City of Richmond

Bylaw 8383

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".**

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CORPORATE OFFICER

2454335

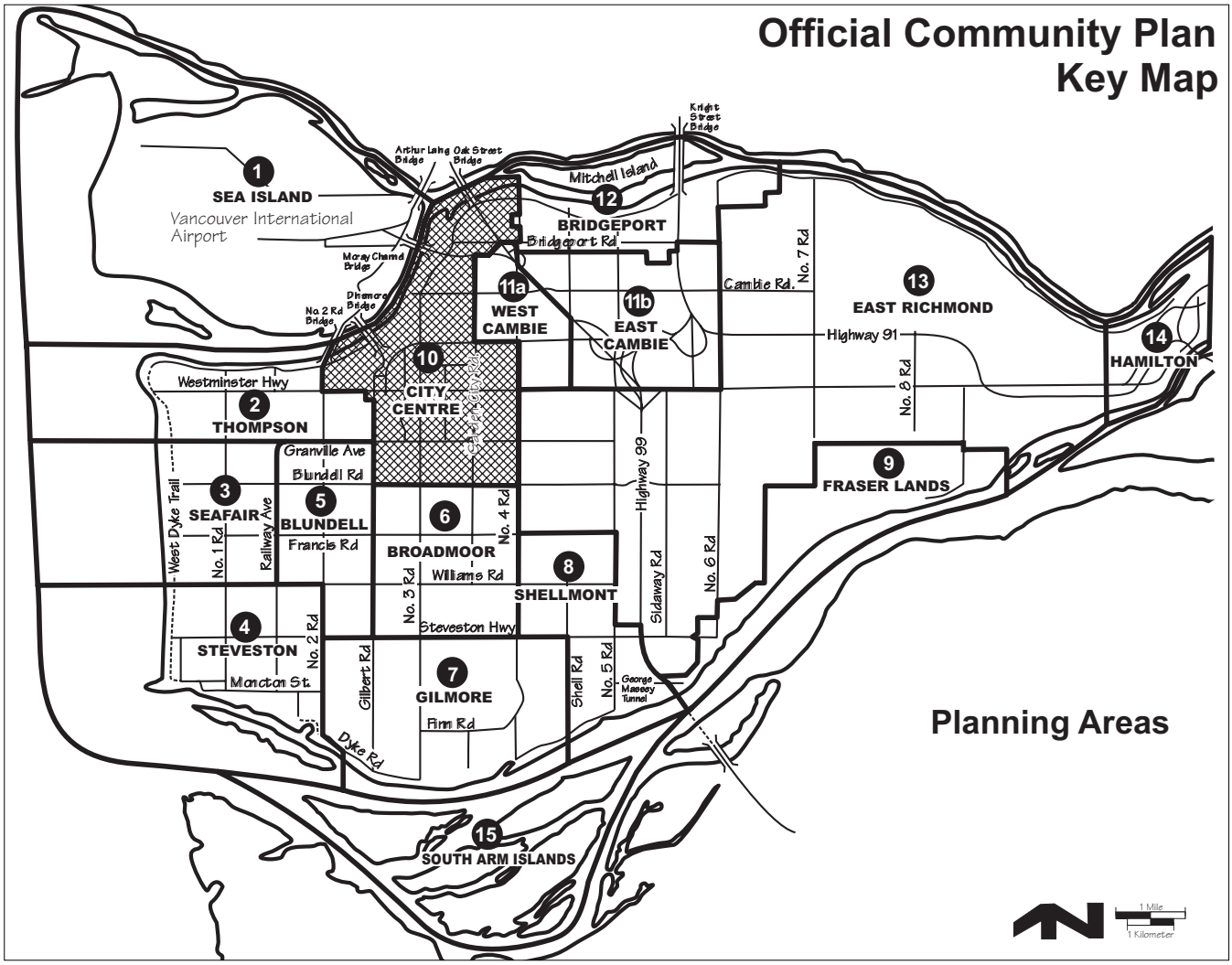
Richmond

OFFICIAL COMMUNITY PLAN

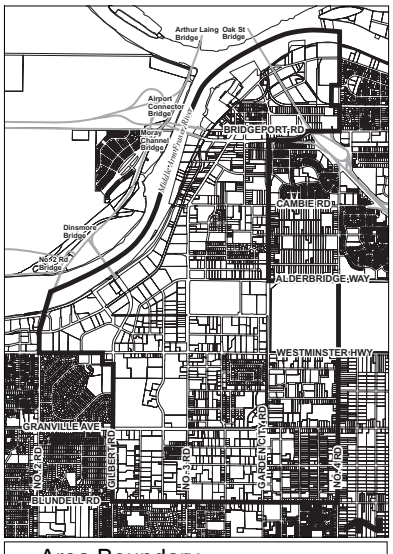
City of Richmond

CITY CENTRE AREA PLAN
Bylaw 7100 Schedule 2.10

Key Map

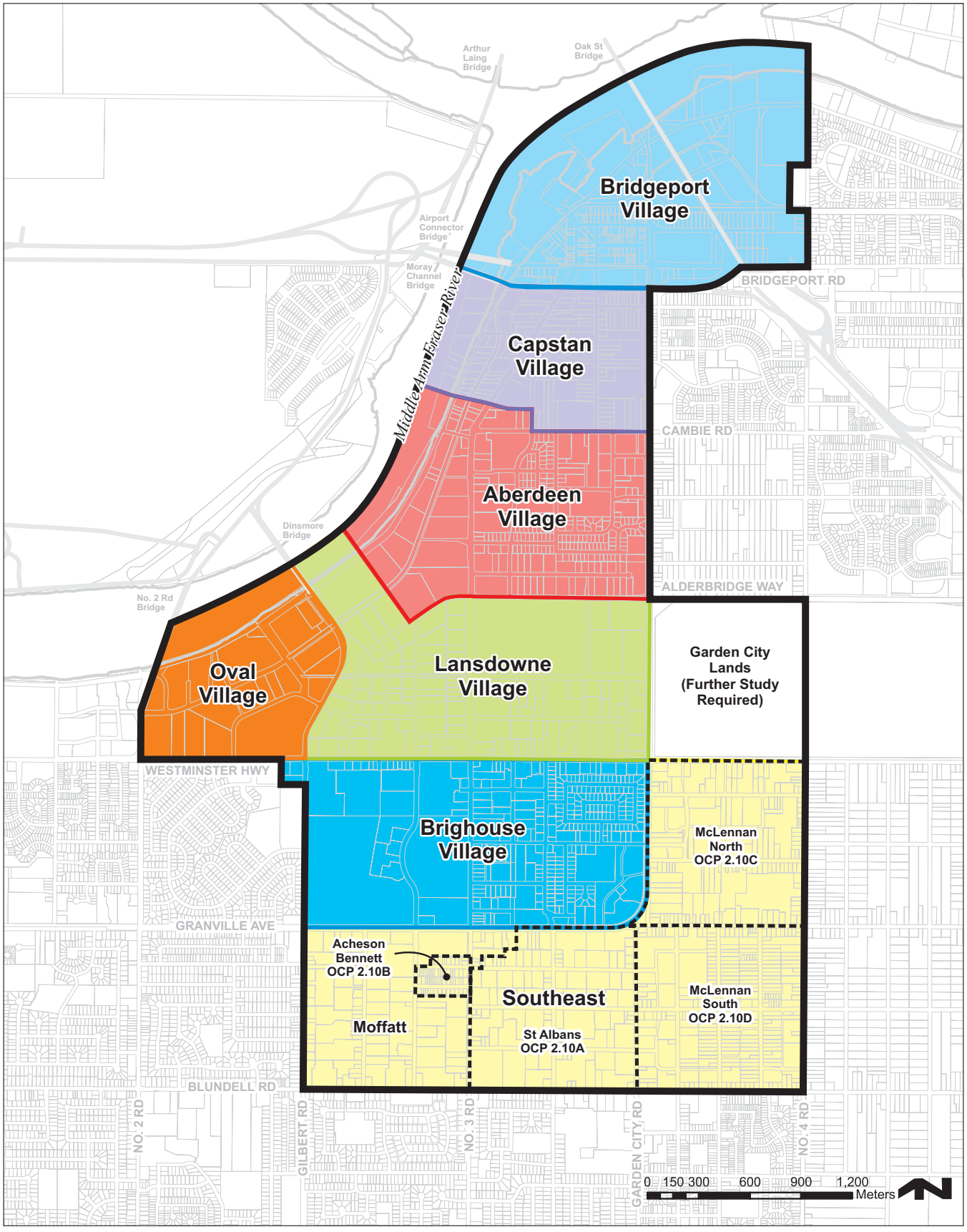


Plan Area Map



— Area Boundary

City Centre Village & Sub-Area Key Map



Aerial view of City Centre, June 2007, showing Richmond Oval and Canada Line under construction.

Table of Contents

List of Policy Maps iv
Photo Credits vi
Plan Interpretation vii

1.0 Plan Overview 1-1
1.1 Purpose 1-1
1.2 Context 1-2
1.3 Vision 1-5
1.4 CCAP Alignment with Corporate Sustainability Initiatives 1-6
1.5 Planning Strategies 1-8
1.6 An Urban Development Framework 1-11

2.0 Policies 2-1
2.1 Households & Housing 2-2
2.2 Jobs & Business 2-12
2.3 Mobility & Access 2-23
2.4 Arts, Culture & Heritage 2-45
2.5 Ecology & Adaptability 2-56
2.6 Parks & Open Space 2-64
2.7 Recreational & Cultural Facilities 2-73
2.8 Social Equity & Community Services 2-80
2.9 Infrastructure & Utilities 2-85
2.10 Public Realm & Public Life 2-87

3.0 Development Permit Guidelines 3-1
3.1 General Guidelines 3-6
3.2 Sub-Area Guidelines 3-36

4.0 Implementation & Phasing Strategies 4-1
4.1 Implementation Strategy 4-3
4.2 Phasing Strategy 4-14

Land Use Maps M-1

Appendix 1 - Definitions A-1

List of Policy Maps

Key Map....inside front cover
Plan Area Map....inside front cover
City Centre Village & Sub-Area Key Plan i

1.0 Plan Overview

City Centre Framework Map 1-12

2.0 Policies

2.1 Households & Housing

2100 Population & Dwellings Village Map.... 2-4
City Centre Neighbourhoods & Village Areas Map 2-6

2.2 Jobs & Business

Job & Business Concept Map 2-13
Designated “Industrial Reserve” Areas Map 2-15
Public Sector Uses Map 2-16
Key Commercial Areas Map.... 2-17
Key Office-Friendly Areas Map.... 2-18
Pedestrian-Oriented Retail Precincts Map 2-20

2.3 Mobility & Access

Street Network Map (2031) 2-27
Key Street Improvements Map (2031) 2-32
Transit Network Map (2031) 2-34
Pedestrian Environment Map (2031).... 2-36
