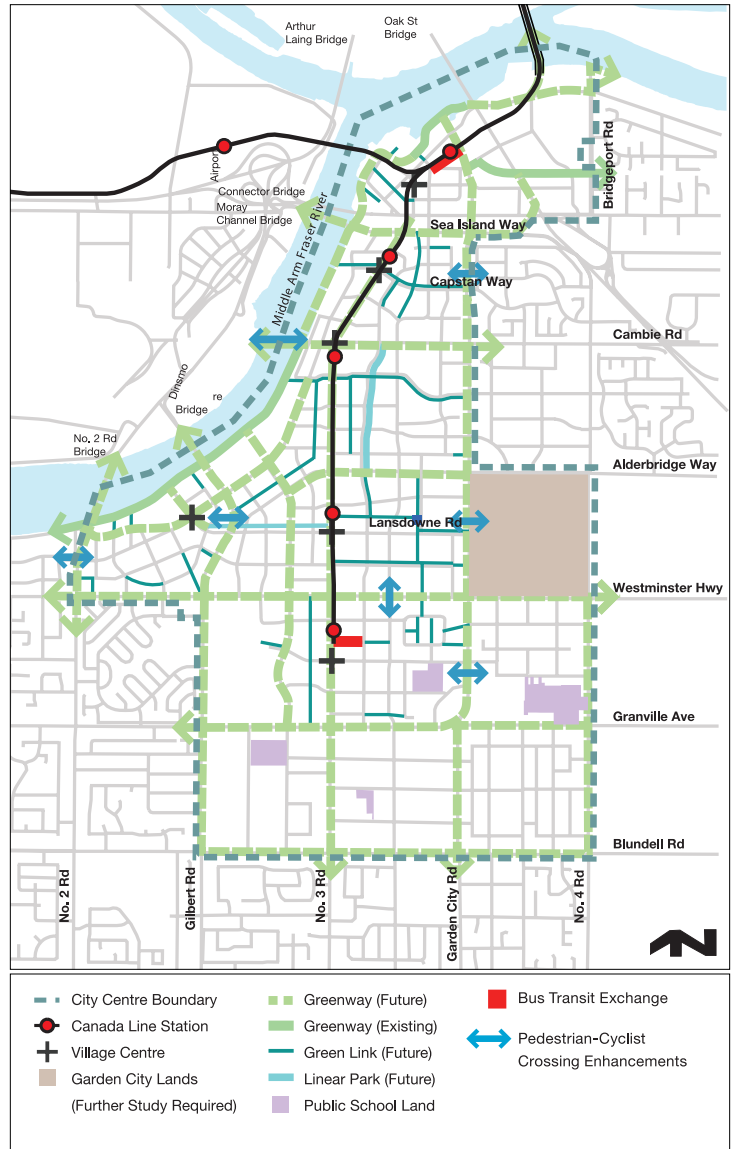
Proposed Strategies

- A walkable downtown that encourages and facilitates social interaction, local economic vitality, personal health, and community safety and supports environmental sustainability objectives.
- Shorter city blocks and new pedestrian mews as the street network is completed.
- Appealing and animated streetscapes with resting plazas and gathering places.
- Increased interesting street-facing building fronts that have continuous weather protection.
- A wayfinding system that directs pedestrians to key amenities, activity centres, transit stations and bus stops.
- Pedestrians favoured in traffic control at intersections.
- Universal accessible design that allows all pedestrians to travel independently.



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

Pedestrian Environment Map (2031)



2.3.4 Cycling

The key success indicator for cycling is:

A safe, continuous and convenient network of bike routes that serves cyclists of all ages and abilities and encourages more people to cycle more often.

Challenges

- A lack of continuous north-south and east-west routes across the City Centre.
- Establishing functional cycling facilities on existing streets that connect destinations.
- Providing safe facilities through barriers such as highway interchanges, river crossings and high traffic volume intersections.
- Providing connections to, and integration with, transit service.
- A lack of appreciation by some motorists that cyclists are legitimate road users.

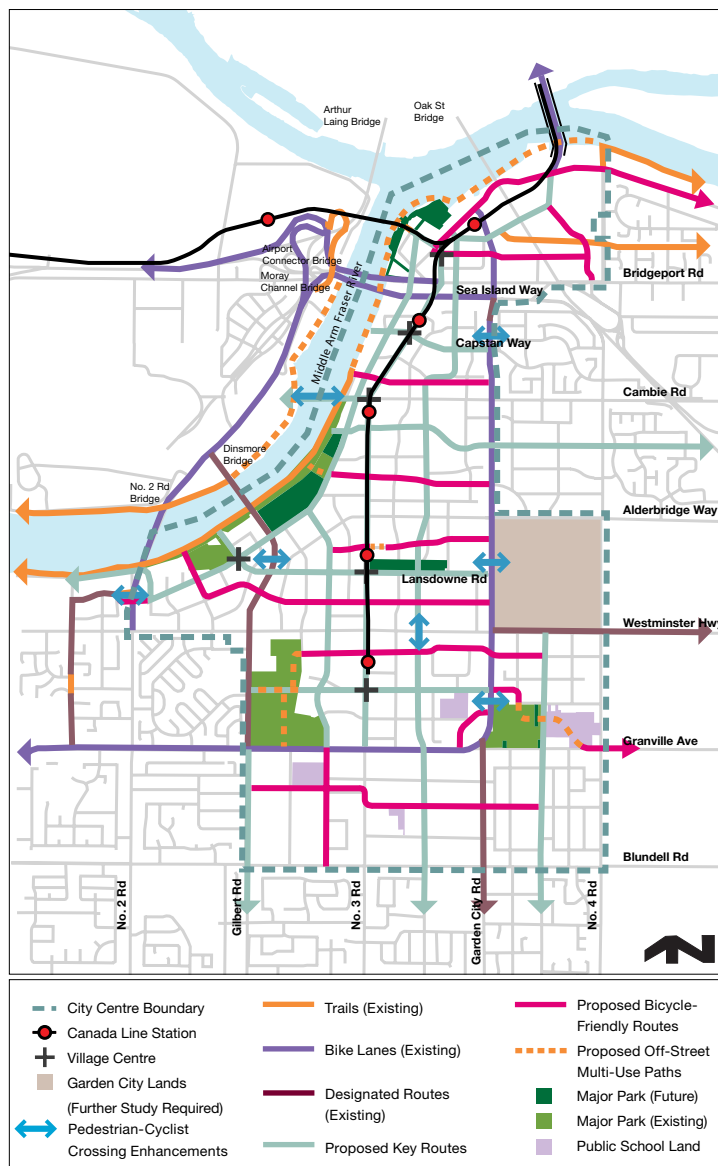
Proposed Strategies

- Facilitate cycling so that it is faster and easier to cycle than drive in the City Centre.
- Every street will accommodate bikes, but some streets are enhanced with designated cycling facilities.
- The form of cycling facility is matched to street type (e.g., bike lanes on major thoroughfares, shared curb lanes on minor streets).
- Physical separation of cycling facilities from vehicle traffic on major thoroughfares and streets, where feasible.
- Local cycling connections to Canada Line stations and transit villages.
- Secure end-of-trip facilities at all transit stations and villages.



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

Cycling Network Map (2031)



2.3.5 Driving & Parking

The key success indicator for driving and parking is:

Driving is considered an option, not a routine choice and parking is better managed to minimize its footprint on the urban environment.

Challenges

- Reversing the current lifestyle of traditional reliance on private vehicles for travel.
- Broadening the concept of “freedom to travel” to include other modes besides private vehicles.
- Limit the number of continuous major thoroughfares across the City Centre; concentrate vehicle travel on a few streets.
- Alternative travel modes are not competitive with driving in terms of travel time, service and facility availability, and convenience.
- Private parking lot management discourages shared use.

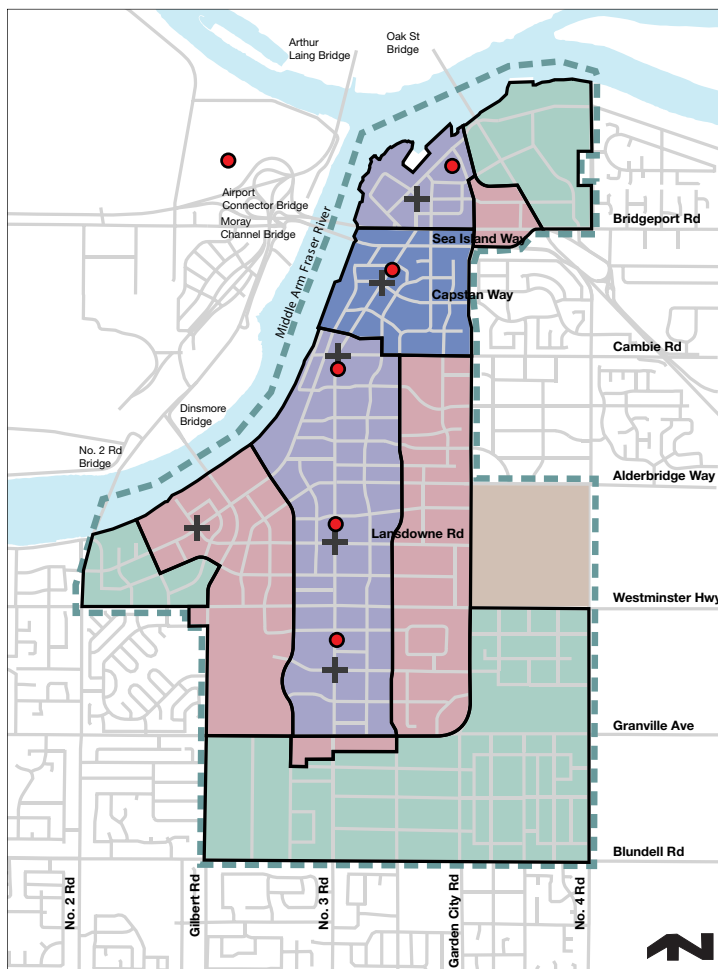
Proposed Strategies

- Encourage options to private vehicle ownership such as car-sharing and home delivery.
- Increase the capacity of the road network without major widening.
- A tighter street grid to minimize unnecessary circulation.
- Balance reduced parking strategies (as incentive to lower auto usage) with accessible, short-term parking in selected areas that supports businesses.
- Promote the concept that having a parking space is not necessarily a part of home ownership.
- Encourage businesses to allow customers to park in one site while shopping at multiple nearby establishments.
- Encourage developers to invest in alternative transportation as opposed to parking infrastructure.



<p>Driving & Parking Features</p> <p>Future Street Network</p> <ul style="list-style-type: none"> Major and minor streets provide local access and reduce local traffic on major thoroughfares. Minor streets and lanes provide parking, driveway access and loading zones. <p>Driving Environment</p> <ul style="list-style-type: none"> Make driving more efficient by providing operational enhancements such as traffic signal timing optimization. Provide real-time traffic and parking information signs in key locations. Encourage "car-free" incentives to minimize private vehicle trips, such as taxis and home delivery of goods. Limit the widening of streets except to accommodate other travel modes such as cycling and bus only lanes. <p>On-Street Parking</p> <ul style="list-style-type: none"> Mews and some lanes have short-term parking. Minor streets have full-time curb-side parking. Some major streets and thoroughfares have parking during off-peak periods or with lay-bys. Short-term parking in commercial areas is regulated via parking meters to encourage turnover of supply. Areas adjacent to transit stations and terminals are designated for short-term passenger pick up and drop off but no long-term parking. <p>Off-Street Parking</p> <ul style="list-style-type: none"> Encourage multiple developments to share common parking. Provide reserved parking spaces for car-share programs. Consider reduced parking stall dimensions. Provide access via lanes (preferred) and minor and major streets (when necessary) but not from major thoroughfares so as to reduce the impact on through traffic movements. <p>Parking Supply & Management</p> <ul style="list-style-type: none"> Offer reduced parking supply requirements near transit villages. Pursue means to help fund alternative transportation, including public transit infrastructure, through reduced parking requirements Parking spaces optional rather than mandatory for residential units. Encourage the provision of car-share vehicles and transit passes in lieu of parking spaces in new developments.

Parking Bylaw Map



<ul style="list-style-type: none"> City Centre Boundary Canada Line Station Village Centre Garden City Lands (Further Study Required) 	<ul style="list-style-type: none"> Zone 1 Zone 2 Zone 2A Zone 3
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Zone		Reduction for Residential	Reduction for Non-Residential	Reduction for College/University
	Zone 1	33%	15%	25%
	Zone 2 & 2A	20%	5%	20%
	Zone 3	7%	0%	10%
With Transportation Demand Measures				
	Zone 1	up to 43%	up to 25%	up to 35%
	Zone 2 & 2A	up to 30%	up to 15%	up to 30%
	Zone 3	up to 17%	up to 10%	up to 20%

2.3.6 Goods Movement & Emergency Services

The key success indicator for goods movement and emergency services is:

Goods movement is efficiently accommodated and special traffic management systems minimize the response times of emergency service providers.

Challenges

- Maintaining the convenient and timely access for goods movement and emergency services as the City Centre grows.
- Reducing potential conflicts with other road users including pedestrians, cyclists and transit.

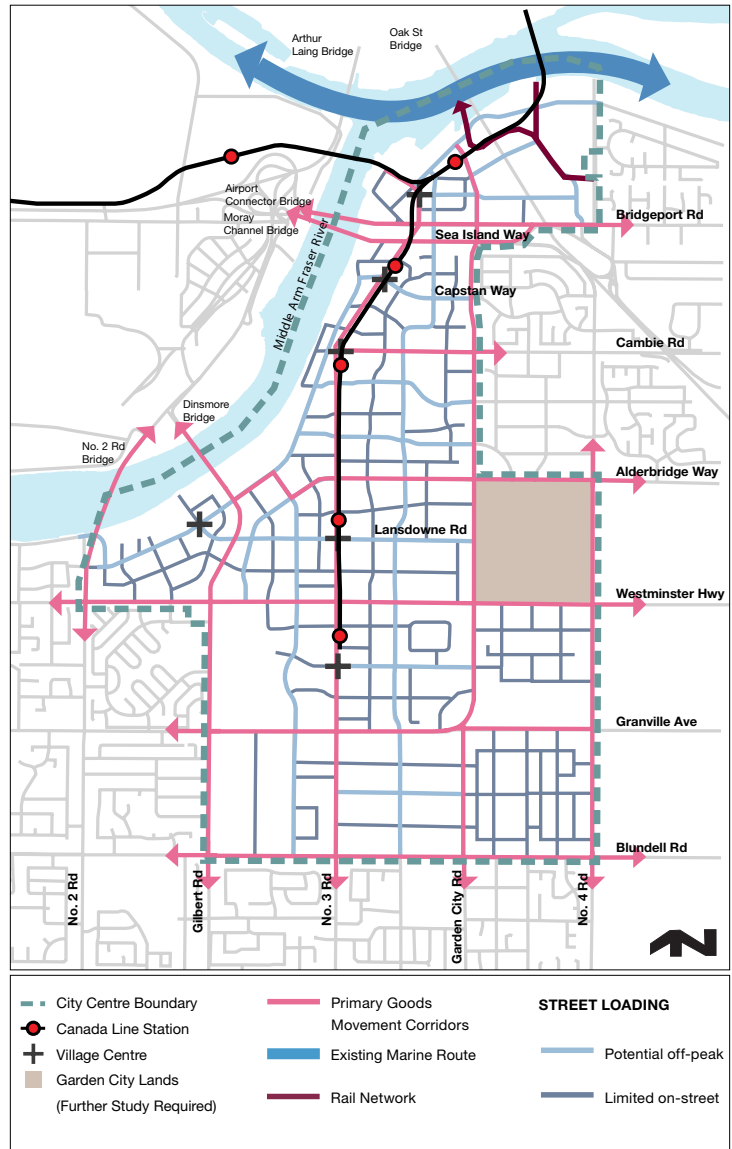
Proposed Strategies

- Major thoroughfares operate as primary goods movement corridors with no direct driveway access to properties.
- Delivery and loading activities primarily occur in service lanes to minimize impact on traffic flow and potential on-street parking.
- On-street loading zones consolidated as much as possible.
- Common parking and loading areas shared by several businesses.
- Major thoroughfares include signal pre-emption for emergency service access.
- Future emergency service facilities located to minimize response times.
- Future street network creates more opportunities for alternative forms of police patrol, such as on foot or bike.
- Minimize dangerous goods movement in City Centre



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

Goods Movement & Loading Map (2031)



2.3.7 Supporting Measures

The key success indicator for transportation supporting measures is:

Policies and programs are in place that make the transportation system smarter, manage travel demand and encourage a shift to sustainable travel modes.

Challenges

- The full benefits of potential measures require a co-ordinated approach amongst all levels of government and stakeholders.
- Some technology-based measures are still in the development stage.
- Existing lifestyles and policies (e.g., fixed work hours, few tax incentives for transit use) impede implementation.

Proposed Strategies

- Greater use of transportation demand management (TDM) measures, which are strategies that encourage alternative transportation use in order to increase transportation system efficiency.
- Greater use of intelligent transportation systems (ITS) strategies, which is the use of information technologies (GPS, telecommunications, the Internet) to improve transportation system performance and efficiency.
- Work with local, regional, provincial, and federal agencies to collaboratively implement initiatives that are outside the direct control of the City.

<p>Potential Supporting Measures</p> <p>Incentives to Use Other Modes & Reduce Driving</p> <p>Key Measures</p> <ul style="list-style-type: none"> • Car-share and car co-op programs that reduce private vehicle ownership and use. • High occupancy vehicle (HOV) lanes that give priority to transit and rideshare vehicles. • Ride-matching services to enable carpooling. • Community and employer transit pass programs. • Safe and active (e.g., walking and cycling) routes to schools. <p>Additional Measures</p> <ul style="list-style-type: none"> • Equitable transit fare structure and more convenient fare payment such as electronic “smart” cards. • Public bike-share system of network of distributed bikes available for free or nominal charge use. • Home delivery of goods and services. • Marketing and education to promote sustainable travel modes.
<p>Workplace TDM</p> <p>Key Measures</p> <ul style="list-style-type: none"> • Free or discounted transit passes. • Guaranteed ride home on an occasional basis for commuters who typically do not use a private vehicle. • Secure bike parking with showers and lockers. • Ridesharing using company or privately owned vehicles with reserved parking. • Cash-out amount equivalent to subsidized benefit of free workplace parking in lieu of providing parking. <p>Additional Measures</p> <ul style="list-style-type: none"> • Alternative workplace schedules such as flexible hours, compressed work week and staggered shifts. • Telecommuting and tele- or videoconferencing. • Company shuttle between transit station and workplace. • Reimbursement of business travel expenses for modes other than vehicles.
<p>Parking & Land Use Management</p> <p>Key Measures</p> <ul style="list-style-type: none"> • Park and ride lots at transit stations and terminals. • Reduced and maximum parking bylaw requirements. • Direct user fee for parking with free or discounted parking for rideshare vehicles. <p>Additional Measures</p> <ul style="list-style-type: none"> • Variable parking rates that are higher for prime locations and peak times. • Parking rates that equal or exceed transit fares. • Manage and price the most convenient parking spaces to favour priority users. • Minimize discounts for long-term parking passes.
<p>Policy Measures</p> <p>Key Measures</p> <ul style="list-style-type: none"> • Universal accessible design to ensure barrier-free access. • Review tax policies to encourage sustainable travel modes. • Distance-based vehicle insurance rates. • Consider tax exemptions for employer-provided transit benefits. <p>Additional Measures</p> <ul style="list-style-type: none"> • Explore region-wide road pricing (e.g., tolls, congestion charges).
<p>Intelligent Transportation Systems (ITS)</p> <p>Key Measures</p> <ul style="list-style-type: none"> • On-line and wireless pre-trip and en route traveller information such as traffic conditions • Traffic signal co-ordination and optimization and transit priority at intersections • Participation in a regional transportation management centre <p>Additional Measures</p> <ul style="list-style-type: none"> • Encourage telecommunications as a substitute for physical travel (e.g., telecommuting, distance-learning, on-line shopping)

2.3.8 Fostering a Car-Free Lifestyle

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 car at all. If an effective range of non-car 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.

Key to the realization of this vision is the recognition that:

- people often make multi-purpose trips and need to carry groceries and bulky items home, which makes giving up a vehicle difficult;
- the City, through the City Centre Area Plan, can encourage people to use alternative modes of travel (walking, cycling, transit);
- by setting the stage now, existing and future generations will be better able to use sustainable travel alternatives.



Checklist for a Car-Free Lifestyle	
Transit Villages	<ul style="list-style-type: none"> • Compact, mixed use development that enables easy walking to convenient transit linkages. • The daily needs of City Centre residents and workers are within reach of walking and transit.
Access to Vehicles	<ul style="list-style-type: none"> • Enable residents to access cars when needed, without having to own a vehicle. • Encourage all developments to provide or contribute to a car share program. • Encourage retail and other destination-type uses to provide priority parking for car share use.
Access to Retail Goods and Services	<ul style="list-style-type: none"> • Encourage retail uses to provide home pick-up and delivery services, ideally at no or minimal cost. • 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). • 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. • Encourage co-ordinated delivery services for multi-tenant retail developments. • Ensure that sidewalks and pathways have sufficient width to accommodate pedestrian modes including scooters and handcars.
Home Delivery & Pick-Up Services	<ul style="list-style-type: none"> • Encourage residential developments to provide spaces for concierge services to enable home deliveries and pick-up (e.g., groceries, drycleaning, etc.). • Ensure sufficient common space/secure areas for the temporary storage of goods to be picked-up and deliveries until the owner arrives home. • Ensure that loading areas are publicly accessible for larger delivery trucks and publicly accessible. • 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.

VISION MANDATE:

Arts, culture, and heritage are fundamental needs and rights of every citizen and a “**core value**” integral to the growth of Richmond and its downtown and will help to:

- **“Build Community”**: Build capacity within and connections among communities, and support for individuals, organizations, and communities;
- **“Build Green”**: Promote public understanding and stewardship of the natural and human environment, and sustainability;
- **“Build Economic Vitality”**: Foster a progressive business environment that enhances investment, economic diversity and adaptability, employee satisfaction, and customer appeal;
- **“Build a Legacy”**: Encourage social cohesiveness and community pride and contribute towards a sense of place and belonging.

“One can endlessly cite statistics to prove employment, economic impact and tourist magnetism. What the arts – given a chance – bring to a city is something in addition to all these material rewards. They give a great city an image of its soul.”

Tom Hendry, Playwright, Arts Policy Advisor, and Officer of the Order of Canada

2.4 Arts, Culture & Heritage

ISSUE:

Arts, culture, and heritage are integral to:

- **Quality of Life** – Contributing to the life and soul of a community in meaningful and enduring ways;
- **Social Cohesion** – Contributing to a community’s humanity and social capital by building understanding and bridging across people, cultures, and language;
- **Health and Well-Being** – Contributing to a holistic environment that is relevant to, supported by, and rooted in local communities and, in turn, empowers those communities to become self-reliant, self-sufficient, and “complete”;
- **Economic Development** – Strengthening a community’s economy, tax base and ability to adapt to and encourage positive changes in market conditions.

The arts help us to understand ourselves and others, to celebrate our different backgrounds and cultures, and thereby to increase acceptance and harmony. The arts can provide physical and social environments that encourage the dynamic coexistence of activities and the potential for otherwise diverse social communities to interact, engage and be empowered. And furthermore, there is a direct connection between cultural development and its contribution to an improved quality of life and the consequent impact that this has on economic development.

Richmond is fortunate to have rich arts experiences, heritage, and mixes of cultures, but much of this is scattered or “invisible”. This undermines its ability to contribute fully to the broader community and vice versa. When citizens are made aware of the opportunity for participation in and enjoyment of the arts in their own community, they are far more likely to participate in and support the arts.

The growth and development of the City Centre presents a unique opportunity to address this situation by supporting arts, culture, and heritage as key building blocks of a dynamic, sustainable urban community that is attractive to residents, business, tourists, and others – and is the heart of Richmond.

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)



POLICIES (lead by PRCS)	
2.4.1 Urban Revitalization and Renewal	
a)	Create a Richmond Arts District Encourage the establishment of an arts, culture and heritage district within the City Centre as a centre for: creative services, production, sales, marketing and performance; an “incubator” for emerging arts, artists, and arts organizations; a special precinct where zoning and development guidelines, economic and cultural strategies and related practices support and provide incentives for a vibrant, diverse and viable arts community and a focus for complementary uses, such as dining, theatre, galleries, retail, education and festivals.
b)	Promote Animated Public Spaces & Places – Places to Gather & Celebrate <ul style="list-style-type: none"> • Develop people-friendly, art-friendly public spaces and facilities that connect communities, animate the public realm & enhance quality of life. • Reserve and design the majority of residual boulevard space under the Canada Line guideway between the Aberdeen and Lansdowne Stations (Cambie Road to Lansdowne Road) as a ‘flexible street festival zone’. • Encourage the presence of buskers and artisans (e.g., via appropriate bylaws).
c)	Public Art Build on the strengths of the Public Art Program by developing a Public Art Plan for the City Centre to maximize the effectiveness of public art and ensure that it is a key element in shaping, animating and enriching the public realm and strengthening civic pride and community identity.
2.4.2 Magnet for Arts Activity and Creative Services	
a)	Encourage the Establishment of Creative Industries and Spaces for Artists to Live and Work <ul style="list-style-type: none"> • Develop a Creative Sector Attraction Strategy to encourage artists to live and work in the City Centre. • Develop strategies including incentives and appropriate zoning & bylaws to encourage the provision of affordable housing for artists and their families. • Develop strategies to attract the core arts, cultural industries and cultural services including affordable and appropriate studio spaces.
b)	Cultural Facilities Develop a cultural facilities plan for all types of facilities required to support a healthy cultural sector including creative and administrative spaces.
c)	Establish a Centre for Increased Creative Capacity Support emerging & amateur artists, cultural organizations & professional and service networks, and partnerships with a centralized, inter-disciplinary facility providing programs, advocacy, media relations, networking, program coordination, socializing, education, administrative support, meeting space and other related uses.
2.4.3 Heritage Renewal and Interpretation	
a)	Position the City Centre as a Gateway to the Rich Heritage Assets of the Entire Community <ul style="list-style-type: none"> • Refer to the approved Museum & Heritage Strategy (2007) and pending Implementation Plan to guide strategic initiatives. • Develop strategies that ensure that the heritage of the whole community is visible and accessible.
b)	Encourage the Preservation & Celebration of the Heritage of the Area Prepare a comprehensive heritage inventory and a heritage management strategy for the preservation, incorporation, interpretation and reuse of heritage buildings, cultural landscapes and former uses.
2.4.4 An Economic Engine	
a)	Cultural Tourism Build on the City’s Tourism Strategy and develop programs to strengthen the contribution of the City’s cultures to the thriving community tourism sector.
b)	Cultural Industries <ul style="list-style-type: none"> • Prepare a study to determine actions which are required to attract and retain cultural industries in the City Centre. • Work with the film industry to establish facilities in the City Centre for associated supporting industries.
2.4.5 Cultural Engagement, Leadership and Partnerships	
a)	Encourage the Expansion of Arts, Culture & Heritage Education in the City Centre Take a multi-pronged approach to the expansion of arts, culture and heritage education, including the establishment of one or more major civic facilities; supporting the establishment of a major post-secondary arts-focused facility; and, facilitating the establishment of public, private & not-for-profit focused art schools such as dance & music.
b)	Celebrate the Accomplishments of Citizens, Organizations and Businesses Who Enrich the Cultural Fabric of Richmond Support the establishment of awards programs, festivals, parades & other intercultural events, along with venues & support facilities (e.g., fairgrounds, Richmond Oval, riverfront), showcasing arts, culture & heritage.

2.4.1(a) Richmond Arts District (RAD)

An “arts district” is a proposed contiguous geographically defined area of a city where a high concentration of public and private arts, culture and heritage uses, facilities and activities are situated and serve to achieve the following objectives:

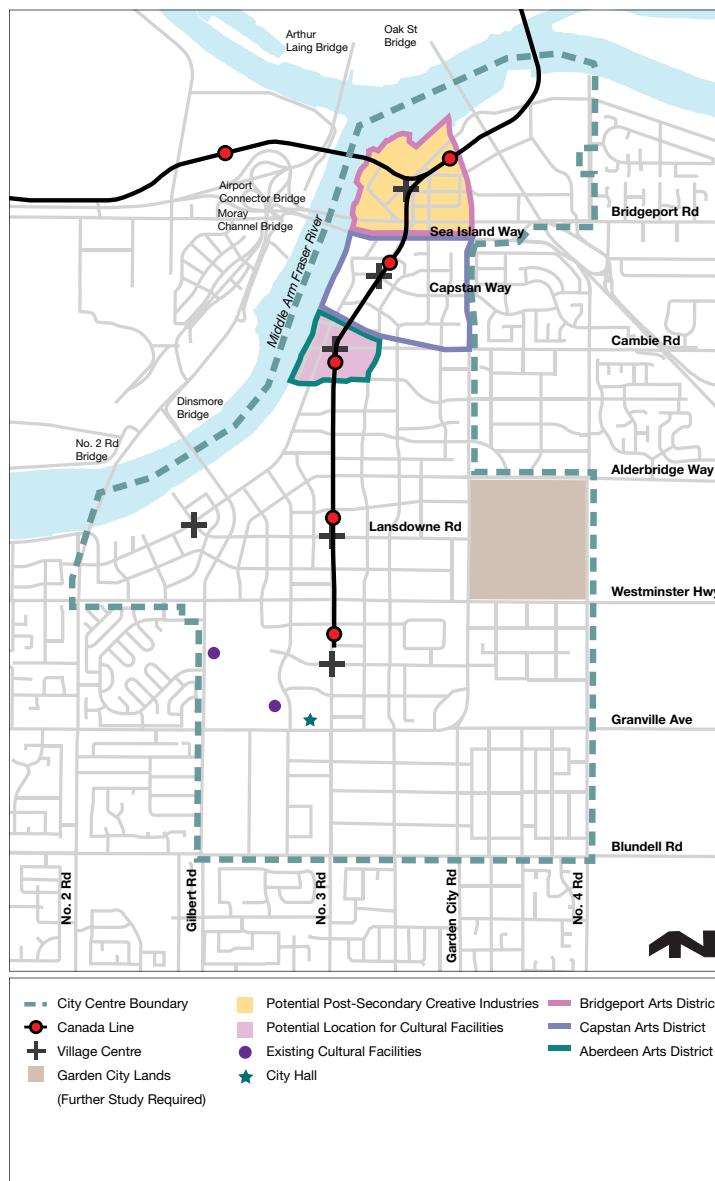
- act as an “anchor” for the day-to-day life of the local community;
- provide a unique reflection of the local environment, community, history and cultures;
- enhance public access to and understanding of the arts;
- support the arts, artists and arts organizations;
- provide a catalyst for tourism, economic development, diversification and revitalization, and the attraction and retention of well-educated employees.

Challenges/Opportunities

Arts districts tend to spring up in declining inner-city, industrial areas that attract artists with their large spaces, low rents, edgy urban environments and lack of “sensitive” neighbours. The City Centre has little of this type of space and much of what it does have is already earmarked for redevelopment.

What Richmond and its City Centre do have however, is a rich arts and cultural community, enhanced regional access via the soon-to-be completed Canada Line transit system, the Richmond Oval, plans to revitalize the waterfront and the opportunity to showcase Richmond’s art scene on the world stage via the 2010 Olympic and Paralympic Winter Games.

Richmond Arts District (RAD) Map



	RAD Sub-Areas	Role
	Bridgeport Village	A 24/7 entertainment and arts precinct.
	Capstan Village	A mixed-use, waterfront arts community.
	Aberdeen Village	Richmond’s cultural and festival hub set at the heart of its Central Business District (CBD).

RAD Sub-Areas

The Richmond Arts District (RAD) is proposed based on a belief that a sustainable urban centre is more than the sum of its parts and that the synergy among its economic, environmental and social aspects, and the pleasure which its citizens find in public life are dramatically enhanced where arts, culture and heritage are supported as an integral and meaningful part of the community.

The proposed Richmond Arts District (RAD) is made up of three distinct, yet complementary areas which are intended to take advantage of local opportunities and challenges, and to support the establishment of a vibrant new downtown focus for arts, culture and heritage.

Proposed Strategy

In order to achieve the five objectives laid out for the RAD, the City needs to:

- encourage the creation of affordable artist living and working spaces;
- prepare a strategy to attract a major post-secondary arts related facility, creative industries and cultural institutions;
- pursue the City’s development of a major cultural facility such as a Museum, Visual & Performing Arts Centre & administrative spaces for arts & heritage organizations;
- build on the appeal of the waterfront by ensuring public access to the water’s edge and water based activities;
- actively seek partnerships and alliances to enhance the economic potential of the proposed arts, culture, heritage components;
- encourage proponents and partners to “think outside the box” and engage support from service organizations, city organizations and other levels of senior government.

<p>1. Bridgeport Village: A 24/7 entertainment & arts precinct</p>
<ul style="list-style-type: none"> • A regional entertainment precinct characterized by street-oriented wine bars, ethnic eateries, cinemas, and live music and performance venues (including the River Rock Casino venue). • An artist “work-only” studio precinct offering purpose-built and incubator spaces in mixed entertainment-office-retail-high technology buildings. • A design precinct offering an eclectic mix of boutiques, home furnishing stores and related uses. • A unique arts and cultural focus anchored by one or more of: <ul style="list-style-type: none"> a) Major post-secondary institution; b) Creative industries (e.g., new media, design studios); c) City cultural facility (e.g., performance arts theatre).
<p>2. Capstan Village: A mixed-use, waterfront arts community</p>
<ul style="list-style-type: none"> • A waterfront-residential community offering a mix of townhouses, apartments and float homes. • A wide range of work-from-home options suitable for artists and others (e.g., City Centre Home Occupation, Home-Based Business Dwellings, and Live/Work Dwellings) accommodated in purpose-built buildings and including street-oriented work, display and gallery spaces. • A busy, small scale “high street” designed to serve the needs of local residents, together with a limited number of waterfront restaurants, pubs and marine-related uses.
<p>3. Aberdeen Village: Richmond’s cultural and festival hub</p>
<ul style="list-style-type: none"> • A cultural and festival hub situated at the point where the river, Middle Arm Park, Canada Line system, No. 3 Road and the heart of Richmond’s proposed Central Business District (CBD) come together. • A unique arts, culture and heritage focus anchored by one or more of: <ul style="list-style-type: none"> a) Museum; b) Visual and performing arts centre. • A high-end commercial precinct characterized by high-end galleries and retail, waterfront dining and hotels. • The northern terminus of the City Centre’s designated parade route.



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)



2.4.1(c) Public Art

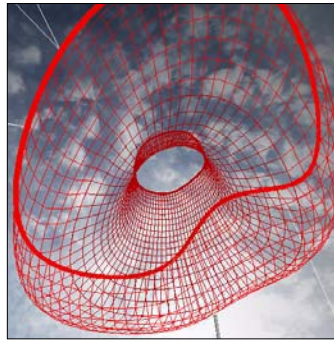
Art in everyday life brings a sense of meaning and place to local citizens, gives visitors a lasting memory and reflects a city’s long-term investment in the future. Public art provides emotional meaning to shared public spaces, increases the sense of place and belonging, builds civic pride and provides a layered cultural legacy. It helps shape the built environment and expresses universal human values.

Public art is valued and supported by both the public and private sectors. It serves as a catalyst for high-quality public and private investments, stimulates economic development initiatives, supports cultural tourism and fosters a quality of place that helps attract businesses and a creative work force.

Art inspires us. Inspired citizens are engaged citizens, invested in a future with a shared commitment, mutual respect, understanding and a sense of limitless possibilities. Art plays a significant role in creating places where we feel comfortable and inspired, and where we want to return, again and again.

Challenges/Opportunities

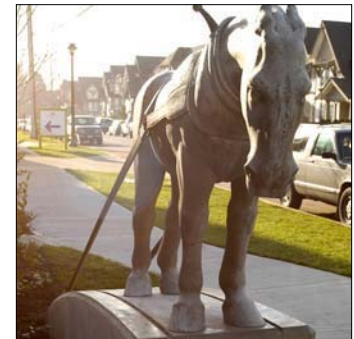
In light of the opportunities with the high levels of development in the City Centre and as it is the high amenity urban area of the community, it will be important to maximize the inclusion of public art and ensure that it is a key element in shaping, animating and enriching the public realm, and strengthening civic pride and community identity.



Enhance public plazas.
Large scale and small scale Public Art to celebrate civic places.



Enhance the waterfront.
Public space along the dyke trail and park to enhance the waterfront.



Enhance private development.
Public art to enrich the public realm with private developments.



Enhance gateways.
Public art at gateways to strengthen civic pride and community identity.

Proposed Strategy

To achieve the benefits of public art in the City Centre, the City needs to:

- develop a public art plan for the City Centre Area identifying high priority locations for the inclusion of art and encouraging developers to voluntarily contribute to public art in those areas;
- incorporate public art into the development and renovation of civic infrastructure, buildings, parks and bridges;
- promote strategies aimed at increasing public participation in and an understanding, awareness and enjoyment of the arts in everyday life.

“The future, like the past, is a story. A story waiting to happen, but its roots are here and now. We are part of that story. The arts are ... about coming to terms with issues and events that confront and challenge us, and about stimulating the debate with imagination and courage, showing how ... we might live in future.”

Jennifer Bott, former CEP of the Australia Council for the Arts, 2006



Enhance public realm.

Public art creates memorable landmarks.



Enhance public open space.

Public art adds a rich layer of meaning to familiar places.



Enhance heritage interpretation and celebration.

Public art tells stories and brings places to life.



Enhance everyday events.

Public art adds meaning and humour.



2.4.2(a) Places to Live & Work

In order to achieve the goal of a vibrant City Centre and a concentration of arts, heritage and cultural practitioners living and working in the City, affordable places for artists to live and to create, produce and sell their work must be available and protected. As artists typically fall into the low income bracket of the community, affordability of space becomes of paramount importance. Access to social spaces, local services and supporting businesses is also important.

Challenges & Opportunities

Regional access via the soon-to-be completed Canada Line transit system and proximity to cultural institutions and local services makes the City Centre an ideal location for a critical mass of creative workers to live and work. As the City Centre redevelops, strategies are required to ensure an available stock of affordable spaces for living and working in order to attract a thriving arts community, and a concentration of creative people living and working together.

Proposed Strategy

- Explore and develop innovative ways to create affordable living and working spaces for artists.
- Facilitate partnerships to build live, live/work and work studios.
- Pursue opportunities to attract developers to build a purpose-built building(s) for housing artists and their families.
- Ensure appropriate bylaws, zoning and covenants to protect conditions facilitating artists living and working spaces, and allow items such as signage to promote awareness and selling of artists work.



2.4.3 Conservation of Our Heritage

Position and brand Richmond as the leading museum and heritage destination in the Lower Mainland. With a network of unique and authentic restored historic sites and heritage areas, a vibrant heritage program and a new Richmond Museum, Richmond would be in a unique position to become the leading museum and heritage destination in the Lower Mainland.

Challenge/Opportunity

Richmond has an exciting array of heritage resources, in both public and private ownership, that are unique in the Lower Mainland. If carefully preserved, interpreted and promoted these resources have the potential to tell the complete story of Richmond's past, present and future. These resources must be properly managed and supported for them to fulfil their potential of contributing to the vibrancy of the City. The City Centre has the potential to be the gateway to the heritage resources throughout the community. These resources should be visible and accessible throughout the City Centre to generate the interest of residents and visitors to explore further.

Proposed Strategy

- Position the City Centre as the Gateway to the rich heritage assets of the whole community. A strategy will be prepared that makes visible and accessible the heritage of the community through things such as signage, public art, buildings and events.
- The preservation & celebration of the heritage of the City Centre is encouraged.



*First airplane lands at Minoru Park, 1910.
Credit: City of Richmond Archives, Photograph 1978 15 18.*



*Lansdowne Park Race Track (hand-tinted photograph), 1926.
Credit: City of Richmond Archives, Photograph 1987 92 1.*



*Richmond Lumber Company, 1935.
Credit: City of Richmond Archives, Photograph 1984 9 4.*

- A comprehensive heritage inventory identifying significant buildings, cultural landscapes and uses no longer present but significant to the development of the community is required. Provide for the preservation and enhancement of City Centre heritage resources through conservation, incorporation, and interpretation/evocation to celebrate and enhance community awareness of their value.
- Use tools, incentives and a coordinated approach to heritage planning to enter into partnerships with senior levels of governments, and engage the private and volunteer sectors. This will benefit the urbanization and enhancement of arts and cultural resources in the City Centre Area.
- Encourage the integration of heritage resources with development to achieve innovative, win/win heritage conservation.
- Integrate a broad interpretation of heritage into festivals and celebrations unique to Richmond.



Richmond centre, 1907.
Credit: City of Richmond Archives, Photograph 1977 9 18.



North Arm of Fraser River, ca. 1910.
Credit: City of Richmond Archives, Photograph 1977 2 25.



Richmond Cenotaph, 1945.
Credit: City of Richmond Archives, Photograph 1977 21 8.



Brighthouse area, showing Richmond High School, Brighthouse Race Track and Middle Arm of Fraser River, 1953.
Credit: City of Richmond Archives, Photograph 1984 17 22.

VISION MANDATE:

A healthy and resilient environment is a “core need” integral to the livability of Richmond and contributes to:

- **“Build Community”:** Support community safety and well-being by developing a healthy and nourishing environment, strengthening resiliency to change and supporting environmentally sustainable lifestyle choices;
- **“Build Green”:** Provide adequate space for high functioning ecological servicing and support the wise use of natural resources;
- **“Build Economic Vitality”:** Preserve and develop natural capital, attract progressive businesses and visitors, reduce demand on infrastructure and minimize the economic impacts from changing environmental conditions;
- **“Build a Legacy”:** Develop a strong and resilient ecological base and long-term adaptability strategies.

“A City may be sustained by ecosystem services derived from an area up to 100x larger than itself”

Millennium Ecosystem Assessment

The City has established “sustainability” as a corporate priority. As well, it has established a Sustainability Office to lead the City in establishing policies to address the many complex issues. These issues include improved eco-regeneration, connectivity, improved ecological services and functions, Eco-Plus+, LEED, a triple bottom line, a multi-objective development approach and adapting to climate change. Until more detailed policies are established, the City, developers and community stakeholders are encouraged to address these issues voluntarily and innovatively.

2.5 Ecology & Adaptability

ISSUE:

Richmond’s location - at the point where the Fraser River meets the Pacific Ocean - means that the island City is located within some of the most productive ecosystems in the world.

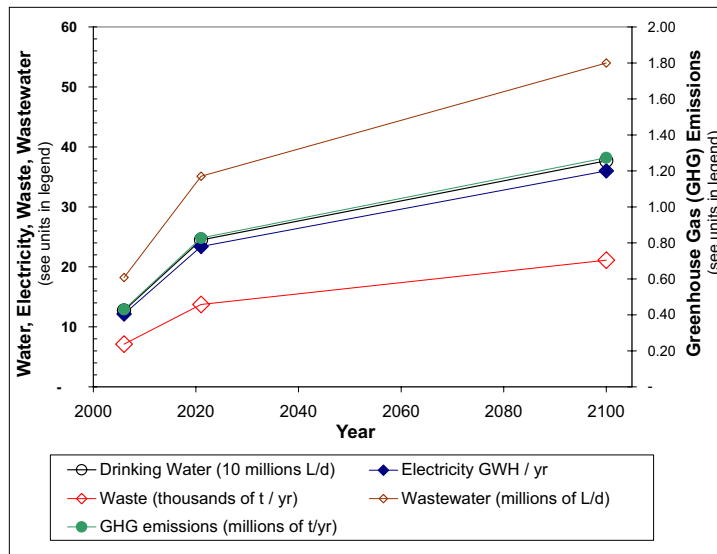
The Richmond community depends upon its local ecosystem and broader environment to provide its daily socio-economic needs – growing food, supplying water and clean air, providing material resources.

Increasing growth will place higher demands on already stretched ecological resources. Research about ecological sustainability indicates that the worldwide use of resources is exceeding the Earth’s capacity to renew and replenish them.

“If everyone lived like an average Canadian, we would need 4 Earths to support current lifestyles.”

At the same time, awareness is increasing that communities are likely to experience significant impacts from changing environmental conditions. Key concerns exist regarding the impacts of greenhouse gas emissions – the main contributor of climate change and the reduced availability of current core dependencies (e.g., fossil fuels, food supply).

Business As Usual Consumption Trends



The CCAP and other City initiatives aim to replace resource demands and address these issues.

OBJECTIVE:

Provide a framework for an “**eco-regenerative urban community**” that supports a cleaner, greener and healthier downtown and its ability to adapt to changing environmental conditions.

Strategy

The compact, transit- and pedestrian-oriented, urban form, outlined in this Plan, aspire to reduce pressure on natural resources and reduce per capita waste emissions. A compact urban form is a beginning and more can be done.

Accordingly, a new model of the urban environment is encouraged - one that aims to regenerate Richmond's ecological health rather than solely reduce impacts.

The four strategies: **Living Landscape, Greening the Built Environment, Adapting to Change** and **Greening the Community** aim to advance environmental sustainability.

Given the issue complexity, policies will be developed and strengthened over time to incorporate new knowledge and advancements in best practices.

Proposed CCAP Compact Urban Form

- Directs growth away from natural and agricultural lands.
- Reduces automobile dependency (e.g., through mixed-use development, densification near major transit, increase alternative transportation choice.).
- Maximizes the use of existing infrastructure and reduces the demand for new services.



PLUS

Example Eco-Regenerative Features

Over time, explore how to provide:

- high performing ecological services integrated throughout the City Centre;
- green building practices;
- strengthen community resiliency to climate and other environmental change;
- eco-amenities which increase green living practices.



*Example of integration of eco-regenerating features.
Credit: Lennart Johansson, Info-Bild, Stockholm*

POLICIES	
2.5.1 Living Landscape	
a)	<p>Ensure an Adequate Long-Term Supply of Interconnected Ecological Service Areas</p> <ul style="list-style-type: none"> • All private development and City works will comply with the City's Environmentally Sensitive Areas (ESA) policies, the City's Riparian Areas Regulation (RAR) Response Strategy, the City's Tree Protection Bylaw and the Fraser River Estuary Management Program (FREMP) project review process and all other applicable environmental legislation. • Development applications will be encouraged to develop landscape plans which improve ecological functioning and support greenway development. • All City projects will aim to improve the ecological functioning of the landscape and support greenway development. • Priority will be placed on the protection and enhancement of the Fraser River foreshore (e.g., a 30 m averaging setback buffer in accordance with the City's ESA development permit process). • The City will review best practices and assess the merit of establishing a base ecological green space benchmark.
2.5.2 Greening the Built Environment	
a)	<p>Reduce per Capita Resource Demands and Strengthen Ecological Base</p> <ul style="list-style-type: none"> • Optimize the use of existing infrastructure through compact land use and transit-oriented development policies • Private developments: <ul style="list-style-type: none"> - LEED Silver will be required for all rezonings of private developments over 2,000 m² received after January 1, 2009; - the LEED Heat Island Effect: Roof Credit will be required for all rezonings of private developments over 2,000 m² received after January 1, 2009 involving non-residential buildings (e.g., commercial and industrial) and multiple-family residential buildings greater than 4 storeys excluding parking (e.g., concrete high-rises); - the LEED Storm Water Management Credit will be required for all rezonings of private developments over 2,000 m² received after January 1, 2009 involving non-residential buildings (e.g., commercial and industrial) and multiple-family residential buildings excluding parking (e.g., concrete high-rises, wood frame apartments and townhouses). • City of Richmond development: <ul style="list-style-type: none"> - city facilities will be developed and operated in accordance with the City's High Performance Building policy; - demand-side management and an Eco-Plus+ (see below) approach will be adopted for all City servicing (e.g., park management, transportation planning, engineering servicing.).
b)	<p>Reduce Greenhouse Gas Emissions</p> <ul style="list-style-type: none"> • Transportation need and automobile reliance will be reduced through compact land use and transit-orientated development practices. • Corporate and community-wide greenhouse gas emissions reduction targets and strategies will be developed and emissions monitored and reported (e.g., via the City's State of Environment program). • Economic policies which support the transition to a low carbon economy will be explored.
2.5.3 Adapting to Change	
a)	<p>Pursue a Multi-Objective Approach for all City Policies and Projects</p> <p>Encourage a multi-objective approach (e.g., recreation, access and ground water recharge on a site) to implementing the CCAP to optimize the benefits for the community and minimize unintended impacts.</p>
b)	<p>Adhere to a Process of Continual Improvement and Adaptive Management</p> <p>Improve CCAP environmental sustainability policies through adaptive management (e.g., explore environmental performance objectives, targets and monitoring).</p>
c)	<p>Strengthen Community Resiliency to Changing Resource Supplies</p> <p>Explore opportunities to increase local resource self reliance and long-term security (e.g., food security, energy security, groundwater security, intertidal ecological security).</p>
d)	<p>Strengthen Community Resiliency to Climate Change</p> <p>Explore adaptation strategies to ensure adequate climate change risk management and the optimization of investment opportunities. These will include, but not be limited to:</p> <ul style="list-style-type: none"> • reviewing land use development patterns, infrastructure standards and flood management policies, and approaches to incorporate evolving knowledge and practices for adapting to climate change; • addressing climate change.
2.5.4 Greening Community Living	
a)	<p>Within each Village area, encourage ecological-based amenities (e.g., groundwater recharge, gardens, trees) to facilitate environmental sustainable living.</p>

2.5.1 Living Landscape

“Build a City Centre landscape that supports essential ecosystem services over the long-term”.

Conventional environmental management aims to protect and reduce development impacts on specific natural features rather than the overall ecological system. Management using this model may fragment and erode ecological systems without improving the fabric of the ecology or protecting the suite of essential **ecosystem services**.

Opportunity

Imagine an integrated environmental approach:

- where ecological systems are valued as natural capital for the services they provide;
- where ecological networks of all types (e.g., natural, semi-natural, engineered) and sizes are weaved through urban landscapes;
- where ecological areas are protected and connected together by ribbons and threads of green;
- where local ecological systems serve multiple objectives (e.g., recreation, access and ground water recharge on a site), reducing long-term infrastructure costs and enhancing urban environments.

Proposed Strategy

Set the direction to move from fragmented protection and impact minimization to **improved ecological function** by incrementally developing a **living landscape**.

Ecosystem Services

Everyday, local communities rely on the essential life-supporting or **Ecosystem Services** of the Earth’s natural systems (Millennium Ecosystem Assessment). These include basic survival services such as food and water; natural process services such as flood control and waste assimilation; and the provision of natural resources that build the economy.

The provision of these services is dependent upon the functioning of the ecological system. This system works to support many activities - recycle nutrients, produce oxygen, regulate the atmosphere, produce and degrade matter. The healthier the ecological system is, the more services it can provide and the healthier the living environments will be.

Improved Ecological Function

In an urban landscape, areas can be developed to support the local ecological system by integrating ecosystem services areas within a compact and complete community development framework. A **living landscape** can be developed in a wide range of ways and depending on the various features incorporated, result in a suite of socio-ecological benefits.

Ecosystem Service Benefit Examples:

- *wetlands in the Lower Fraser Valley provide at least \$230 million worth of waste-cleansing services each year;*
- *studies across North America and in B.C. have shown that proximity to natural green space increases the value of residential property by 15 to 30%.*

Green Bylaws Toolkit

Living Landscape Model An Aid to Improved Ecological Function	
Potential Characteristics	Potential Co-Benefits
<ul style="list-style-type: none"> • Many ecosystem services are provided within the urban area. • Ecological service areas are connected together. • High ecological functioning features (e.g., clumping of multi-layered vegetation, groundwater recharge areas). • On-site resource production. 	<ul style="list-style-type: none"> • Community beautification. • Enhanced recreation. • Alternative transportation corridors. • Reduced infrastructure servicing needs. • Strengthened economic development (e.g., attractive environments, increasing local resource autonomy).

Living Landscape On-The-Ground

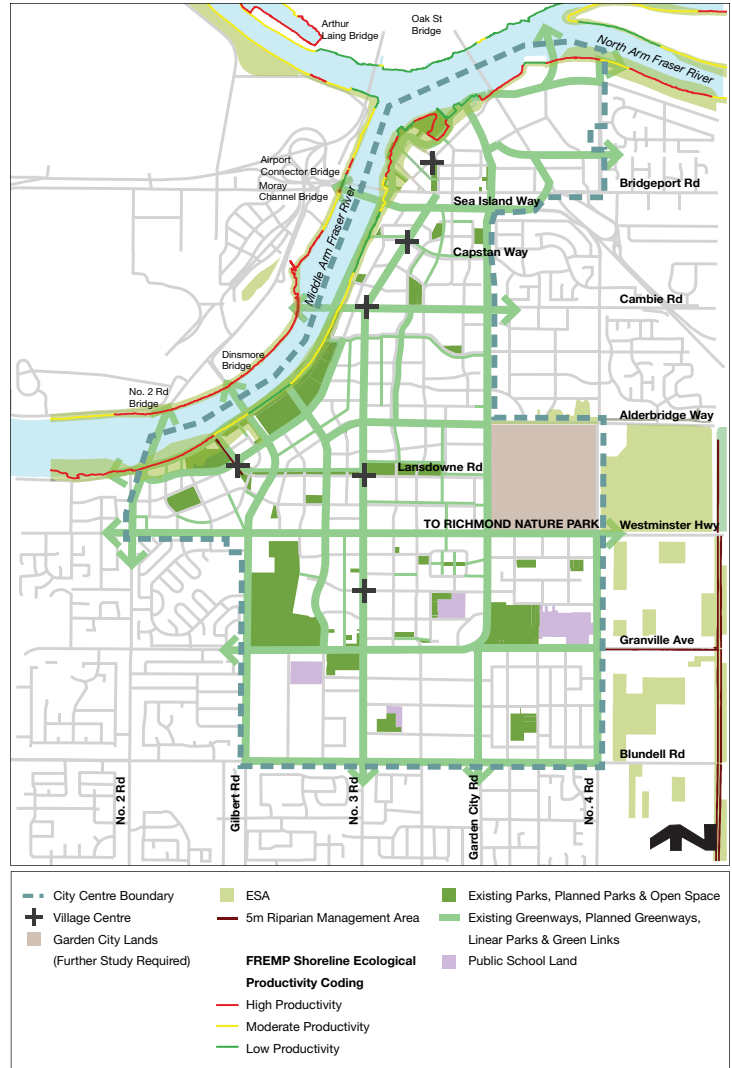
Example features that can be pieced together incrementally to build a living landscape include:

- dykes along the Fraser foreshore built to enhance ecological features;
- greenways that meet multiple objectives (e.g. connect natural areas, provide recreation and alternative transportation options, perform infrastructure services);
- boulevards that feature multi-layered habitats;
- parks and school grounds with enhanced ecological areas.



A Base for Building a Living Landscape Map

Purpose: This map demonstrates some of the City’s current and possible ecological and open space resources upon which an interconnected ecological network can be based.



2.5.2 Greening the Built Environment

“Build developments and infrastructure in such a way that use natural resources wisely and regenerate ecological productivity.”

Opportunity

Buildings and associated infrastructure represent significant investments in terms of both financial and natural resources.

Imagine buildings and infrastructure which rather than simply consuming natural resources, contribute to ecological productivity and financial sustainability by:

- using **resources wisely** (e.g., reduce overall use, minimize waste, use renewables);
- **generating resources and ecological services** on-site (e.g., using on-site energy and water supplies, supporting urban gardens);
- **support environmentally sustainable lifestyles** (e.g., providing daylight to reduce lighting needs).

Proposed Strategy

To:

- encourage an **“Eco-Plus+”** approach aimed at maximizing environmental returns during development;
- require adherence to **High Performance building standards** for all City facilities and larger developments.



Richmond's City Hall, built in 2000, is a high-performance building that uses natural light to reduce energy use.

About Eco-Plus+

Conventional approaches to development aim to reduce adverse impacts to the environment. An **Eco-Plus+** approach integrates environmental improvements as part of the development process, rather than just managing impacts. Potential examples include:

- the enhancement of intertidal habitat during dyke construction works;
- designing and building buildings which generate on-site resources (e.g., solar energy) and provide shading;
- providing innovative technologies in a transparent manner for increased learning (e.g., pilot, showcase and demonstration projects).

High Performance Building Standards - About LEED

The Leadership in Energy and Environmental Design (LEED) rating system was developed by the US Green Building Council as a means to evaluate the degree to which buildings meet high performance standards. Buildings are evaluated based on factors pertaining to site selection, water and energy efficiency, material use and indoor air quality. To achieve a specific level of certification, buildings must meet certain requirements (prerequisites) and gain a certain number of credits.

The City has already adopted a Sustainable High Performance Building Policy that specifies LEED Gold for City-owned facilities. The CCAP includes policies to require LEED Silver on private development rezoning applications. It also requires that the LEED Heat Island Effect Roof Credit and LEED Storm Water Management Credit be met in order to encourage green roofs and to address storm drainage, site permeability and urban heat island effect issues in the City Centre.

2.5.3 Adapting to Change

“Build a community that is adaptable and resilient to impacts from climate change and other changing conditions.”

Decisions made today influence the present and future resiliency of communities. With a number of changes projected to occur in the future, adaptation planning that increases community capacity to manage with change - is becoming increasingly important.

Challenge

Communities are facing a number of changes in the future due to changing environmental conditions. For example, most communities are largely dependent upon the use of non-renewable resources which are diminishing in supply. Concurrently, increasing atmospheric greenhouse gases are resulting in climatic change. Rising temperatures, changes in precipitation patterns, shifts in seasons, and rising seas are some of the expected manifestations of climate change.

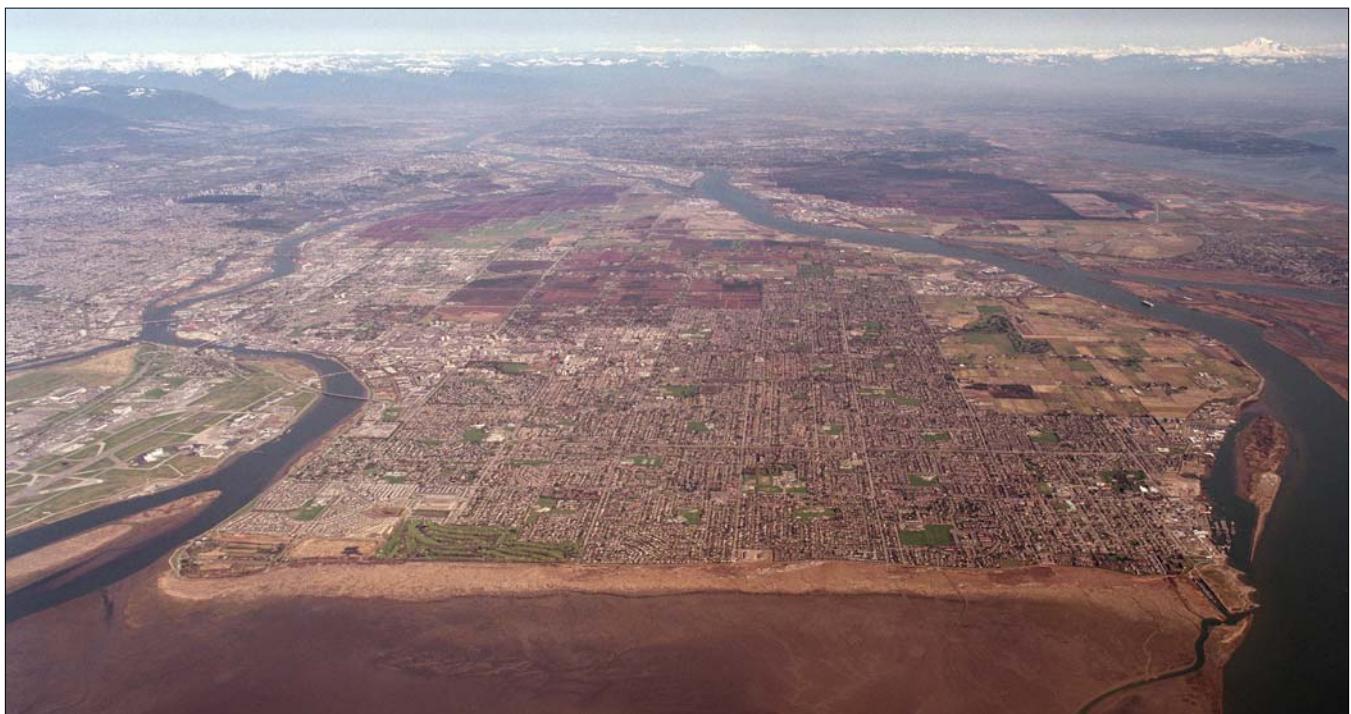
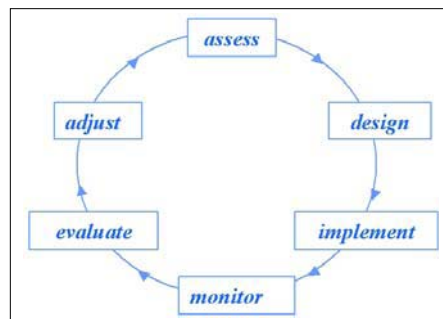
Proposed Strategy

In order to best position Richmond to address future changes, the City will follow an adaptive management approach (e.g., develop, monitor, improve).

About Adaptive Management

Climate change and resource security issues are relatively new challenges for local communities. As a result, while awareness exists that future changes are likely, limited information exists on what these changes specifically mean for local communities and how they can best adapt. Adaptive management is a systematic process of learning to continually improve management policies and practices over time. Recognizing the dynamic conditions of natural and social systems, this approach enables the City to continually strengthen policies based on assessments of local performance, outcomes of action taken and evolving best practices.

An Adaptive Management Model



2.5.4 Greening the Community

“Build community amenities that foster environmental sustainable living.”

An **Eco-Amenity** is a community resource that facilitates environmentally responsible living while contributing to community place making and pride.

Opportunity

A variety of amenities are already provided throughout the community in support of environmental sustainable lifestyles (e.g., recycling depot, community gardens, greenways, cycling network, educational workshops).

The opportunity exists to systematically plan and implement anchor amenities of a type and scale to significantly facilitate green living and contribute to the identity of each village area within City Centre.

Proposed Strategy

Continue to explore eco-amenity opportunities. Have one eco-amenity per Village (e.g., community gardens, parks which manage rain water).

The achievement of an eco-amenity could be through a variety of options (e.g., private, public, private/public partnership).

Eco Amenity Examples

Green infrastructure installations (e.g. a community park that manages rain water, enhances habitat, contributes to local recreation and enhances community feature).



Garden City Park, Richmond.

Opportunities for the community to connect with agricultural experiences (e.g. support local farmers, community gardens).



Farmer's market produce.

Amenities that showcase environmental innovation, produce resources locally, support learning, etc.

(e.g., local renewable energy facilities, eco-business precinct areas, sustainable learning centres, natural areas, art that incorporates sustainability education).



Centre for Urban Ecology, Humber College, Toronto, is designed to integrate with the surrounding ecosystem and result in minimal environmental impact.

VISION MANDATE:

A system of parks and open spaces that provides a diversity of recreational, social, cultural and environmental experiences will:

- **“Build Community”:** Strengthen the connection that residents have to their neighbourhoods, and provide an identity for the heart of the City;
- **“Build Green”:** A greener urban form will mitigate the impact of urban development, integrate viable ecological zones, provide experiential and educational opportunities, and create a system of greenways that will provide alternatives to the car and encourage recreational use;
- **“Build Economic Vitality”:** Maximize the appeal of the City Centre through the provision of high quality park and open space amenities and environments to attract development and tourism through a variety of unique public events, park experiences, and iconic landscapes;
- **“Build a Legacy”:** Create places and spaces that will position Richmond as an appealing, livable community, a leading centre for sport, wellness, and sustainability, and a host of internationally significant events.

The Parks and Open Space policies presented here are based on Council approved strategies and policies including the Parks, Recreation and Cultural Services Master Plan 2005-2015, 2010 Richmond Trails Strategy, Waterfront Strategy, 2007 Museum and Heritage Strategy, Middle Arm Open Space Master Plan, Outdoor Sports Field Strategy, Urban Forestry Management Plan and DCC Bylaw. Where additional policies are required, PRCS will present additional plans with implementation programs to Council for approval.

2.6 Parks & Open Space

ISSUE:

A healthy, connected system of parks and open space is a key factor in achieving the quality of life and livability of urban areas. Parks and open spaces are long-term investments that produce continually increasing benefits for future generations. The projected increase in the City Centre of the resident population and increasing commercial and industrial activity will result in a need for more parks and open space that are responsive to changing demographics and increasing density.

The amount, distribution, and type of parks and open space needed to sustain livability will shape the City Centre parks and open space system.

Amount

The quantity of parks and open space required is based on the size of the resident population and is expressed as a ratio of acres to population. The use of a park and open space standard provides:

- a clear benchmark for determining the quantity of park and open space required to meet community need;
- a tool for adapting to growth to ensure the timely acquisition and development of park and open spaces;
- enough park and open space to achieve an equitable distribution and a diversity of open space types.

Distribution

The location of City Centre parks and public open spaces is guided first by standards for access and second, by physical geography.

- Standards for access ensure equitably distributed open space and a high quality level of service.
- Physical determinants like the waterfront, ecological features and urban form (e.g. gathering spaces at major civic facilities, a landmark open space at the heart of the CBD) will dictate the location of certain types of parks and open space.

The *base level* of the parks and open space system is comprised of City owned land augmented by publicly accessible open space owned by other government agencies and by private land owners where they make a significant, positive contribution to the system.

OBJECTIVE:

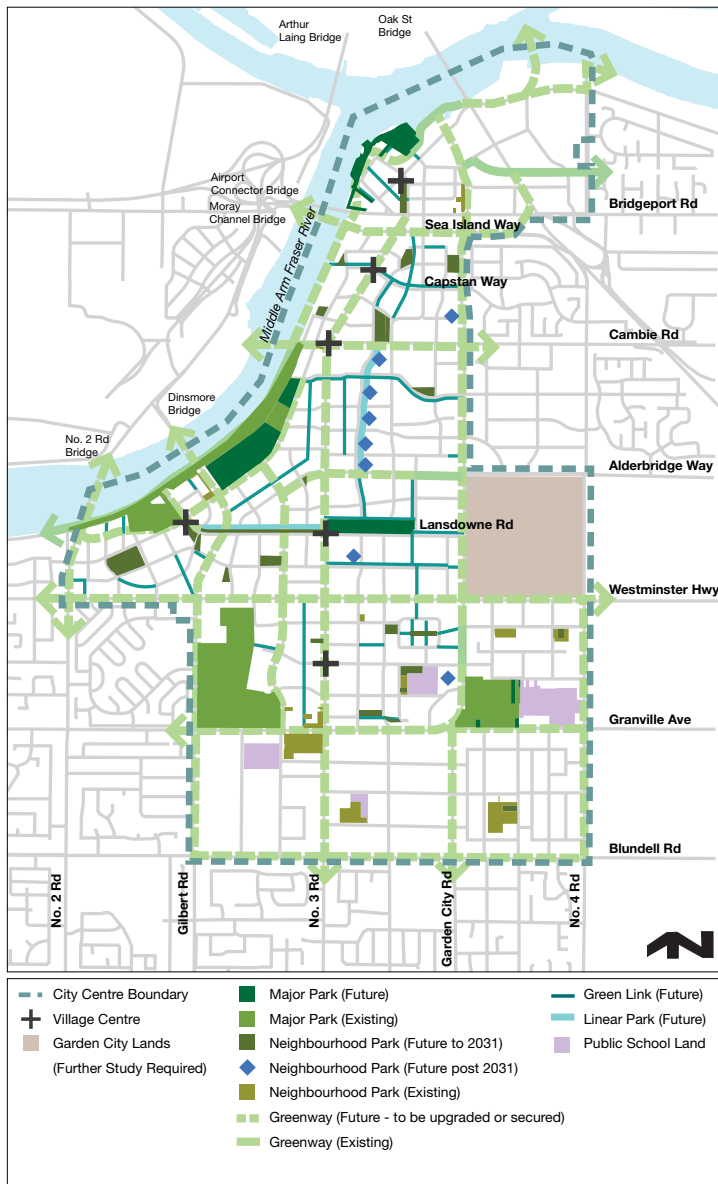
Provide a framework for a **complete parks and open space system** that will:

- 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)



	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.)

POLICIES	
2.6.1 Base Level Open Space Standard	
a)	Acquire Land to Achieve the Base Level Open Space Standard The minimum standard of 3.25 ac./1,000 population will be achieved primarily through land acquisition (funded through the DCC program) and legal agreements to secure long-term public use where appropriate.
b)	Augment the Base Level in City Centre to Contribute to the City-Wide Open Space Standard The City will augment the base level standard with: <ul style="list-style-type: none"> • other government owned property and utility rights of ways where public access can be secured through legal agreement; • rights-of-way for privately owned publicly accessible areas secured from developers through mutual agreement; • co-location of new City owned parks with School District lands where it is cost efficient and practical to do.
c)	Ensure an Equitable Distribution Parks and open spaces will be equitably distributed to ensure that residential and commercial uses are served by each open space type (with some consideration for industrial areas).
d)	Secure Appropriate Location The location of specific open space types will be determined by the intended purpose, users and service areas, and the compatibility of the program and surrounding neighbourhood characteristics.
e)	Enhance the Provision and Diversity of On-Site Amenity Space Recognize the important role that on-site amenity space plays as part of the City Centre's open space and recreational networks, and take steps to help increase the availability and diversity of that valuable resource.
2.6.2 Ownership and Access for the Base Level	
a)	The Majority of the Land Required to Meet the Standard will be Publicly Owned The City will own approximately 90% of the land designated as public park or greenway, including lands currently owned by the City and planned acquisitions. <ul style="list-style-type: none"> • Existing parks, greenways, and other public open spaces will remain as the foundation for the parks and open space system. • The enhancement and adaptation of existing open space will be required over time in response to growth. • Where an existing open space is proposed to be removed, replacement with the equivalent quality and quantity will be secured to maintain the standard over time.
b)	Secure Public Access to Land Owned by Other Government Agencies and Utilities Legal agreement for public access and use will be sought where the location of a property or utility corridor or its attributes present a positive contribution to the open space system.
c)	Secure Public Access on Private Property for Park or Greenway Purposes Seek legal agreement for public access and use on private property where it best supports the open space system. <ul style="list-style-type: none"> • On property directly adjacent to a park or major greenway at a minimum 10 m (33 ft.) width. • At locations which create neighbourhood links through development to a park at a minimum 10 m (33 ft.) width. • To coordinate open space across development parcels.
2.6.3 Parks and Open Space Characteristics	
a)	Contribute to Neighbourhood Character Parks and open space will help define neighbourhood character by their location, function and landscape type. <ul style="list-style-type: none"> • Appropriate and innovative design, and the use of materials will enhance their character and support varied types and intensities of use. • Support neighbourhood building through designs that encourage social gathering and a sense of place (e.g. gathering places, community gardens).
b)	Ensure a Healthy Environment Ecological amenities (e.g. natural areas, storm water management, urban forest) will be integrated throughout the open space system to preserve existing ecological resources, support biodiversity, and mitigate urban impacts.
c)	Enhance Connectivity Major greenways and neighbourhood green links support the open space system by: <ul style="list-style-type: none"> • creating safe and healthy corridors for pedestrians to move throughout the City Centre; • reducing the demand on the transportation system by offering alternatives to car use; • providing corridors for environmental purposes (e.g. storm water management, linkages between natural areas).
d)	Accommodate a Diversity of Cultural and Recreational Activities The determination of the size and location of parks and open space will include considerations of the types of public use required. <ul style="list-style-type: none"> • Active, formal recreational activities will be located in non-residential areas and major open spaces while informal recreational activities will be accommodated throughout the open space system. • Provide space and facilities for cultural features and activities at a variety of locations and at various scales.
2.6.4 Middle Arm Waterfront	
a)	Create a Destination Waterfront <ul style="list-style-type: none"> • Acquire properties to create a destination waterfront park. • Secure public access across private property to create an uninterrupted public waterfront. • Support and increase recreational use of the water. • Encourage enhancement of the Fraser River foreshore. • Provide unimpeded access to the dyke for dyke maintenance and improvements. • Encourage compatible uses and design of waterfront developments to enhance the waterfront experience.

2.6.1 Major Parks

Major parks comprise 40% of the open space system and serve the broadest population, from the immediate neighbourhood to tourists. Major Parks include:

City-Wide Urban Parks

Location: Near the major crossroads of the Central Business District.

Program: Major civic events, public gatherings, informal recreation, support facilities, local storm water management features.

Site Features: Min. 4 ha (10 ac.), 30% urban forest & eco-amenity, plaza, high quality site furnishings, public art, covered performance venue, gathering & social spaces, multi-purpose lawn, informal recreation amenities.

Community Parks

Location: Within 800 m (2,625 ft.) of major villages, co-located with community facility where possible.

Program: A broad range of formal & informal recreational activities, community gathering & festivals, environmental features, local storm water management features.

Site Features: Min. 4 ha (10 ac.), 40% urban forest & eco-amenity, min. 20% non-permeable surface, sport courts, high quality sports fields, playground, community gathering & festival space, community garden, parking.

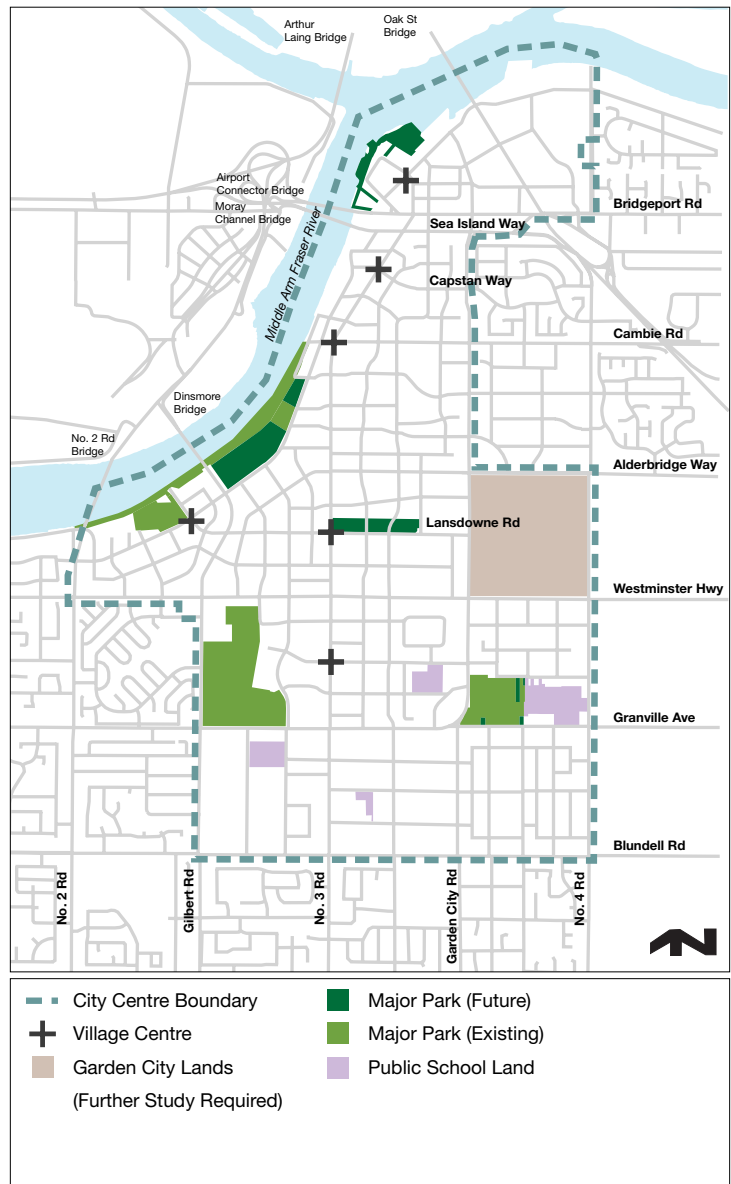
Natural Areas

Location: Where existing natural resources occur or developed in relation to existing & future resources.

Program: Habitat zones, interpretive & education programs.

Site Features: Optimum min. 8 ha (20 ac.) of riparian & upland habitat but includes smaller patches of min. 0.8 ha (2 ac.) where connection to larger system exists. Includes trails, seating, boardwalks, interpretive signage.

Major Parks Map



Additional Study

Urban Forest Strategy Update – to explore new technologies and approaches to trees in urban environments.

Urban Ecology Study – to determine the most effective measures for promoting and sustaining healthy environments within medium to high density urban areas.

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.

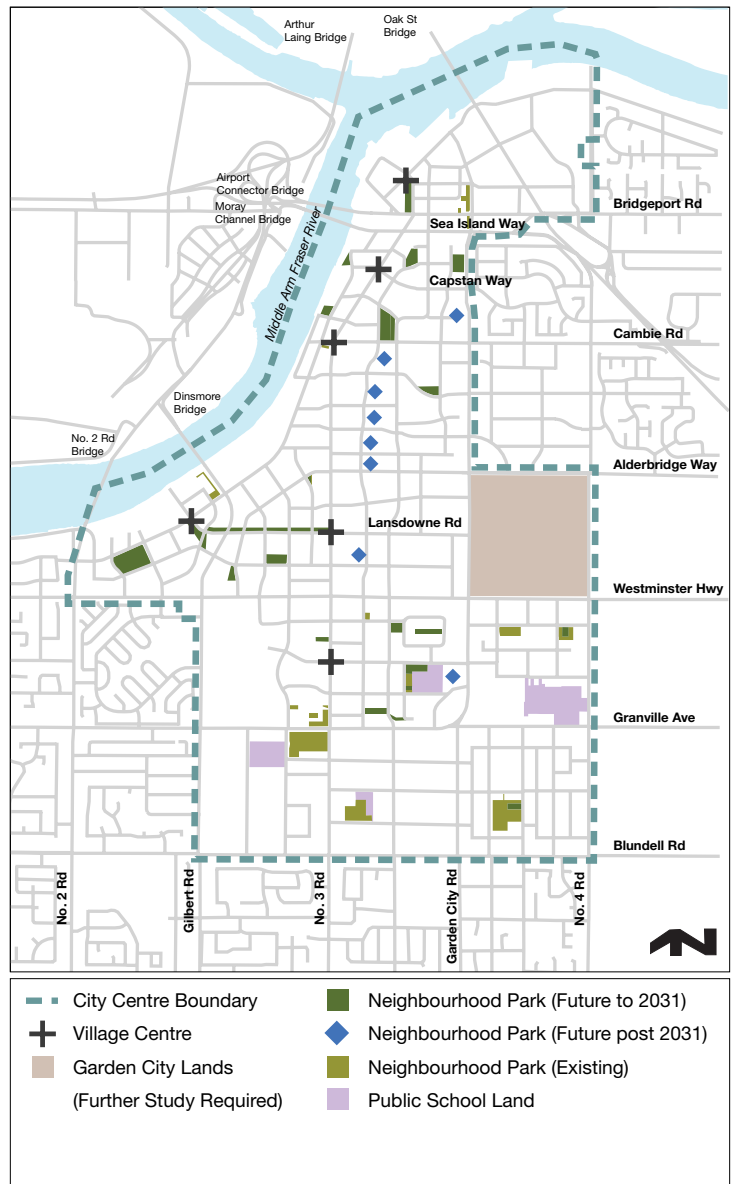
Urban Plazas

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



Additional Study

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

2.6.1(b) Plazas & Squares

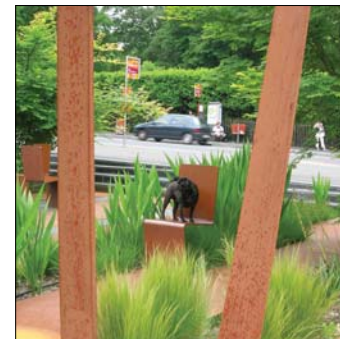
In addition to the base level of open space, plazas and squares on private property will contribute to a high quality public realm. Developers will be encouraged to provide plazas and squares to augment the base level of open space and further enhance the quality of the urban environment with:

- public open space of 0.15 ha (0.4 ac.) and smaller that will contribute to the social life of neighbourhoods through strong relationships to the street and amenities to encourage public gathering;
- flexible, programmable space that is not limited to use as building entry and with complementary building functions adjacent (e.g., food services, retail conveniences such as newsstands);
- high quality materials and design that provide a range of gathering and seating options from sitting edges to benches to movable tables and chairs, landscape features, pedestrian scale lighting, and attractions such as water features or public art.

These open spaces will be incorporated into developments without affecting density or limiting development potential. Public access may be secured through statutory right-of-way where mutually agreed upon. The terms of public access and operation will be negotiated at the time of redevelopment.



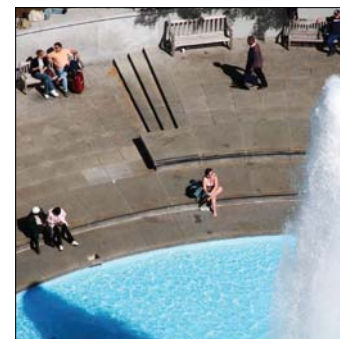
Gathering and seating.



Landscape features.



Neighbourhood attractions - public.



Neighbourhood attractions - water features.



Gathering and seating.



Landscape features.

Additional Study

A Green Roofs Enhancement Study – to develop clearer objectives for what contribution these could make to the open space system and their full range of uses.

Plazas and Squares, and Green Links Programming and Design Guidelines – to provide a better understanding for the City and developers of the role of these public places and costs.

2.6.1(e) Enhancing On-Site Amenity Space

Richmond’s OCP encourages the provision of on-site amenity space for the shared use of residents.

These spaces enhance livability and make an important contribution towards the city’s open space and recreation networks, especially in dense areas where they provide for:

- respite from urban life;
- children’s play, passive/active recreation, and socializing in a secure setting – within walking distance of home;
- room for parties and other activities that cannot be easily accommodated in multiple-family dwellings or their private outdoor spaces;
- in the case of mid- and high-rise areas, attractive views of landscaped lower-level roofs.

Challenge/Opportunity

In the past, small projects and those with large townhouse units sometimes found their indoor amenity spaces underutilized; and, developers argued that landscaping the roofs of parking podiums and providing special amenities, such as indoor pools, added cost and were not valued by the market.

More recently, however, with decreasing unit sizes, increasing densities and housing costs, and an aging demographic, residents’ demands are changing and developers are responding with:

- larger amenity spaces;
- more diverse amenities for residents – and their pets;
- more innovative, adaptable amenities (e.g., garden plots).

Proposed Strategy

Residential Outdoor Amenity Space

- Increase the provision of landscaped outdoor amenity space and the ability of residents to make use of it for garden plots and related activities by encouraging the provision of an additional 10% (minimum) of net development site area for this use, the purpose of which is to provide for some combination of trees, plants, shrubs, and urban agriculture, together with appropriate access, storage, water, and other services necessary for its use.

Current Guideline (Minimum Area)	Proposed Guideline (Minimum Area)
6 m ² (65 ft ²) per dwelling	As existing, <i>PLUS</i> 10% of net development site area*

* Roughly equivalent to 25-40 ha (62-99 ac), calculated based on City Centre-wide residential and mixed-use net development site area.



Residential Indoor Amenity Space

- Encourage the creation of special recreation facilities (e.g., indoor pools, gymnasiums) in residential developments by increasing indoor amenity space in larger projects.

No. of Dwellings	Current Guideline (Minimum)	Proposed Guideline (Minimum)
Less than 40	70 m ² (754 ft ²)	No change.
40 - 199	100 m ² (1,076 ft ²)	No change.
200 or more		2 m ² (21.5 ft ²) per unit

Affordable Amenity Space

- Enhance the affordability of the maintenance and operation of indoor and outdoor residential amenity spaces by allowing residents to make these spaces available to non-resident users (e.g., public swims, swimming lessons, yoga classes), provided that the affected spaces are still able to meet the needs of residents (e.g., scheduling non-resident use at non-peak hours, securing preferential access to non-resident activities for residents).

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.

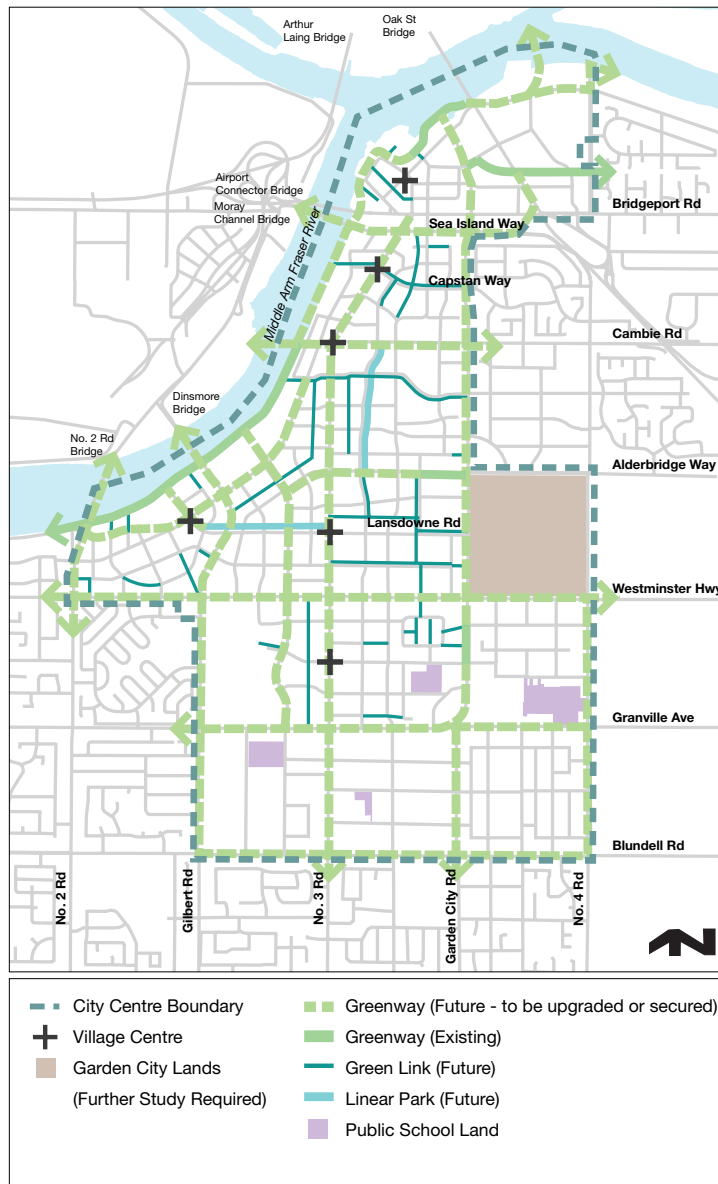
Green Links

Location: Along lanes and mews, through or between developments.