Cycling Network Map (2031).... 2-38
Parking Bylaw Map 2-40
Goods Movement & Loading Map (2031) 2-42

2.4 Arts, Culture & Heritage

Arts & Culture Map (2031).... 2-46
Richmond Arts District (RAD) Map.... 2-48
Public Spaces & Places Map (2031).... 2-50

2.5 Ecology & Adaptability

A Base for Building a Living Landscape Map.... 2-60

2.6 Parks & Open Space

Base Level Parks & Open Space Map (2031) 2-65
Major Parks Map.... 2-67
Neighbourhood Parks Map 2-68
Pedestrian Linkages Map.... 2-71

2.7 Recreational & Cultural Facilities

Recreation Facilities Map 2-76
Cultural Facilities Map 2-78
Library Facilities Map (Proposed).... 2-79

2.8 Social Equity & Community Services

Existing Public Institutions Map 2-81
Child Care Map 2-83

2.10 Public Realm & Public Life

Public Realm Areas Map 2-88
Richmond's Waterfront Character Areas Map 2-90
Riverfront Features & Destinations Map 2-91
No. 3 Road Corridor Map: Five Character Zones 2-96
Key Inland Public Views Map 2-106
Key Riverfront Landmarks & Street End Views Map 2-107
Richmond Oval View Corridor Map 2-108
Maximum Building Height Map 2-109
Tower Spacing & Floorplate Size Map 2-113
Preferred Frontage Conditions Map 2-116

3.0 Development Permit Guidelines

Development Permit Area Map 3-2
Development Permit Sub-Areas Key Map 3-3
Park Frontage Enhancement Areas Map 3-13
Designated Green Link & Linear Park Location Map 3-16

4.0 Implementation & Phasing Strategies

Proposed New Transportation Improvements Map (2031) 4-6
Proposed Watermain Improvements Map (2031) 4-7
Proposed Sanitary Sewer Improvements Map (2031) 4-8
Proposed Storm Drainage Improvements Map (2031) 4-9
Park & Open Spaces Map (2031) 4-10
Density Bonusing Map (2031) 4-12
Preferred Development Areas Map 4-14

Land Use Maps

Generalized Land Use Map (2031) M-2

Overlay Boundary - Village Centre Bonus Map (2031) M-3
Overlay Boundary - Commercial & Industrial Reserves Map (2031) M-4
Overlay Boundary - Richmond Arts District (RAD) Map (2031) M-5

Specific Land Use Maps:

- Bridgeport Village (2031) M-6
- Capstan Village (2031) M-8
- Aberdeen Village (2031) M-10
- Lansdowne Village (2031) M-12
- Brighouse Village (2031) M-14
- Oval Village (2031) M-16