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.

2.6.4(a) Waterfront

The approved Middle Arm Open Space Master Plan Concept envisions the City Centre waterfront intimately connected to Richmond’s downtown with signature parks, open spaces and opportunities for the public to experience the Fraser River.

Middle Arm Waterfront Park

Location: Middle Arm Waterfront.

Program: Water-based recreation, cultural events, formal & informal recreation, environmental features, heritage interpretation.

Site Features: 15 ha (37 ac.), 40% urban forest and eco-amenity, max. 20% non-permeable surface, non-motorized boating facilities, floats, boardwalk, piers, trail network, plaza, multi-purpose lawn, major playground, concession & rental facilities, parking.

Middle Arm Greenway

Location: On the existing Middle Arm dyke from the No. 2 Road Bridge west of the Richmond Olympic Oval to the River Rock Casino in the Bridgeport area.

Program: An accessible, multi-use pedestrian promenade and cycling and recreational route.

Site Features: Hard surface promenade, access points at convenient locations, lighting, seating, plazas, piers, boardwalks, public art, play features.

Duck Island

Location: North of the Moray Channel in the Bridgeport area.

Program: Natural foreshore and upland environments, environmental interpretation, potential passenger ferry.

Site Features: Trails, boardwalks, tidal marsh, upland forest and meadow, ferry dock.



Bird's eye perspective sketch.

VISION MANDATE:

Livability and community wellness are directly influenced by the presence of high quality, accessible public recreation, cultural and library facilities. Planning for Richmond's City Centre presents the opportunity to:

- **“Build Community”:** Provide community facilities and programs that address diverse community needs in a range of places to recreate, learn and socialize;
- **“Build Green”:** Mitigate the impact of urban development and encourage sustainable transportation options through the use of green building technologies and urban forms;
- **“Build Economic Vitality”:** Maximize the appeal of City Centre through the provision of high quality recreation and cultural facilities, thus attracting business to locate here, and tourists to visit;
- **“Build a Legacy”:** Provide places and spaces that position Richmond as a leading centre for sport, wellness and sustainability, and as a host for internationally significant events.

here are based on Council approved strategies and plans including the Facilities Strategic Plan, 2007-2012 Major Events Plan in Richmond “Catch the Excitement”, Richmond Arts Strategy, Richmond Oval Art Plan, Older Adults Service Plan - Active and Healthy Living in Richmond, Youth Service Plan - Where Youth Thrive, and 2007 Richmond Museum and Heritage Strategy. Where additional policies are required, the City (e.g., Facilities, Parks, Recreation) will present additional plans and implementation programs to Council for approval.

2.7 Recreational & Cultural Facilities

ISSUE:

Community facilities that provide opportunities for recreational, cultural and literary pursuits are essential components of a healthy, livable urban core. They contribute significantly to overall wellbeing by addressing a range of fundamental needs.

By 2021, the City Centre population is expected to double to 78,000 people. Over this period, the number of people aged 65 and over in the City Centre is expected to increase by roughly 155%, from 6,000 to 14,000 (from 15% to 18% of the population).

There already exists a significant need for community facilities in the City Centre (particularly in terms of ageing or under-sized facility infrastructure). Future increases to the City Centre population, and the changing demographics and diverse needs of the City Centre, have implications for the delivery of services to residents:

- the ‘baby-boomer’ generation is starting to retire and has unique needs and interests, a larger than ever disposable income, and likely the longest retirement period in history;
- older adults are ‘aging-in-place’. They are staying at home despite disabilities, and this has implications for providing services to them;
- the significant number of immigrants in Richmond (1 in 5 residents are born in another country) means that ethnic and cultural diversity needs must be considered in order to ensure equal opportunity and participation in recreation and cultural programs and services. Of the 40,000 residents in the City Centre in 2006, 63% are visible minority (with 45% being ethnic Chinese). Current migration patterns and the emphasis on service for Chinese-speaking individuals suggests that the City’s ethnic make-up is unlikely to change significantly in the future;
- the number of children and youth in the City Centre is expected to grow by roughly 70% (from 7,500 to 13,000) over the next 15 years. Involving and supporting children and youth is a key foundation for building a strong and vibrant community. Participating in recreational and cultural programs and services can help Richmond’s youth who live in the City Centre, to lead more enriched and healthier lives. The goal is to help youth thrive, learn, and be creative and healthy.

The Recreation and Cultural Facilities policies presented

OBJECTIVE:

To increase livability in Richmond’s City Centre by providing innovative, affordable and inclusive facilities, programs and services, in response to the changing demographics and diverse needs of the community.

Investments in community facilities must respond to a growing focus on sustainability from environmental, social, cultural and economic perspectives.

Financing

How recreation and cultural facilities are to be financed and phased (including their specific location) will be addressed separately from the CCAP process by a Corporate Facilities Implementation Plan and through facility feasibility studies. It will also address the need for other civic buildings.

There is currently a great deal of research being done on the looming ‘health crisis’ associated with physical inactivity. It is well recognized that there is a direct connection between physical activity levels and an appropriate provision of recreation facilities, parks and trails.



Existing City-Owned Recreation and Cultural Facilities within the City Centre			
Neighbourhood ¹	Community ²	City-Wide ³	Regional ⁴
<ul style="list-style-type: none"> Lang Community Centre. 	<ul style="list-style-type: none"> None in City Centre. 	<ul style="list-style-type: none"> Minoru Aquatic Centre. Minoru Place Activity Centre. Minoru Arenas. Cultural Centre. Brighthouse Library. Minoru Sports Pavilion. Brighthouse Pavilion. 	<ul style="list-style-type: none"> Gateway Theatre. Richmond Oval. Minoru Chapel.

¹ Services (e.g. library lending service, community meeting space) for the population of the PRCS Service Area living within five to ten minutes walk (i.e. around 1 km (0.6 mi.) in distance) of a community centre. Neighbourhood provision is currently service-based, rather than physical facility-based.

² Facilities that serve the local population of a PRCS Service Area. Facilities of this level are typically a community centre, hall and branch library.

³ Facilities of this scale typically draw users from across the City, but also serve the needs of the residents of a specific PRCS Service Area. These include facilities such as arenas, aquatic centres, main library, and seniors centre.

⁴ These typically draw users from across the region and act as a destination place. The facilities can also serve broader user groups, such as for provincial, national and international events.

POLICIES	
2.7.1 General	
a)	Building Green New community facilities should be constructed in accordance with the City's "Sustainable High Performance Building Policy", and should aim to incorporate environmental improvements (e.g., an Eco-Plus+ Approach - see Policy 2.5.2). Facilities should have the ability to integrate ecological-based amenities (see Policy 2.5.4) within or adjacent to them. Co-locating facilities where possible and/or developing them in a more urban format (i.e., with a smaller urban footprint) will use less land and require less energy.
b)	Transit Oriented and Accessible Major new facilities should be located along major transit corridors and close to the Canada Line stations, so as to reduce the dependence on private vehicles. (Policy 2.3.5 (c) provides for reduced parking supply requirements for off-street parking for developments near transit villages.) Facilities should be accessible by a variety of non-motorized modes, including pedestrian and bike paths. The streets and sidewalks around community facilities should be designed to promote pedestrian and cycle access.
c)	Co-location of Facilities Co-location opportunities must be considered in facility development, in terms of the siting or 'packaging' of facilities (in the same building or in close proximity) that share users or achieve operational efficiencies.
d)	Mixed-Use Developments Opportunities to incorporate projects into mixed-use developments through private sector and institutional partnerships should be encouraged, due to the significant benefits that can be obtained, both in terms of capital cost sharing and to users.
e)	Adjacency to Commercial and Retail Services Facilities should be adjacent to commercial and/or retail spaces (e.g., cafes, restaurants, bookshops, grocery stores), to maximize user benefits and 'foot traffic' in the proximity of the site.
f)	Design Excellence Built facilities should demonstrate architectural design excellence.
g)	Co-Location with Parkland and Open Space Facilities should be co-located (either contiguous with, or in close proximity to) parkland or open space where possible. However, built facilities should not 'erode' parkland or open space. Alternatives should be explored to optimize roof use (e.g., green roof, amenity use, solar panels).
h)	Relationship of Indoor and Outdoor Space Facilities must be planned and designed to facilitate and maximize outdoor space (for programming and informal use). As appropriate, facilities must act as a base and staging area for outdoor programming and services on the site or immediate area.
i)	Maximum Accessibility Facilities must be located so as to maximize accessibility within the intended market. Facilities must offer more than minimum accessibility standards and should ensure easy access to all members of the community.
j)	Flexibility of Space Facilities must be built so as to maximize flexibility of use (to ensure responsiveness to changing community need).
2.7.2 'Neighbourhood' Level Facilities	
a)	Location Criteria Neighbourhood level facilities (e.g. library lending services, community meeting space) must be located within or very close to a Village Centre, so that each village has a library lending service and community meeting space. Encourage walking access to the facility from a Village Centre without interruption by physical boundaries.
b)	Equitable Distribution Neighbourhood facilities should be equitably distributed among urban villages.
2.7.3 'Community' Level Facilities	
a)	Location Criteria Community level facilities (e.g. community centres) must be located within close proximity to a Village Centre, have city-wide transit access, have comfortable pedestrian and bicycle access, maximize co-location opportunities, and have proximity to similar or complementary amenities. Consideration should be given to the facility being a village focal point, having access to open space, having automobile parking options, being co-located with other community or city-wide amenities (e.g. other built community facilities or parks), and having proximity to similar or complementary amenities outside of the City Centre.
2.7.4 'City-Wide' Level Facilities	
a)	Location Criteria City-wide facilities must be in a high visibility location, contribute to the identification of a 'City Centre', have city-wide transit access, have automobile parking options, comfortable pedestrian and bicycle access, maximize co-location opportunities, have proximity to similar or complementary amenities (e.g. community centres, libraries, etc.), and have availability / access to land or appropriate open space. Consideration should be given to proximity to regional transportation links, special geographic features (e.g. the riverfront), being co-located with other community or city-wide facilities and amenities, trail or greenway access, and to similar amenities outside of the City Centre.
2.7.5 'Regional' Level Facilities	
a)	Location Criteria Regional level facilities must be in a high visibility location, have proximity to regional transportation links, commercial amenities, special geographic features (e.g. the riverfront), have city-wide transit access, have automobile parking options, maximize co-location opportunities, have proximity to similar or complementary amenities (e.g. community centre, library, parks, etc.) within the City Centre, and have availability / access to land or appropriate open space. Consideration should be given to bicycle and pedestrian links, specific co-location opportunities, trail and greenway access, and connectivity with complementary amenities and population centres outside the City Centre.

2.7.1 Recreational Facilities

A significant need exists for recreation facilities in the City Centre.

- The current Lang Centre is significantly under-sized.
- The Minoru Aquatic Centre is at the end of its functional lifespan.
- The Minoru Place Activity Centre is undersized. More and different types of spaces are needed to serve the older adult population.

Challenge/Opportunity

Facilities must be sustainable and responsive to diverse community needs. There is a need to extend services that are currently available elsewhere in the city, to the City Centre (e.g. gymnasium, weight room, fitness studio, seniors and youth program spaces, multi-purpose spaces, and informal gathering space).

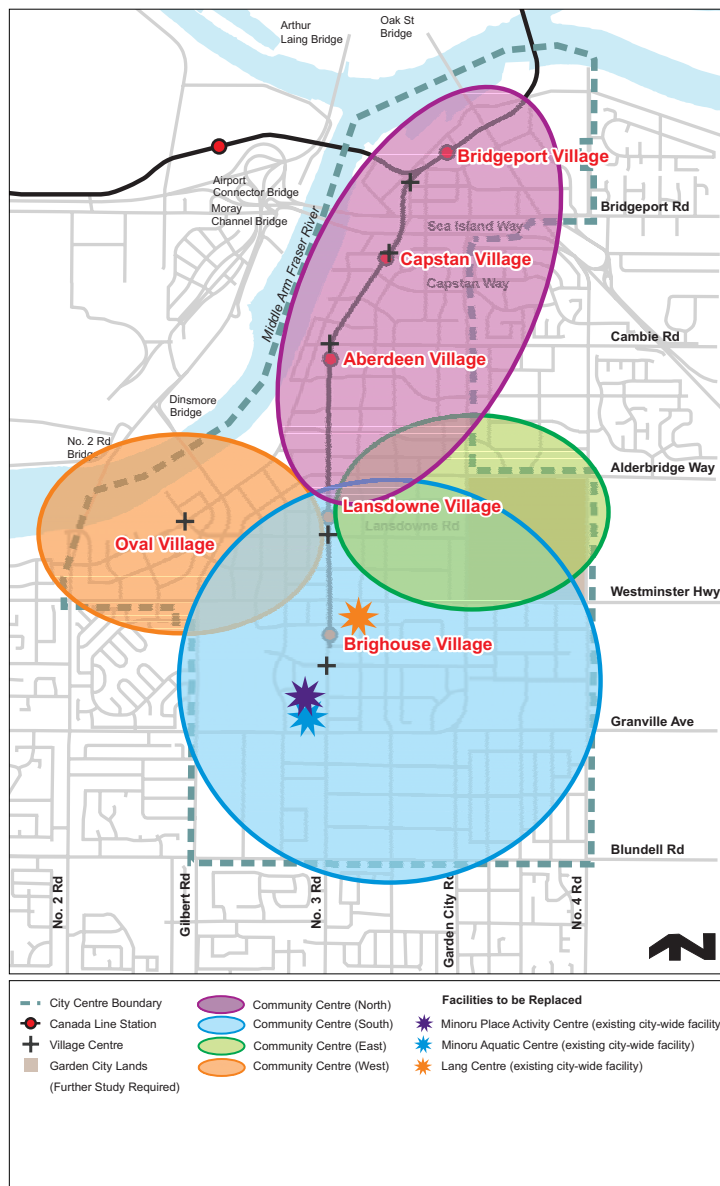
Proposed Strategy

The approved PRCS Facilities Strategic Plan outlines a 20-year strategy for replacing, retrofitting and upgrading existing buildings, and for new facility development.

In the City Centre, the following are proposed (see table on next page):

- two new community centres are required, one in the north and one in the south of the City Centre to provide core services to a broad range of local residents, and to meet a wide variety of indoor and outdoor basic recreation and cultural needs. Each centre will be a social and wellness focal point of community life for all ages, all ethnic backgrounds, and all levels of ability or disability;
- a replacement aquatic centre is required, with multiple tanks and supplemented with several wellness features, such as fitness and physiotherapy type services;
- a replacement older adults centre is required;
- at full build-out of the City Centre, two additional community centres are envisioned to meet the needs of the urbanized core. Council will need to approve updated plans later.

Recreation Facilities Map



Benefits of Co-Location

- *Greater use of some spaces which each facility might need, but not on a full time basis.*
- *Greater service to customers and families who would appreciate using more than one facility during the same visit.*
- *Capital and operating cost savings from joint and reciprocal use of shared support areas.*
- *Operating savings from having equipment and staff on site that could handle more than one amenity.*

Proposed City Centre Recreational Facilities (Location TBD)			
Facility	Needed Space	Timing	Service Level
Community Centre (South)	3,250 m ² (35,000 ft ²)	2008-2014	Community
Community Centre (North)	3,250 m ² 35,000 ft ²	2022-2029	Community
Older Adult Facility	2,790 m ² (30,000 ft ²)	2008-2014	City-wide
Aquatic Centre	5,570 m ² (60,000 ft ²)	2008-2014	City-wide

Proposed City Centre Recreational Facilities Subject to Future Study			
Facility	Needed Space	Timing	Service Level
Community Centre (East)	1,860 m ² (20,000 ft ²)	2030+	Community
Community Centre (West)	1,860 m ² (20,000 ft ²)	2030+	Community

2.7.1 Cultural

Richmond’s City Centre is growing rapidly, and the increasing large and diverse population has created new demands for services. There is a desire to fulfil community needs through the provision of cultural services and programs to residents, and to attract visitors to Richmond. Culture is an important economic generator through the provision of employment and tourism opportunities.

Challenge/Opportunity

The current Richmond Museum at the Cultural Centre is significantly undersized, and with current constraints is unable to interpret the unique Richmond Story in an effective and innovative manner.

A new visual and performing arts facility is required to augment and extend the kinds of services currently provided at the Cultural Centre and Gateway Theatre.

Proposed Strategy

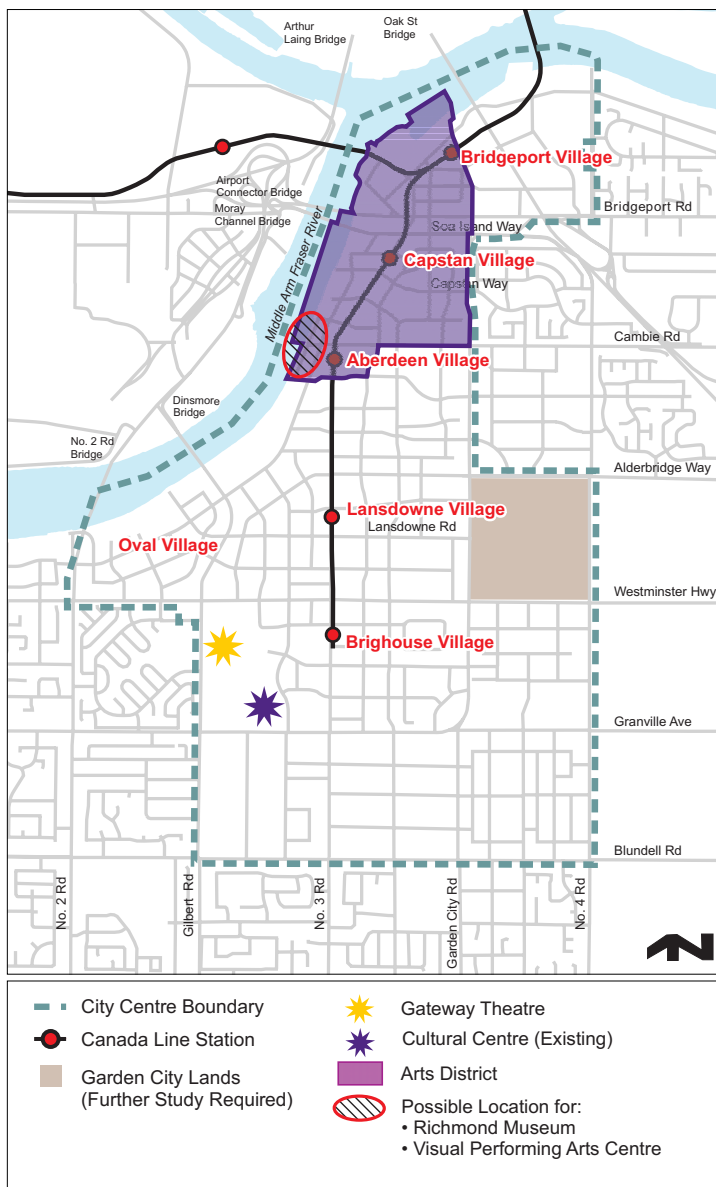
The centrepiece of the City’s approved 2007 Museum & Heritage Strategy is to “build a new dynamic destination museum”.

Both a new museum and a visual & performing arts centre are proposed in the PRCS Facilities Strategic Plan.

How these will be financed will be determined by future PRCS reports and Council review and approval.



Cultural Facilities Map



Proposed City Centre Cultural Facilities (Location TBD)			
Facility	Needed Space	Timing	Service Level
Richmond Museum	4,645 m ² (50,000 ft ²)	2015-2021	Regional
Visual and Performing Arts Centre	4,180 m ² (45,000 ft ²)	2022-2029	City-wide

2.7.1 Libraries

Libraries are the most used indoor community facilities in Richmond, utilised by 4 out of 5 residents. The Library Board reports that Richmond Public Library has the highest per capita circulation of any large urban library, as well as the highest percentage of active card holders.

Challenge/Opportunity

The heavy use of Richmond libraries has resulted in growing service gaps in space and collections. There will be a need to improve in these areas, and to undertake facility development that, as the population grows, library services keep pace. The library in the City Centre - Brighthouse (Main) Branch library - serves the dual purpose of being a community branch for the City Centre, and a city-wide resource for advanced library services. Brighthouse cannot currently support additional population growth.

Proposed Strategy

In 2006, based on the PRCS, Place & Spaces in City Centre report, Council authorized that the following proposed library facilities be incorporated in the CCAP:

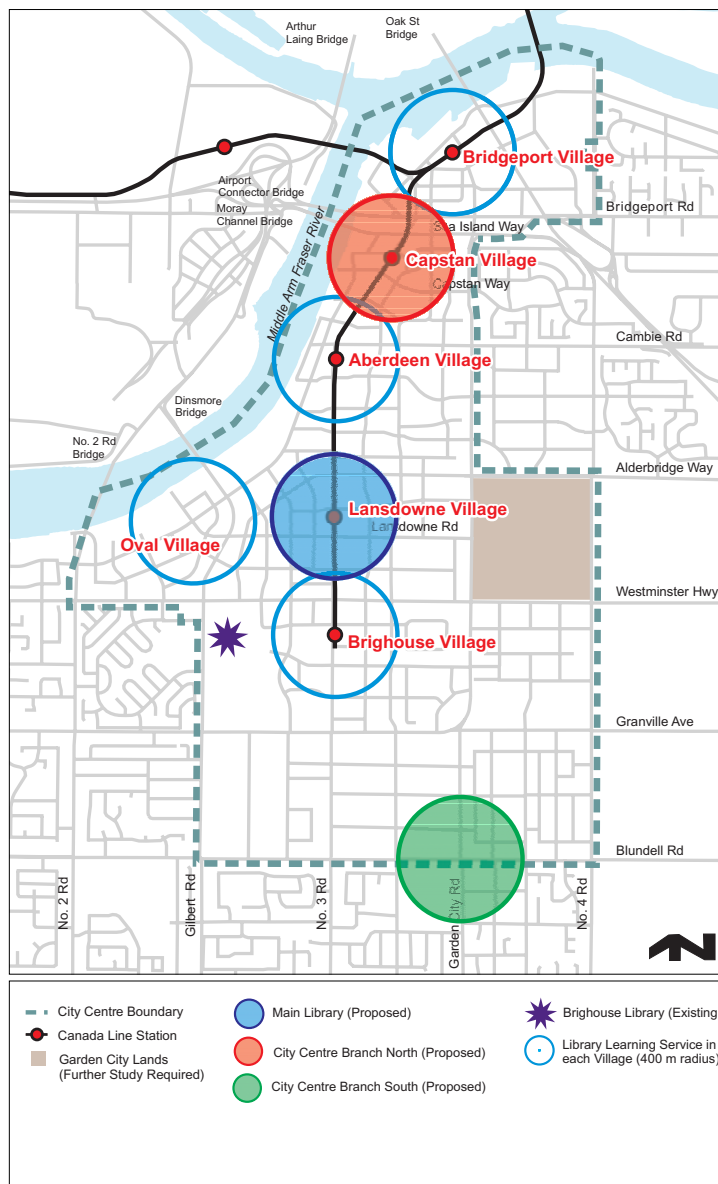
- library lending services in each village centre;
- 3 branch libraries;
- a new Main Library.

Note: The existing Brighthouse Library could become a 2,325 m² (25,000 ft²) branch library (south) and each branch library would likely be co-located with another facility (shared space would vary depending on the type of facility with which it is co-located).

It is to be noted that Council still needs to determine the specific location of and funding for the proposed libraries. PRCS will bring forth reports for Council approval.

Also in October 2007, as per the Richmond Library Facilities Plan, Council reinforced the above.

Library Facilities Map (Proposed)



Proposed City Centre Libraries (Location TBD)		
Facility	Needed Space	Service Level
New Main Library	9,290 m ² (100,000 ft ²)	City-wide
City Centre Branch Library (north)	2,325 m ² (25,000 ft ²)	Community
City Centre Branch Library	1,860 m ² (20,000 ft ²)	Community
City Centre Branch Library	1,860 m ² (20,000 ft ²)	Community
Lending Library Services	185 m ² ($<$ 2,000 ft ²)	Neighbourhood

VISION MANDATE:

Social equity is a “core value” integral to the growth of Richmond and its downtown and will:

- **“Build Community”:** Contribute to community health and well-being by balancing services and facilities with growth and the changing needs of citizens;
- **“Build Green”:** Enhance accessibility through the improved proximity of citizens to services and facilities;
- **“Build Economic Vitality”:** Attract and retain employees and socially-responsible employers by enhancing quality of life and access to high-quality social, health, community safety, and education services;
- **“Build a Legacy”:** Support a healthy, safe, diverse, respectful, and empowered community today and for future generations.

2.8 Social Equity & Community Services

ISSUE:

To be sustainable, the City Centre must foster social equity. Social equity requires “inclusivity” – opportunities for citizens to participate in their community, throughout their lives, in a safe and supportive environment, regardless of each person’s abilities, culture, economic status, or other factors.

An inclusive ethic, with the support of a strong network of civic resources, government agencies, not-for-profits interests, and other stakeholders, can foster connections, intercultural and intergenerational dialogue, civic pride, and an invigorated sense of community belonging and empowerment.

Inclusivity relies on ensuring social and physical “accessibility”. A compact, transit- and pedestrian-oriented, urban form, such as that proposed for Richmond’s City Centre, is a good setting to achieve this objective:

- providing for multiple-family, seniors’, and affordable housing and higher densities, contributing to less social and economic segregation;
- co-locating community services with jobs, housing, parks, recreation, and amenities, can better put them within the physical and financial reach of more people.

In addition, the City supports three levels of service (e.g., city, community, and neighbourhood), the delivery of which generally falls into three categories:

- City owned and operated uses;
- City agreements with outside agencies, such as the Richmond School District (No. 38), RCMP, and Vancouver Coastal Health;
- City assisted uses (e.g., childcare funding).

The development of the City Centre and its urban villages presents the opportunity to locate these services where they can be most accessible to citizens, amenities, transportation, and complementary uses. To be most effective, this will need to be undertaken in coordination with a needs-based service delivery approach that is responsive to the City Centre’s evolving demographic (e.g., aging population, smaller households) and recognize and adapt to the challenges of a rapidly urbanizing community.

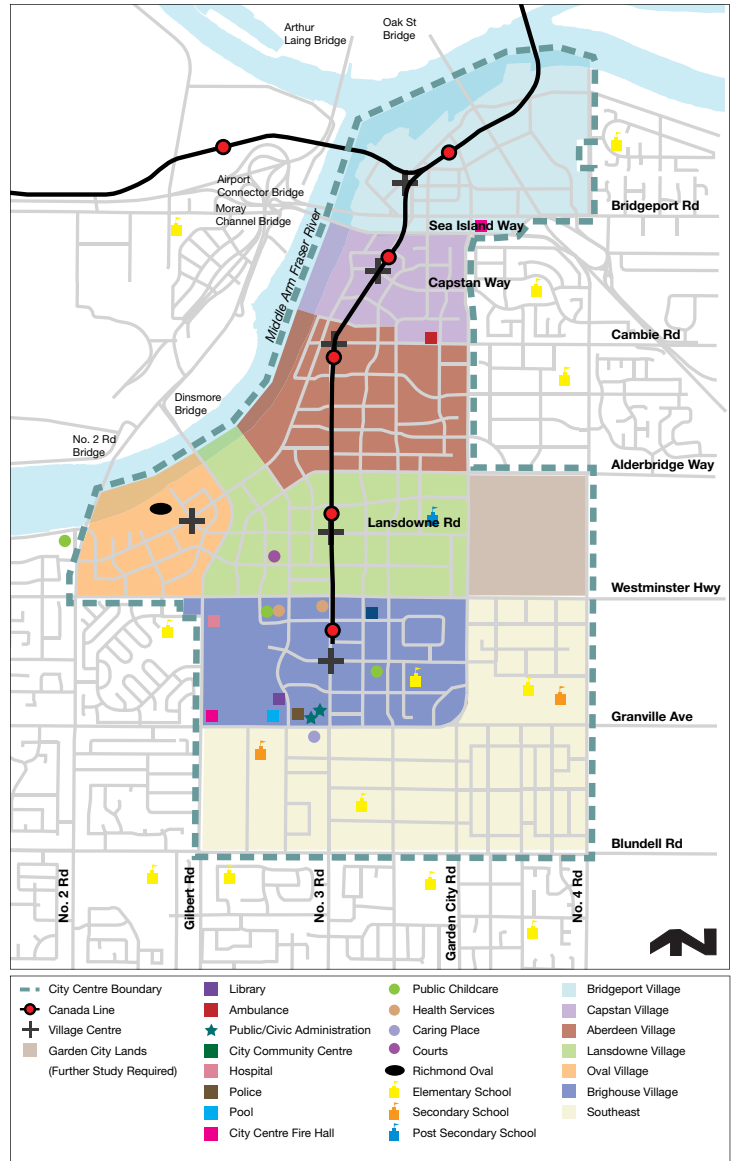
OBJECTIVE:

Provide a framework for an “**inclusive community**” that supports the diverse needs of its citizens and equitable access to social, health, education, safety, and other community resources for present and future generations, throughout their lives.

Such a framework involves many critical factors. Two are addressed in this section (child care and community service hubs), while others are addressed elsewhere in the CCAP (e.g., affordable housing, transportation, public realm and public life).

Access to services will be facilitated by locating complementary services with, adjacent to or nearby existing and future City Centre public facilities.

Existing Public Institutions Map



POLICIES	
2.8.1 Policy, Program & Investment Coordination	
a)	<p>Establish an Integrated City Centre Community Service Strategy</p> <p>Support equitable community service access for the City Centre's diverse and changing population, including:</p> <ul style="list-style-type: none"> • policy and program consistency and coordination; • service delivery models tailored to meet the City Centre's special challenges and opportunities; • planning for a continuum of services, through the lives of the citizens, and across service providers.
b)	<p>Encourage a Continuum of Education Opportunities</p> <p>Recognize the importance of life-long learning to the health and well-being of residents by supporting:</p> <ul style="list-style-type: none"> • The Richmond School District (No. 38) and its delivery of the provincial K-12 curriculum, together with extra-curricular activities and complementary services and programs (e.g., after-school care, adult education, ESL), including the support of school expansions and new facilities (e.g., form, size, location & implementation). The City will co-operate with the School Board in co-planning its schools and sports fields (e.g., a new elementary school, any surplus lands); • the establishment of the City Centre as a regional focus for post-secondary facilities and programs; • private schools and alternative education programs supportive of the City Centre, Richmond, and its residents.
c)	<p>Ensure that Richmond's Law & Community Safety Strategic Plan Meets the Needs of the City Centre</p> <p>Ensure that Richmond's proposed Law and Community Safety Strategic Plan includes clear strategies and adequate resources for responding to the City Centre's emerging challenges, lifestyle objectives, and development considerations.</p>
2.8.2 Urban Development & Planning	
a)	<p>Encourage the Development of an Inclusive City Centre</p> <p>Develop a compact, pedestrian- and transit-oriented, urban environment designed to:</p> <ul style="list-style-type: none"> • locate housing, jobs, parks, amenities, and services to enhance residents' proximity to daily needs; • enhance the ease of mobility and access to daily needs and services for all residents, regardless of age, aptitude or level of ability (e.g., via walking, scooter, transit, audible crossing signals); • incorporate "crime prevention through environmental design" (CPTED) strategies to enhance personal and property safety and security; • support institutions (e.g., educational, health, religious) seeking to locate or retain premises in the City Centre, and related uses that provide a community benefit, are consistent with neighbouring properties and have a complementary design to neighbouring uses.
b)	<p>Encourage the Timely & Cost-Effective Provision of Well-Located Childcare Facilities</p> <p>Support the following facilities and programs (where permitted under Richmond's OCP airport noise sensitive development policy), through partnerships, development incentives, and the support of outside agencies:</p> <ul style="list-style-type: none"> • at least one childcare facility should be situated within each village centre (e.g., to be funded in whole or in part via developer contributions) (e.g., density bonusing or a reduction in the parking requirements may be considered); • one childcare facility is encouraged as part of any major City facility (e.g., community centre); • encourage out-of-school care for school-aged children in all City Centre elementary schools and/or in adjacent, private development (density bonusing may be considered in the latter case); • encourage additional facilities and programs as determined to be necessary based on up-to-date needs assessments and the advice of the Health Care Licensing authority.
c)	<p>Encourage the Establishment of "Community Service Hubs"</p> <p>Explore opportunities to establish a multi-use, multi-agency community service "hub" in each of the City Centre's six village centres, designed to provide:</p> <ul style="list-style-type: none"> • convenient access to services and programs offering a range of tools, resources, and technical assistance; • a variety of new service delivery models; • multi-agency partnerships, coordination, co-location, cost sharing, and efficiencies; • a continuum of services, especially where this requires the coordination of multiple agencies (e.g., early childhood development, health and wellness).
2.8.3 Intercultural Needs	
a)	<p>Support Intercultural Dialogue & Exchange</p> <p>Encourage neighbourhoods, civic facilities, and programs that foster intercultural dialogue and understanding, and welcome and support new immigrants (e.g., promote intercultural activities).</p>
2.8.4 Community Involvement	
a)	<p>Explore Opportunities for Village-Based Community Involvement</p> <p>Encourage village residents and stakeholders to create effective associations that promote community connectivity, pride and safety.</p>

2.8.2(b) Child Care

A key component of social equity is the availability of affordable, accessible, quality child care. The City of Richmond’s Child Care Policy acknowledges that quality and affordable child care is an essential service in the community for residents, employers and employees.

A child care centre (e.g., 232 m² min (2,500 ft²)) can serve a range of age groups as determined by community needs. Developers incorporating child care centres into their developments are urged to contact Child Care Licensing as early as possible regarding licensing requirements and location suitability, and to work with a child care provider regarding facility design.

Locating child care centres in each residential urban village within public facilities, schools and new developments will be pursued by the City and encouraged with its partners.

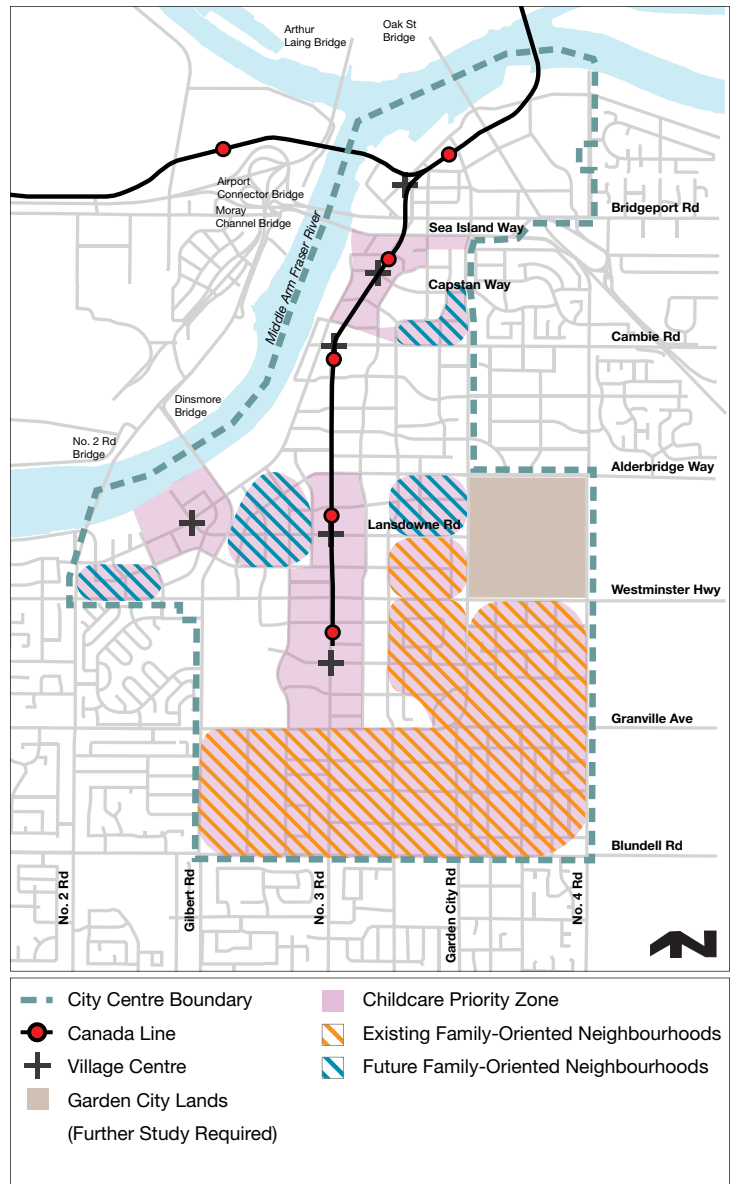
Challenges/Opportunities

The number and location of child care centres needed must be regularly reviewed, based on up-to-date child care needs assessments, child care licensing advice, and provincial/federal policy changes.

Proposed Strategies

- Negotiate dedicated space through Density Bonusing (see Implementation Section).
- Negotiate financial contributions (see Implementation Section).
- Work with the Province and stakeholders to establish early childhood hubs.
- Regularly update the Needs Assessments.

Child Care Map



Also see maps in Section 2.7, “Recreational & Cultural Facilities.”

Notes to Map:

In Private Development, child care centres may be located in:

- Village Centres where permitted (all except Aircraft Noise Sensitive Development areas);
- elsewhere, as a private developer option, particularly in family oriented housing areas.

In Public Development, child care centres may be located in:

- civic facilities;
- schools;
- other public sector facilities;
- institutional uses (e.g., places of worship).

2.8.2(c) Community Service Hubs

Ensuring that all residents, regardless of age, ability, income and cultural background, have access to community services is key to village livability. Suitable and affordable space will be required by community service agencies as the population grows.

Community service hubs involve the co-location of two or more compatible community services to better serve the needs of residents while strengthening the capacity of participating agencies.

Community service hubs may target specific populations or mandates (e.g., early childhood, youth, seniors) or provide services to a wide spectrum of community members. A range of spatial and governance models exist.

Challenges/Opportunities

The cost of leasing/purchasing land and facilities is beyond the financial reach of many community service organizations. The City and other stakeholders need to work together to ensure that suitable space is available for community services as the population grows. The hub model maximizes use of land/facilities, while minimizing capital/operating costs and improving service to residents.

Proposed Strategy

- Encourage amenity space in new City centre development to lease space to non-profit agencies, giving priority to co-located services.
- Co-locate community services in civic and other public sector facilities.

Community Service Hubs may be located in a range of neighbourhoods and take a variety of forms to suit the surrounding community. Photos and descriptions of existing community service hubs are found below.



Examples in Richmond:

1. Located in Community Agencies: At Richmond Family Place, a variety of social service and statutory agencies provide early childhood and family support programs. Shared office and program space is provided;
2. Located in Schools: The Grauer Early Learning Centre is a school-community partnership initiated by Richmond Children First (MCFD) and the School District whereby services to pre-school children and their families are offered in existing facilities;
3. Located in Civic Land/Facilities: Richmond Caring Place, a purpose-built stand alone facility, houses a range of community service agencies that share amenities on City land. Hamilton School and Community Centre is a joint use facility that also provides program space to community agencies and the Richmond Public Library.

Examples in other municipalities:

4. Neighbourhood Houses, Greater Vancouver: Neighbourhood Houses typically offer a range of programs through partnerships with service providers (e.g., child care, family support, immigrant settlement, social and recreational opportunities);
5. John Braithwaite Community Centre, City of North Vancouver: A partnership among the City of North Vancouver, North Vancouver Recreation Commission and North Shore Neighbourhood House that offers recreation, cultural and social programming in partnership with community agencies;
6. Early Years Centre, Surrey: This centre co-locates three early years (e.g., birth to 6 yrs.) services (e.g., child care and family) in a commercial facility leased by one of the non-profit service providers. Space is shared.

VISION MANDATE:

To ensure the provision of sustainable infrastructure and utilities necessary for the health, safety and enhanced quality of life for the City Centre community.

- **“Build Community”:** By undertaking improvements that:
 - address the need for new water mains that will meet current and future water and fire flow demands, and address pipe age/ material replacement requirements;
 - replace existing sanitary sewers, pump stations and force mains to meet the demands of growth;
 - address undersized storm sewers, pump stations, ditches, open channels and outfalls to meet the City’s drainage design standards and the demands of growth.
- **“Build Green”:** By pursuing infrastructure and utility improvements in a manner which demonstrates engineering and environmental leadership, and allows for adaptability to climate change impacts (e.g., sea level rise, increased groundwater levels, increased rainfall intensities).
- **“Build Economic Vitality”:** By ensuring that as the City Centre continues to grow, infrastructure and utilities are replaced, upgraded, extended and improved in a sustainable, innovative and cost-effective manner.
- **“Build a Legacy”:** By continually updating the City’s water, sanitary sewer, storm drainage and other infrastructure and utility models and data to reflect new technologies and address new issues and priorities.

2.9 Infrastructure & Utilities

ISSUE:

Infrastructure and utilities are an integral part of the City Centre. They include water, sanitary sewer, storm drainage, street lighting, solid waste removal, recycling, hydro, natural gas, telephone, cable, etc.

Some of this infrastructure and utilities are provided and maintained by the City; some are under the jurisdiction of other public or private companies.

The infrastructure and utilities in the City Centre must be continually upgraded for the benefit of existing development and to service new development.

In doing so, the City must work in cooperation with both private interests and the public to ensure that these services keep pace with the demand.

Some of the issues facing the City and development in the City Centre include:

- ensuring the timely construction of infrastructure and utilities. This may require one or more developers to partner together to undertake large scale improvements;
- coordinating the construction of infrastructure and utilities. This may require multiple agreements to reimburse developers that front end works that service others;
- the public and private utility companies have their own capital plans which are to be coordinated with the City’s plans (e.g., hydro upgrades, natural gas improvements, telephone services, the provision of cable);
- the availability of Development Cost Charge (DCC) funds. The City Centre is only part of a larger DCC Program. Competing demands for DCC funds may challenge City resources;
- relocating the Metro Vancouver sanitary sewer main located on River Road between Sea Island Way and Hollybridge Way in order to facilitate the development of the waterfront.