Photo Credits

Page	Photo	Credit
1-9	Transect diagrams	After Duany, Wright and Sorlien: Smart Code & Manual
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2-19	Old & New German Parliament Berlin (bottom photo)	net efekt
2-24	Street Network	capriceandmatt
2-24	Concierge	Greg7
2-31	Bottom photo	Wikipedia, Zhatt
2-35	Top photo	Derek Lepper
2-49	Middle photo	Wikipedia, Hogne
2-52	Lit Building	Phillipp Klinger
2-52	Red Boxes	Marcia Salviato
2-52	Statue in Field	NMCIL Ortiz Domney
2-52	Fountains at Night	Andy Castro
2-52	Ants	Striatic
2-52	Building Art	Claudecf
2-53	Top photo	Wikipedia, K.C. Tang
2-53	2nd photo	Wikipedia, David Shankbone
2-57	Sweden Air photo	Lennart Johansson, Info-Bild, Stockholm
2-63	Bottom photo	Humber College, photographer - Tom Arban
2-69	Public Art: New York Civic Centre, City Hall - Jerusalem Stabile	Wally G.
2-69	Water Features: Love Park, Philadelphia	Fen Branklin
2-69	Gathering and Seating: Outdoor Yoga	BodybyGeoff
2-72	Martini Regatta (top photo)	Henkc7
2-72	Seattle Sculpture Garden (middle photo)	Brandon White
2-92	Rhine Pedestrian Bridge (photo 1)	Uwe Braun (browni63)
2-92	Rose Kennedy Fitzgerald Greenway (photo 2)	Robert Masys/Massachusetts Turnpike Authority
2-92	Stockholm (photo 3)	Lennart Johansson, Info-Bild, Stockholm
2-92	Boat Race, Putney Bridge (photo 4)	guppiefish
2-92	Gateshead Millenium Bridge (photo 6)	Sean Mantey
2-92	Capetown (photo 7)	slack 12
2-92	Granville Island (photo 8)	Greg7
2-92	Webb Bridge at Docklands, Australia (photo 10)	Dean - Melbourne
2-103	Fountain (top photo)	Andy Castro
2-103	Pompidou Centre (middle photo)	Stijn Vogels
2-103	Union Square (bottom photo)	Harris Graber
2-104	Green Park (photo 1)	kurafire
2-104	Green Park, London (photo 2)	Damned Lies
2-104	Steps (photo 3)	J.L. McVay/StereoactiveNYC
2-104	St. Pauls (photo 4)	Swiv
2-105	Paris Café (photo 6)	Mr. Mystery
2-105	Luxembourg, Paris Chairs (photo 7)	ktylerconk
2-105	Street Toilet (photo 9)	mhaithaca
2-105	Sweeping (photo 10)	fazen
2-110	High-rise 35-45 m (right)	diamond geezer
2-114	“Feed and beautify” (photo 2)	sillydog
2-114	Threshold Building, Washington (photo 4)	pnwra
2-115	Evergreen Building (photo 5)	jmv
2-115	Center for Urban Ecology (photo 6)	Humber College, photographer - Tom Arban
2-115	Contemporane (photo 7)	perkins + will
2-121	Bottom photo	Philipp Klinger
3-36	Building	pbo31
3-38	Building	ghost592
3-40	Wholefoods building (top photo)	Muddy Ravine
3-40	Arbutus (middle left photo)	Derek Lepper
3-40	Yaletown (middle right photo)	Mister Wind-Up Bird
3-42	Business Park (left photo)	Incinerator
3-42	New Quebec City (right photo)	Payton Chung
3-46	Gardens The Towers (bottom photo)	bee721
3-48	Capers (top left photo)	bmann
3-48	Boston Brownstone (top right photo)	acme401
3-48	Building (middle right photo)	sillydog
3-48	Marinaside Quay (bottom photo)	Payton Chung
3-52	Fort De Soto Pier (1st photo)	WisDoc
3-52	Bridges Restaurant (2nd photo)	Greg7
3-52	Granville Island (3rd photo)	sanchom
3-52	Melbourne waterfront (4th photo)	alh1
3-54	Granville Island (1st photo)	Snowrunner
3-54	Granville Island houseboats (2nd photo)	urbnTHNKr

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, April 2006.

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 (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 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 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.

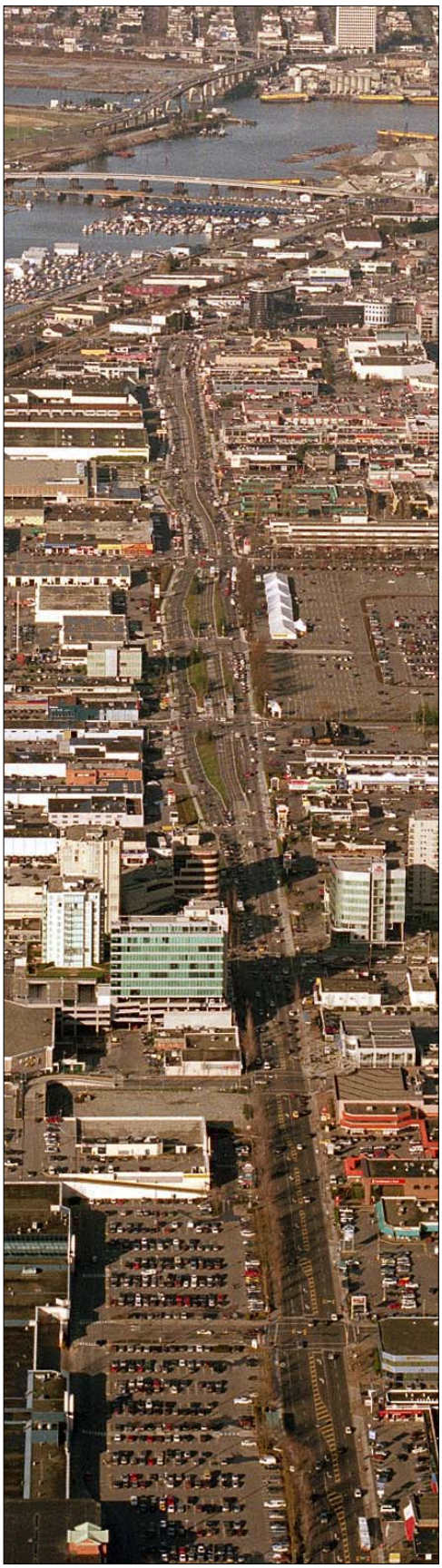
In 1955, with the construction of the Oak Street Bridge, West Richmond began to attract significant residential development, altering the community's rural character. And shortly after that, Richmond's Planning Commission approved the conversion of "Brighouse Estates", land formerly owned by one of Richmond's founders, Samuel Brighouse, 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 a 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 Paralymic 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%).



Aerial view of City Centre, 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 • Predominantly residential, parks, and schools.	34%
D. Garden City Lands • 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.

1.3 Vision

How do we achieve this vision?

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."

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).

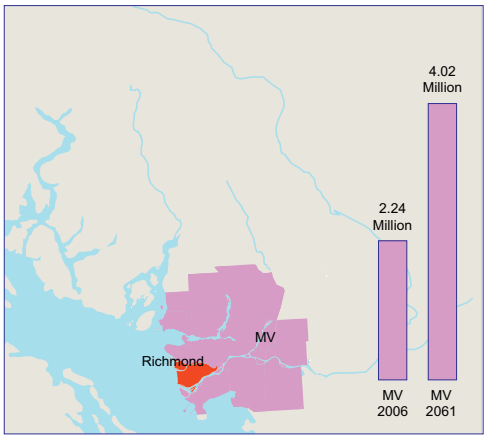
Sustainability entails addressing many challenging issues and goals that cannot be achieved in a short time. Development of the City Centre will significantly affect how well Richmond will be able to evolve towards becoming a sustainable community. It is important that development strengthen, not erode,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

Metro Vancouver Map



Anticipated regional growth to 2061.

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.

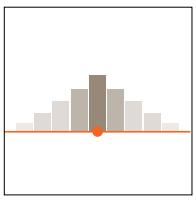
Planning Strategies	Description
A. Urban Transect	The Urban Transect is a way to describe a: • continuum of development from natural areas through to high-density urban areas based on their relative intensities of use and scale of buildings; • "form-based code" that supports sustainable, mixed-use strategies for organizing community development, as opposed to approaches that seek to segregate uses. 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".

T1 Natural	T2 Rural	T3 Suburban	T4 General Urban	T5 Urban Centre	T6 Urban Core
Predominantly lands in a wilderness condition.	Predominantly open & farmed lands that are sparsely settled.	Predominantly, low-density, low-rise buildings on large blocks.	Predominantly ground-oriented buildings of 4 storeys or less.	Predominantly medium-density buildings of 6 storeys or less.	Predominantly high-density buildings greater than 6 storeys.

B. Transit-Oriented Development (TOD)	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. 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. 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. 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: • 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.
C. Urban Village Network	"Urban village" is another name for the type of compact, walkable, transit-centred community encouraged by TOD. 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. Features of the City Centre's urban villages will enable them to support three district levels of need: • 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.)
Village-Serving Features – Required or Highly Desirable			
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	
City Centre-Serving Features – Required or Highly Desirable			
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
City-Wide & Regional Features – Required or Encouraged			
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.

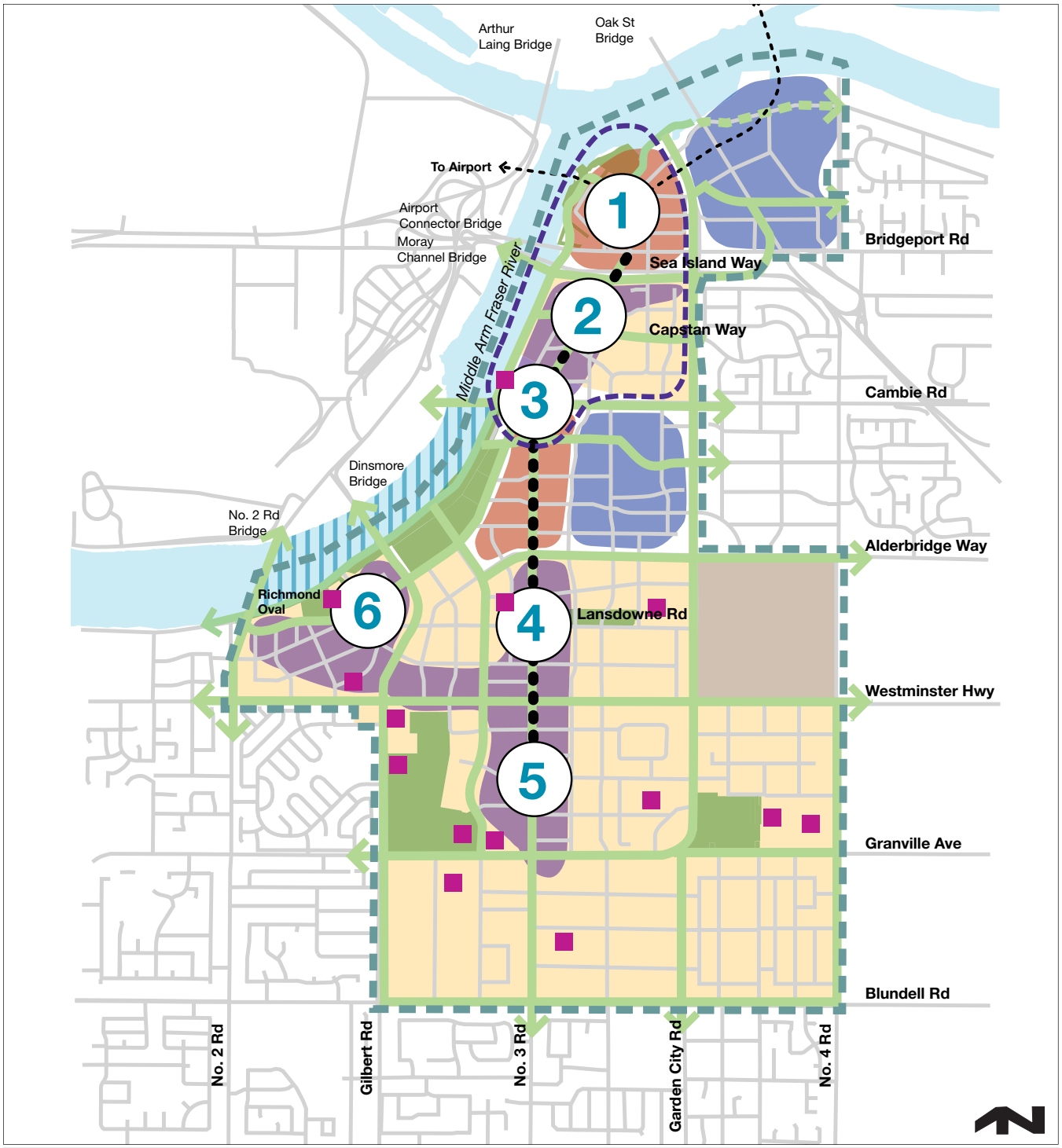
6. Encourage "Peaks & Valleys"

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



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
Brighouse	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 Facilites
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 whice 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:

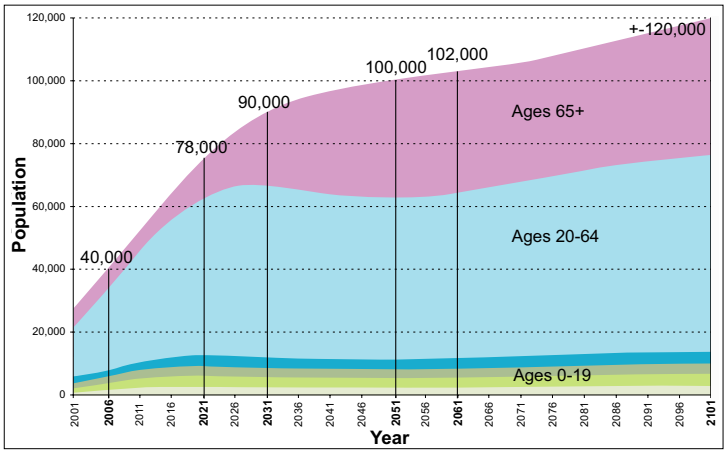
Over the next 100 years, the population of the City Centre will have grown to 120,000 people. The majority of this growth will occur in the years leading up to 2021 where the population will double from the 2006 population of 40,000 residents. An average of 2,500 new residents will move to the City Centre 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:

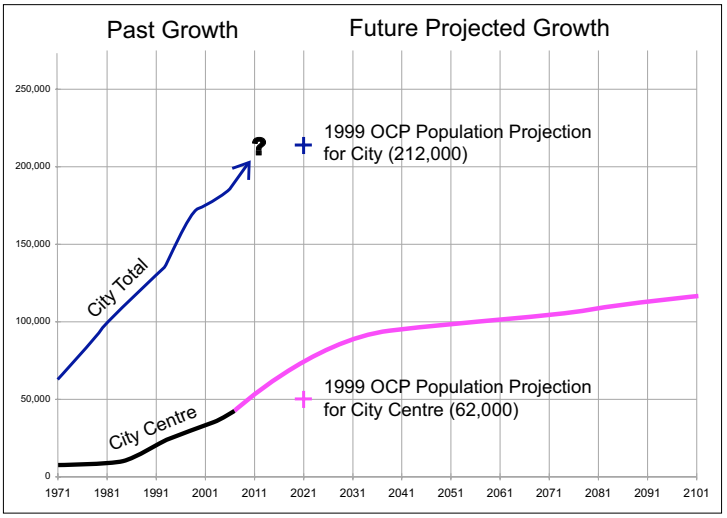
- creating "house-like" attributes in higher density housing;
- achieving "equivalent to grade" units in mid rise buildings;
- striving for "family friendly" housing and neighbourhoods.