OBJECTIVE:

To improve the infrastructure and utilities in the City Centre in a cost-effective, socially responsible and environmentally sound manner to service both the existing population, new development and projected population growth.

POLICIES	
2.9.1 City Services	
a)	Coordination of City Services and Other Utilities Coordinate the planning, development, construction, funding and operation of City infrastructure (e.g., watermain systems, sanitary sewer and stormwater drainage) and other public or private utilities in order to achieve community objectives for the City Centre such as a high quality urban character and to promote advancements and innovations in sustainable infrastructure and utility standards.
b)	Immediate Needs and Projected Growth Provide adequate capacity, and related management strategies and systems, to meet both the immediate needs and projected growth of the City Centre to its ultimate build out capacity (120,000 residents by year 2100).
c)	Sequence Services Sequence upgrades and implementation to coincide with and support development in the City Centre, (e.g., that changes in land use be cost effective, be co-ordinated with private development and meet the City's goals and objectives for the character of development).
d)	Minimize Impact Develop and operate City services and their associated facilities to minimize impacts, on local livability and to complement the urban character and City Centre identity.
e)	Cost Recovery Prescribe development and maintenance cost recovery standards, including requirements for private development, which are practical and affordable to both the City and the private sector.
f)	Underground Utilities Over time, public and private utilities, such as hydro, telephone, cable and gas, will be located underground in road or other rights-of-way in the City Centre.
g)	Metro Vancouver Sanitary Sewer Engineering and Public Works will work with Metro Vancouver and the development community, to relocate the sanitary sewer main on River Road between Sea Island Way and Hollybridge Way in order to facilitate the development of the waterfront, to raise the elevation of the land to dyke levels and to relocate River Road to the Canadian Pacific Railway corridor.
h)	Climate Change Adaptation Engineering, with the Sustainability Office, will conduct an integrated review periodically to incorporate new knowledge and implement strategies pertaining to sustainability and climate change impacts into infrastructure and utility planning.
i)	Advance Environmentally Responsible Servicing Engineering and Public Works work with the Sustainability Office, to explore demand-side management opportunities to reduce pressure on City infrastructure, utilities and natural resources, including setting performance targets and actions to reach targets. Also, explore opportunities to integrate infrastructure with natural systems to reduce costs and environmental impacts and seek opportunities to pilot innovative and environmentally sustainable infrastructure projects.

VISION MANDATE:

Lively, engaging public life set in an attractive, safe urban environment is a “core value” integral to the growth of Richmond and its downtown and will help to:

- **“Build Community”:** Contribute to community health and well-being by reconnecting citizens with their city and each other;
- **“Build Green”:** Encourage people to get out of their cars and walk;
- **“Build Economic Vitality”:** Contribute to an attractive, healthy, and distinctive community that will attract tourism, investment, employees, and business;
- **“Build a Legacy”:** Support healthier lifestyles and a safe, vibrant, respectful, and adaptable community today and for future generations.

2.10 Public Realm & Public Life

ISSUE:

Lively public life is the keystone of a successful transit-oriented, urban centre and a fundamental requirement of an “appealing, livable and well-managed” community that supports social cohesion and a democratic way of life.

Unfortunately, healthy, engaged civic life, including opportunities to meet your neighbours or to simply linger without raising concern or having to pay, have dwindled and been replaced by car-travel, big box stores, and shopping malls. As a result, many cities have become unwelcoming environments that make people feel unsafe and cut off from one another.

Today, however, this is changing. There is a renewed interest in urban “placemaking”, which seeks to restore city centres as the “heart and soul” of urban life.

“Cities all over the world are rediscovering their public spaces and a general awareness has been awakened regarding the need for dignified, high-quality city environments for people.”¹

To do this, Richmond must provide for a diverse array of activities and spaces that offer people all across the City Centre “close-to-home” opportunities to take pleasure in public life, including:

- both necessary activities (e.g., grocery shopping, jobs, transit) and optional activities (e.g., recreation);
- great places (e.g., lively, attractive and safe) for social and cultural exchange, including walking, hanging out, talking, watching, and experiencing;
- a “culture of walking and cycling”² that puts all these things within easy—and enjoyable—reach by foot or bike;
- a collaborative, interdisciplinary, mixed-use approach to city building that seeks to maximize social, community, and economic benefits by knitting together activities and neighbourhoods.

¹ Public Spaces and Public Life: City of Adelaide: 2002, City of Adelaide, Gehl Architects ApS, 2002.

² Gehl, Jan, No. 3 Road Streetscape Study, City of Richmond, 2005.

OBJECTIVE:

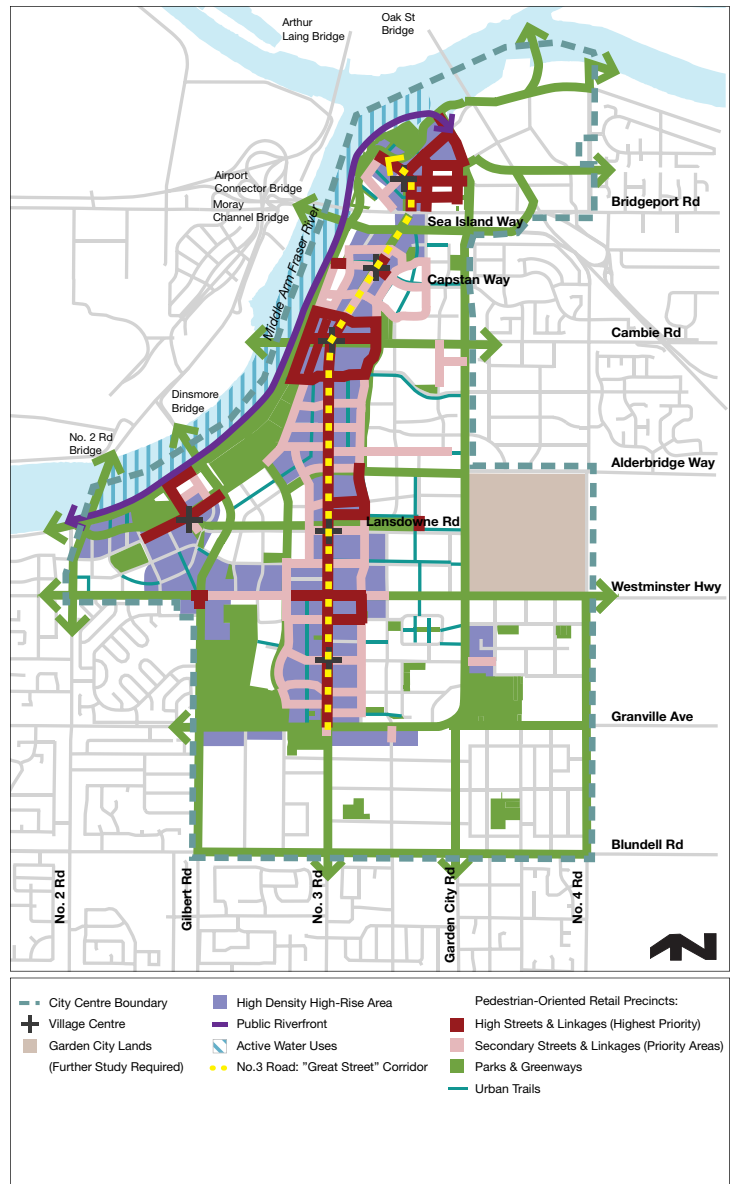
Provide a framework for a “**lively community**” that is rooted in a “culture of walking and cycling” and a collaborative, interdisciplinary approach to city building that is:

- 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



POLICIES	
2.10.1 Enhancing Enjoyment of the Public Realm	
a)	Make the Riverfront the Signature Feature of the City Centre’s Public Realm Maximize public opportunities to experience, view, and celebrate the river – from the dyke, water, and upland areas – and extend the river experience into the downtown with water features, landscape treatments, public art, etc.
b)	Make No. 3 Road a “Great Street” Support the development of No. 3 Road and its public spaces, uses, and the buildings that line it as Richmond’s pre-eminent retail avenue, business address, and civic spine - the symbolic, social, and ceremonial centre of the City.
c)	Encourage Better Places to Stay & Linger <ul style="list-style-type: none"> • Set the stage for activities and social interaction to occur with the establishment of a network of strong “Pedestrian-Oriented Retail Precincts”, spaces and places to enjoy urban life, and a network of distinct urban villages and amenities. • Design buildings and spaces that incorporate attractive, durable materials, high standards of maintenance, and special features (e.g., public art) that enhance pedestrian comfort and enjoyment of the public realm.
d)	Protect and Develop City Views & Vistas Take advantage of the City Centre’s expanding street grid, new parks, publicly-accessible open space, and the riverfront to provide views to the mountains, river, and important landmarks within the downtown.
e)	Encourage Human-Scaled Development <ul style="list-style-type: none"> • Help create an interesting skyline by: <ul style="list-style-type: none"> - defining compact, irregularly-shaped high-rise areas at the City Centre’s village centres and commercial core; - encouraging low- and mid-rise forms, especially near the river and the City Centre’s periphery; - investigating opportunities with YVR and Transport Canada for increased height in the vicinity of the Brighthouse and Lansdowne Village Centres. • “Tame” tall buildings” through measures such as 3 - 5 storey streetwalls along building frontages and encouraging uses and places for people that “knit together” buildings and the street (e.g., outdoor cafe seating).
2.10.2 Ensuring Comfort in the Public Realm	
a)	Ensure that Street Frontages are Both Attractive & Accessible Employ a variety of urban design strategies aimed at integrating Richmond’s flood management practices (e.g., typical minimum habitable floor elevation of 2.9 m (9.5 ft.) geodetic) into the creation of attractive, accessible, pedestrian-oriented residential and non-residential streetscapes.
b)	Promote Uses That Generate People/Activity on the Street & Discourage Those That Do Not Increase the vitality of the public realm by: <ul style="list-style-type: none"> • encouraging post-secondary education and other uses that attract an active, youthful, multi-cultural demographic; • discouraging internal shopping malls and uses that remove people from the street and grade level public areas.
c)	Create a Green, Connected Urban Centre <ul style="list-style-type: none"> • Encourage the establishment of a green, connected, pedestrian-friendly urban community through the integration and coordination of the design (including sustainability measures), landscaping, furnishing, and programming of parks, greenways, urban trails, community gardens, plazas, streets, and other public spaces. • Prepare a comprehensive “great streets” strategy to guide the greening and enhancement of the City Centre.
d)	Don’t Forget the “Necessary” Things <ul style="list-style-type: none"> • Recognize signage as an integral part of the public realm and a key feature that can enhance or undermine the appeal of an area and its intended urban role. • Ensure that necessary uses (e.g., drugstores, larger format food stores, etc.) are situated within convenient walking distance of residents and help to enhance the viability and appeal of specialty retail areas and other activities.
2.10.3 Protecting for a Safe & Pleasant Public Realm	
a)	Mitigate Traffic Impacts Incorporate measures in the City Centre’s sidewalks and greenways that will enhance the effectiveness of transportation strategies aimed at encouraging walking and enhancing public spaces as places to stroll, sit, people watch, socialize, etc. (e.g., by utilizing on-street parking, landscaped boulevards, wider walkways, wayfinding).
b)	Protect Against Unpleasant Weather & Climate Conditions <ul style="list-style-type: none"> • Encourage pedestrian weather protection along all building frontages in “Pedestrian-Oriented Retail Precincts”. • Site buildings to minimize shadows (e.g., mid-day until early evening, March 21 to September 21) on public parks and open spaces and, over the same period, ensure sun to at least one side of each street in “Pedestrian-Oriented Retail Precincts” (especially the north and east sides, which have the best opportunity to catch the sun and attract uses such as outdoor cafés). • Design buildings, public parks, and open spaces to minimize and protect from unpleasant wind conditions at grade.
c)	Balance the Needs of a Lively Public Realm with the Needs of Residents for Quiet <ul style="list-style-type: none"> • Encourage most restaurants and retail activities to concentrate in “Pedestrian-Oriented Retail Precincts”. • Encourage noisy, late-night entertainment uses and related activities (e.g., night market, festival venues, etc.) to locate in non-residential “Pedestrian-Oriented Retail Precincts” (Bridgeport and Aberdeen Villages). • Limit nighttime business activity in residential areas situated outside “Pedestrian-Oriented Retail Precincts”.
d)	Encourage Crime Prevention Through Environmental Design (CPTED) <ul style="list-style-type: none"> • Incorporate activities, circulation, buildings and other features that encourage a sense of community ownership, and provide for the casual surveillance of public streets and open spaces from fronting residences and businesses. • Encourage high standards of materials, maintenance, and design development and provide clear boundaries between public, private, and transitional areas. • Provide for a vibrant mix of uses encouraging a diversity of people to make use of the City Centre’s public spaces day and night, especially in the vicinity of transit stations and areas identified for late-night entertainment uses.

2.10.1(a) Make the Riverfront the Signature Feature of the City Centre's Public Realm

Richmond is a unique island city. Its island and river heritage have shaped the community and are a great source of pride. Like many cities, Richmond is “redefining its edge” and work is underway aiming at defining a vision of:

Richmond's Island City Legacy – a dynamic, productive, and sustainable world-class waterfront.

Challenges/Opportunities

Richmond's waterfront is a large area and opportunities are many to build upon this Vision. The waterfront has been divided into ten Character Areas. Each area is unique and needs to be planned and managed for different forms of development that will complement each other. The City Centre, as one of these Character Areas, will be the “sophisticated urban” waterfront that acts as:

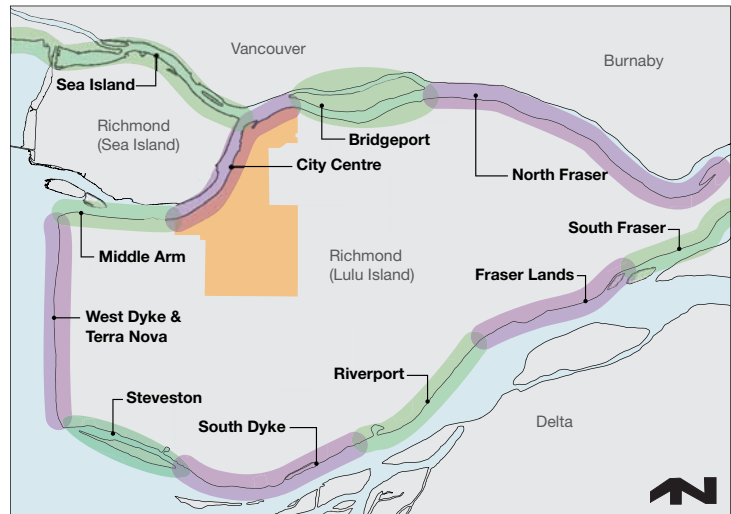
- Richmond's front yard;
- the Gateway into the City Centre;
- an International Destination with a lively 24/7 mix of uses;
- an integral part of the daily life of residents and workers in and along the new urban waterfront villages.

Proposed Strategy

To create this distinct City Centre waterfront the City will:

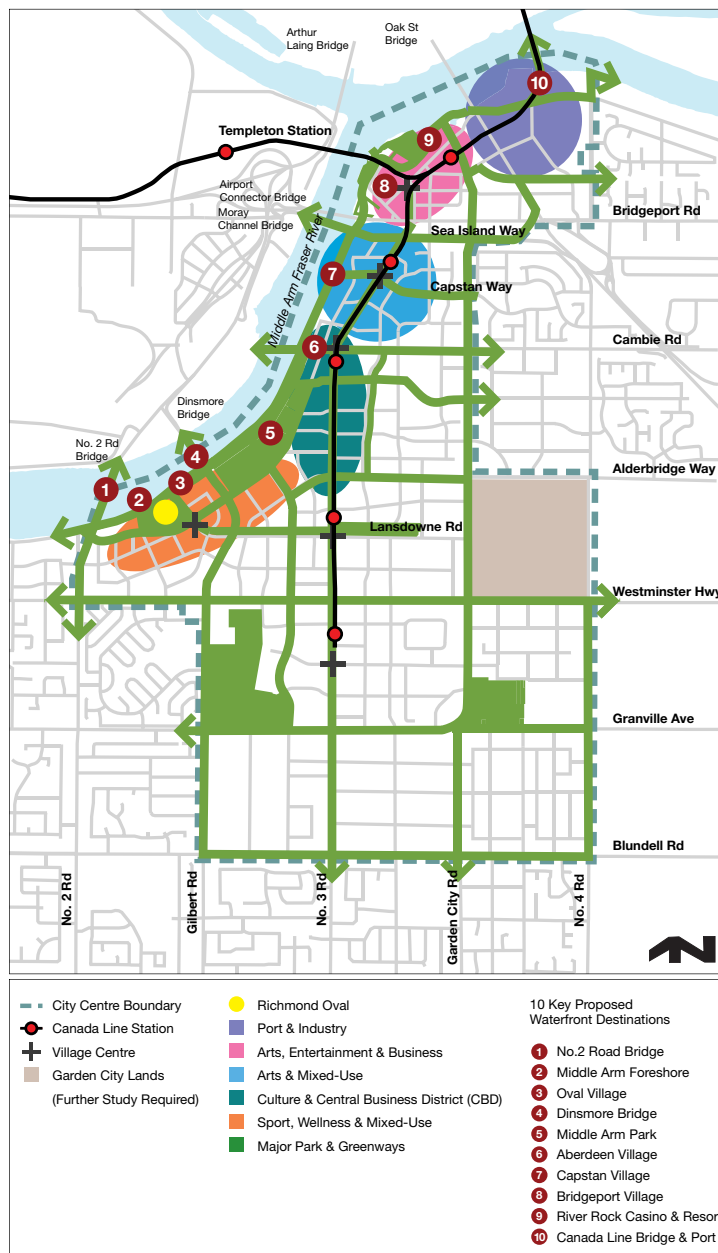
- Prepare a detailed City Centre Blueways Strategy that includes:
 - a) a Boating Precinct with a major international rowing centre and the potential to house multiple boating organizations;
 - b) an international Maritime Festival venue similar to the Steveston Tall Ships festival;
 - c) new modes of transportation, including aquabuses linking Sea Island, Lulu Island, and Vancouver;

Richmond's Waterfront Character Areas Map



- d) a potential floating arts and entertainment venue;
- e) a marina, float home, and commercial water use master plan.
- Develop a Fraser River Experiential Walk Plan that celebrates the local geography and tells the Richmond Story of the ‘living river’ by:
 - a) developing a comprehensive Interpretation Plan using public art and site design features;
 - b) requiring high functioning native ecological landscapes and green building technology on public and private lands adjacent to the water;
 - c) building seating steps, piers, floating boardwalks, and other features to bring people onto and over the water;
 - d) pursuing a potential iconic destination cultural facility to complement the public spaces and interpretation.
- Develop a Gateway Strategy that looks at:
 - a) each bridge as an opportunity to showcase the City to the world with extraordinary dynamic design features;
 - b) the built environment of the adjacent public and private lands as integral to the ‘first impressions’ of the City.
- Develop a 10 Key Unique Destinations Master Plan that will:
 - a) provide a menu of distinct spaces, activities, and landmarks that add interest to the waterfront;
 - b) provide visual identity for continuity, cohesion, and orientation along the waterfront while allowing for distinct recognizable neighbourhoods and activity zones.

Riverfront Features & Destinations Map



In a team approach, Policy Planning, Parks, Engineering & Public Works, Transportation and others will lead the initiatives identified in the proposed strategies.

10 Key Proposed Waterfront Destinations

1. **No. 2 Road Bridge:**
 - Richmond/airport “gateway”;
 - pedestrian/bike/car river crossing.
2. **Middle Arm Foreshore:**
 - ecology & First Nations interpretation;
 - multi-purpose pedestrian & bike route.
3. **Oval Village:**
 - Richmond Oval & festival plazas;
 - active recreational riverfront;
 - Hollybridge canal;
 - multiple-family residential;
 - shopping, dining & entertainment;
 - water taxi access.
4. **Dinsmore Bridge:**
 - City Centre/airport “gateway”;
 - pedestrian/bike/car river crossing.
5. **Middle Arm Park & River:**
 - 15 ha (37 ac.) park & festivals site;
 - Boaters’ Row, including the John MS Lecky UBC Boathouse;
 - international rowing/paddling venue.
6. **Aberdeen Village:**
 - Canada Line station & plaza;
 - a “hub” for the “Arts District” including a major civic cultural facility;
 - pedestrian bridge to Sea Island;
 - Central Business District (CBD);
 - shopping, dining & entertainment;
 - water taxi access.
7. **Capstan Village:**
 - Canada Line station & plaza;
 - recreation marinas & float homes;
 - maritime-oriented residential;
 - artists’ live/work dwellings;
 - public piers, waterfront boardwalk & related amenities;
 - water taxi access.
8. **Bridgeport Village:**
 - City Centre “gateway”;
 - Canada Line station & multi-modal transportation hub;
 - entertainment/retail precinct;
 - a “hub” for the “Arts District”;
 - a “gateway” business centre;
 - No. 3 Road terminus;
 - Duck Island Riverfront Park;
 - water taxi access and other marine services.
9. **River Rock Casino & Resort:**
 - casino, hotels & concert venues.
10. **Canada Line Bridge & Port:**
 - City Centre “gateway”;
 - “working river” activities and uses;
 - pedestrian & bike crossing.



1. No. 2 Road Bridge



2. Middle Arm Foreshore



3. Oval Village



4. Dinsmore Bridge



5. Middle Arm Park & River



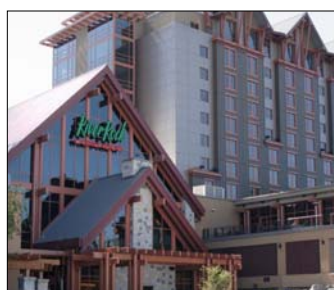
6. Aberdeen Village



7. Capstan Village



8. Bridgeport Village



9. River Rock Casino & Resort



10. Canada Line Bridge & Port

2.10.1(b) Make No. 3 Road a “Great Street”

The City Centre Area Plan seeks to confirm and enhance No. 3 Road as Richmond’s preeminent retail avenue, business address, and civic spine – a claim for prominence that is being made even stronger by the construction of the Canada Line transit system and its five stations (including the proposed Capstan station).

Challenges/Opportunities

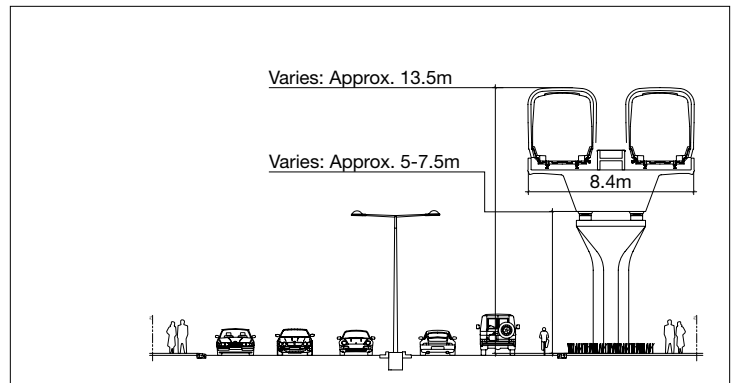
The Canada Line’s elevated, concrete guideway is currently out of scale with No. 3 Road’s largely low-rise, auto-oriented development. Proposed increases in density and building height (within existing building height limits) along the street can help to address this issue, as can the role of each transit station as an important focal point for five of the City Centre’s six urban villages. Nevertheless, this is not enough to make No. 3 Road a “great street” and special attention is required to ensure that its streetscape will be attractive, pedestrian-friendly, and supportive of a lively public realm.

Proposed Strategy

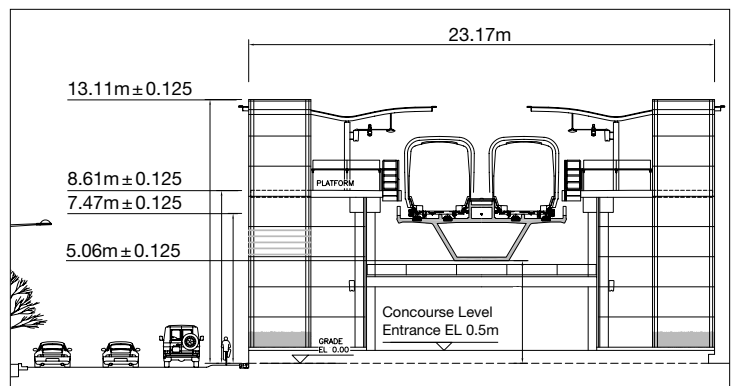
The strategy for No. 3 Road proposes:

- a fronting buildings concept;
- five distinct “character zones” corresponding to No. 3 Road’s transit stations and urban villages;
- a transit station and plaza concept.

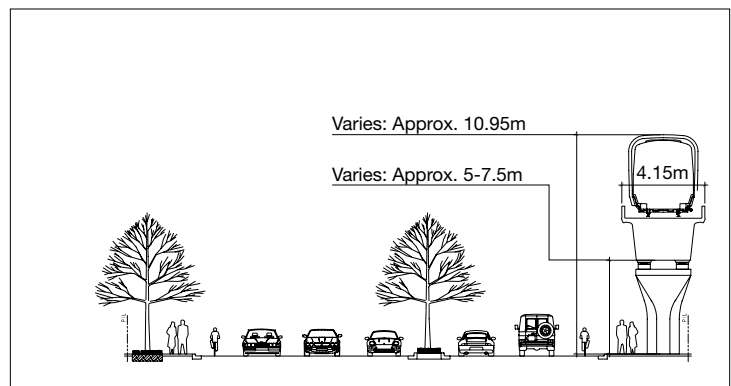
No. 3 Road Restoration: Dual Guideway Typical Section



No. 3 Road Restoration: Lansdowne Station



No. 3 Road Restoration: Single Guideway Typical Section



Fronting Buildings Concept

Fronting buildings serve to define the street. Their facades create a sense of enclosure, providing both for pedestrian comfort and the walls of the ``civic rooms`` that make up the street and contribute to pride of place.

Six typologies define the varied relationships that can occur between fronting buildings and the Canada Line guideway along the length of the system.

While fronting buildings may encroach into the No. 3 Road right-of-way (e.g., Typology 4: “Attached”), this will not be the norm. More commonly, buildings will be setback from the guideway and stations to ensure:

- adequate openness and sunlight in the public realm;
- minimize potential overlook issues and privacy impacts on the tenants of fronting buildings.

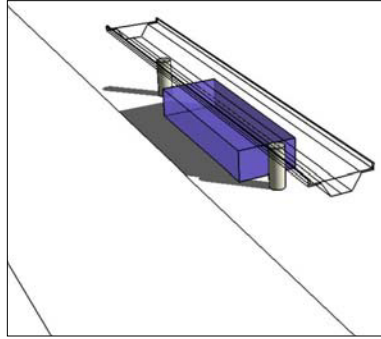
To address this, fronting buildings shall typically be setback from the Canada Line as follows:

Typical minimum building setbacks to the Canada Line (measured to the drip-line of the guideway or station), with the exception of parking situated beneath finished grade:

- for residential uses, the floor elevation of which is:
 - 12 m (39 ft.) or more above the crown of No. 3 Road: 10 m (33 ft.); or
 - Less than 12 m (39 ft.): 20 m (66 ft.);
- for other uses: 6 m (20 ft.).

Fronting Buildings Concept: 6 Typologies

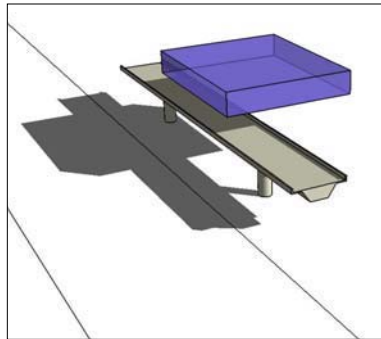
1. Below



Intent - To provide for temporary or permanent kiosks and buildings, together with open space amenities.

Key Location - Where it will enhance street-oriented pedestrian activity and complement adjacent pedestrian-oriented retail frontages.

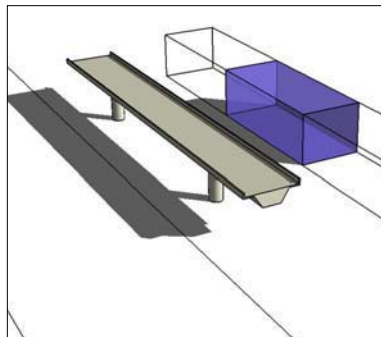
2. Above



Intent - To create architectural variety and visual interest along the line and enhance Village Centre prominence - without compromising the livability of the public realm.

Key Location - Typically no more than 200 m (656 ft.) from a designated Village Centre.

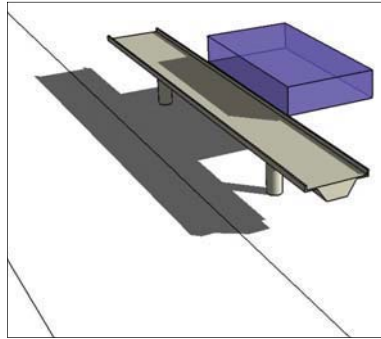
3. Beside Close



Intent - To help incorporate the guideway as an urban design element that defines and encloses a public space in conjunction with adjacent fronting buildings.

Key Location - Typical along most of the line.

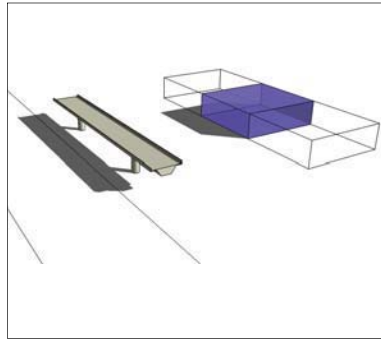
4. Attached



Intent - To provide opportunities to integrate the Canada Line system with fronting buildings (e.g., providing direct station access, rooftop access, etc.).

Key Location - At station locations. (Note that bridges across No. 3 Road, including ones that link to stations, are inconsistent with City Centre public realm objectives for lively street-life and are discouraged.)

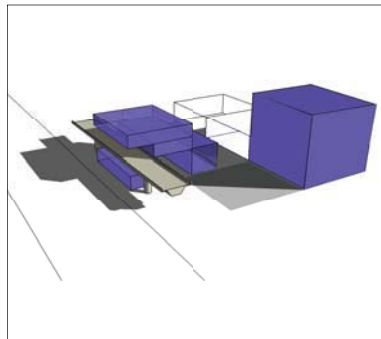
5. Beside Far



Intent - To allow for the expansion of the public realm to include significant public gathering spaces in the form of parks or squares.

Key Location - Typically at transit plaza locations.

6. Combination



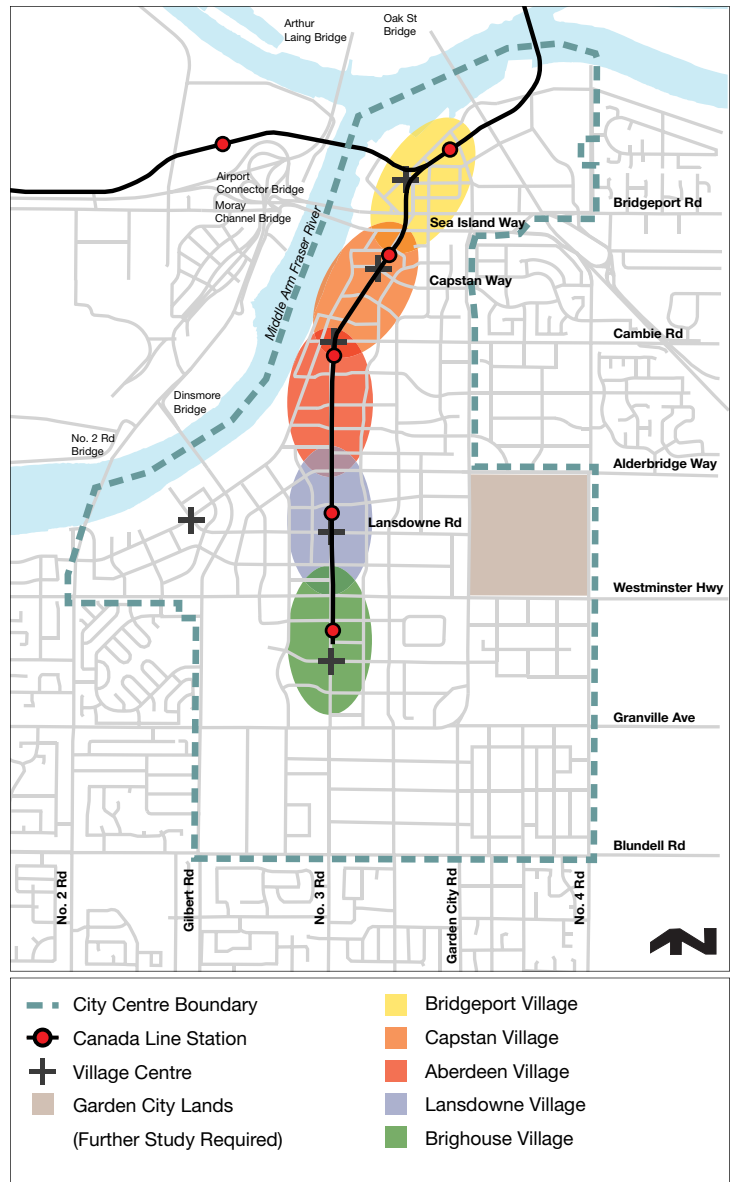
Intent - To use one or more typologies to create a variety of rich spatial possibilities, landmark features and experiences, and pedestrian places.

Key Location - Varies.

“Character Zone” Concepts

The concept for each of No. 3 Road’s “character zones” describes the general intent of the village, some factors affecting its development, relevant station information, and typical cross-section conditions.

No. 3 Road Corridor Map: Five Character Zones



Character Zone 1: Bridgeport Village “Aerotropolis District”

A zone of medium- to high-density non-residential uses, including a:

- tourist, arts, and 24/7 entertainment precinct;
- centre for office and creative and knowledge-based business;
- focus for airport-related business uses;
- major transit hub, including a regional bus exchange; and
- a short walk from the Canada Line, one of the City Centre’s key public waterfront locations.

Typical Cross-Section Considerations

- Bridgeport Station is the location where the Richmond, airport, and Vancouver legs of the Canada Line merge, resulting in guideway crossovers and the system’s highest track elevation.
- Bridgeport is an industrial area in transition and includes a mix of large and small development parcels, an incomplete street grid, and abandoned rail alignments.
- South of the Canada Line station, where the guideway parallels No. 3 Road, it defines a linear park – Bridgeport Village’s “town square” – an important village gateway and public gathering place.



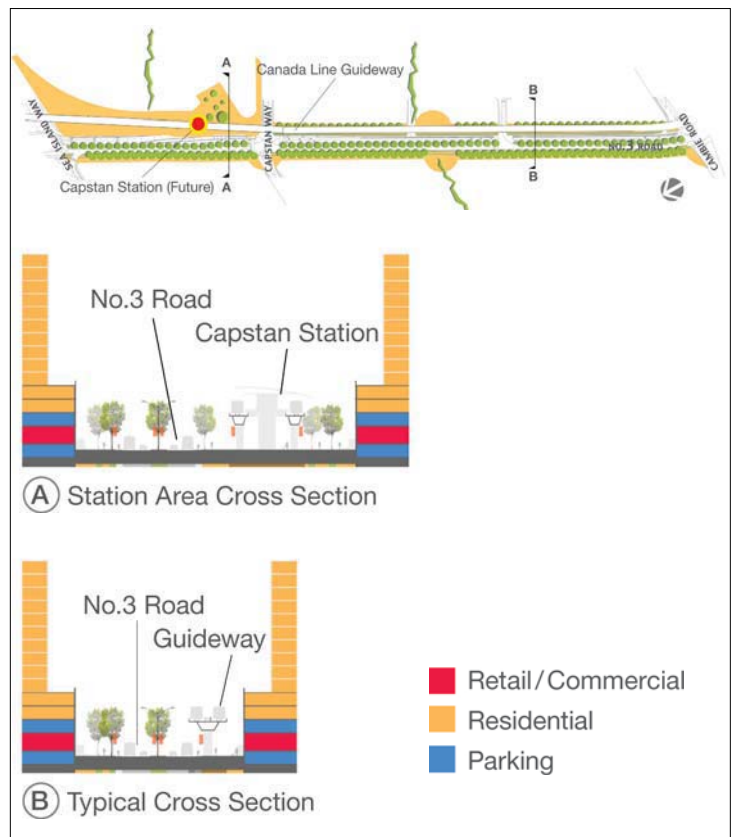
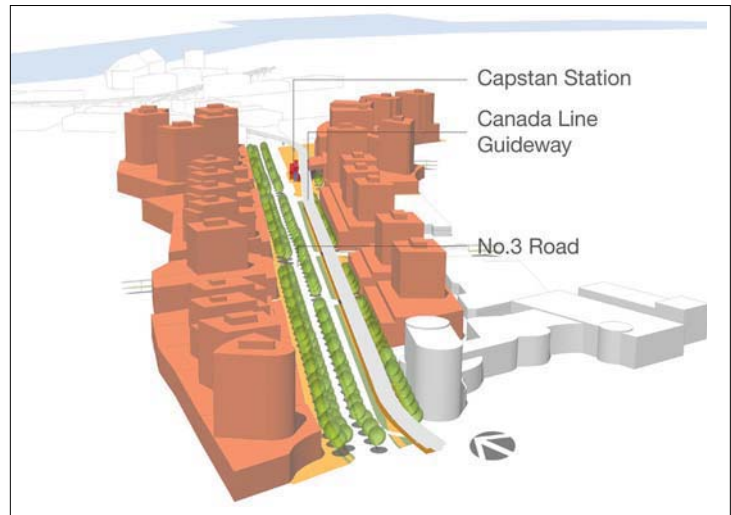
Character Zone 2: Capstan Village “Artists District”

A zone of medium- to high-density, mixed residential/commercial uses, including:

- high- and mid-rise multiple-family housing;
- artist studios, galleries, live/work spaces, and related activities;
- City Centre/airport “gateway” office uses oriented to Sea Island Way;
- Village-focussed, pedestrian-oriented retail, restaurant, and local commercial uses;
- two blocks west of No. 3 Road, a distinctive marina waterfront.

Typical Cross-Section Considerations

- The Capstan Station will be built after 2009. Development of Capstan Village will not proceed until the station is constructed or a strategy for its construction is in place to the satisfaction of the City. Design of the Capstan Station should complement that of other Richmond stations and be consistent with the proposed Transit Station & Plaza Concept.
- The No. 3 Road corridor narrows through this zone, expanding at the station’s transit plaza on the north side of Capstan Way.
- The treatment of No. 3 Road aims to complement the area’s strong residential component and contrast with the “hard” commercial landscapes to its north and south through the creation of a green “softscape” incorporating significant tree planting and other landscape features and amenities.



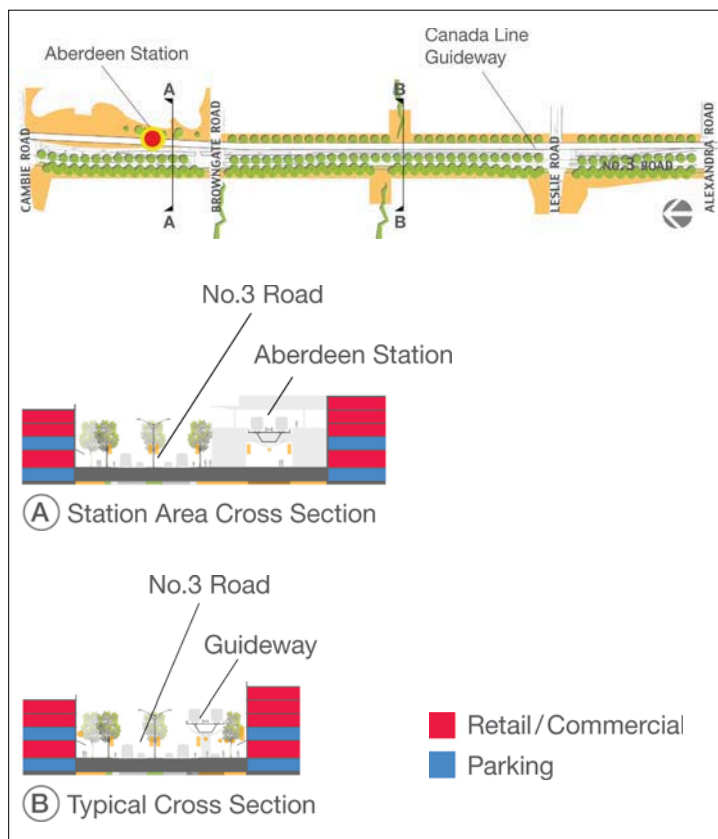
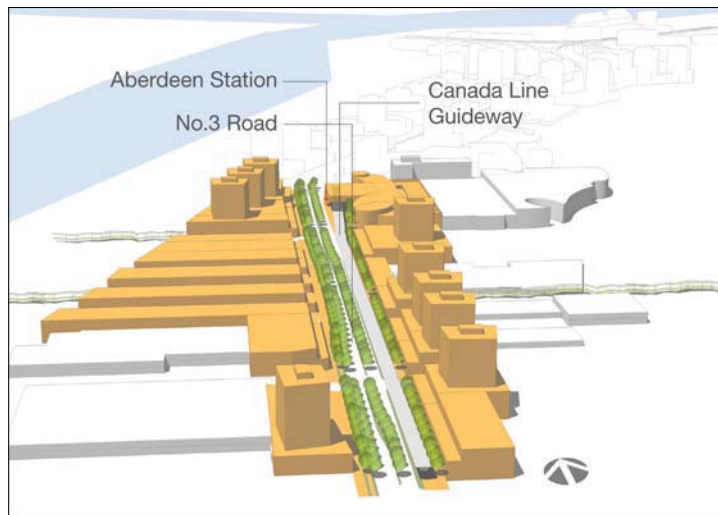
Character Zone 3: Aberdeen Village “International District”

A zone of medium- to high-density non-residential uses, including:

- Richmond’s “Central Business District”;
- a vibrant, cosmopolitan shopping and dining precinct, offering festive nightlife and a strong international/Asian character;
- the City Centre’s pre-eminent cultural node and a key focus for the Richmond Arts District (RAD);
- one to two blocks west of No. 3 Road, a pedestrian/cyclist bridge across the Middle Arm of the Fraser River to BCIT and the airport and the Middle Arm Park – the city’s premier waterfront gathering place.

Typical Cross-Section Considerations

- Aberdeen Station is the closest transit station to the river and an important public gathering space along Cambie Road will link it with the riverfront.
- No. 3 Road bends at Cambie Road creating opportunities for “landmark” street-end views.
- A broad, hard-landscaped, public open space along the east side of No. 3 Road, south of the station and adjacent to fronting shops and restaurants, presents a unique opportunity to establish a large, seasonal venue for street markets, kiosks, entertainers, and day/night festivities.
- No. 3 Road’s commercial/festive buildings and uses and prominent urban location make this area a desirable one for distinctive, vibrant lighting and signage treatments.