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 a economic centre by creating and reinforcing strong identifiable neighbourhoods.

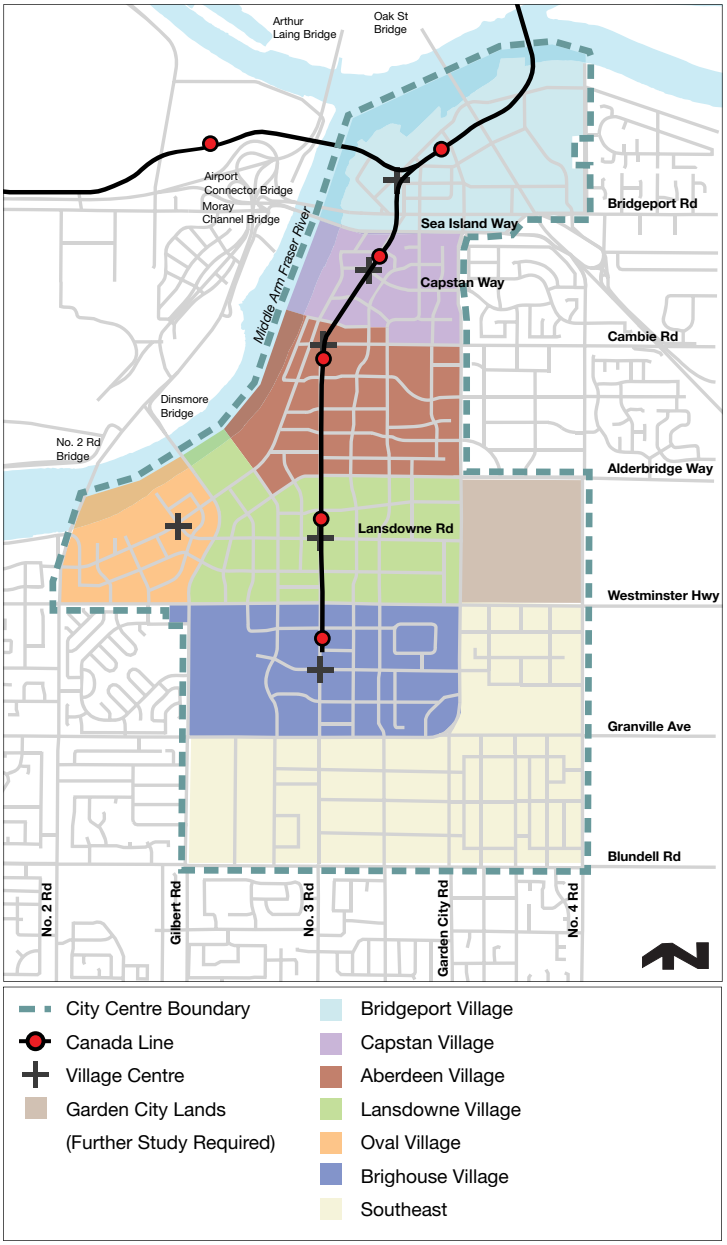
Provide a full range of high quality housing to satisfy the needs of a diverse population of 120,000 residents. Achieve balance by providing the following components:

- **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.

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.

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
Brighouse	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

* 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) Accommodate a Diversity of People by Providing for a Variety
- 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) Maximize Opportunities to Create New Grade-Oriented Housing & Other "House-Like" Forms
- 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)
- 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) Create, Preserve, & Strengthen Distinct "Family-Oriented" Neighbourhoods
- 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) Encourage Seniors' & Special Needs Housing in the City Centre
- 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) Develop Various Forms of Affordable Housing in all City Centre Neighbourhoods by Using the Tools, Priorities & Targets Established in Richmond's Affordable Housing Strategy
Encourage housing for people whose needs are not being met by the market such as those with physical and mental disabilities.

2.1.6 Monitoring & Review

a) Continue to Update Information on Population, Household Mix, Age-Related Forecasting to Ensure that the Housing Needs of Existing & Future City Centre Residents will be Met
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).

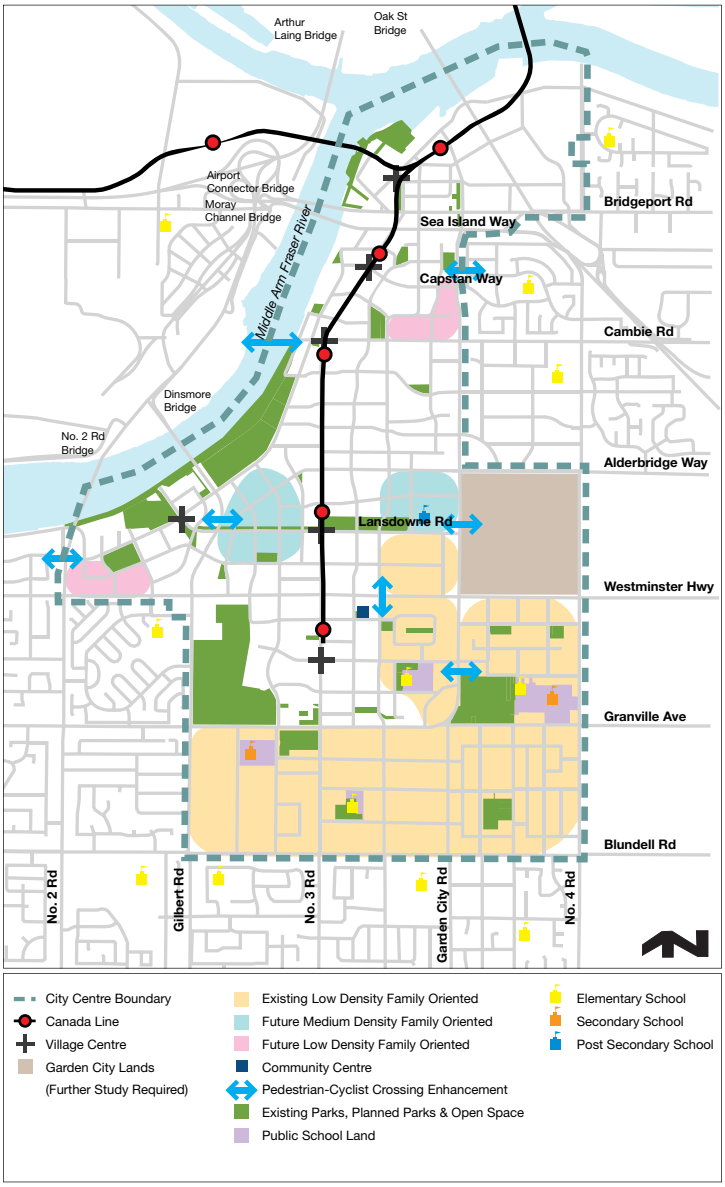
b) Best Practices Guidelines
Prepare best practices guidelines to facilitate the provision of livable "house-like" units especially in the mixed townhouse/apartment areas.

c) Dwelling Unit Composition, Size & Private Outdoor Space
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.