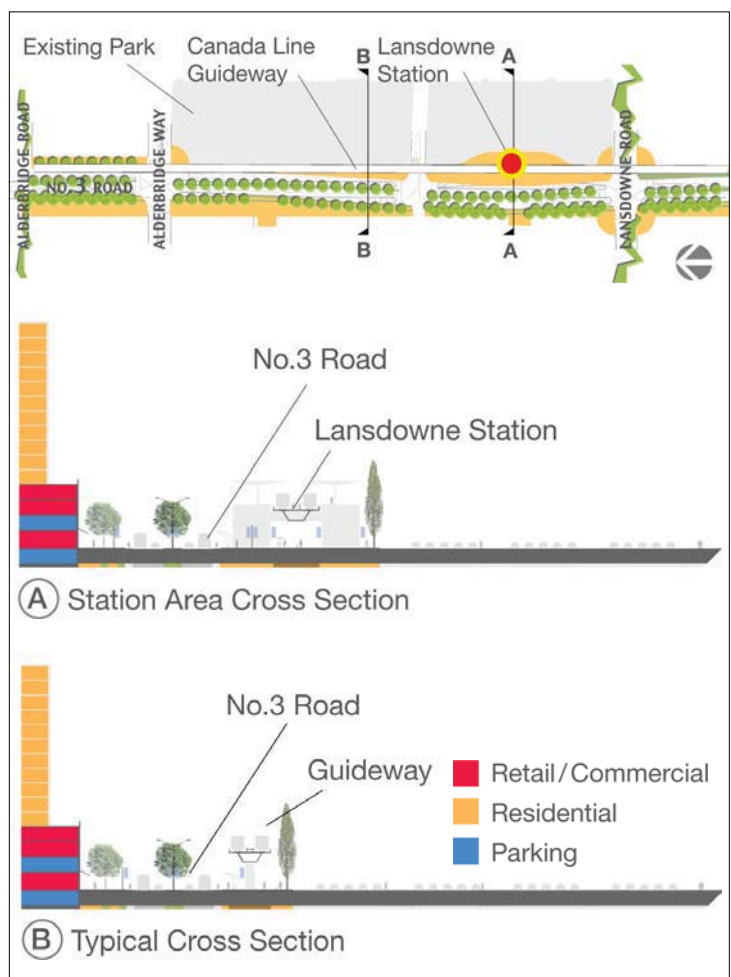
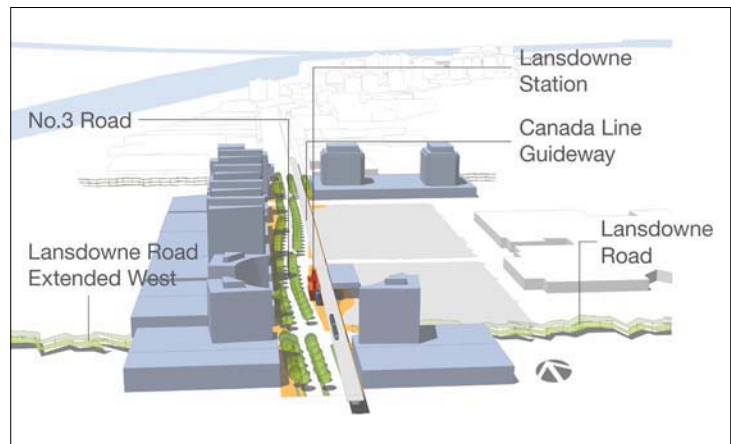
Character Zone 4: Lansdowne Village “Centre of the Centre”

A zone of high-density, high-rise, mixed commercial/residential uses, including:

- a vibrant, urban shopping and dining precinct;
- Richmond’s Main Library;
- high-rise multiple-family housing, office, and hotel uses;
- a major park, public gathering place, and civic space;
- at the eastern end of the park, Kwantlen University College.

Typical Cross-Section Considerations

- No. 3 Road gently curves within this zone and is fronted by one of the City Centre’s major park spaces, which together break up the linearity of the street and help to make it a distinctive focal point and gathering place for the city.
- Lansdowne Station is situated at the geographic centre of the downtown and No. 3 Road’s intersection with Lansdowne Road – the City Centre’s important “greenway” and “ceremonial” route leading to the Richmond Oval and the river.
- Buildings in this area are some of the largest and tallest in the downtown and are designed to strongly define the edges of No. 3 Road and the major park and contribute to their image as green, urban “rooms”.



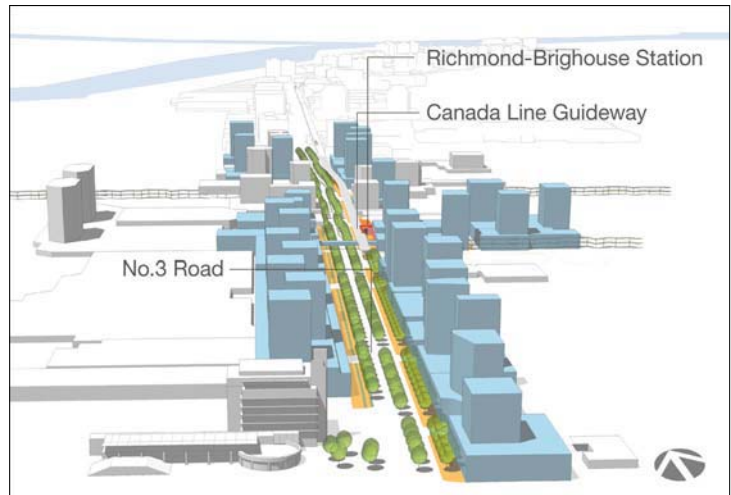
Character Zone 5: Brighthouse Village “Civic Heart”

A zone of high-density, high-rise, mixed commercial/residential uses situated at the traditional heart and civic focus of Richmond and the City Centre, including:

- a high-density, retail “high-street” on No. 3 Road, incorporating pedestrian-oriented, street-fronting retail and related uses;
- high-rise multiple-family housing, office, and hotel uses;
- the Canada Line terminus and local bus exchange;
- a short walk from the Canada Line’s terminus, the City Hall’s civic precinct and various important civic and institutional uses.

Typical Cross-Section Considerations

- The Canada Line changes from a double to a single track in this zone, and Brighthouse Station is integrated with adjacent high-rise, mixed-use development and a “mixed-transit street” (i.e., dedicated westbound bus mall functions and eastbound general-purpose traffic).
- Buildings along the east side of No. 3 Road conform to a “build-to” line that ensures the establishment of a generous, tree-lined, pedestrian promenade.
- Buildings in this area are some of the largest and tallest in the downtown and are designed to strongly define the edges of No. 3 Road and lead south to Richmond City Hall and the downtown’s south “gateway”.



Transit Station & Plaza Concept

Transit is at the heart of transit-oriented development (TOD) and, as such, transit facilities should be well integrated into the surrounding community. Furthermore, transit stations should not only be designed for travel to and from a community, but as an important focus of community life.

Overall Intent

A Canada Line station is a key public focus of five of the City Centre’s six villages (i.e., excluding the Oval Village) – all of which are to be designed to enhance the transit experience and integrate the system into the public realm.

Transit plazas are co-located with or across the street from each station, with the exception of Bridgeport Station, due to site constraints created by that location’s regional bus exchange and park-and-ride. (A park is instead located a short distance from the station at No. 3 Road.)

Both the stations and No. 3 Road’s transit plazas are intended to support easy transit use, link the Canada Line with broader pedestrian-cyclist-bus networks, and help to project an image as a “family” (i.e., sharing common elements that assist in wayfinding, etc.).

In addition, it is intended that each transit plaza should be unique and provide a distinctive focal point for the surrounding village in a way that helps to enhance its unique identity.

Programming

A “Great Street” can be thought of as 20% design and 80% programming. To that end, No. 3 Road’s transit plazas, as its key gathering places, will be critical to the effectiveness of City efforts aimed at an ongoing and ever-changing program of street activities, festivities, and seasonal decorations (e.g., banners).

Transit Station Checklist

Development Guidelines	
1	Rapid transit stations should provide safe, convenient, and efficient connections between the Canada Line and local and regional buses.
2	Stations should provide safe, clear, and efficient pedestrian connections to surrounding transit-oriented development, and ensure that pedestrian linkages are: <ul style="list-style-type: none"> • universally accessible; • utilize paving and landscaping to enhance wayfinding (e.g., to/from the station) and help to direct circulation.
3	Grade changes along pedestrian connections should typically be avoided, or where this is not possible (e.g., due to station function or flood-proofing requirements), any raised grade at the station entry should be tied “seamlessly” into the grade of the surrounding public sidewalk, such that: <ul style="list-style-type: none"> • the entire sidewalk or large portions of it are raised; • the raised sidewalk is integrated with a raised transit plaza and circulation areas along the faces of fronting buildings; • station access is designed to meet the collective needs of all riders, rather than segregating the sidewalk and sidewalk users through the use of narrow and/or indirect ramps.
4	Station entries should be sited in highly visible locations (e.g., along primary vehicular routes and pedestrian corridors).
5	Station areas should be designed to ensure user safety and security by: <ul style="list-style-type: none"> • maintaining clear sightlines between waiting areas and the surrounding community; • providing good lighting; • ensuring alternative escape routes in the case of an emergency; • facilitating natural/casual surveillance (“eyes on the street”) by: <ol style="list-style-type: none"> a) providing grade-level retail at all stations and transit plazas; b) discourage uses at grade in these areas that may turn their backs on the street and other public spaces (e.g., banks, office uses, residential, etc.).
6	Ensure high-quality and welcoming station design by providing: <ul style="list-style-type: none"> • public plazas with community amenities such gathering spaces, information kiosks, public art, and convenience-retail and restaurant uses; • comfortable waiting and gathering areas, both inside and adjacent to the station, which include a variety of comfortable seating types and options (e.g., coffee shops, outdoor dining areas, etc.); • high-quality, durable, well-maintained and detailed materials and finishes; • pedestrian weather protection linking the station with adjacent uses; • noise and wind buffers; • green landscaping; • a coherent design theme reflective of local character.
7	Universal design principles should inform station design.
8	Stations must provide bicycle parking (short and long term) and convenient bike access to and from trains.

Capstan “Artists’ District”

- This plaza, which is situated at the heart of a residential-arts community, is a crossroads and gathering place for neighbours to meet, greet, enjoy a coffee, and do their grocery shopping.
- Key plaza elements include public art, flexible event space, pedestrian-scaled lighting, fixed/movable seating, and fronting ground floor cafes/shops/galleries.

Aberdeen “International District”

- This plaza, which is situated within the Central Business District is at the focus of a high-end international shopping and hotel precinct, and near the waterfront and major cultural facilities.
- Key plaza elements include high-volume circulation spaces, weather protection, bold and festive lighting and public art, and fronting multi-storey retail/restaurant.

Lansdowne “Centre of the Centre”

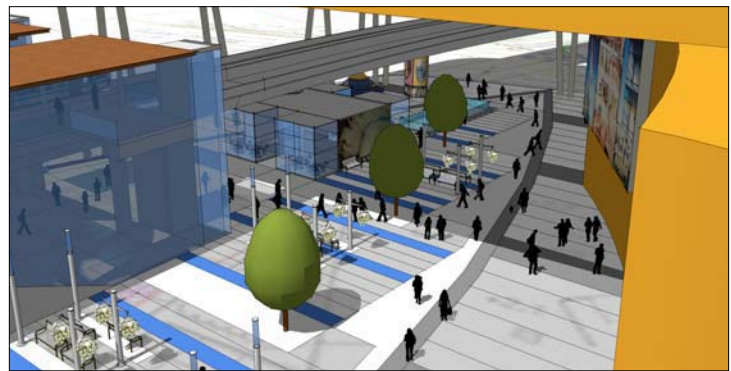
- This plaza, and the major park it forms part of, are important focal points for residents, workers, students, and visitors, providing wayfinding and spaces to gather/relax/celebrate.
- Key plaza/park elements include a large hard/soft surface event space designed for day/night use, public art, green landscaping, and large fronting retail and public buildings.

Brighouse “Civic Heart”

- This plaza, situated at the traditional “heart” of downtown, is part of an important retail “high street” providing specialty and convenience shopping in a high-density, mixed-use setting.
- Key plaza elements include a broad, tree-lined promenade along No. 3 Road and a “town square” with display planting/seating/art and special fixed or temporary features (e.g., carousel).

Transit Plaza Concept

“The transit plaza is the Italian piazza of the 21st century.”



2.10.1(c) Encourage Better Places to Stay & Linger

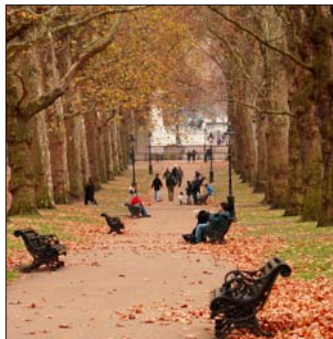
Placemaking can be defined as the act of making exceptional public places through the provision of “outdoor rooms” that support engaging uses, public art, and amenities that attract people and encourage interaction, socialization, serendipity, and a sense of community.

The City Centre’s “Pedestrian-Oriented Retail Precincts” are key areas where people should be encouraged to stay, linger, and, as a result, want to return again and again. Encouraging the development of these special areas as engaging places will rely on their:

- **uses and “retail continuity”**, in other words, the continuity of a substantial amount of ground floor frontages that are attractive, pedestrian-oriented, rich in detail, and engaging;
- **form and character**, including attention to features such as pedestrian weather protection, lighting, signage, public art, seating (both movable and fixed), etc.;
- **programming**, including buskers, street vendors, food, street markets and festivals, banners, and seasonal events and decorations;
- **standards of maintenance**, including durability of materials and design features, cleanliness, upkeep, safety, and personal security.



1. Urban Park



2. Pedestrian Promenade



3. Urban Plaza



4. Civic Plaza



5. Greenway

Placemaking Checklist

1. **Promote a culture of walking** by ensuring continuous high quality sidewalks and amenities.
2. **Promote a culture of cycling** by incorporation high quality amenities, convenient bike racks, and continuous cycle paths or, where traffic is slower, mixed traffic routes that take cyclists all the way to their destinations – not just part way.
3. **Encourage “retail continuity”** at grade fronting public streets, open spaces, and transit plazas.
4. **Provide canopies and shelters** for sun and rain protection.
5. **Promote public art and event and performance venues** – both temporary and permanent, large and small, together with the necessary programming, throughout public areas.
6. **Provide for an integrated suite of high-quality street furnishings** that encourage pedestrians to linger and feel comfortable (e.g., good lighting, public washrooms) and enhances local character.
7. **Incorporate high-quality hard and soft landscaping** – materials, finishes, street trees, boulevard planting (e.g., low hedges where there is no on-street parking, etc.), hanging baskets, etc..
8. **Provide pedestrian-oriented signage and wayfinding** - simple, informative, timeless.
9. **Incorporate the principles of CPTED** (Crime Prevention Through Environmental Design) in all public space design.
10. **Provide for a high standard of maintenance** of both City and private buildings and open spaces, including prompt graffiti removal, frequent litter and recycling collection, adequate newspaper box maintenance, etc.



6. Streetscape



7. Movable Seating



8. Street Market



9. Public Washrooms



10. Maintenance & Furnishings

2.10.1(d) Protect & Enhance Public Views & Vistas

The mountains and water are signature elements of Richmond. Views of these features are prized and are key to people’s perceptions of the quality and liveability of their environment.

Challenge/Opportunity

Richmond enjoys spectacular views of Vancouver, the airport, the North Shore mountains, and Mt. Baker, and is surrounded on all sides by the ocean and Fraser River.

Unfortunately, Richmond’s low elevation and dykes typically prevent views of the water from grade, except along the water’s edge, and its flat topography means that even low-rise buildings can block mountain views.

This situation is not helped by the City Centre’s:

- Current land use pattern and railway corridor, which have cut off much of the downtown area from the river;
- New development that is gradually blocking distant views.

Fortunately, however, the expansion of the City Centre’s street grid, pedestrian links with the riverfront, and new parks and open spaces, will create new opportunities to enjoy distant views and create new landmark views along the riverfront and in the heart of the downtown.

Key Inland Public Views Map



Proposed Strategy

To support the development of an appealing City Centre enhanced by a variety of interesting and attractive public views, it is proposed:

- near the riverfront, raise the grade of development sites, parks, and public streets to reduce the view impediment posed by the dyke;
- maintain view corridors across large public open spaces where land use policy does not permit tall buildings to interfere;
- protect and enhance key street-end riverfront views from the Canada Line and grade-level public spaces by:
 - a) aligning new streets to enhance visual access to the riverfront from key downtown locations (e.g., No. 3 Road);
 - b) encouraging “view cones” on key streets leading to the river by increasing building setbacks by 5 degrees along their lengths (from No. 3 Road or other key locations);
 - c) install “markers” along the riverfront at the ends of view corridors to enhance wayfinding, etc.;
- take advantage of irregularities in the city street grid to create:
 - a) axial views to landmark buildings and features;
 - b) views to distinctive streetscapes;
 - c) “viewpoints” (e.g., public plazas along No. 3 Road);
- protect and enhance views to the Richmond Oval and other “landmark” riverfront locations;
- encourage distinctive “gateway” views (e.g., buildings, features, and bridge treatments) at key entrances to the City Centre;
- require that new development works to protect and enhance public views.

Key Riverfront Landmarks & Street-End Views Map



Richmond Oval View Corridor

Waterfront views of the Richmond Oval should be protected as surrounding development proceeds.

1. **Cambie Road** – Views to the Oval will not be significantly impacted by future development



2. **Middle Arm Park** – Existing trees and the Dinsmore Bridge block views to the Oval and preclude this as a viable view corridor



3. **Dinsmore Bridge** – This important “gateway” view should be protected as lands develop between it and the Oval



4. **No. 2 Road Bridge** – This key “gateway” will not be impacted by future development



Richmond Oval View Corridor Map



Protecting Views from Dinsmore Bridge

- Building height within the Oval view corridor should be no greater than 3 storeys and may be required to be lower, pending the outcome of a site-specific view analysis to be prepared by the developer of the affected site, to the satisfaction of the City, and considered as part of Richmond’s standard development review processes.
- View corridor protection may also affect the form and character of buildings near the protected area, such that adjacent buildings “frame” and enhance this landmark view to the Oval.

2.10.1(e) Encourage Human-Scaled Development

A city’s skyline is an expression of its community and a defining image of how that community wants to be seen and sees itself.

Challenge/Opportunity

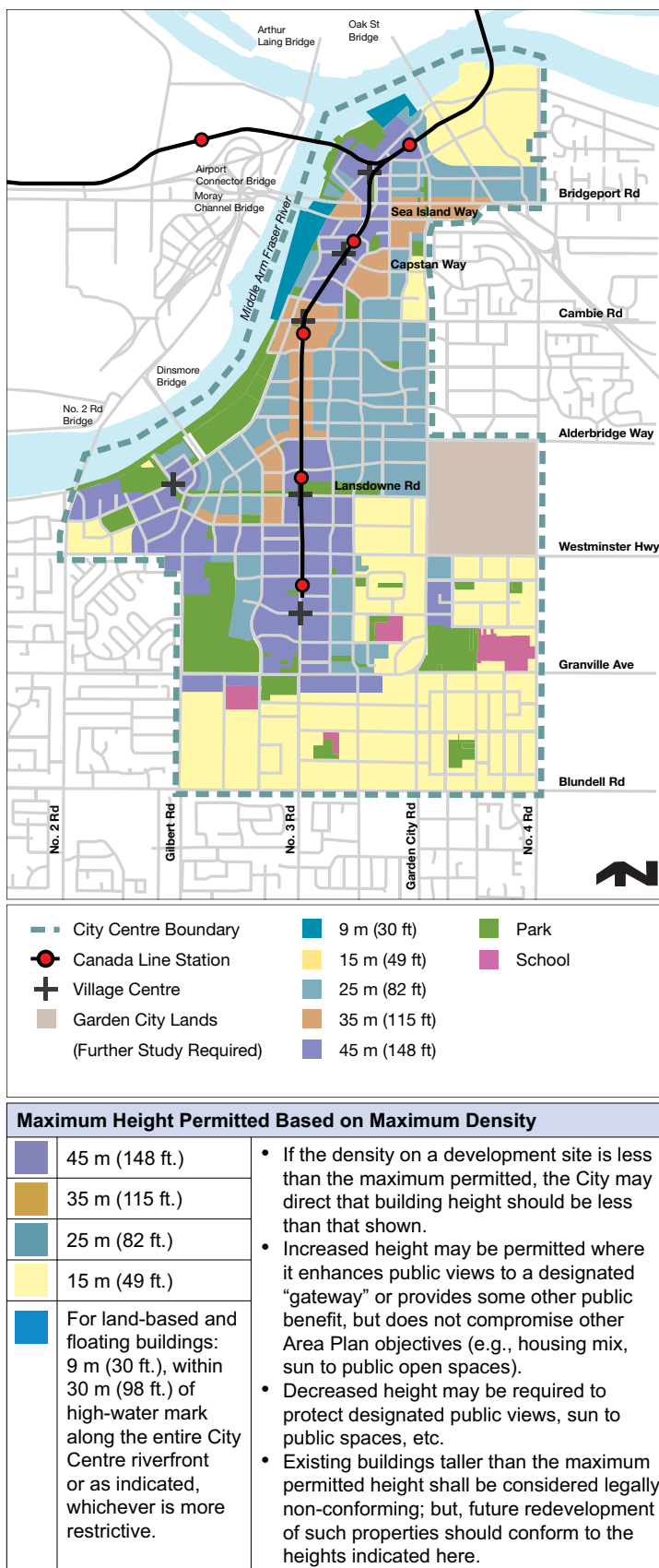
Transport Canada regulations generally restrict the maximum permitted height of buildings in the City Centre to 47 m (154 ft.) geodetic (or lower in areas affected by landing and take-off operations). This height is adequate for the City Centre’s higher density buildings, but is considered low in a region that prizes views and equates better views with taller buildings. This push to maximize height, together with Richmond’s topography, is “flattening” the City Centre’s high-rise skyline and creating an unappealing appearance.

This issue may be addressed in part with possible increases in building height, but it could take several years of study to determine if this is possible – and this will not be a solution if the result is simply a “flat top” at a higher elevation.

In addition, it is important to recognize that tall buildings can also present drawbacks, such as:

- less ability for residents to recognize people on the street, thus, reducing their sense of belonging and personal security;
- more shading of public spaces and blocked views (e.g., reducing building height towards the water and mountains can enhance private views from buildings set far back from the river);
- a more anonymous public realm.

Maximum Building Height Map



Proposed Strategy

To support the development of an appealing City Centre skyline, a strategy is proposed aimed at:

- **maintaining large low-rise areas** around the perimeter of the City Centre, as per Area Plan objectives for lower-density development, a public waterfront, and a good “fit” with neighbouring areas outside the City Centre;
- **encouraging new mid-rise forms** supportive of Area Plan objectives for transit-oriented development, housing diversity, urban office uses, and distinctive, pedestrian-scaled, urban neighbourhoods – including the riverfront;
- **limiting the extent of the City Centre’s tall buildings** to its proposed Village Centres and traditional Westminster Highway and No. 3 Road spines to:
 - visually reinforce key hubs;
 - accommodate higher density development;
 - create an irregularly-shaped area of tall buildings to lessen the visual impact of their consistent height;
- **investigating options with YVR and Transport Canada for towers greater than 45 m (148 ft.)** in the **Lansdowne and Brighouse Village Centres**, where this might:
 - reinforce the prominence of these Village Centres;
 - help to accommodate their higher permitted densities;
 - encourage architectural excellence;
 - provide community benefits and amenities;
- **“taming tall buildings”** by considering how they:
 - meet the ground;
 - are spaced;
 - are sculpted.

Low-Rise: 9-15 m (30-49 ft.) Maximum



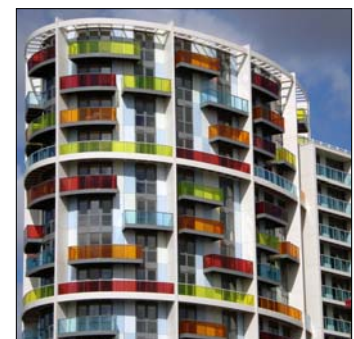
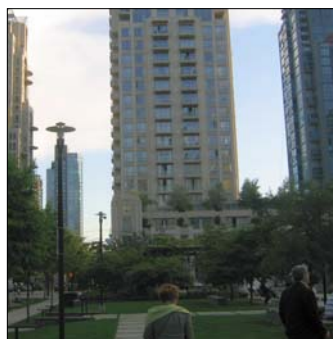
Typically low-density, 2-4 storey townhouses, light industry, and commercial development near the perimeter of the City Centre and near the river. Roof treatments should take into account views from taller buildings, bridges, and the Canada Line. Tar and gravel roofs are discouraged.

Mid-Rise: 25 m (82 ft.) Maximum



Typically medium-density, 4-8 storey apartment, office, and mixed office-retail buildings built around large, landscaped courtyards situated either at finished grade or the roof of the parking podium.

High-Rise: 35-45 m (115-148 ft.) Maximum



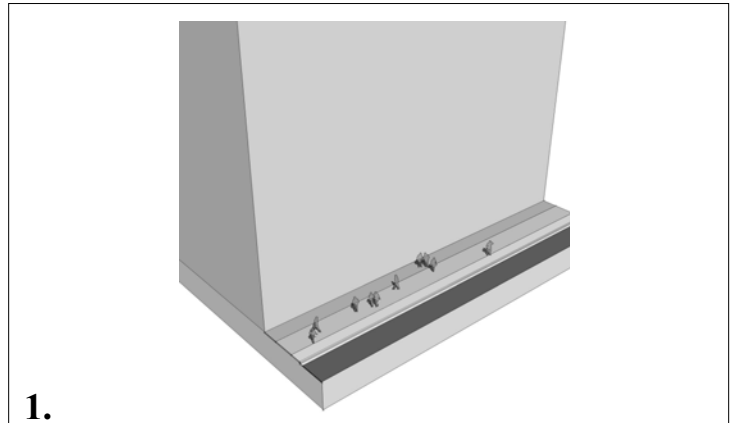
Typically high-density, mixed-use, Village Centre development incorporating landscaped podium roofs and varied tower forms and roof top treatments. Sculpting of upper tower floors is encouraged.

High-Rise: Over 45 m (148 ft.) – Detailed Study Required

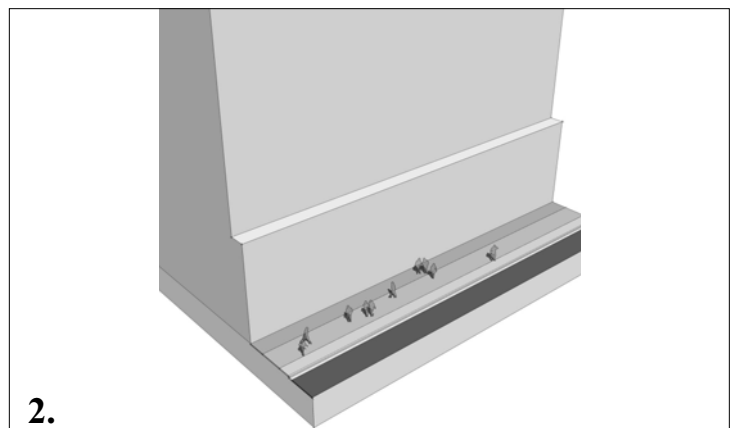
Increased building heights may be considered in the Lansdowne and Brighouse Village Centres. (Maximum height yet to be determined.)

“Taming Tall Buildings”: Part 1 How Buildings Meet the Ground

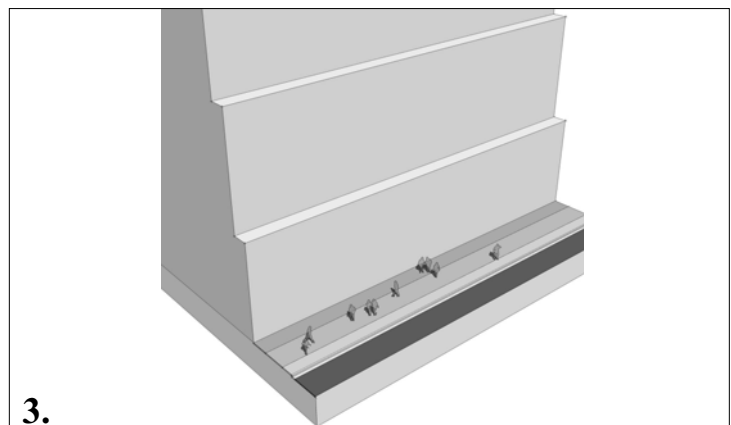
Towers (i.e., buildings greater than 25 m (82 ft.)) are a basic building block of a contemporary, urban centre, but their form and scale can work counter to the establishment of an attractive, comfortable, pedestrian-oriented environment. This can in part be addressed with some fundamental design principles that consider how towers – and other buildings too – meet the ground.



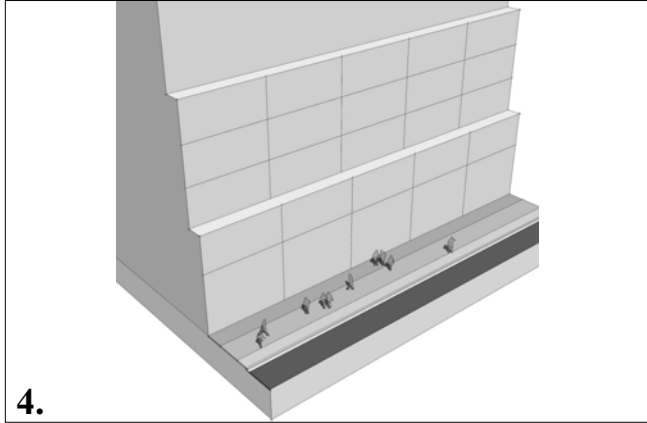
Buildings should be aligned with the sidewalk, and lobbies and building entries should be oriented toward the primary sidewalk frontage.



Building elements higher than 3 storeys should be stepped back a minimum of 1.5 m (5 ft.) from the building frontage.



Building elements higher than 5 storeys should be stepped back a minimum of 3 m (10 ft.) from the building frontage.



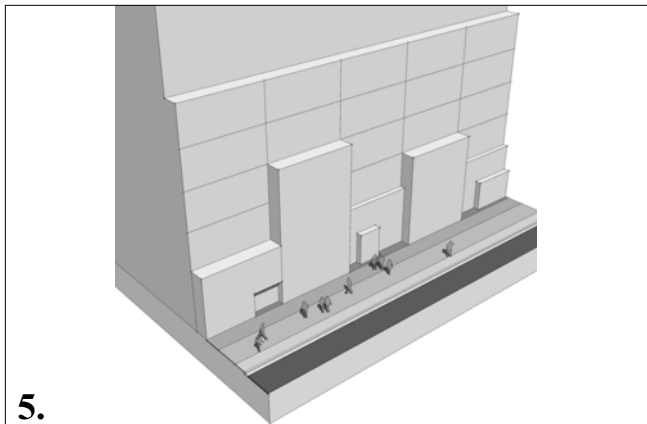
4.

Use small unit frontages (10 m/33 ft. maximum) to create visual interest and help impart a “human scale” along the streetscape. Screen large tenant frontages (e.g., large format stores, residential amenity spaces, etc.) with smaller units or locate them above the ground floor.



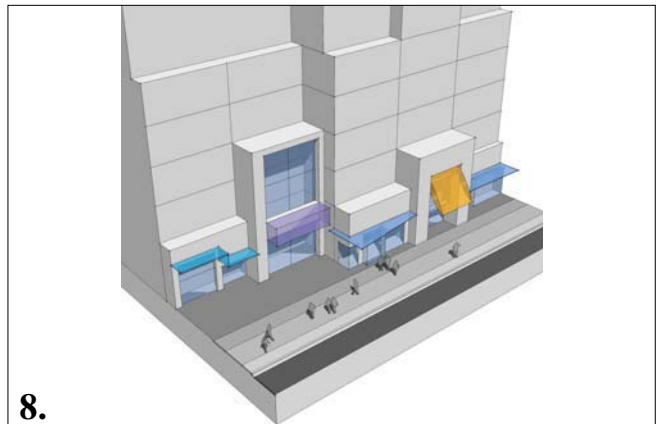
7.

Enhance the public-private interface with substantial areas of clear glazing at the ground floor (e.g., a minimum of 70% along commercial frontages), and ensure that views are not merely into display windows or other uninhabited spaces. (Ensure residential privacy via changes in grade and landscaping.)



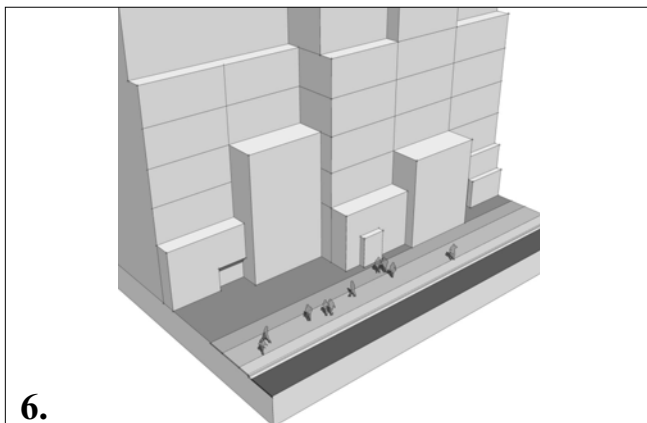
5.

Further articulate building faces vertically and horizontally (e.g., punched windows, changes in materials, setbacks, projections, etc.) to visually break up large walls.



8.

Provide continuous pedestrian weather protection along commercial building frontages, wherever possible.



6.

Increase building setbacks in some areas to create usable plazas, display gardens, front yards, etc.



9.

In Pedestrian-Oriented Retail Precincts, frontages should be dedicated to pedestrian-oriented retail, personal services, restaurants, and outdoor cafes.

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

Richmond’s OCP encourages a maximum tower floorplate size of 600 m² (6,459 ft²) 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:

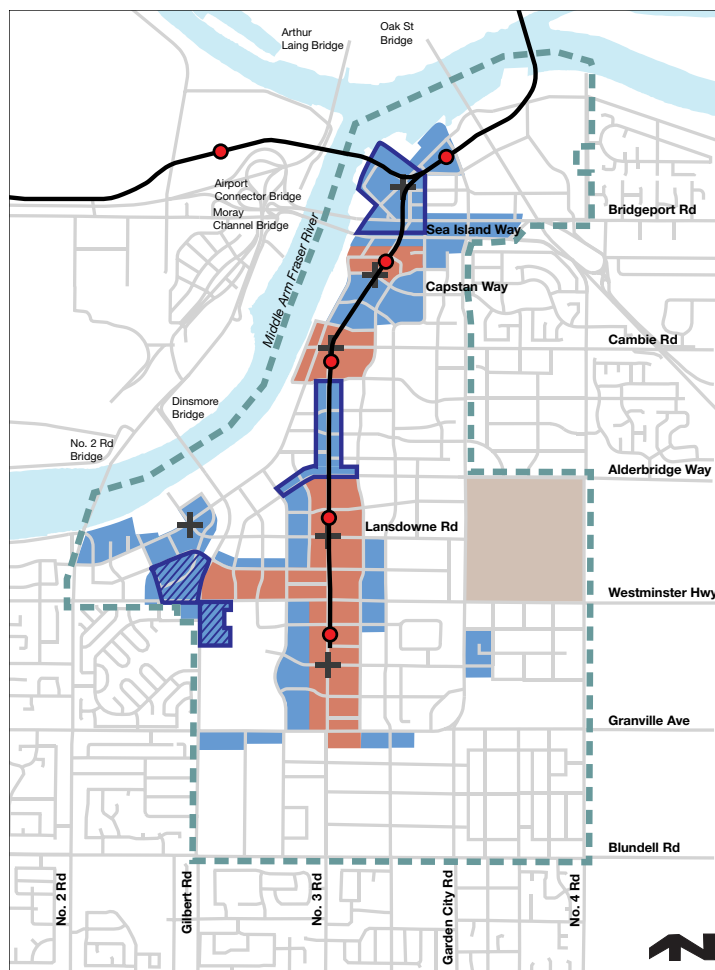
- larger floorplates that better reflect actual City Centre residential development practices (i.e., typically 650 m² (6,997 ft²)) and anticipated non-residential market needs;
- larger gaps between towers in some areas to reduce private view blockage, sunlight blockage, and the impression of a “wall” 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 m² (1 ac.);
 - b) For 3 FAR or more: 2,500 m² (0.6 ac.).

Tower Spacing & Floorplate Size Map



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

Tower Spacing: Typical Minimum Building Spacing Above 25 m (82 ft.)*	
	24 m (79 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: Maximum Floorplate Size Above 25 m (82 ft.)	
	For office: 1,800 m ² (19,376 ft ²) For other uses: 650 m ² (6,997 ft ²)
	For hospital: 1,800 m ² (19,376 ft ²) For other uses: 650 m ² (6,997 ft ²)
Elsewhere	650 m ² (6,997 ft ²)

“Taming Tall Buildings”: Part 3 Encouraging Varied & Sculpted Tower Forms

High-density, high-rise buildings can take many forms, but in Richmond’s City Centre these options are limited by the city’s airport-related height restrictions and high water table (which discourages conventional, multi-storey underground parking).

The City Centre’s predominant high-rise form is a point tower with a parking podium wrapped in street-fronting, non-parking uses (e.g., townhouses). And, while this form has merit (e.g., landscaped podium roofs, buildings set close to the street):

- its repetitive use is making Richmond’s downtown less visually interesting;
- its towers can appear squat;
- it is contributing to the City Centre’s “flat top” – which is reinforced by a lack of significant building articulation (e.g., “sculpting”) in the upper portion of the towers.

Strategies for Tall Buildings



1. Underground Parking
Reduce bulk and enhance design flexibility by raising the finished grade to conceal parking.



2. Stepped Skyline
Vary building height across the City Centre and on multiple-tower sites.



3. Strong Horizontal Expression
Encourage a “Richmond” look with strong horizontal lines and massing.



4. A “West Coast” Look
Generous balconies, natural materials, and other features complement a horizontal expression and project a “casual-sophisticated” urban image.



5. A “Garden City”
Generous planting on roofs, walls, and grade-level spaces make urban buildings attractive and welcoming.



6. “Green” Design
Sustainable design is intelligent design that presents a progressive image and innovative ways to achieve high standards of livability.



7. Slim Tower Profiles
Strategic use of strong vertical expressions can create the impression of taller, slimmer towers.



8. Distinctive Roof Forms
Strong tower rooflines, integrated appurtenances, and complementary lower-level forms create an attractive, cohesive image.

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.

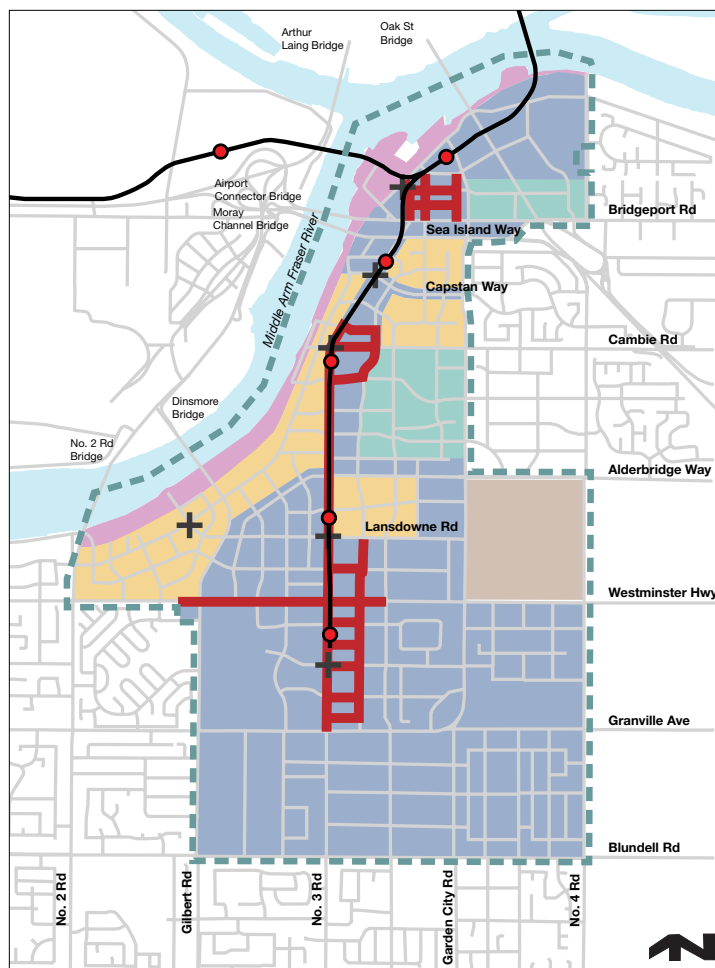
Challenge/Opportunity

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	
	Riverfront <ul style="list-style-type: none"> • Parks & Streets: 4 m (13.1 ft.) (i.e., dyke crest). • Habitable Floor & Street Elevation: 4 m (13 ft.).
	Major Redevelopment Areas <ul style="list-style-type: none"> • Parks & Streets: 2.6 m (8.5 ft.). • Habitable Floor Elevation: 2.9 m (9.5 ft.) minimum.
	Key Retail Exempt Areas <ul style="list-style-type: none"> • Parks & Streets: Existing grade maintained • Street-Fronting Commercial Habitable Floor Elevation: 0.3 m (1.0 ft.) above the crown of the fronting street. • Residential Habitable Floor Elevation: 2.9 m (9.5 ft.).
	Industrial Exempt Areas <ul style="list-style-type: none"> • Parks & Streets: Existing grade maintained. • Industrial Habitable Floor Elevation: 0.3 m (1.0 ft.) above the crown of the fronting street. • Non-Industrial Habitable Floor Elevation: 2.9 m (9.5 ft.).
	General <ul style="list-style-type: none"> • Parks & Streets: Existing grade maintained, but may be raised where this is feasible and it enhances livability, form of development, etc. • Habitable Floor Elevation: 2.9 m (9.5 ft.).

Alternative Frontage Treatments

The Plan proposed six generic frontage treatment types that may be applied in the City Centre.

Application

Some types, such as “Shopfront & Awning”, are intended for a specific type of application; while others, such as “Stoops & Porches”, may be adapted to both residential and non-residential settings. Furthermore, some types may be best suited to special development conditions, such as “Terraced Units”, which is adaptable to the incremental development of small commercial frontages, or “Dual Walkways & Stramps”, which can accommodate large pedestrian volumes (both walking and sitting) and is intended for high-density, pedestrian-oriented retail locations on major streets and thoroughfares (e.g., No. 3 Road).

Interpretation

Note that the interpretation of the various frontage treatment types may vary with land use. For example, a “Lawn & Garden” frontage in a lower-density residential area may take the form of a series of small private yards with picket fences, while in an industrial area it may simply be an open lawn and display planting.