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%
Brighouse	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 & "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 m^2 (108 ft^2) 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 m^2 (1,100 ft^2) 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.

	2006 City Centre Employment			2100 Projected City Centre Employment Demand			
Population	**40,000**			**120,000**			
	Jobs	**Floor Area* millions**	**Zoned Land Area**	**Jobs**	**Floor Area[1] millions**	**Required Land Area[1]**	**Proposed Land Supply**
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:

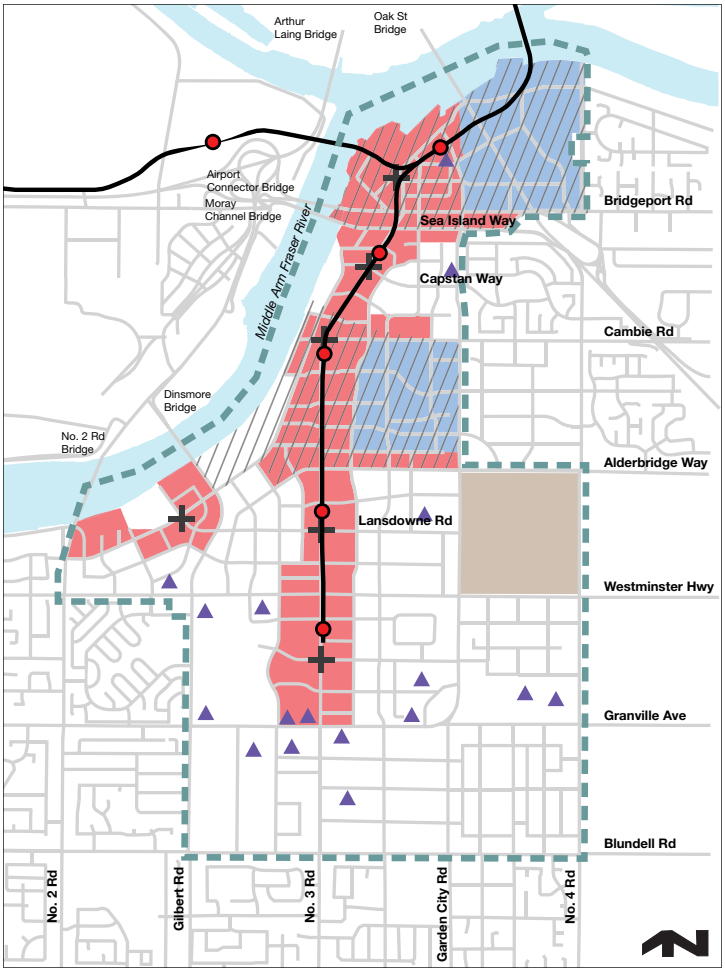
Provide a framework that enhances the City Centre as the focus of a vibrant **"Aerotropolis Community"** – a business centre with a strong identity, international perspective, and a sustainable, "triple bottom line" approach to economic development that builds on Richmond's existing strengths and natural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



Area	Land Use
	Industrial Reserve • Predominant uses include processing, distribution, and repair (PDR), progressive sectors (e.g., knowledge-based industries), and emerging technologies.
	Public Sector Uses • Uses include government, post-secondary education, schools, hospitals, and similar uses.
	Key Mixed-Use Areas & Commercial Reserve • Includes both commercial-only areas (where housing is restricted due to aircraft noise, traffic, and other impacts) and mixed-use areas. • Commercial uses outside the "Key Mixed-Use Areas & Commercial Reserve" will typically be more dispersed and make up a relatively small percentage of total floor space.

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
Situate 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:
- 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 publlic 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 & 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:
- 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:
- 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.

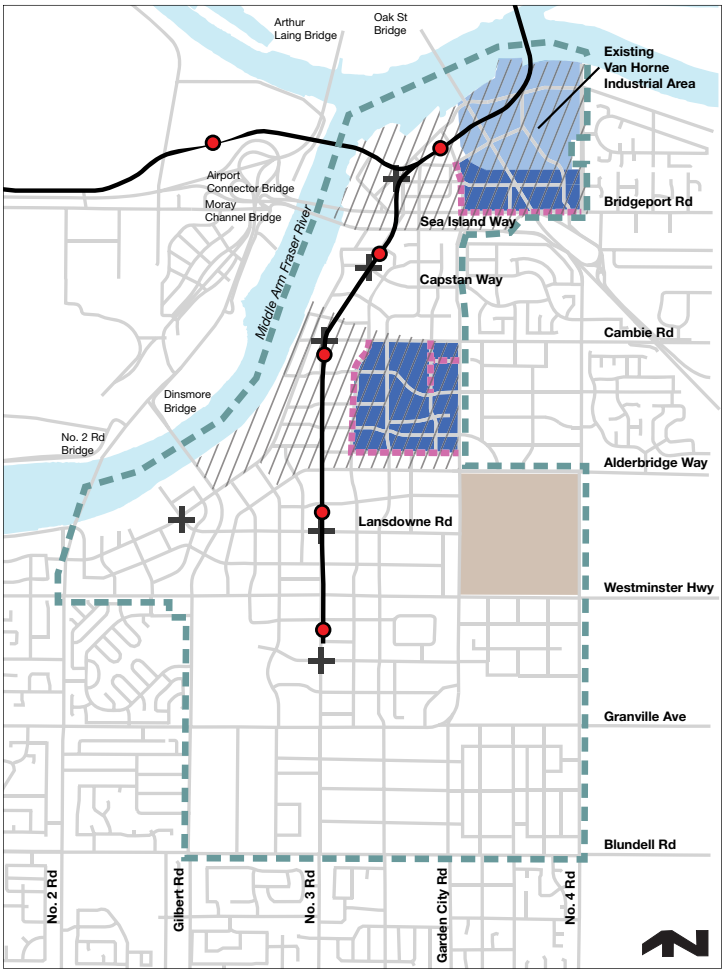
Challenge/Opportunity

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.

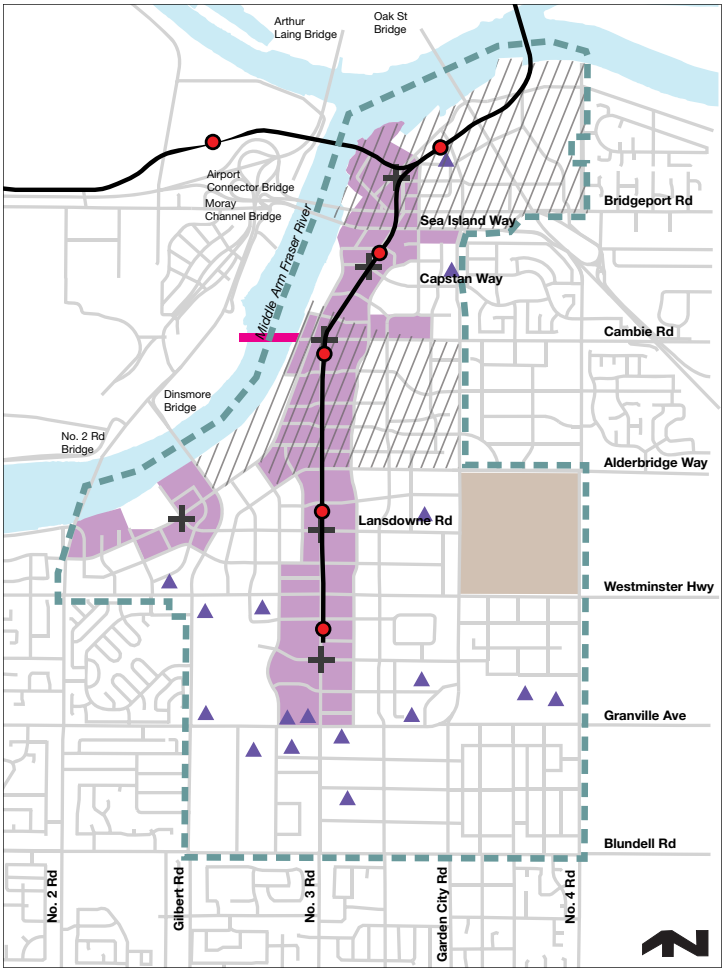
Challenge/Opportunity

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



Area	Use
▲	Existing City Centre Public Sector Lands (exclusive of City-owned recreation & open space).
■	Village Centre area where additional non-residential density may be permitted that could facilitate the provision of public sector facilities and other uses of public benefit.
■	Proposed Middle Arm Pedestrian Bridge.

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

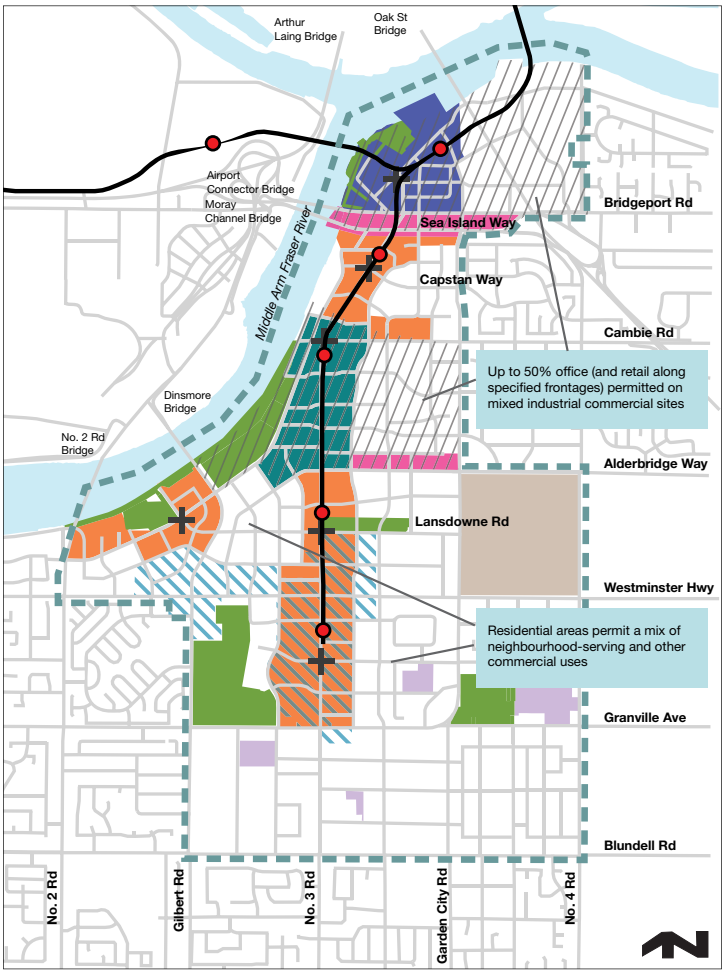
Businesses and their employees are beginning to look for cost-effective, high-amenity alternatives to remote business parks. The City Centre is well positioned to take advantage of this trend by building on its unique "gateway" and riverfront advantages, strong retail sector, housing growth, and the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



Area	Commercial Reserve
	Central Business District (CBD) • Predominantly medium- to high-density, mid- and high-rise office, retail, restaurant, arts, culture, and hospitality uses.
	Bridgeport Village • Predominantly medium-density, mid- and high-rise, business, entertainment, hospitality, arts, and transportation hub uses.
	Highway Commercial • Predominantly medium-density, mid- and high-rise, highway-oriented hotel, office, and limited retail uses.
Area	**Mixed-Use Areas**
	Mixed-Use Core • Predominantly high-density, mid- and high-rise, mixed-use buildings with pedestrian-oriented commercial and related uses on the ground floor fronting public streets and open spaces.
	"Downtown Commercial District (C7)" Zone • Existing pre-zoned, high-density, mixed-use area.

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

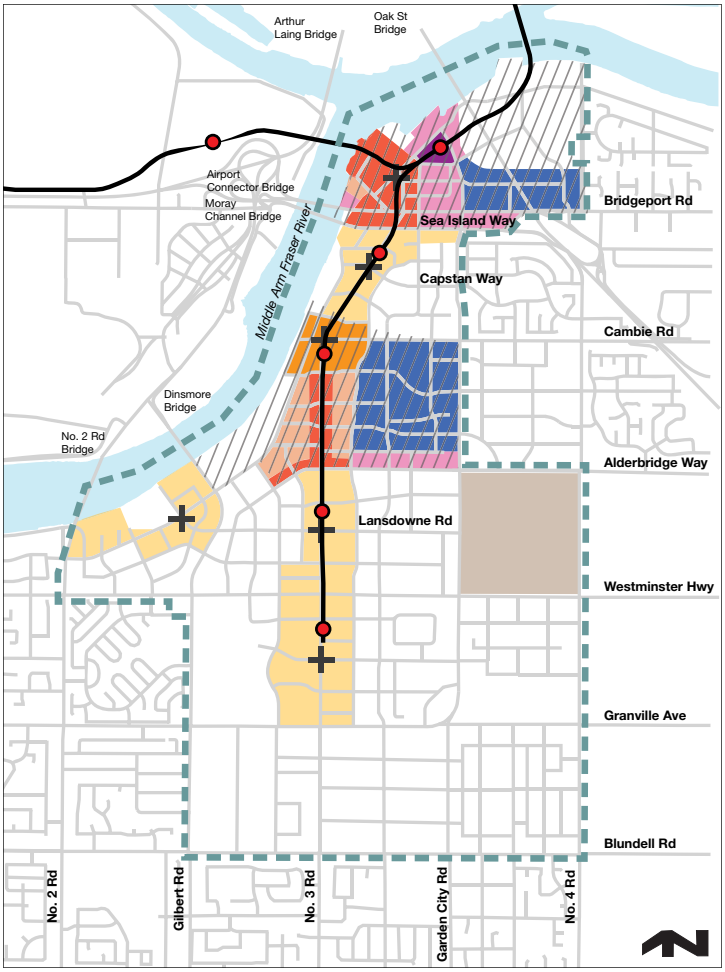
The City Centre's growing suite of amenities and Vancouver's current land shortage are not enough to make the City Centre a magnet for major office tenants.