Street-Oriented Dwelling Units

Throughout the City Centre, regardless of frontage treatment, dwellings with individual unit entries oriented to fronting public streets and spaces (including mid-block linkages) should be the typical form of development along all site frontages where residential uses are on the ground floor.

Concealing Parking Below Grade

If parking is set below finished grade, but above the crown of the fronting street or open space, it may project into the building setback, provided that this does not compromise the appearance or accessibility of the frontage and enhances local character and livability.

Typical Preferred Frontage Treatments

Alternative Frontage Treatments	Pedestrian-Oriented Retail Precincts		General Non-Residential	General Residential
	“High Streets”	“Secondary Retail Streets”		
A. Shopfront & Awning	Yes (Preferred)	Yes	Yes	
B. Dual Walkway & Stramp	Yes	Yes		
C. Terraced Units	Yes (Generally limited to Bridgeport)	Yes	Yes	Yes
D. Landscape Ramp & Terrace		Yes	Yes	Yes
E. Stoops & Porches			Yes	Yes
F. Lawn & Garden			Yes	Yes

Alternative Frontage Treatments

A. Shopfront & Awning

- The public sidewalk extends to the building face.
- Building entries are a maximum of 0.3 m (1 ft.) above the crown of the fronting street and are typically close to the sidewalk.
- The façade incorporates substantial glazing in the form of shop windows.
- Pedestrian weather protection is provided along the building face.



B. Dual Walkway & Stramp

- The public sidewalk extends to the building face.
- Building entries are a maximum of 1.5 m (5 ft.) above the crown of the fronting street and are set close to the upper walkway.
- The façade incorporates substantial glazing in the form of shop windows.
- The stair/ramp design may be varied to provide for street trees, planting, water features, seating, outdoor dining, etc.
- Continuous pedestrian weather protection is provided along most of the length of the building face.



C. Terraced Units

- The public sidewalk extends to some combination of building face, terraces, courtyards, etc.
- Building entries are a maximum of 1.5 m (5 ft.) above the crown of the fronting street and are set back from the sidewalk to accommodate a variety of stairs, ramps, terraces, etc.
- The façade incorporates substantial glazing (e.g., shop windows) designed to enhance the relationship of the raised commercial units with the sidewalk.
- Where possible, weather protection shelters the sidewalk.



Alternative Frontage Conditions

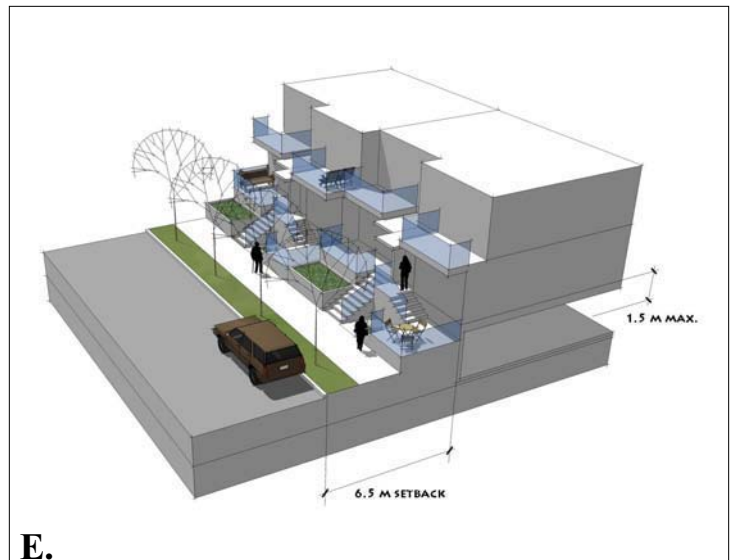
D. Landscaped Ramp & Terrace

- Most typical of office or hotel in medium- to high-density non-residential and mixed-use areas with moderate pedestrian volumes.
- The public sidewalk extends to the ramp/stairs.
- Building entries are a maximum of 1.5 m (5 ft.) above the crown of the fronting street and are set close to the terrace.
- Terraces on adjacent properties should provide for continuous public movement.
- The façade at the terrace level incorporates substantial glazing (e.g., shop or restaurant windows, building or hotel lobbies, galleries, etc.).
- Weather protection at entries.



E. Stoops & Porches

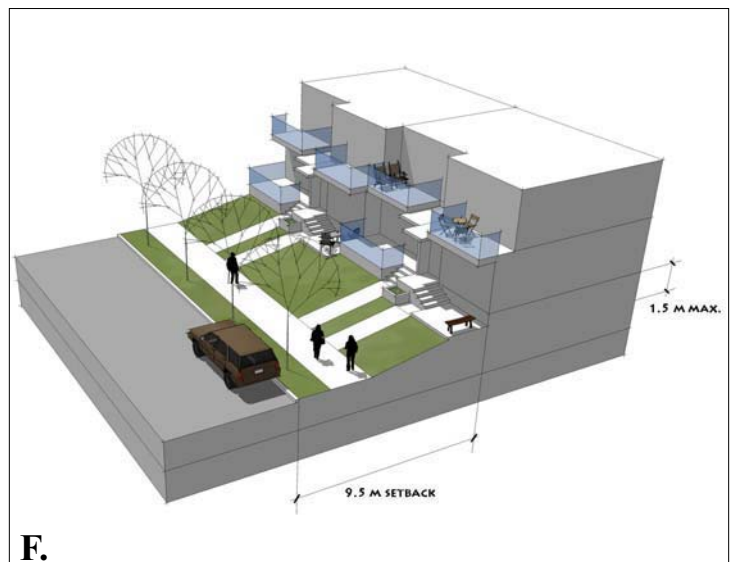
- Most typical of residential uses.
- Building entries are typically at 0.6-1.5 m (2-5 ft.) above the crown of the fronting street and are reached by an exterior stair.
- Where the façade is set back less than 6 m (20 ft.) from the public sidewalk, the front yard is typically set 0.6-0.9 m (2-3 ft.) above the crown of the street.



- Landscaping of the front yard should enhance the pedestrian enjoyment of the sidewalk and accommodate the needs of the building's tenants.

F. Lawn & Garden

- The façade is setback a minimum of 6 m (20 ft.) from the public sidewalk.
- The front yard is graded to allow pedestrian access to the building with minimal use of stairs or ramps.
- Landscaping of the front yard should enhance the public realm and meet the needs of building tenants.
- Weather protection at entries.



2.10.2(c) SIGNAGE

Signage makes an urban area livable. It keeps you safe, it helps you find your way, and it tells you what’s around you. Signage is everywhere in the public realm, but it is not always attractive or effective and is often an overlooked aspect of city design.

Challenges/Opportunities

For the most part, Richmond’s signage bylaw effectively directs the amount, form, and location of residential and business signage. However, as the City Centre grows and becomes more pedestrian-oriented, the design and nature of some of the downtown’s signage will likewise need to change in order that it can better:

- address the needs of the City Centre’s increasing number of visitors – many of whom will arrive via the Canada Line and be on foot rather than in a car;
- “fit” with higher-density, urban forms and functions;
- play a “feature” role in the character of key locations.

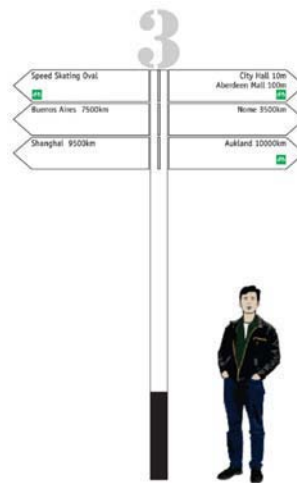
Proposed Strategy

Three key strategies are proposed to address signage in the City Centre:

- **Development Review:**
through Richmond’s standard development review processes, include signage in the consideration of form and character, and work to ensure that it is an integral and attractive part of project design;
- **Wayfinding:**
enhance wayfinding through its incorporation in the design of key public areas (e.g., Canada Line, riverfront, Richmond Oval, etc.);

Wayfinding Signage:

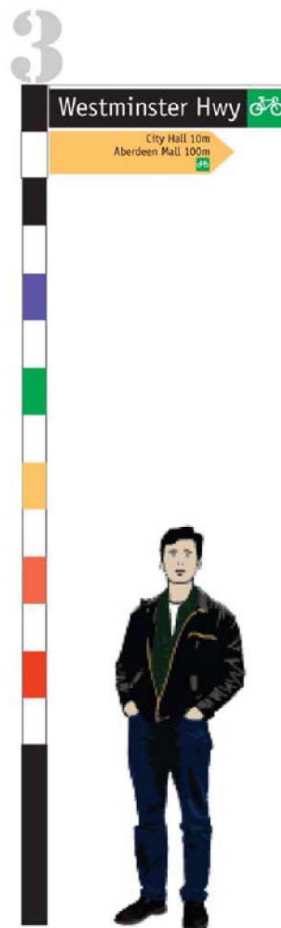
Proposed Strategy for No. 3 Road



As part of the No. 3 Road Streetscape Study, undertaken by Richmond in connection with Canada Line design and construction, a strategy for wayfinding signage has been proposed.

This strategy provides for a distinctive family of street name and directional/distance signage providing information about nearby cross streets and key civic destinations, such as City Hall. In addition, at each Canada Line station plaza, a larger wayfinding sign indicates points of interest further afield, including major international cities.

Each sign post is marked with a series of coloured bands and topped with a whimsical “3” finial cap to reinforce the importance of No. 3 Road as a key corridor and present a unique, engaging, and pedestrian-friendly image.



• **Village Design**

prepare design guidelines, including commercial and public realm signage and related features, for the Aberdeen and Bridgeport Village retail-arts-entertainment nodes to support their development as unique, vibrant, and high-quality urban environments.

Options to be considered will include ones that:

- a) build on the roles of these areas as centres for shopping, the arts, and nightlife;
- b) create a contemporary, fun, pedestrian-oriented, urban image;
- c) depart from the suburban, automobile-oriented image characteristic of these areas today.

**Potential “Signature” Signage Options:
Aberdeen & Bridgeport Village**



2.10.3(d) Encourage Crime Prevention Through Environmental Design (CPTED)

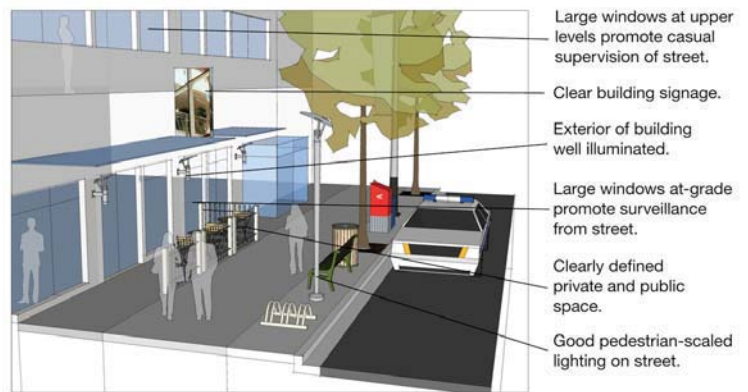
The physical layout and design of a community can contribute to the safety and security of its residents, workers, and visitors. Designing for safety is particularly important near transit stops – including the Canada Line – and other locations where citizens may be required to wait during evening hours.

Key Principles of CPTED

CPTED techniques should be considered at all stages of community development and are aimed at enhancing peace of mind and reducing the potential for improper behaviour, undesirable users, and random crime by:

- creating “defensible” spaces with clearly visible public/private boundaries and transition areas;
- reducing blind spots, providing adequate pedestrian-oriented lighting, and encouraging “eyes on the street”;
- locating public gathering spaces where they will complement adjacent uses and attract a diversity of users throughout the day and night;
- encouraging a sense of ownership towards the public realm by nearby residents and workers;
- taking advantage of natural boundaries and features to enhance the effectiveness of other CPTED measures, create a better “fit” with the community, and reduce security costs.

Application of CPTED Principles



3.0 Development Permit Guidelines

3.1 General Guidelines

3.2 Character Area Guidelines

3.3 Special Conditions

See Schedule 1, the Official Community Plan, for the Application and Intent, and various Development Permit Guidelines applicable to the City Centre Area Plan.

Additional Development Permit Guidelines may be added to the City Centre Area Plan in the future.

VISION MANDATE:

To ensure that the *City Centre Area Plan (CCAP)* develops in an orderly, sustainable and financially sound manner:

- **“Build Community”**: Ensure that the necessary infrastructure and community amenities are in place to service the City Centre;
- **“Build Green”**: Utilize sustainable practices as part of the implementation and phasing strategies;
- **“Build Economic Vitality”**: Ensure that the cost of implementing the City Centre Area Plan is reasonable for both the City and development community;
- **“Build a Legacy”**: Provide certainty and clarity in planning for growth in the City Centre to the year 2031 and to the ultimate build-out in the year 2100.

4.0 Implementation & Phasing Strategies

ISSUE:

A detailed *CCAP Implementation Strategy* has been prepared identifying the roles, responsibilities and resources of the City and development community.

The CCAP Implementation Strategy:

- considered the transportation, utilities, parks, community facilities and amenities needed to support development in the City Centre;
- determined how the transportation, utilities (water, sanitary, drainage) and parkland acquisition & improvements will be financed;
- identified how density bonusing would be used to provide for affordable housing, child care and other amenities;
- established a financing strategy for development in the City Centre to the year 2031;
- identified the preferred development areas in the City Centre.

This section of the *CCAP* incorporates the highlights of the *CCAP Implementation Strategy*. It purposely does not include specific financial figures. The reason for this is that once the *CCAP* is adopted by Council, it can only be amended or updated by a bylaw.

It is recognized that the *CCAP Implementation Strategy* will need to be reviewed periodically. Such reviews are necessary to ensure that costs are accurate and to accommodate items that were not fully accounted for when the *CCAP* was adopted (e.g., financing of community facilities and libraries in the City Centre).

Future reviews of the *CCAP Implementation Strategy* and this section of the *CCAP* will coincide with City initiatives, such as the triple bottom line towards community sustainability, servicing priorities, capital works programs, budgets and other matters.

The *CCAP Implementation Strategy* identified a range of tools available to the City to finance growth.

The tools being used to finance growth in the City Centre include development cost charges (DCCs), works and services, utility charges and reserves, density bonusing, phased development agreements and general revenues.

OBJECTIVES:

Effective Implementation & Phasing

Coordinate and facilitate the development of the City Centre through an effective implementation & phasing strategy.

Development-Led Approach

Follow a development-led approach to provide transportation improvements, utility upgrades (water, sanitary sewer, storm drainage), parkland acquisition and development, affordable housing, child care and community facilities, and community planning costs recovery in the City Centre.

Bylaw Coordination

Coordinate and adopt the necessary bylaws needed to implement the CCAP (e.g., proposed new DCC Bylaw; parking reduction in the Zoning and Development Bylaw).

POLICIES	
4.1 Implementation Strategy	
a)	Financing Options The City will use tools such as development cost charges (DCCs), works and services, utility charges and reserves, density bonusing, phased development agreements and general revenues to finance development in the City Centre.
b)	Growth Related Costs – DCC Items All significant growth related costs (i.e., transportation, water, sanitary sewer, storm drainage, parkland acquisition, parkland development) will be financed through the City-Wide DCC Program.
c)	Non-Growth Related Costs – Works and Services Non-growth related costs (e.g., sanitary sewer and storm drainage upgrades not on the City-Wide DCC Program) will be financed through a combination of works and services (where possible) and utility charges or reserves.
d)	Transportation Improvements and Utility Upgrades on the DCC Program Where specific transportation improvements and utility upgrades are on the City-Wide DCC Program, developers will be eligible for DCC credits or rebates and DCC front ender agreements for the cost of the land and the construction costs, but only to the maximum extent of the transportation and utility cost in the City-Wide DCC Program and the maximum extent of their transportation and utility DCC payment to the City-Wide DCC Program.
e)	Transportation Improvements and Utility Upgrades not on the DCC Program Where specific transportation improvements and utility upgrades are not in the City-Wide DCC Program but they are required for and service new development, developers will be required to construct all necessary works and services to the required standards at their sole cost under a standard servicing agreement.
f)	Works and Services - Developer and City Responsibility Developers will be responsible for financing any required works and services. The City will consider the range of tools permitted under the Local Government Act to help developers recover the cost of works and services (e.g., a development works agreement with the City; private agreements amongst the developers).
g)	Timing of Transportation Improvements and Utility Upgrades The financing arrangements for transportation improvements and utility upgrades should be in place prior to rezoning approval. The actual transportation improvements and utility upgrades must be completed under a servicing agreement as a condition of occupancy permit approval.
h)	Up Front Funding for the Capstan Canada Line Station New zoning will not be put in place in the Capstan Village area until funding for the Capstan Canada Line Station has been secured to the satisfaction of the City.
i)	Developer Pay Back Mechanism for the Capstan Station The City may ask the Province to grant it special powers so that it can pay back an individual developer or group of developers who provide the up front funding for the Capstan Canada Line Station from other development in the Capstan Village area (e.g., include transit improvements in the DCC Program or as being eligible for a development works agreement).
j)	Major Thoroughfares, Major Streets and Minor Streets These streets are to be dedicated and their alignment should be considered fixed as per the Plan, except that in the case of Minor Streets, the City may determine that this can be varied, provided that the alternative alignment and/or means of securing a designated Minor Street for public use results in a specific benefit to the community and a situation that the City considers to be equal or superior to what would otherwise have been achievable under the Plan with regard to: <ul style="list-style-type: none"> • the intended transportation functions of the street and related mobility and access networks; • costs, risks, and liability incurred by the City; • the form of development on the affected development site and its neighbours.
k)	Lanes and Mews The alignment, the means by which these routes will be secured for public use, and the nature of that use (e.g., vehicles, pedestrians, bicycles, parking, loading, other public uses) will be determined, to the satisfaction of the City, through Richmond’s development review process.
l)	Park and Open Space on the DCC Program Where specific parkland acquisition and parkland development are in the City-Wide DCC Program, developers will be eligible for DCC credits or rebates if they have given land for park or constructed the park improvements, but only to the maximum extent of the park costs in the City-Wide DCC Program and the maximum extent of their parkland acquisition and development DCC payments to the City-Wide DCC Program.
m)	Park and Open Space not on the DCC Program Where specific park and open space are not on the City-Wide DCC Program, developers will be required to: <ul style="list-style-type: none"> • provide a right-of-way to secure the park and open space as privately owned publicly accessible areas (POPAs) as part of the development approval process; or • acquire the parkland and develop the parkland, or contribute to the acquisition and development of all or a portion of the parkland, in order to advance their development and that particular park and open space ahead of the City’s DCC Program.

n)	<p>Density Bonusing – Affordable Housing In accordance with the Richmond Affordable Housing Strategy, the following density bonusing approach will be used for rezoning applications in the City Centre:</p> <ul style="list-style-type: none"> apartment and mixed use developments involving more than 80 residential units are to make available at least 5% of their total residential building area (or a minimum of 4 residential units) for affordable low end market rental housing; all townhouse developments and apartment or mixed use developments involving 80 or less residential units are to provide a cash contribution for affordable housing (currently \$2 per square foot for townhouse developments and \$4 per square foot for apartment or mixed use developments); single-family residential developments are to include an affordable low end market rental secondary suite or coach house on at least 50% of any lots being rezoned and subdivided or to provide a cash contribution for affordable housing (proposed to be \$1 per square foot for all new single-family residences).
o)	<p>Density Bonusing – Child Care In addition to providing affordable housing, the density bonusing approach will be used to obtain child care as an amenity from rezoning applications in the following areas of the City Centre: Urban Core Transect (T6 area):</p> <ul style="list-style-type: none"> 1% of the total residential building area for child care space; or a cash contribution to the child care reserve fund (e.g., \$0.80 per total square foot). <p>Village Centre Bonus Map areas where aircraft noise sensitive land uses are not prohibited:</p> <ul style="list-style-type: none"> 5% of the additional 1.0 FAR permitted for non-residential uses for child care space; or a cash contribution to the child care reserve fund (e.g., \$4 per total square foot).
p)	<p>Density Bonusing - Community Facility Instead Of Child Care In certain instances, the provision of child care space may not be the top priority. Staff will identify circumstances where the density bonusing approach should be used for community facilities (e.g., community centres, libraries) rather than child care. Council will approve any such arrangements. This being the case, the density bonusing approach will be used to obtain community facilities from rezoning applications in the following areas of the City Centre: Village Centre Bonus Map areas where aircraft noise sensitive land uses are not prohibited:</p> <ul style="list-style-type: none"> 5% of the additional 1.0 FAR permitted for non-residential uses for community facility space; or a cash contribution to the leisure statutory reserve fund (e.g., \$4 per total square foot).
q)	<p>Density Bonusing – Community Benefit Items The density bonusing approach will be used to obtain items that benefit both the developer and the City besides affordable housing, child care or community facilities from rezoning applications in the following areas of the City Centre: Village Centre Bonus Map areas where aircraft noise sensitive land uses are prohibited:</p> <ul style="list-style-type: none"> 5% of the additional 1.0 FAR permitted for non-residential uses for the benefit of both the City and the developer (e.g., artist studios; heritage initiatives; etc.).
r)	<p>No Density Bonusing for Public Art Public art will continue to be a voluntary program and will not be obtained through the density bonusing approach in the City Centre.</p>
s)	<p>Downtown Commercial District (C7) Variances to reduce the parking requirements in the Downtown Commercial District (C7) zone will be considered on a case-by-case basis by Council and will be reviewed in light of the various CCAP policies.</p>
t)	<p>Community Planning The City may use the negotiation of phased development agreements to obtain funds to assist with its community planning program (e.g., \$0.25 per square foot of total net building area in the City Centre).</p>
<p>4.2 Phasing Strategy</p>	
a)	<p>Planning and Development Priorities The <i>CCAP Implementation Strategy</i> also identified guiding principles for phasing growth. Based on these principles, the fundamental planning and development priorities for the City Centre include the:</p> <ul style="list-style-type: none"> establishment of high-density transit villages; enhancement of the waterfront; establishment of important transportation and utility improvements; acquisition of well-located, highly used public parks and community facilities.
b)	<p>Additional Studies and Periodic Updates The CCAP identifies a wide range of additional studies and periodic updates. Each City department will be responsible for leading and undertaking their studies and updates, and seek Council approval and funding to do so. Council will review and, if acceptable, approve study and update findings, and any required implementation funding. Such initiatives are subject to corporate priorities and approved budgets.</p>
c)	<p>Encourage Development within 200 m (656 ft.) of Village Centres Encourage subdivision, rezoning, development permit and building permit applications to facilitate development within 200 m (656 ft.) of the six Village Centres in the CCAP.</p>
e)	<p>Significant Land Acquisitions The City will acquire strategic land parcels early in the development of the CCAP for the provision of future parks and/or community facilities in order to reduce the impact of rising land costs in the City Centre. This may require an aggressive monetary borrowing plan to achieve substantive results and may require a referendum to obtain public assent.</p>
e)	<p>Prioritize the DCC Program Prioritize the DCC program to focus attention on ensuring that any municipal funding in support of City Centre DCC projects is in place as development occurs.</p>

4.1.1 Transportation

The City Centre Transportation Plan (CCTP) Implementation Strategy costs out the various transportation improvements needed to achieve the vision of “sustainable mobility for a livable, appealing and viable downtown”.

The transportation improvements being proposed include roads, sidewalks, cycling lanes, greenways, pedestrian/cyclist crossing enhancements and traffic signal improvements.

The majority of the transportation improvements are required to service development and should be completed by the year 2031 when a residential population of 90,000 people is projected for the City Centre.

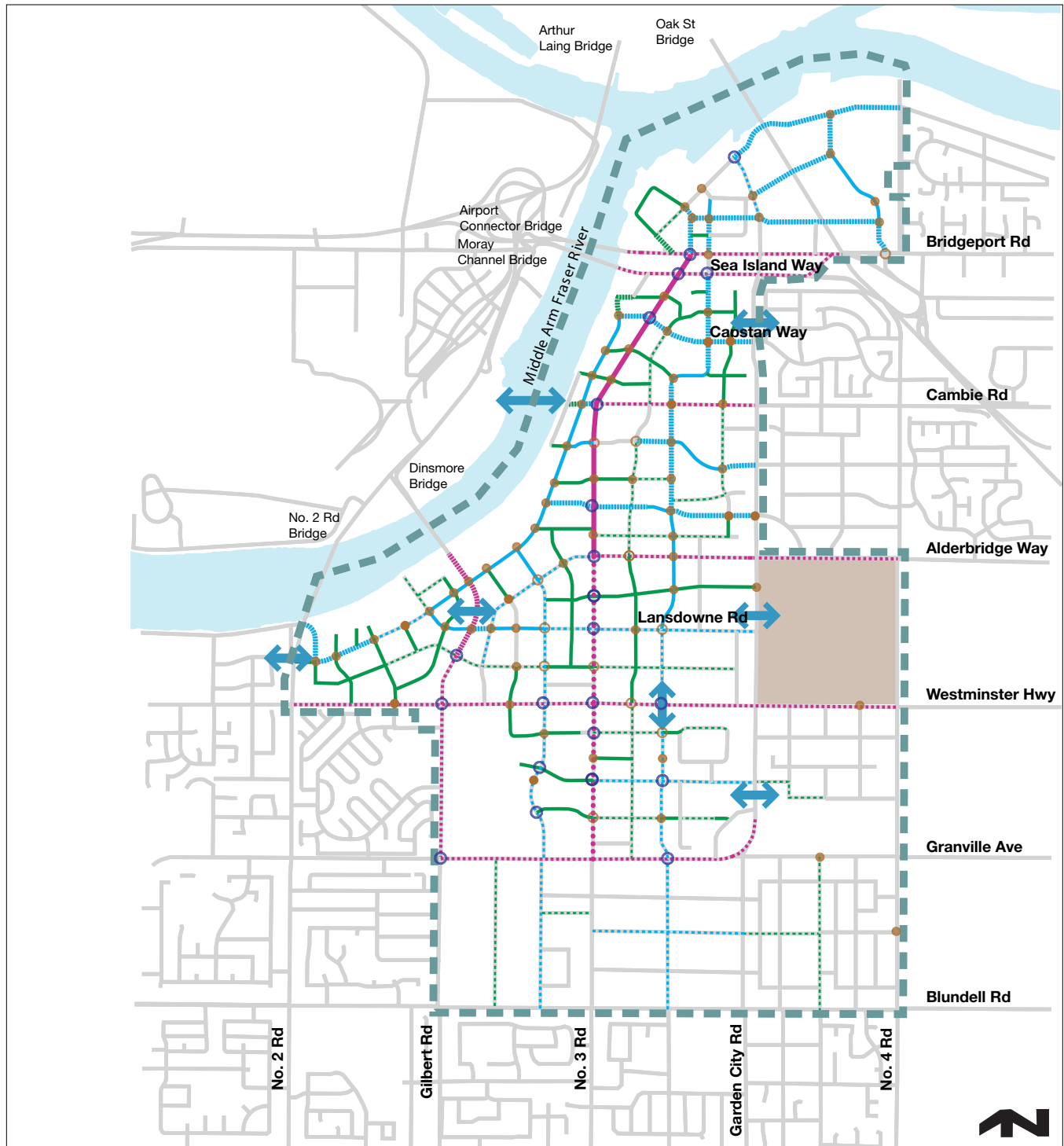
Therefore, developers are required to pay the majority of the transportation costs arising from the CCAP because they are needed and are primarily for the benefit of new development.

Major roads are included in the DCC Program. This would include all major thoroughfares and major streets in the CCAP. All developers would pay these DCCs because all residents and businesses throughout the City benefit from these major arterial improvements.

Minor streets are not included in the DCC Program because they are needed for or benefit specific developments. As such, minor streets are to be completed and paid for by developers as part of their required works and services. An exception is made for a few minor streets that are either in the existing DCC Program or which are critical to the completion of the transportation network.

It is recognized that the costs and financing strategy for transportation may need to be reviewed or updated in the future.

Proposed New Transportation Improvements Map (2031)



<ul style="list-style-type: none"> City Centre Boundary ● Canada Line Station + Village Centre Garden City Lands (Further Study Required) ↔ Pedestrian / Cyclist Crossing Enhancement Other Streets 	<p>MAJOR THOROUGHFARE</p> <ul style="list-style-type: none"> Realign, Rebuild & Streetscape Widen & Upgrade to Standard Raised Bikelane & Sidewalk Upgrade Cycling / Sidewalk / Greenway Improvement <p>MAJOR STREET</p> <ul style="list-style-type: none"> New Street Widen & Upgrade to Standard Cycling / Sidewalk / Greenway Improvement 	<p>MINOR STREET</p> <ul style="list-style-type: none"> New Street Upgrade to Standard Cycling / Sidewalk Improvement <p>TRAFFIC SIGNAL IMPROVEMENT</p> <ul style="list-style-type: none"> Modify Existing Expand Existing New Signal
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4.1.2 Utilities

(Water, Sanitary Sewer and Storm Drainage)

To address the issue of utilities required for the CCAP, the existing water, sanitary sewer and storm drainage models for the City Centre were updated.

In doing so, estimates of the residential population and industrial, commercial and institutional (ICI) equivalent population in the City Centre were made using existing (2006) data, a theoretical zoning map (to 2021-2031) and the ultimate build-out population projections.

As part of this update, a distinction was made between utility upgrades required for sanitary sewer and storm drainage to service existing development in the City Centre and those required to service new development.

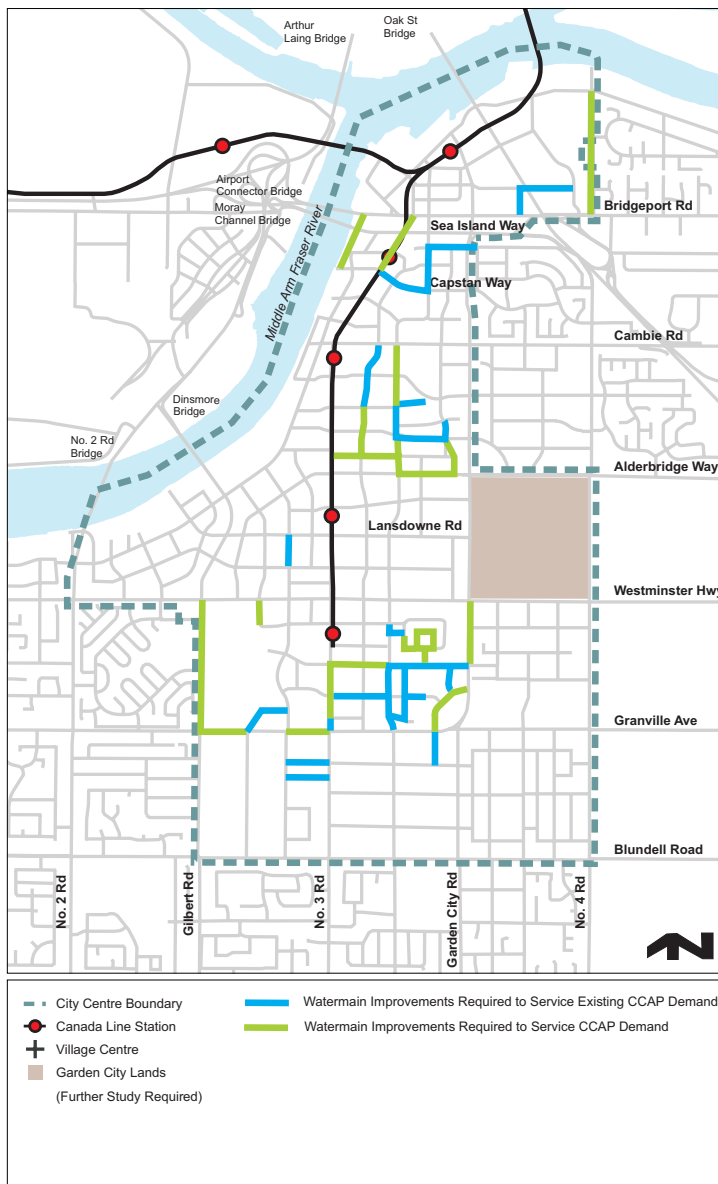
This is an important consideration in determining who pays for these utility upgrades and how those costs are paid for (e.g., utility upgrades to service existing development should not be incorporated into the DCC Program).

By and large, developers are required to pay for the majority of the utility upgrades required in the City Centre either through the City-Wide DCC Program or through their required works and services.

The City will use utility charges and reserves to undertake the required upgrades to service existing development not funded by developers.

It should be noted that, to complete the updating of the utility models in a timely manner, the utility models used at this time do not identify and cost out every specific water, sanitary sewer and storm drainage upgrade required to be built (e.g., by developers through works and services). The models will be updated from time to time by Engineering.

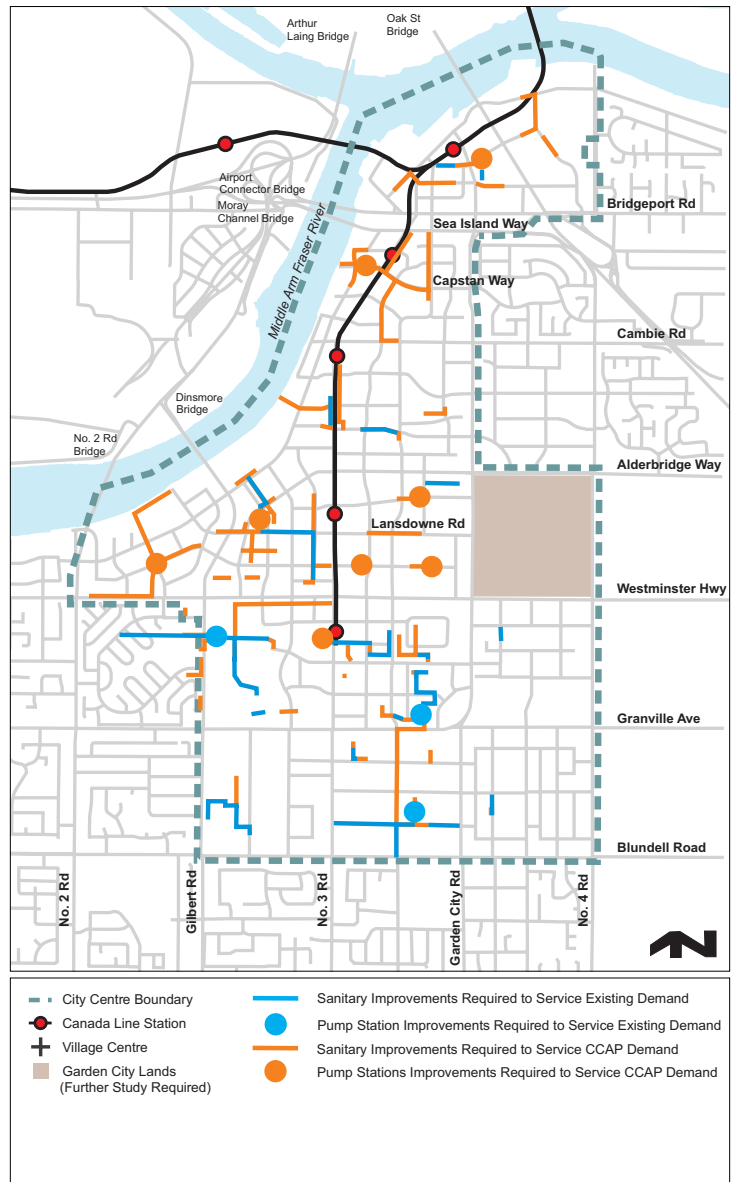
Proposed Watermain Improvements Map (2031)



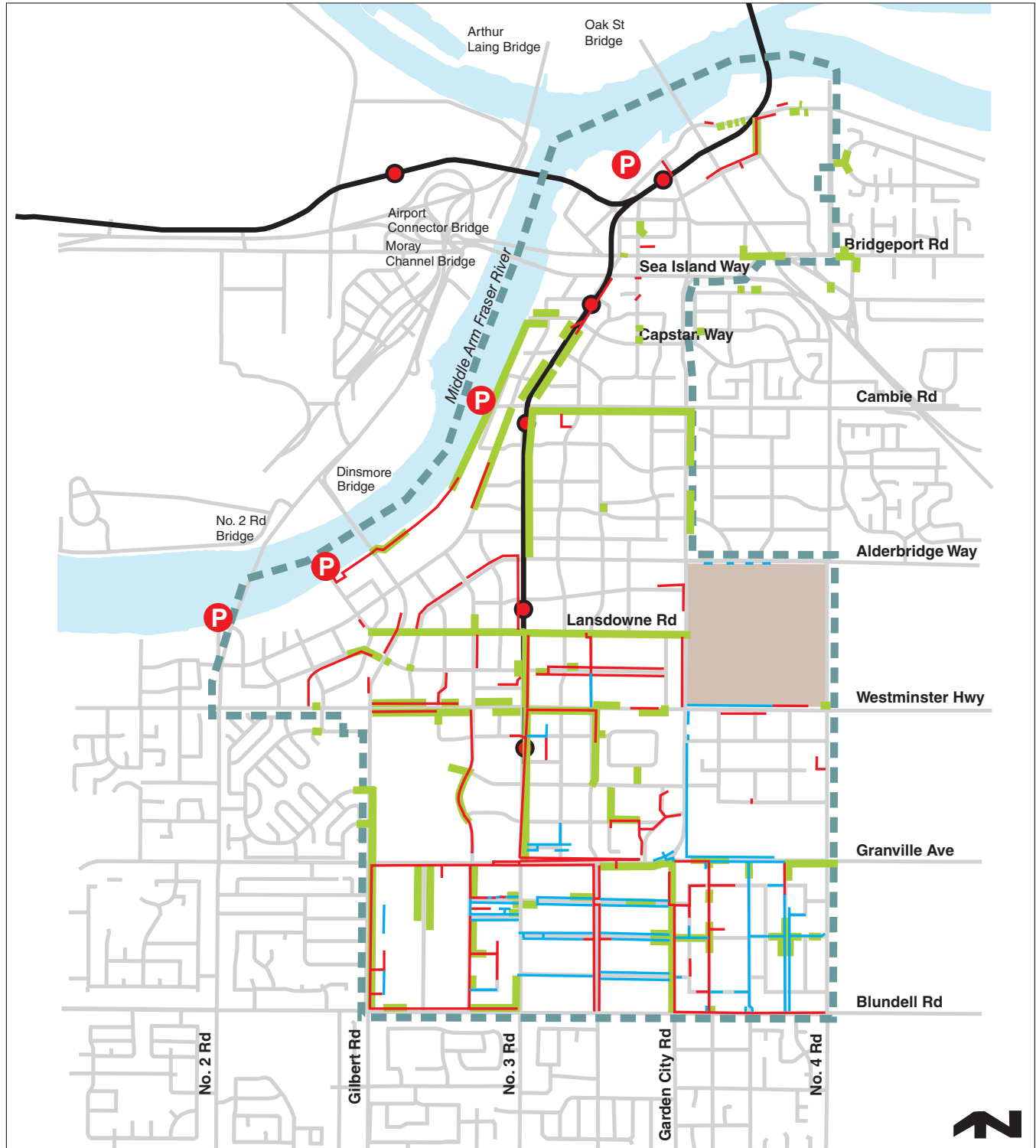
Furthermore, at this time, the sanitary sewer and storm drainage upgrades do not include efficiencies due to sustainability initiatives because the implications of these initiatives are not yet known and guaranteed. This will be addressed by Engineering as information becomes available.

It is recognized that the costs and financing strategy for utilities will be reviewed by Engineering and updated from time to time.

Proposed Sanitary Sewer Improvements Map (2031)



Proposed Storm Drainage Improvements Map (2031)



City Centre Boundary	Storm Drainage Improvements Required to Service Existing Demand
Canada Line Station	Storm Drainage Improvements Required to Service CCAP Demand
Garden City Lands (Further Study Required)	Storm Drainage Projects in Current DCC Program Required to Service CCAP Demand
Pump Station	

4.1.3 Park and Open Space

The appropriate amount, size and location of park and open space for the City Centre is based in part on the size of the resident population as expressed as a ratio of acres to population (i.e., 7.66 ac. per 1,000 residents City-wide, of which 3.25 ac. per 1,000 residents is required in the City Centre).

Using this base level of park and open space, an additional 42 ha (103.5 ac.) needs to be added to the existing inventory of 76.5 ha (189 ac.) by the year 2031.

Of the 42 ha (103.5 ac.) of new park and open space required to service a population of 90,000 residents in the City Centre, approximately:

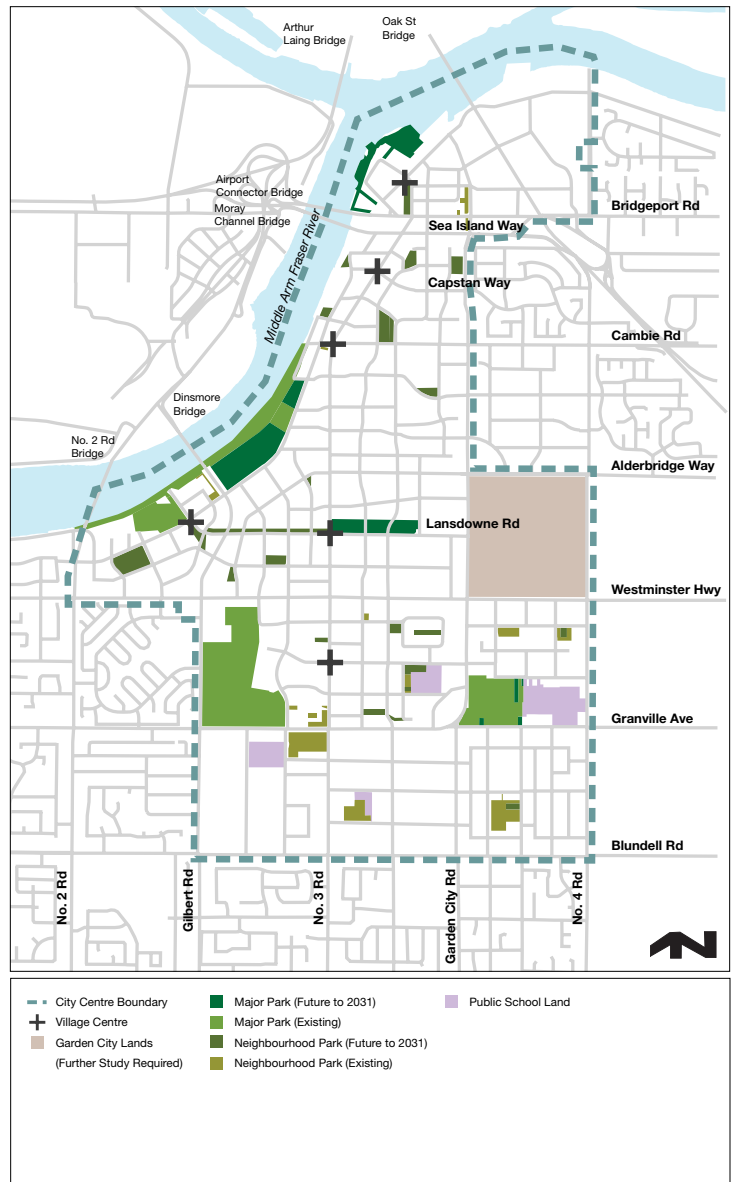
- 9 ha (22 ac.) is already owned by the City in 2008;
- 11 ha (27.5 ac.) is proposed to be acquired as privately owned publicly accessible areas (POPAs) or right-of-ways;
- 22 ha (54 ac.) is proposed to be added to the DCC Program, which has a time frame to the year 2031.

At this time, the City includes the existing School Board lands in the City Centre (e.g. 43 ac.) in the supply of City Centre park land as they are regarded as needed and complementary assets, and to minimize costs, acquisition and disruption. The City intends to explore options regarding the disposal of any surplus School Board lands.

Developers will be required to fund all of the new park and open space not already owned by the City.

For example, linear greenways to be acquired as POPAs or right-of-ways are to be obtained as part of the development approval process and would not be purchased by the City.

Park & Open Spaces Map (2031)



The park and open space being added to the DCC Program is for the benefit of the entire City and is available for use by the population of Richmond at large (i.e., City Centre parks are a community-wide benefit, not just a City Centre benefit).

The cost of acquiring this parkland and developing it as park and open space was carefully determined using 2007 data.

In addition to the park and open space included in the DCC Program, there will be other open space such as POPAs in the form of plazas and squares, public rights of passage through developments, other government owned property and utility rights of way.

It should be noted that at the ultimate build-out population of 120,000 residents by the year 2100, a total of approximately 158 ha (390 ac.) of park and open space will be required in the City Centre.

It is recognized that the costs and financing strategy for parks and open space may need to be reviewed by PRCS and updated in the future.

4.1.4 Density Bonusing

Density bonusing is the primary way under the Local Government Act for municipalities to secure affordable housing and amenities.

The CCAP is striving to create a “complete community”, which involves providing affordable housing and a range of other amenities.

The *CCAP Implementation Strategy* identified the following priorities based on Council’s approved policies and because of their need:

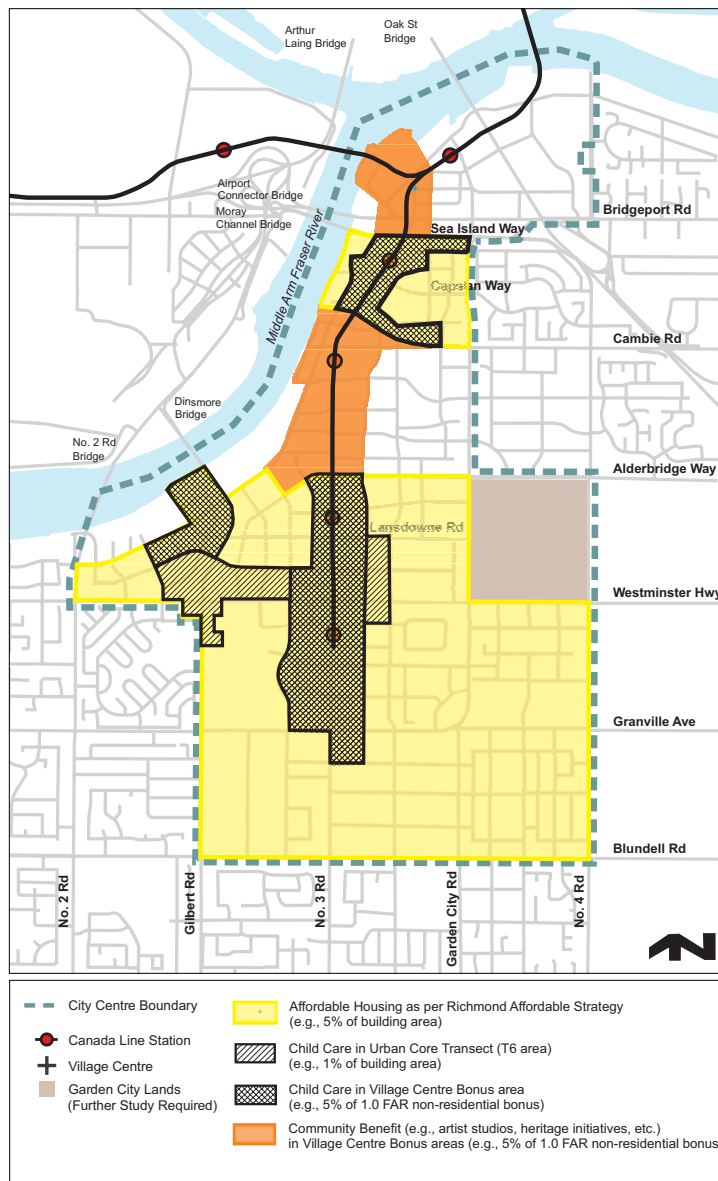
- First Priority – affordable housing as per Richmond Affordable Housing Strategy;
- Second Priority – child care as per the Richmond Child Care Needs Assessment.

The density bonusing approach is being fully utilized by the City to encourage developers to either provide a cash contribution towards or to build affordable housing, child care and community benefit items (e.g., artist studios; heritage conservation).

There may be circumstances where it will be desirable to use density bonusing for community amenities rather than child care. The possible alternate community amenities include items such as community centres, libraries, and heritage. PRCS will identify these circumstances and provide funding options for Council at that time.

Other funding options are being examined for community amenities (e.g., by PRCS and Finance) such as property taxes/reserves, public/private partnerships, joint ventures, debt financing (which would involve a referendum), intergovernmental funding and community contributions such as corporate sponsorships or fund raising.

Density Bonusing Map (2031)



At this time, density bonusing for affordable housing and amenities is not being used:

- in areas where aircraft noise sensitive land uses are prohibited (e.g., all residential uses, licensed day care uses and hospitals);
- for commercial, office or industrial developments outside of the four villages where aircraft noise sensitive land uses are not prohibited.

4.2 Phasing Strategy

The purpose of the CCAP phasing strategy is to:

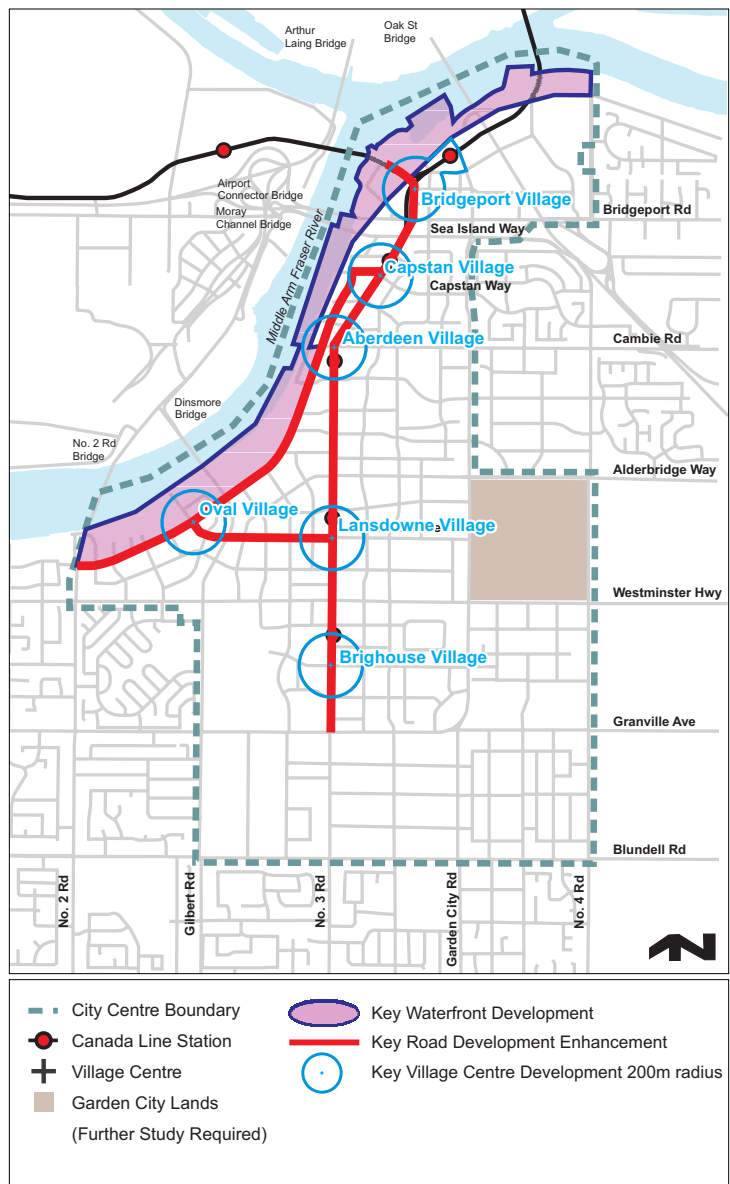
- coordinate development and ensure that community infrastructure and amenities are provided in a timely manner;
- maximize development around the Canada Line and transit stations to promote ridership;
- enhance the use of the waterfront and the acquisition of the waterfront park/natural areas;
- enable flexibility as many areas of the City Centre may develop at the same time provided that services and community facilities are provided in a timely manner.

The phasing strategy is not proposing to phase development in the traditional way (i.e., where development would not be permitted in one area until a higher priority phase was completed). Instead, it proposes that development could proceed outside the preferred development areas if the developer assumes the responsibility for the provision and construction of the required City improvements.

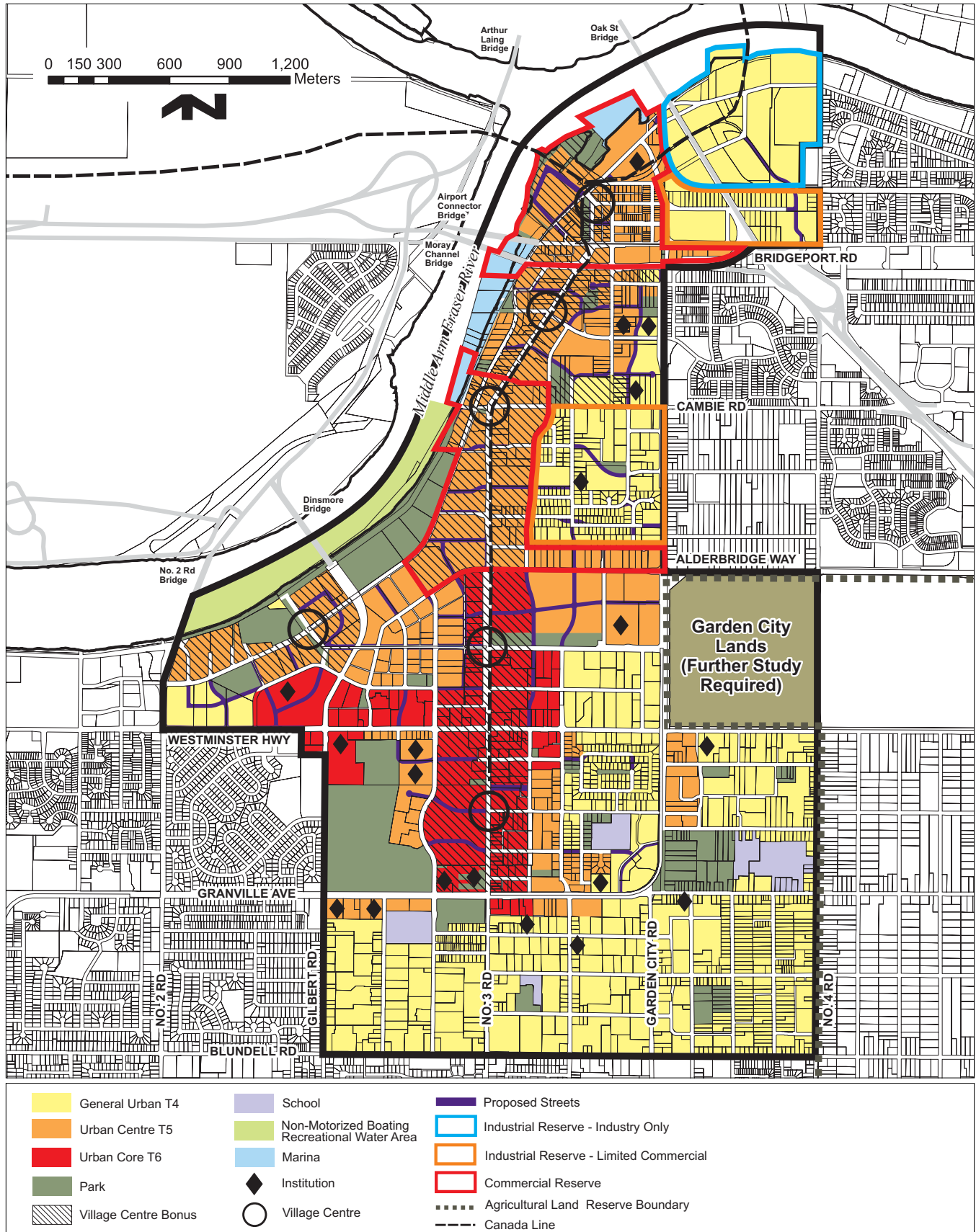
The preferred development areas in the City Centre:

- facilitate the streetscape and road enhancements along No. 3 Road;
- enable the completion of Lansdowne Road from No. 3 Road to the Richmond Oval;
- facilitate the relocation of River Road to the CPR right-of-way;
- recognize that funding for the Capstan Canada Line Station must be secured up front before any new zoning will be put in place in the Capstan Village area;
- reinforce the establishment and development of a non-residential density bonus around the Canada Line Stations and Richmond Oval;
- envision the enhancement of the waterfront and the acquisition of key waterfront parks and amenities.

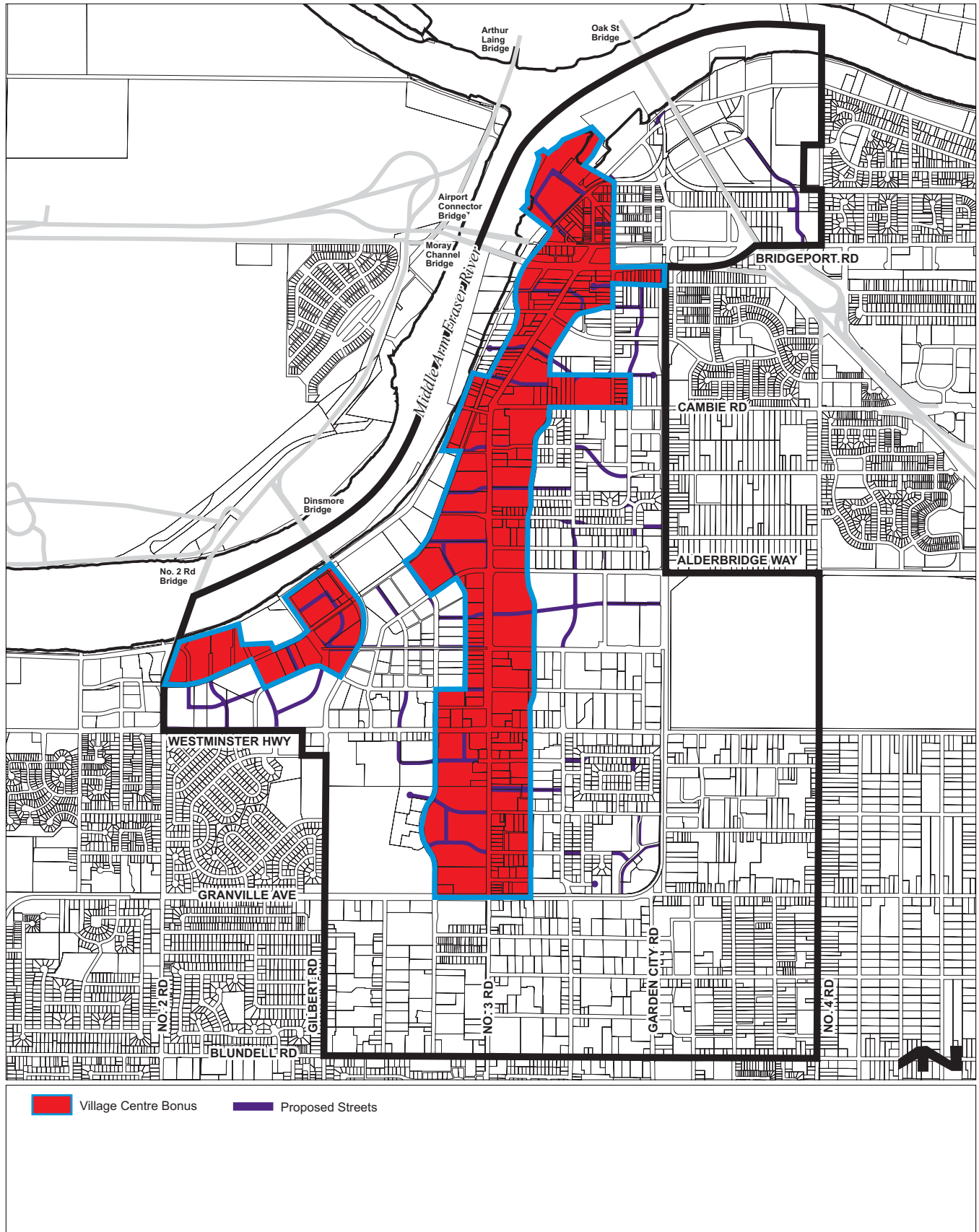
Preferred Development Areas Map



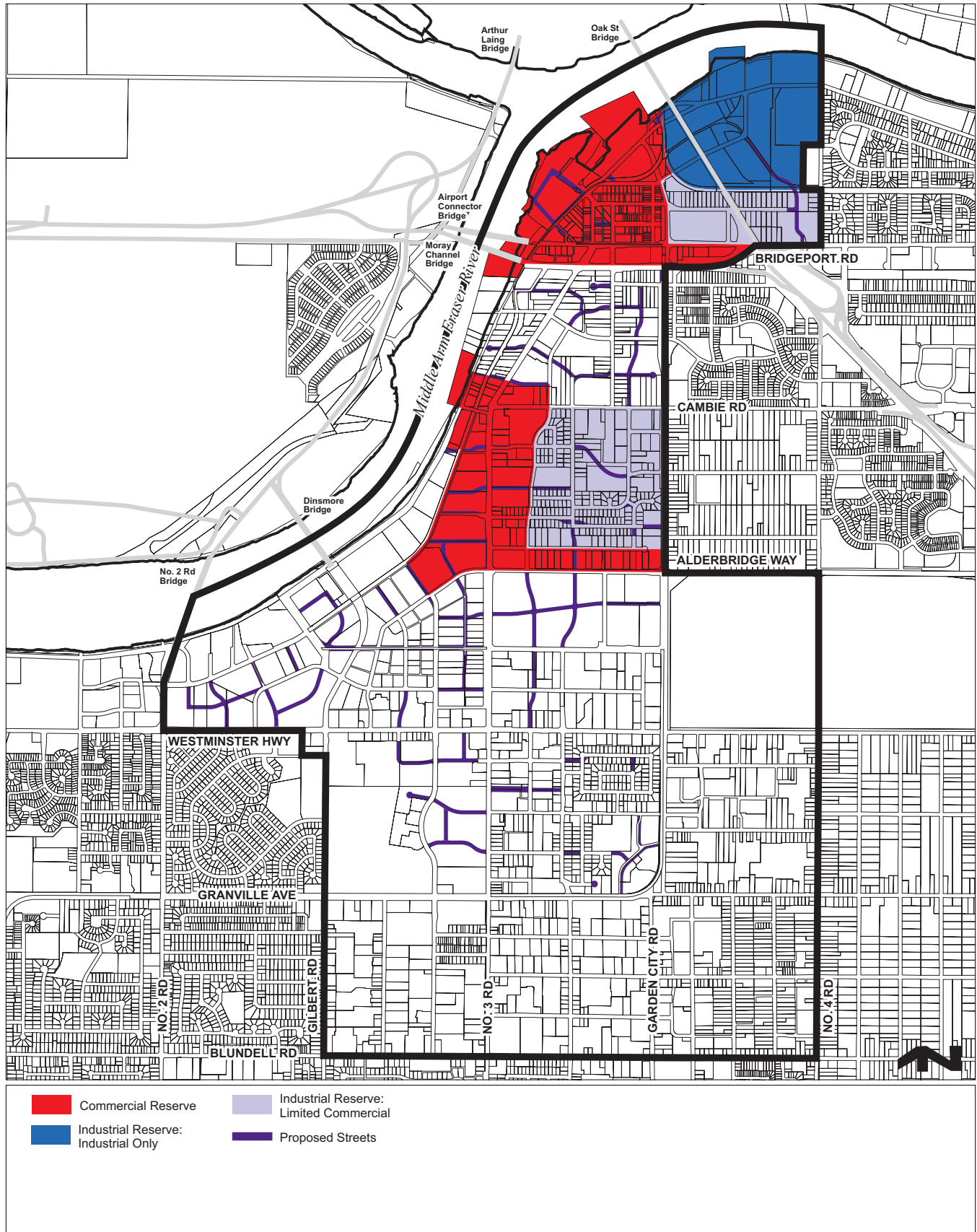
Generalized Land Use Map (2031)



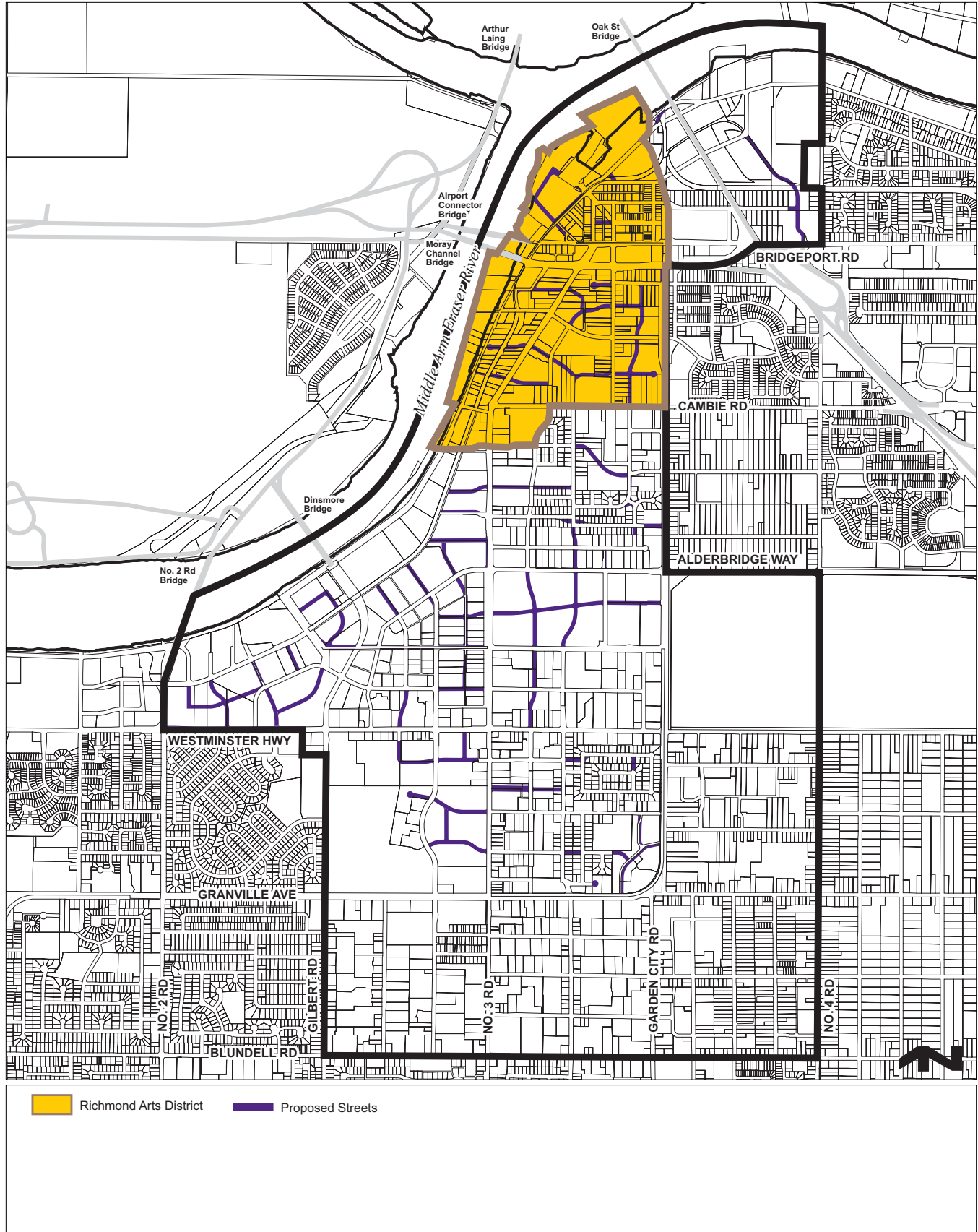
Overlay Boundary - Village Centre Bonus Map (2031)



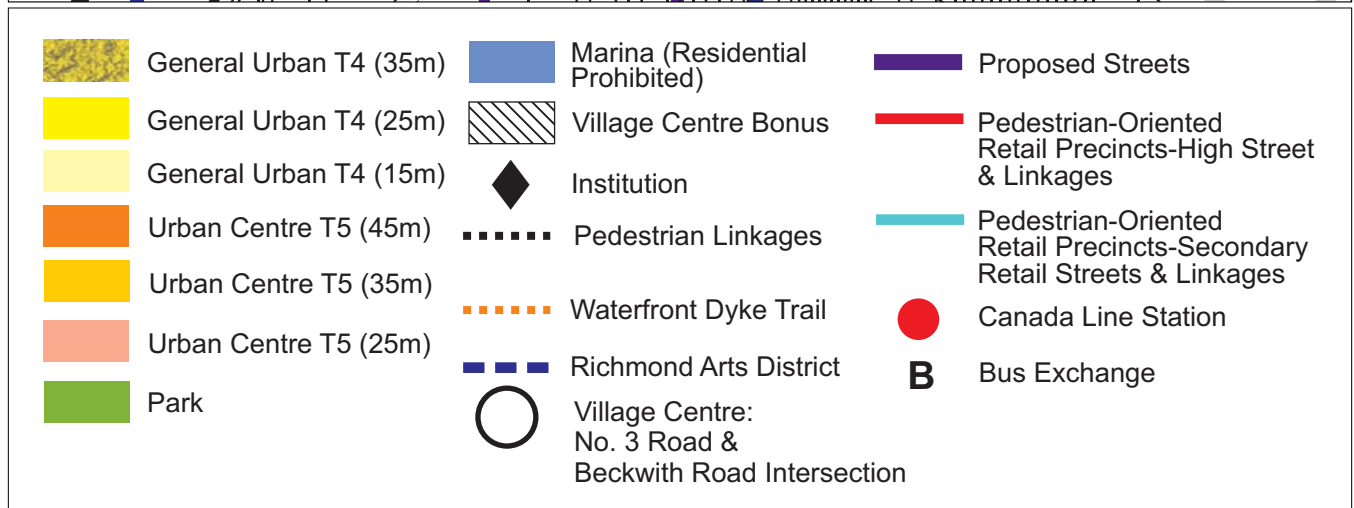
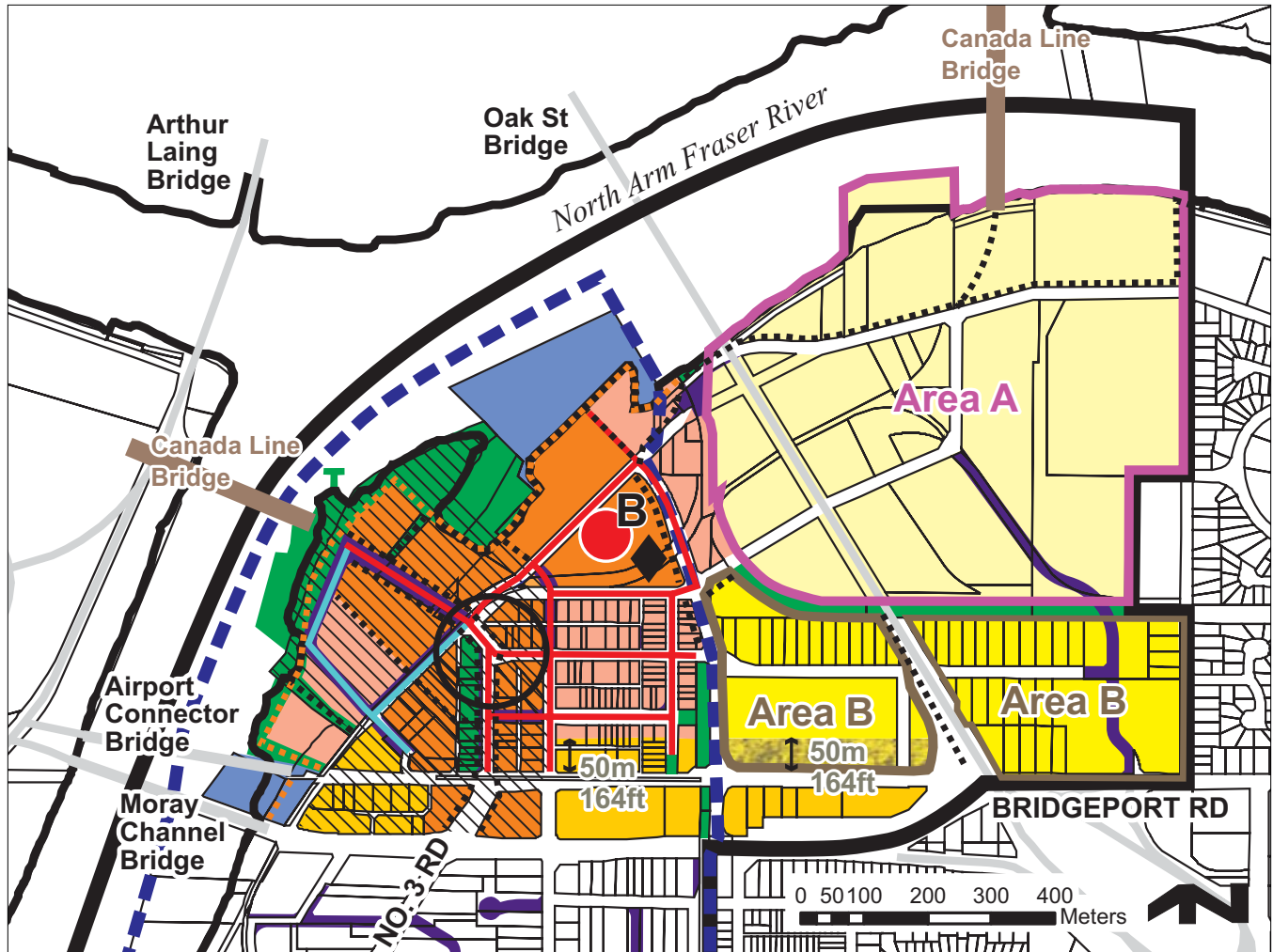
Overlay Boundary - Commercial & Industrial Reserves Map (2031)



Overlay Boundary - Richmond Arts District (RAD) Map (2031)



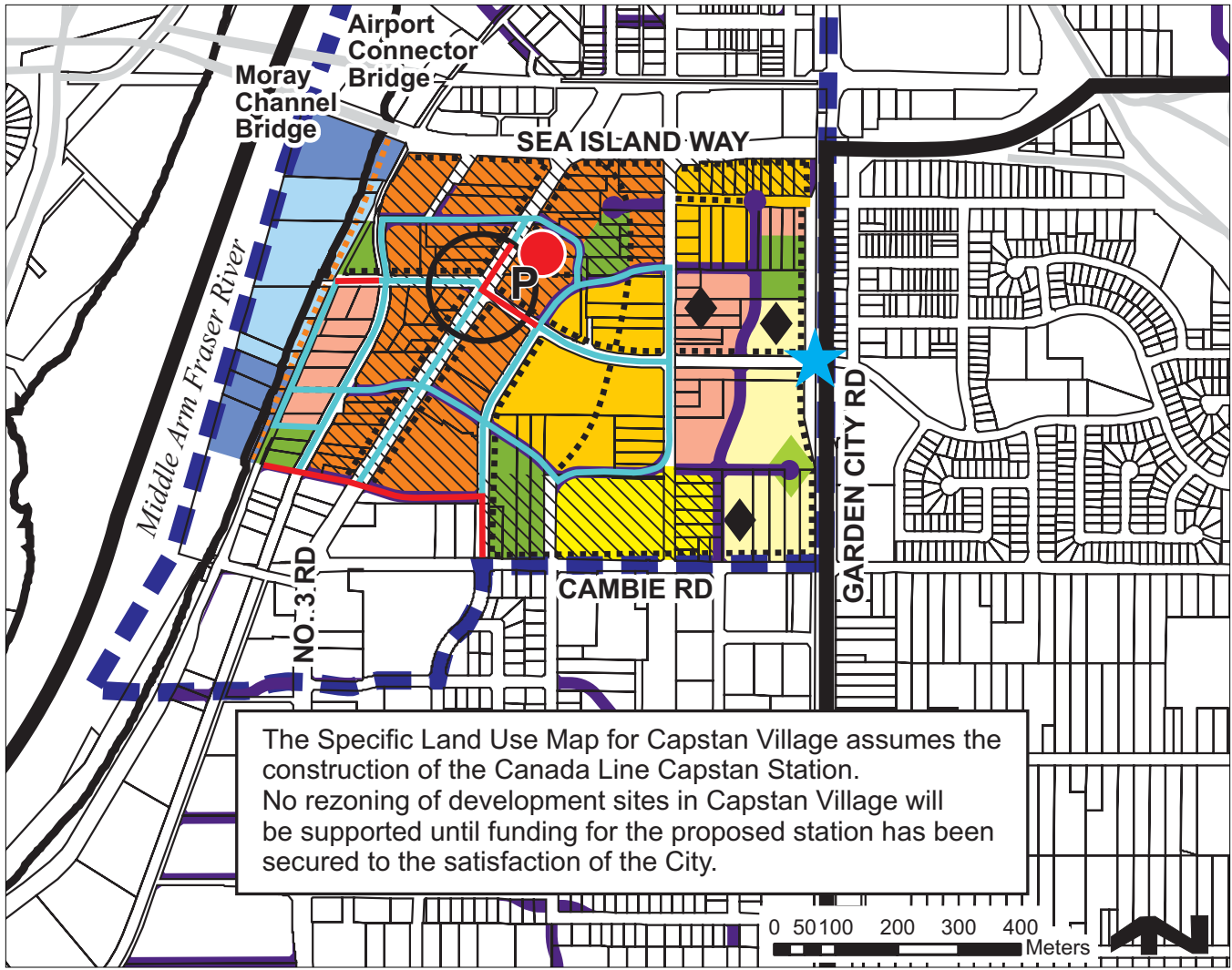
Specific Land Use Map: Bridgeport Village (2031)



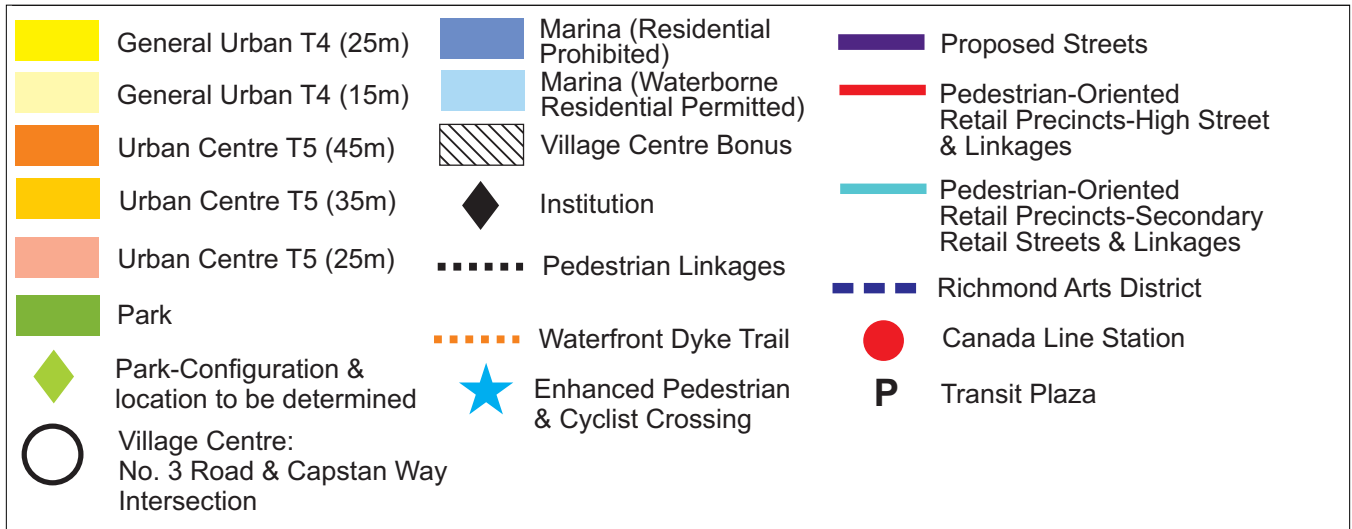
Specific Land Use Map: Bridgeport Village – Detailed Transect Descriptions		
Land Use Map Designation	Permitted Uses	Maximum Average Net Development Site Density
General Urban (T4)		
<p>For Area A: Residential prohibited</p> <ul style="list-style-type: none"> Overlay: <ol style="list-style-type: none"> Industrial Reserve – “Industry-Only”. <p>For Area B: Residential prohibited</p> <ul style="list-style-type: none"> Overlay: <ol style="list-style-type: none"> Industrial Reserve – “Limited Commercial”. <p>Additional Land Use</p> <p>Considerations for Areas A & B:</p> <ol style="list-style-type: none"> Community Centre (North) – This facility may be situated in Bridgeport, Aberdeen, or Capstan Village; Library Lending Services – This service should be situated within 400 m (1,312 ft.) of Bridgeport Village’s designated Village Centre. 	<p>For Area A:</p> <ul style="list-style-type: none"> Light Industry Accessory Use <p>For Area B:</p> <ul style="list-style-type: none"> Light Industry The following uses, provided that such uses are not situated on the ground floor of the building (excluding building entrance lobbies): <ol style="list-style-type: none"> Office; Education (excluding schools offering provincially mandated K-12 programs). The following uses, provided that such uses are not situated more than 50 m (98 ft.) from a property line abutting Great Canadian Way or Bridgeport Road: <ol style="list-style-type: none"> Hotel; Retail Trade and Services; Restaurant; Neighbourhood Pub; Institutional Use; Recreation; Studio. Community use (excluding child care) Accessory Uses 	<p>For Area A:</p> <ul style="list-style-type: none"> 1.2 <p>For Area B:</p> <ul style="list-style-type: none"> 1.2, provided that: <ol style="list-style-type: none"> The total floor area of non-industrial uses may not exceed that of industrial uses (excluding parking); Non-industrial uses do not share a common building entrance with industrial uses (excluding accessory uses). <p>Additional density, where applicable:</p> <ul style="list-style-type: none"> Industrial Reserve – “Limited Commercial”: To be determined on a site specific basis via City development application processes
Urban Centre (T5)		
<ul style="list-style-type: none"> Residential prohibited Overlays: <ol style="list-style-type: none"> Commercial Reserve; Village Centre Bonus; Institution Richmond Arts District RAD); Pedestrian-Oriented Retail Precincts – “High Streets & Linkages”; Pedestrian-Oriented Retail Precincts – “Secondary Retail Streets & Linkages”. <p>Additional Land Use</p> <p>Considerations:</p> <ol style="list-style-type: none"> Community Centre (North) – This facility may be situated in Bridgeport, Aberdeen, or Capstan Village; Library Lending Services – This service should be situated within 400 m (1,312 ft.) of Bridgeport Village’s designated Village Centre. 	<ul style="list-style-type: none"> Office Hotel Institutional Use Studio (Studio spaces that provide for a high degree of transparency and public access along fronting streets and open spaces shall be considered to satisfy requirements for retail continuity in Pedestrian-Oriented Retail Precincts.) Accessory Uses <p>Additional uses are permitted north of Bridgeport Road, including:</p> <ul style="list-style-type: none"> Retail Trade & Services Restaurant Entertainment Education, excluding schools offering provincially-mandated kindergarten to grade 12 programs Neighbourhood Pub Recreation Community Use, excluding child care 	<ul style="list-style-type: none"> 2.0 <p>Additional density, where applicable:</p> <ul style="list-style-type: none"> Institution: To be determined on a site specific basis via City development application processes Village Centre Bonus: 1.0 for the provision of office uses only

Note: Richmond’s Aircraft Noise Sensitive Development (ANSD) Policy applies (OCP Schedule 1) throughout this Village.

Specific Land Use Map: Capstan Village (2031)

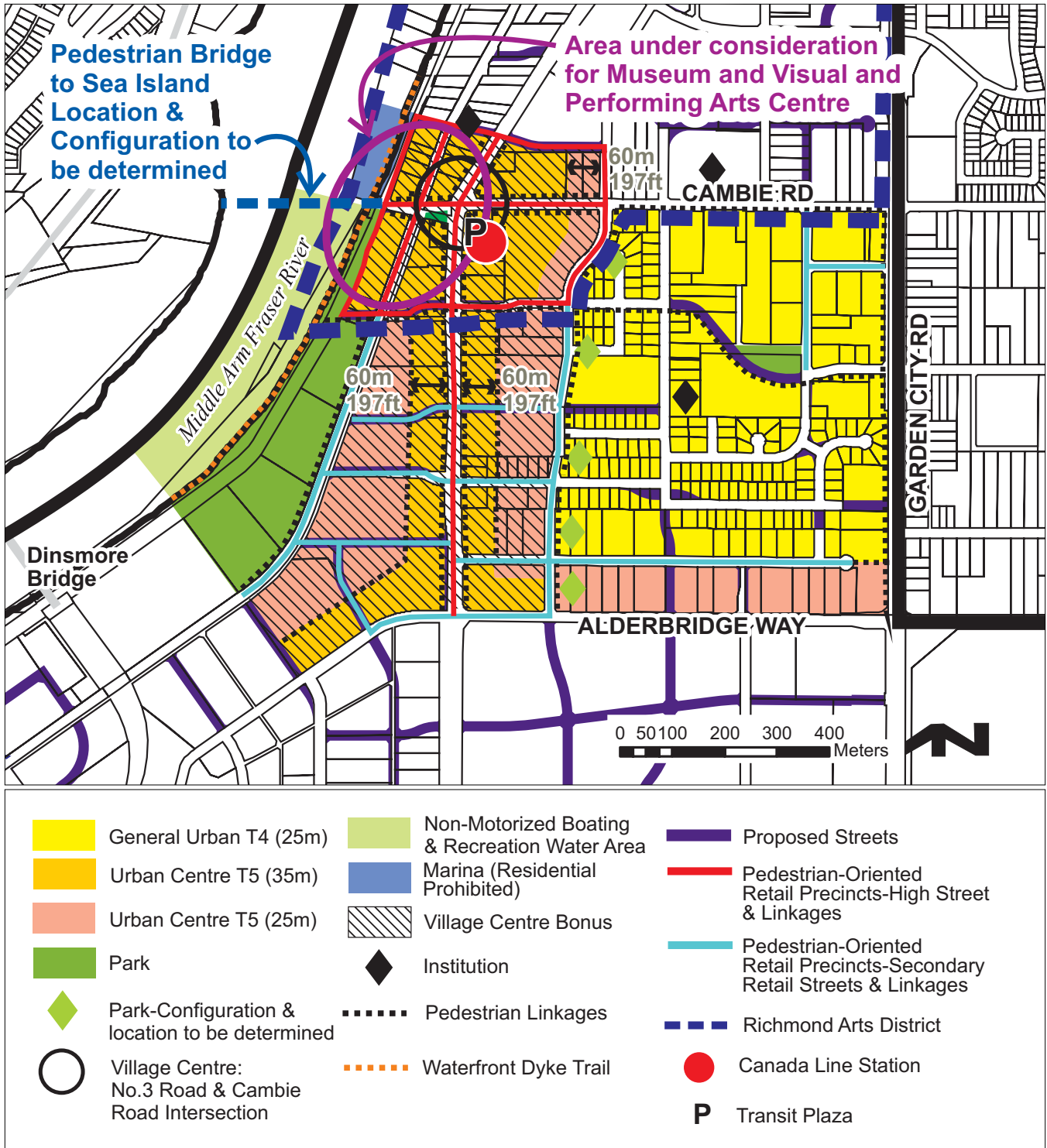


The Specific Land Use Map for Capstan Village assumes the construction of the Canada Line Capstan Station. No rezoning of development sites in Capstan Village will be supported until funding for the proposed station has been secured to the satisfaction of the City.



Specific Land Use Map: Capstan Village – Detailed Transect Descriptions		
Land Use Map Designation	Permitted Uses	Maximum Average Net Development Site Density
General Urban (T4)		
<ul style="list-style-type: none"> • Residential permitted. • Overlays: <ul style="list-style-type: none"> a) Village Centre Bonus; b) Institution - Location as indicated; c) Pedestrian-Oriented Retail Precincts – “Secondary Retail Streets & Linkages”. <p>Additional Land Use Considerations:</p> <ul style="list-style-type: none"> a) Richmond Arts District (RAD) –Development should be supportive of City objectives; b) Community Centre (North) – This facility may be situated in Bridgeport, Aberdeen, or Capstan Village area. 	<ul style="list-style-type: none"> • Mixed Multiple-Family Residential/Commercial Use and Multiple-Family Residential, provided that: <ul style="list-style-type: none"> a) residential uses are limited to High-Density Townhouses, except that other housing types are permitted: <ul style="list-style-type: none"> - to accommodate residents with special needs (e.g., seniors); - for development sites with an average net density greater than 1.2 FAR; b) ground floor dwelling units fronting a publicly-accessible street or open space should be Live/Work Dwellings and Home-Based Business Dwellings. • Hotel • Office • Retail Trade & Services and Restaurant, provided that such uses should be limited to the ground floor of Mixed Multiple-Family/ Commercial Use buildings • Institutional Use • Recreation • Studio • Community Use • Accessory uses 	<ul style="list-style-type: none"> • For Non-Residential Uses: 1.2. • For Residential and Mixed Uses including Residential: <ul style="list-style-type: none"> a) base: 0.6; b) Affordable Housing Bonus: 0.6. <p>Additional density, where applicable:</p> <ul style="list-style-type: none"> • Village Centre Bonus: 1.0 for the provision of non-residential uses, provided that the additional density is used in whole or in part for the provision of convenience commercial uses (e.g., larger-format grocery store , drugstore), medical-dental services, pedestrian-oriented retail, or other uses important to the viability of the Village, to the satisfaction of the City;; • Institution: To be determined on a site specific basis via City development application processes.
Urban Centre(T5)		
<ul style="list-style-type: none"> • Residential permitted. • Overlays: <ul style="list-style-type: none"> a) Village Centre Bonus; b) Institution; c) Pedestrian-Oriented Retail Precincts – “High Streets & Linkages”; d) Pedestrian-Oriented Retail Precincts – “Secondary Retail Streets & Linkages”. <p>Additional Land Use Considerations:</p> <ul style="list-style-type: none"> a) Richmond Arts District (RAD) –Development should be supportive of City objectives; b) Community Centre (North) – This facility may be situated in Bridgeport, Aberdeen, or Capstan Village area; c) Branch Library (North) – This facility should be situated within 400 m (1,312 ft.) of Capstan Village’s designated Village Centre. 	<ul style="list-style-type: none"> • Mixed Multiple-Family Residential/Commercial Use and Multiple-Family Residential, provided that: <ul style="list-style-type: none"> a) Residential uses shall not be permitted within 20 m (66 ft.) of a property line that abuts Sea Island Way; b) Ground floor dwelling units fronting a publicly-accessible street or open space should be: <ul style="list-style-type: none"> - For Pedestrian-Oriented Retail Precincts: Live/Work Dwellings; - Elsewhere: Live/Work Dwellings and Home-Based Business Dwellings. • Hotel • Office • Retail Trade & Services • Restaurant • Neighbourhood Pub • Institutional Use • Recreation • Studio (Studio spaces that provide for a high degree of transparency and public access along fronting streets and open spaces shall be considered to satisfy requirements for retail continuity in Pedestrian-Oriented Retail Precincts) • Community Use • Accessory uses 	<ul style="list-style-type: none"> • For Non-Residential Uses: 2.0. • For Residential and Mixed Uses including Residential: <ul style="list-style-type: none"> a) base: 1.2; b) Affordable Housing Bonus: 0.8. <p>Additional density, where applicable:</p> <ul style="list-style-type: none"> • Village Centre Bonus: 1.0 for the provision of non-residential uses, provided that the additional density is used in whole or in part for the provision of convenience commercial uses (e.g., larger-format grocery store , drugstore), medical-dental services, pedestrian-oriented retail, or other uses important to the viability of the Village, to the satisfaction of the City; • Institution: To be determined on a site specific basis via City development application processes.

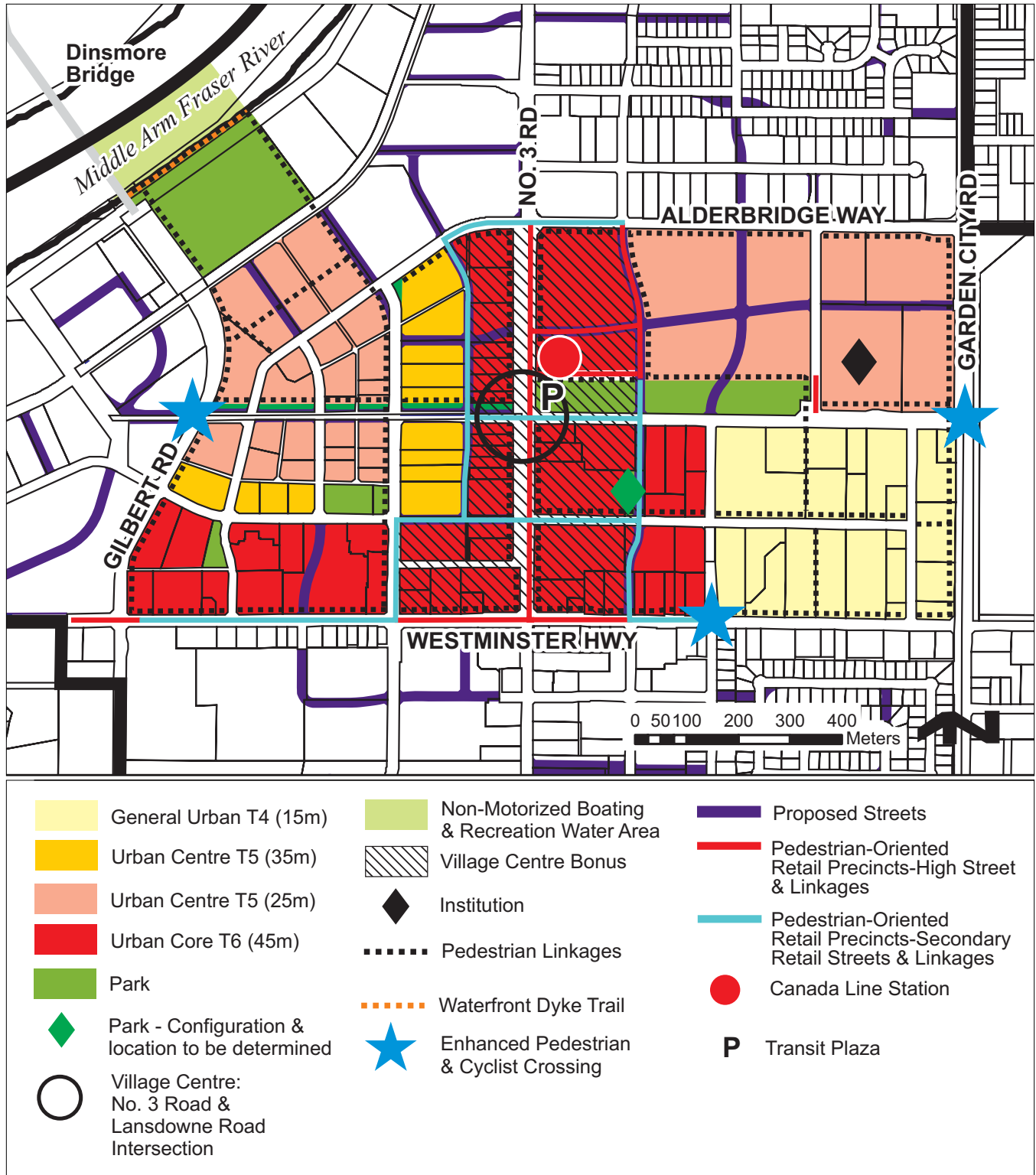
Specific Land Use Map: Aberdeen Village (2031)



Specific Land Use Map: Aberdeen Village – Detailed Transect Descriptions		
Land Use Map Designation	Permitted Uses	Maximum Average Net Development Site Density
General Urban (T4)		
<ul style="list-style-type: none"> • Residential prohibited • Overlays: <ul style="list-style-type: none"> a) Industrial Reserve – “Limited Commercial”; b) Institution - Location as indicated; c) Pedestrian-Oriented Retail Precincts – “High Streets & Linkages”; d) Pedestrian-Oriented Retail Precincts – “Secondary Retail Streets & Linkages”. <p>Additional Land Use Considerations:</p> <ul style="list-style-type: none"> a) Community Centre (North) – This facility may be situated in Bridgeport, Aberdeen, or Capstan Village area; b) Library Lending Service – This service should be situated within 400 m (1,312 ft.) of Aberdeen Village’s designated Village Centre. 	<ul style="list-style-type: none"> • Light Industry • The following uses, provided that such uses are not situated on the ground floor of the building (excluding building entrance lobbies): <ul style="list-style-type: none"> a) Office; b) Education (excluding schools offering provincially mandated K-12 programs). • The following uses, provided that such uses are not situated more than 50 m (98 ft.) from a property line abutting Hazelbridge Way, Alexandra Road, McKim Way, or Odlin Crescent north of Odlin Road: <ul style="list-style-type: none"> a) Retail Trade and Services; b) Restaurant; c) Neighbourhood Pub; d) Institutional Use; e) Recreation; f) Studio (Studio spaces that provide for a high degree of transparency and public access along fronting streets and open spaces shall be considered to satisfy requirements for retail continuity in Pedestrian-Oriented Retail Precincts.). • Community use (excluding child care) • Accessory uses 	<ul style="list-style-type: none"> • 1.2, provided that: <ul style="list-style-type: none"> a) the total floor area of non-industrial uses may not exceed that of industrial uses (excluding parking); b) non-industrial uses do not share a common building entrance with industrial uses (excluding accessory uses). <p>Additional density, where applicable:</p> <ul style="list-style-type: none"> • Industrial Reserve – “Limited Commercial”: To be determined on a site specific basis via City development application processes • Institution: To be determined on a site specific basis via City development application processes
Urban Centre (T5)		
<ul style="list-style-type: none"> • Residential prohibited • Overlays: <ul style="list-style-type: none"> a) Commercial Reserve; b) Village Centre Bonus; c) Institution; d) Richmond Arts District (RAD); e) Pedestrian-Oriented Retail Precincts – “High Streets & Linkages”; f) Pedestrian-Oriented Retail Precincts – “Secondary Retail Streets & Linkages”. <p>Additional Land Use Considerations:</p> <ul style="list-style-type: none"> a) Museum & Visual and Performing Arts Centre – These facilities are under consideration for location in this area; b) Community Centre (North) – This facility may be situated in Bridgeport, Aberdeen, or Capstan Village area; c) Library Lending Service – This service should be situated within 400 m (1,312 ft.) of Aberdeen Village’s designated Village Centre. 	<ul style="list-style-type: none"> • Office • Hotel • Retail Trade & Services • Restaurant • Entertainment • Education, excluding schools offering provincially-mandated kindergarten to grade 12 programs • Neighbourhood Pub • Institutional Use • Recreation • Studio (Studio spaces that provide for a high degree of transparency and public access along fronting streets and open spaces shall be considered to satisfy requirements for retail continuity in Pedestrian-Oriented Retail Precincts.) • Community Use, excluding child care • Accessory Uses 	<ul style="list-style-type: none"> • 2.0 <p>Additional density, where applicable:</p> <ul style="list-style-type: none"> • Institution: To be determined on a site specific basis via City development application processes • Village Centre Bonus: <ul style="list-style-type: none"> a) North of Browngate Road: 1.0 for the provision of non-residential uses; b) Elsewhere: 1.0 for the provision of office uses only.

Note: Richmond’s Aircraft Noise Sensitive Development (ANSD) Policy applies (OCP Schedule 1) throughout this Village.

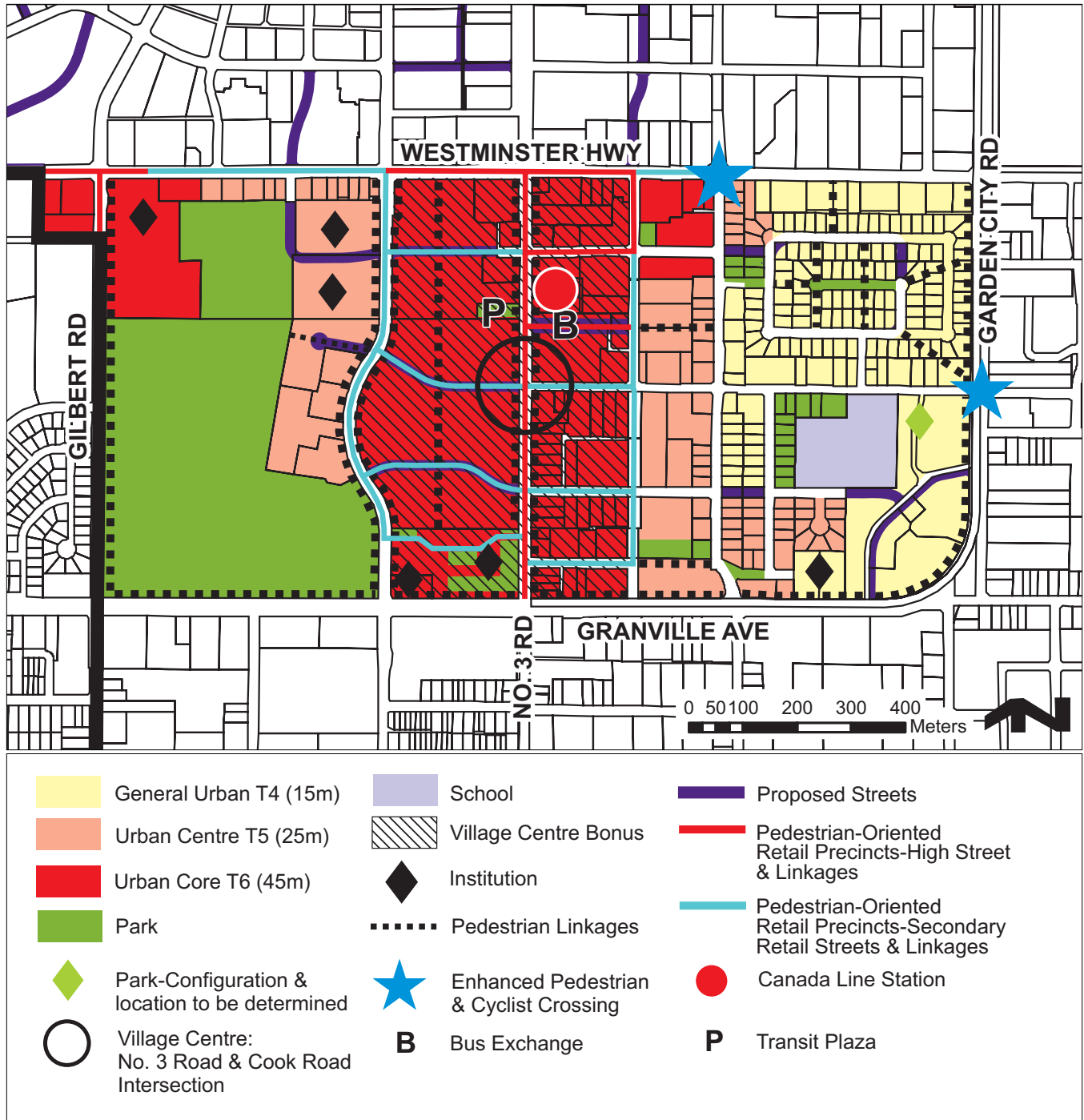
Specific Land Use Map: Lansdowne Village (2031)



Specific Land Use Map: Lansdowne Village – Detailed Transect Descriptions		
Land Use Map Designation	Permitted Uses	Maximum Average Net Development Site Density
General Urban (T4)		
<ul style="list-style-type: none"> Residential permitted Additional Land Use Considerations: <ol style="list-style-type: none"> Community Centre (West) – This facility may be situated in the Oval or Lansdowne Village area 	<ul style="list-style-type: none"> Mixed Multiple-Family Residential/Commercial Use and Multiple-Family Residential, provided that residential uses are limited to High-Density Townhouses, except that other housing types are permitted to accommodate residents with special needs (e.g., seniors) Office Institutional Use Recreation Studio Community Use Accessory uses 	<ul style="list-style-type: none"> For Non-Residential Uses: 1.2 For Residential and Mixed Uses including Residential: <ol style="list-style-type: none"> Base: 0.6; Affordable Housing Bonus: 0.6.
Urban Centre (T5)		
<ul style="list-style-type: none"> Residential permitted Overlays: <ol style="list-style-type: none"> Institution; Pedestrian-Oriented Retail Precincts – “High Streets & Linkages”; Pedestrian-Oriented Retail Precincts – “Secondary Retail Streets & Linkages”. Additional Land Use Considerations: <ol style="list-style-type: none"> Community Centre (West, East, South, North) – One or more of these facilities may be situated in this area; Main Library - This facility should be situated within 400 m (1,312 ft.) of Lansdowne Village’s designated Village Centre. 	<ul style="list-style-type: none"> Mixed Multiple-Family Residential/Commercial Use and Multiple-Family Residential, provided that ground floor dwelling units are: <ol style="list-style-type: none"> For Pedestrian-Oriented Retail Precincts – “High Streets & Linkages”: Not permitted; For Pedestrian-Oriented Retail Precincts – “Secondary Retail Streets & Linkages”: Live/Work Dwellings. Hotel Office Retail Trade & Services Restaurant Neighbourhood Pub Institutional Use Recreation Studio (Studio spaces that provide for a high degree of transparency and public access along fronting streets and open spaces shall be considered to satisfy requirements for retail continuity in Pedestrian-Oriented Retail Precincts.) Community Use Accessory uses 	<ul style="list-style-type: none"> For Non-Residential Uses: 2.0 For Residential and Mixed Uses including Residential: <ol style="list-style-type: none"> Base: 1.2 Affordable Housing Bonus: 0.8 <p>Additional density, where applicable:</p> <ul style="list-style-type: none"> Institution: To be determined on a site specific basis via City development application processes
Urban Core (T6)		
<ul style="list-style-type: none"> Residential permitted Overlays: <ol style="list-style-type: none"> Village Centre Bonus; Pedestrian-Oriented Retail Precincts – “High Streets & Linkages”; Pedestrian-Oriented Retail Precincts – “Secondary Retail Streets & Linkages”. Additional Land Use Considerations: <ol style="list-style-type: none"> Community Centre (West, East, South, North) – One or more of these facilities may be situated in this area; Main Library - This facility should be situated within 400 m (1,312 ft.) of Lansdowne Village’s designated Village Centre. 	<ul style="list-style-type: none"> As per Urban Centre (T5) 	<ul style="list-style-type: none"> For Non-Residential Uses: 3.0 For Residential and Mixed Uses including Residential: <ol style="list-style-type: none"> Base: 2.0; Affordable Housing Bonus: 1.0. <p>Additional density, where applicable:</p> <ul style="list-style-type: none"> Village Centre Bonus: 1.0 for the provision of non-residential uses, provided that the additional density is used in whole or in part for the provision of convenience commercial uses (e.g., larger-format grocery store, drugstore), medical-dental services, pedestrian-oriented retail, or other uses important to the viability of the Village, to the satisfaction of the City.

Note: Richmond’s Aircraft Noise Sensitive Development (ANSD) Policy applies (OCP Schedule 1) throughout this Village.

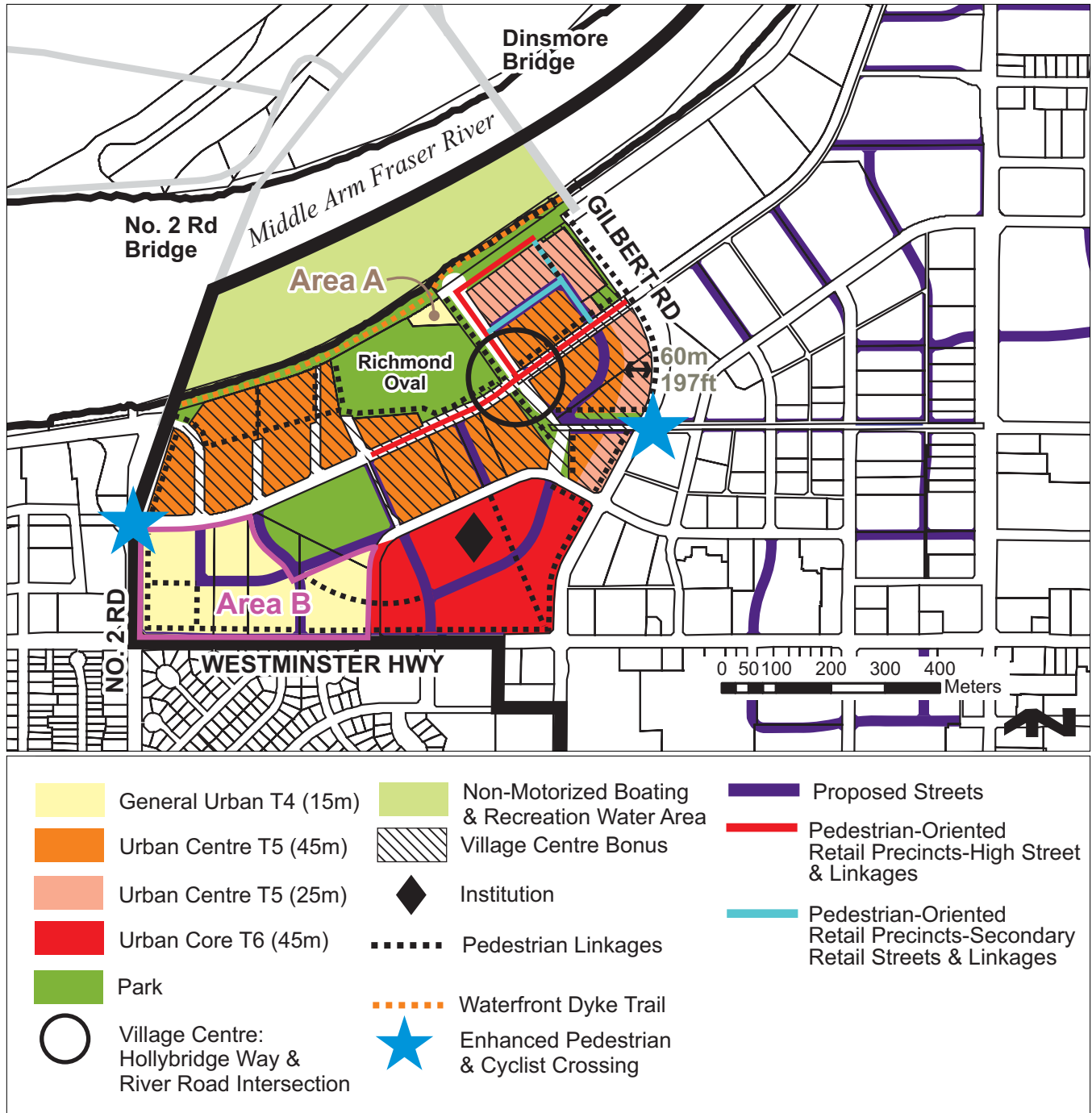
Specific Land Use Map: Brighthouse Village (2031)



Specific Land Use Map: Brighouse Village – Detailed Transect Descriptions		
Land Use Map Designation	Permitted Uses	Maximum Average Net Development Site Density
General Urban (T4)		
<ul style="list-style-type: none"> Residential permitted. Overlays: <ol style="list-style-type: none"> Institution. <p>Additional Land Use Considerations:</p> <ol style="list-style-type: none"> Community Centre (South) – This facility may be situated in the Oval, Lansdowne, or Brighouse Village area. 	<ul style="list-style-type: none"> Mixed Multiple-Family Residential/Commercial Use and Multiple-Family Residential, provided that residential uses are limited to High-Density Townhouses, except that other housing types are permitted to accommodate residents with special needs (e.g., seniors). Office Institutional Use Recreation Studio Community Use Accessory uses 	<ul style="list-style-type: none"> For Non-Residential Uses: 1.2. For Residential and Mixed Uses including Residential: <ol style="list-style-type: none"> base: 0.6; Affordable Housing Bonus: 0.6. <p>Additional density, where applicable:</p> <ul style="list-style-type: none"> Institution: To be determined on a site specific basis via City development application processes.
Urban Centre (T5)		
<ul style="list-style-type: none"> Residential permitted. Overlays: <ol style="list-style-type: none"> Institution; Pedestrian-Oriented Retail Precincts – “Secondary Retail Streets & Linkages”. <p>Additional Land Use Considerations:</p> <ol style="list-style-type: none"> Community Centre (South) – This facility may be situated in the Oval, Lansdowne, or Brighouse Village area; Library Lending Service - This service should be provided within 400 m (1,312 ft.) of Brighouse Village’s designated Village Centre. 	<ul style="list-style-type: none"> Mixed Multiple-Family Residential/Commercial Use and Multiple-Family Residential, provided that ground floor dwelling units are: <ol style="list-style-type: none"> for Pedestrian-Oriented Retail Precincts – “High Streets & Linkages”: Not permitted; for Pedestrian-Oriented Retail Precincts – “Secondary Retail Streets & Linkages”: Live/Work Dwellings; for elsewhere: Live/Work Dwellings and Home-Based Business Dwellings. Hotel Office Retail Trade & Services Restaurant Neighbourhood Pub Institutional Use Recreation Studio (Studio spaces that provide for a high degree of transparency and public access along fronting streets and open spaces shall be considered to satisfy requirements for retail continuity in Pedestrian-Oriented Retail Precincts) Community Use Accessory uses 	<ul style="list-style-type: none"> For Non-Residential Uses: 2.0. For Residential and Mixed Uses including Residential: <ol style="list-style-type: none"> base: 1.2; Affordable Housing Bonus: 0.8. <p>Additional density, where applicable:</p> <ul style="list-style-type: none"> Institution: To be determined on a site specific basis via City development application processes.
Urban Core (T6)		
<ul style="list-style-type: none"> Residential permitted Overlays: <ol style="list-style-type: none"> Village Centre Bonus; Institution; Pedestrian-Oriented Retail Precincts – “High Streets & Linkages”; Pedestrian-Oriented Retail Precincts – “Secondary Retail Streets & Linkages”. <p>Additional Land Use Considerations:</p> <ol style="list-style-type: none"> Community Centre (South) – This facility may be situated in the Oval, Lansdowne, or Brighouse Village area; Library Lending Service - This service should be provided within 400 m (1,312 ft.) of Brighouse Village’s designated Village Centre. 	<ul style="list-style-type: none"> As per Urban Centre (T5). 	<ul style="list-style-type: none"> For Non-Residential Uses: 3.0 For Residential and Mixed Uses including Residential: <ol style="list-style-type: none"> base: 2.0; Affordable Housing Bonus: 1.0. <p>Additional density, where applicable:</p> <ul style="list-style-type: none"> Village Centre Bonus: 1.0 for the provision of non-residential uses, provided that the additional density is used in whole or in part for the provision of convenience commercial uses (e.g., larger-format grocery store, drugstore), medical-dental services, pedestrian-oriented retail, or other uses important to the viability of the Village, to the satisfaction of the City. Institution: To be determined on a site specific basis via City development application processes.

Note: Richmond’s Aircraft Noise Sensitive Development (ANSD) Policy applies (OCP Schedule 1) throughout this Village.

Specific Land Use Map: Oval Village (2031)



Specific Land Use Map: Oval Village – Detailed Transect Descriptions		
Land Use Map Designation	Permitted Uses	Maximum Average Net Development Site Density
General Urban (T4)		
<p>For Area A: Residential prohibited</p> <p>For Area B: Residential permitted</p> <p>Additional Land Use Considerations:</p> <p>a) Community Centre (West) – This facility may be situated in the Oval Village or Lansdowne Village area.</p>	<p>For Area A:</p> <ul style="list-style-type: none"> • Retail Trade & Services • Restaurant • Neighbourhood Pub • Recreation • Community Use • Accessory uses <p>For Area B:</p> <ul style="list-style-type: none"> • Mixed Multiple-Family Residential/Commercial Use and Multiple-Family Residential, provided that residential uses are limited to High-Density Townhouses, except that other housing types are permitted to accommodate residents with special needs (e.g., seniors) • Office • Institutional Use • Recreation • Studio • Community Use • Accessory uses 	<p>For Area A:</p> <ul style="list-style-type: none"> • 0.8 <p>For Area B:</p> <ul style="list-style-type: none"> • For Non-Residential Uses: 1.2 • For Residential and Mixed Uses including Residential: <ul style="list-style-type: none"> a) Base: 0.6; b) Affordable Housing Bonus: 0.6.
Urban Centre (T5)		
<ul style="list-style-type: none"> • Residential permitted • Overlays: <ul style="list-style-type: none"> a) Village Centre Bonus; b) Pedestrian-Oriented Retail Precincts – “High Streets & Linkages”; c) Pedestrian-Oriented Retail Precincts – “Secondary Retail Streets & Linkages”. <p>Additional Land Use Considerations:</p> <p>a) Community Centre (West) – This facility may be situated in Oval or Lansdowne Village;</p> <p>b) Library Lending Service – This service should be situated within 400 m (1,312 ft.) of the Oval Village’s designated Village Centre.</p>	<ul style="list-style-type: none"> • Mixed Multiple-Family Residential/Commercial Use and Multiple-Family Residential, provided that ground floor dwelling units are: <ul style="list-style-type: none"> a) For Pedestrian-Oriented Retail Precincts – “High Streets & Linkages”: Not permitted; b) For Pedestrian-Oriented Retail Precincts – “Secondary Retail Streets & Linkages”: Live/Work Dwellings. • Hotel • Office • Retail Trade & Services • Restaurant • Neighbourhood Pub • Institutional Use • RecreationStudio (Studio spaces that provide for a high degree of transparency and public access along fronting streets and open spaces shall be considered to satisfy requirements for retail continuity in Pedestrian-Oriented Retail Precincts.) • Community Use • Accessory uses 	<ul style="list-style-type: none"> • For Non-Residential Uses: 2.0 • For Residential and Mixed Uses including Residential: <ul style="list-style-type: none"> a) Base: 1.2; b) Affordable Housing Bonus: 0.8. <p>Additional density, where applicable:</p> <ul style="list-style-type: none"> • Village Centre Bonus: 1.0 for the provision of non-residential uses, provided that the additional density is used in whole or in part for the provision of convenience commercial uses (e.g., larger-format grocery store, drugstore), medical-dental services, pedestrian-oriented retail, or other uses important to the viability of the Village, to the satisfaction of the City.
Urban Core (T6)		
<ul style="list-style-type: none"> • Residential permitted • Overlays: <ul style="list-style-type: none"> a) Institution <p>Additional Land Use Considerations: As per Urban Centre (T5)</p>	<ul style="list-style-type: none"> • As per Urban Centre (T5), except that ground floor dwelling units are permitted throughout the area 	<ul style="list-style-type: none"> • For Non-Residential Uses: 3.0 • For Residential and Mixed Uses including Residential: <ul style="list-style-type: none"> a) Base: 2.0; b) Affordable Housing Bonus: 1.0. <p>Additional density, where applicable:</p> <ul style="list-style-type: none"> • Institution: To be determined on a site specific basis via City development application processes

Note: Richmond’s Aircraft Noise Sensitive Development (ANSD) Policy applies (OCP Schedule 1) throughout this Village.

Appendix 1 - Definitions

Development Site	Development site means one more lots assembled for the purpose of planning and executing a comprehensive development. In the case of a development site made up of lots that are not contiguous, the development site may not be broken into more than two parts and both parts must be situated within the boundaries of one City Centre Village.
Development Site - Net	Net Development Site means the area of a Development Site, net of street and park dedications required to satisfy the intent of Area Plan and other City policies.
High-Density Townhouses	High-Density Townhouses means Ground-Oriented Housing for which: <ul style="list-style-type: none"> • each dwelling unit has a separate, exterior entrance directly accessible (i.e., without passing through a common lobby or corridor) from a public street or open space or from a common-roof deck landscaped as an outdoor amenity space; • parking is primarily contained within a parking structure concealed from view from public streets and open spaces.
Housing, Grade-Oriented or Equivalent	Grade-oriented housing means dwelling units of one or more storeys, each of which has its: <ol style="list-style-type: none"> a) own private outdoor space in the form of a landscaped terrace or garden attached to the unit and typically situated at ground level; b) primary entrance (i.e., front door) on the exterior of the building, entered directly from a fronting publicly-accessible street, walkway, or open space (i.e., without passing through a shared indoor lobby or corridor). For the purposes of this Plan, equivalent to grade-oriented housing means dwelling units accessed via a shared lobby or corridor, provided that such units each have attached to them a private outdoor space (either at grade or in the form of a rooftop terrace or garden situated on top of a parking podium or some other low-rise portion of the building, but not a balcony), abutting and accessible from an on-site, semi-private, outdoor amenity space.
Studio	Space for artist, dance, radio, television, recording, display, or performance, but excluding residential use.

Land Use Map Definitions

TRANSECTS	
General Urban (T4) Transect	An area that: <ul style="list-style-type: none"> • provides for low-density, low-rise residential, commercial, institutional, industrial, community and related uses, subject to Area Plan policies regarding industrial and commercial uses; • discourages automobile-oriented uses, including the outdoor sales, maintenance and storage of motor vehicles and drive-in restaurants and banks, especially where such uses could be visible from a public street or open space.
General Urban (T5) Transect	An area that: <ul style="list-style-type: none"> • provides for medium-density, mid-rise residential, commercial, institutional, industrial, community and related uses, subject to Area Plan policies regarding industrial and commercial uses; • discourages automobile-oriented uses, including the outdoor sales, maintenance and storage of motor vehicles and drive-in restaurants and banks, especially where such uses could be visible from a public street or open space.
Urban Core (T6) Transect	An area that: <ul style="list-style-type: none"> • provides for high-density, high-rise residential, commercial, institutional, industrial, community and related uses; • discourages automobile-oriented uses, including the outdoor sales, maintenance and storage of motor vehicles and drive-in restaurants and banks, especially where such uses could be visible from a public street or open space.
SPECIAL USES	
Marina	An area that: <ul style="list-style-type: none"> • limits uses on a development site to marina, retail sales of boats, boating supplies, and equipment, and related facilities and services for the pleasure boating and general public; • permits adjunct uses complementary to the areas marine focus and the general public's access to and enjoyment of the waterfront, such as specialty retail, restaurant, neighbourhood pub, and water taxi and pedestrian ferry services; • restricts land-based and floating boat storage buildings and boat shelters south of Corvette Way, excluding storage for kayaks, rowing boats, and other small, non-motorized craft; • permits waterborne residential uses, subject to City and Area Plan policies regarding aircraft noise sensitive development, industry, and commercial uses; • typically limits the maximum height of floating and fixed buildings to 9 m (30 ft.) and 2 storeys; • limits the maximum density on a development site to: <ol style="list-style-type: none"> a) riparian parcel coverage by buildings and boat shelters: 40%; b) water lot coverage by buildings and boat shelters: 20%.

<p>Non-Motorized Boating & Recreational Water Area</p>	<p>An area that:</p> <ul style="list-style-type: none"> encourages non-motorized, water-oriented competitive sports, recreation, and educational programs (e.g., paddling, kayaking, rowing, etc.); provides for complementary facilities, activities, and commercial uses; restricts swimming in the river; typically limits the maximum height of fixed and floating buildings to 9 m (30 ft.).
<p>Park</p>	<p>An area that:</p> <ul style="list-style-type: none"> is intended to be owned or secured by legal agreement by the City of Richmond; provides for public open spaces uses; provides for natural areas in locations including, but not limited to, areas outside the dyke or designated as Environmentally Sensitive Areas (ESA); may accommodate a variety of recreational, social, and cultural facilities and activities, provided that this is consistent with Area Plan objectives and policies for Parks & Open Space; typically limits maximum building height to 9 m (30 ft.) and 2 storeys.
<p>School</p>	<p>An area that:</p> <ul style="list-style-type: none"> provides provincially-mandated education (e.g., kindergarten to grade 12) and related programs (e.g., child care) that are principally financed by government funds; presents a scale, form, and character of development that is complementary to that intended for abutting properties under the Area Plan or applicable Sub-Area Plan.
<p>OVERLAYS</p>	
<p>Commercial Reserve</p>	<p>An area that:</p> <ul style="list-style-type: none"> provides for medium- and high-density, mid- and high-rise office, retail, restaurant, arts, culture, entertainment, hospitality, and related uses; prohibits residential uses.
<p>Industrial Reserve</p>	<p>An area that:</p> <ul style="list-style-type: none"> provides for low-density, light industry, which: <ol style="list-style-type: none"> means a use providing for manufacturing, processing, assembling, fabricating, storing, transporting, distributing, testing, servicing, or repairing of goods, materials, or things, with or without an ancillary office to administer the industrial use on the site; may include wholesale business activities, but excludes retail sales; specifically excludes the processing, storing, transporting, and distributing of bio-medical or other material defined by statute as being "hazardous waste"; is contained within a building or screened from view from public open spaces, streets, and neighbouring properties; is not offensive to neighbouring industrial or non-industrial uses by reason of smoke, noise, vibration, dirt, glare, odour, or electrical interference; prohibits residential uses, excluding caretaker accommodation ancillary to an industrial use; provides for non-residential adjunct uses in designated sub-areas as follows: <ol style="list-style-type: none"> "Industry-Only" – No adjunct uses permitted; "Limited Commercial" – A limited range and amount of commercial, recreational, educational, and other uses may be permitted in specified locations, provided that the floor area of such uses on a development site does not exceed that of non-industrial uses; provides for additional density over and above that permitted by the underlying Transect, provided that: <ol style="list-style-type: none"> the Area Plan designates the affected development site as Industrial Reserve – "Limited Commercial"; the floor area of non-industrial uses on the development site does not exceed that of industrial uses; the additional density provides a benefit to industry; where applicable, the additional density helps to facilitate public open spaces, streets, and other Area Plan objectives.
<p>Institution</p>	<p>An area that:</p> <ul style="list-style-type: none"> limits the uses on a development site to institution, community institutional, health care facility, assisted housing, affordable housing, transit, and government facilities; provides for adjunct uses and/or additional density on the lot and, in the case of a multiple-lot development site, the development site over and above that permitted by the underlying Transect or Sub-Area Plan, provided that: <ol style="list-style-type: none"> the adjunct uses are consistent with those permitted by the underlying Transect or applicable Sub-Area Plan; the provision of adjunct uses and/or additional density on the development site results in a community benefit to the satisfaction of the City; the development site retains its Institution designation; the scale, form, and character of development are complementary to that intended for neighbouring properties under the Area Plan or applicable Sub-Area Plan.

<p>Pedestrian-Oriented Retail Precincts</p>	<p>An area that:</p> <ul style="list-style-type: none"> • encourages pedestrian-oriented “retail continuity” in the form of: <ol style="list-style-type: none"> a) a high concentration of pedestrian-oriented retail, restaurant, and complementary, visually engaging activities at the ground floor of buildings fronting onto publicly-accessible streets and open spaces; b) frontages characterized by narrow commercial units set close to the fronting publicly-accessible street or open space, individual unit entrances, a high degree of transparency (e.g., large, clear shop windows), pedestrian-oriented weather protection, signage, and lighting, and high-quality street furnishings and amenities; and • designates locations where the importance of “retail continuity” to the area’s intended form, function, and character of development is: <ol style="list-style-type: none"> a) for “High Streets & Linkages” – Fundamental, and should be achieved throughout; b) for “Secondary Retail Streets & Linkages” – Highly desirable, and should be achieved wherever possible.
<p>Richmond Arts District (RAD)</p>	<p>An area that:</p> <ul style="list-style-type: none"> • encourages a high concentration of public and private arts, culture, and heritage uses, facilities, amenities, events, venues for display and performance, work studios, and flexible spaces for living and working (i.e., Home-Based Business Dwellings and Live/Work Dwellings rather than traditional dwellings); • encourages the establishment of uses complementary to the arts, such as specialty retail, restaurants, entertainment, galleries, creative industries (e.g., film, recording, design, etc.), and post-secondary education; • encourages a distinctive urban environment characterized by its vibrant, lively, pedestrian-oriented public realm, the visual prominence of its public art, arts uses and activities, and special architectural and landscape design features (e.g., a vibrant colour palette, street-fronting commercial/studio units with overhead doors and large operable windows, durable, industrial-like materials and finishes, etc.).
<p>Village Centre Bonus</p>	<p>An area that provides for additional density for non-residential uses over and above that permitted by the underlying Transect, provided that:</p> <ul style="list-style-type: none"> • it is demonstrated to the satisfaction of the City that the additional density results in: <ol style="list-style-type: none"> a) superior building and landscape design; b) a mix of transit-oriented uses; c) a vibrant, pedestrian-friendly public realm; d) the provision of child care or other community benefit (e.g., artist studio, heritage initiatives, etc.); • the minimum net development site size to which the additional density may be applied shall be: <ol style="list-style-type: none"> a) to achieve a maximum net density of 3 FAR or less: 4,000 m² (1 ac.); b) to achieve a maximum net density greater than 3 FAR: 8,000 m² (2 ac.).

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