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



Area	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 m² (19,376 ft²)
		Transit Station Site - To be determined	45 m (148 ft.)	
		3 FAR	35 m (115 ft.)	650 m² (6,997 ft²)
		3 FAR	25 m (82 ft.)	
		2 FAR	25 m (82 ft.)	
	Industrial Reserve - Limited Commercial	1.2 FAR, up to 50% office	25 m (82 ft.)	N/A
	Mixed-Use (Village Centre Bonus Area)	2-3 FAR, plus Non-Residential 1 FAR Bonus	45 m (148 ft.)	650 m² (6,997 ft²)

* 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 m^2 (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 m^2 (19,376 ft^2);
- 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

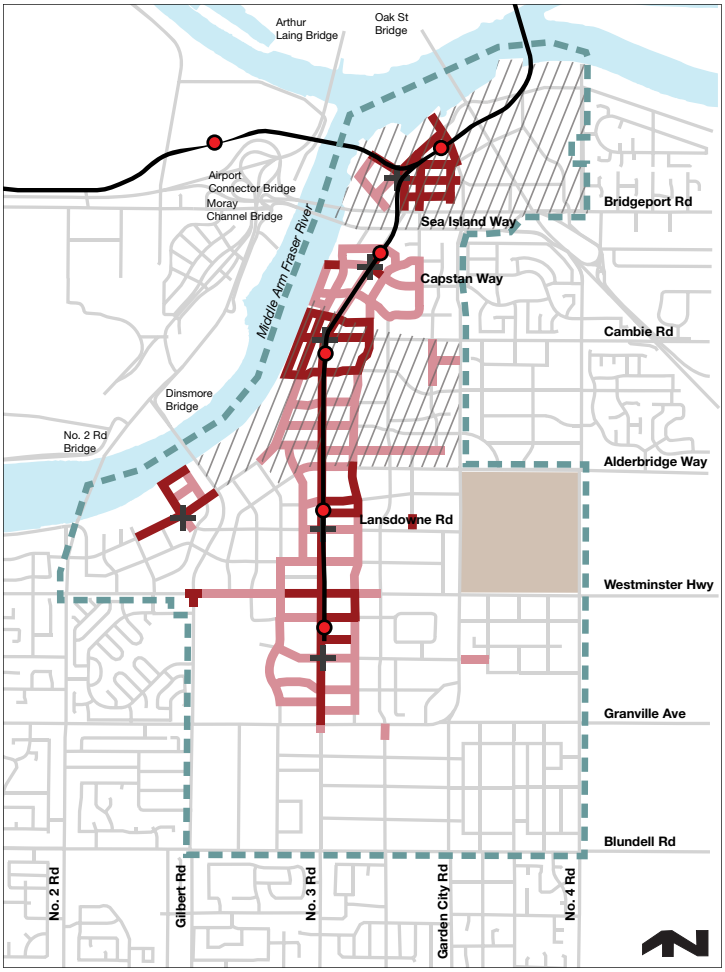
Lively, urban retail areas require "**retail continuity**": the continuity of a substantial amount of ground floor frontages that are attractive, pedestrian-oriented, rich in detail, and engaging – in other words, frontages that encourage people to walk and linger, and include:

- 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



Area	Key Locations Where Retail Continuity is Encouraged on the Ground Floor of Buildings Along Publicly-Accessible Street & Open Space Frontages
	Retail High Streets & Linkages • "**Retail continuity**" strongly encouraged. • **Live/Work Dwellings** discouraged.
	Secondary Retail Streets & Linkages • "**Retail continuity**" encouraged. • **Live/Work Dwellings** permitted (provided that residential uses are permitted).

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.

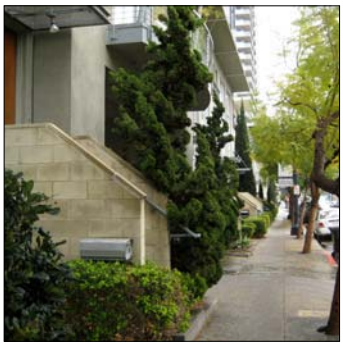
Proposed City Centre Flexible Work Types

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	• Residential *Work activities are ancillary to the unit's function as a dwelling.*		• Mixed commercial/residential use.
Permitted Business Uses	• The following uses are permitted, provided that, building code, licensing, and other pertinent regulations are satisfied: a) crafts & teaching, including the retail sale of goods produced on-site; b) residential registered office; c) residential business office; d) childcare, limited to 10 children.	• As per Home Occupation, together with studio for artist, dance, radio, television, or recording, provided that: a) the maximum number of clients is limited to 3 clients per unit at any one time; b) retail display and sales are limited to goods produced and advertised on the premises.	• As per Home Occupation and Home-Based Business Dwelling, EXCEPT that there is no limit on the number of clients.
Permitted Employees	• Residents of the dwelling.		• Residents of the unit. • Up to 1 non-resident employee.
Minimum Parking	• As per the applicable residential use.		• 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	• Wherever residential use is permitted, EXCEPT at grade fronting onto public streets and open spaces designated as Pedestrian-Oriented Retail Precincts.		• Wherever residential use is permitted, EXCEPT "Retail High Streets".
Unit Location in the Building	• No restrictions.	• 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.		• Combined commercial/residential area: 93 m^2 (1,001 ft^2) minimum. • Area demised exclusively for commercial use: a) minimum: 30 m^2 (323 ft^2); b) maximum: 2/3 of the total area of the unit.
Outdoor Business Activities	• Outdoor childcare play space. • Permanent or temporary display of artworks.		• Outdoor childcare play space. • Permanent or temporary display of artworks and goods produced on the premises.
Outdoor Storage	Not permitted.		
Maximum Disturbance	• 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	• 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).		• A mixed-use character with retail display windows and individual shop entries at grade and residential features above (e.g., balconies).
Permitted Signage	• One unilluminated name plate not exceeding 0.1 m^2 (1.08 ft^2) 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).		• As per the applicable commercial use.
Legal Agreements	• Not applicable.		• 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.

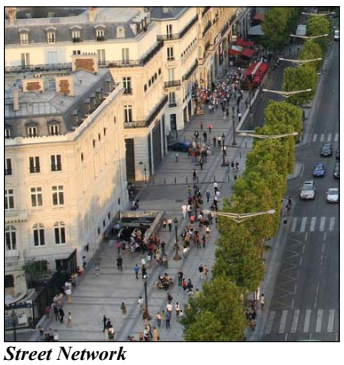
To ensure a well-connected community that provides sustainable travel options, the City Centre transportation system must meet its mobility needs by:

- 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.

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

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

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

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

Goods Movement & Emergency Services
Efficiently move goods and give priority to emergency services.

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

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

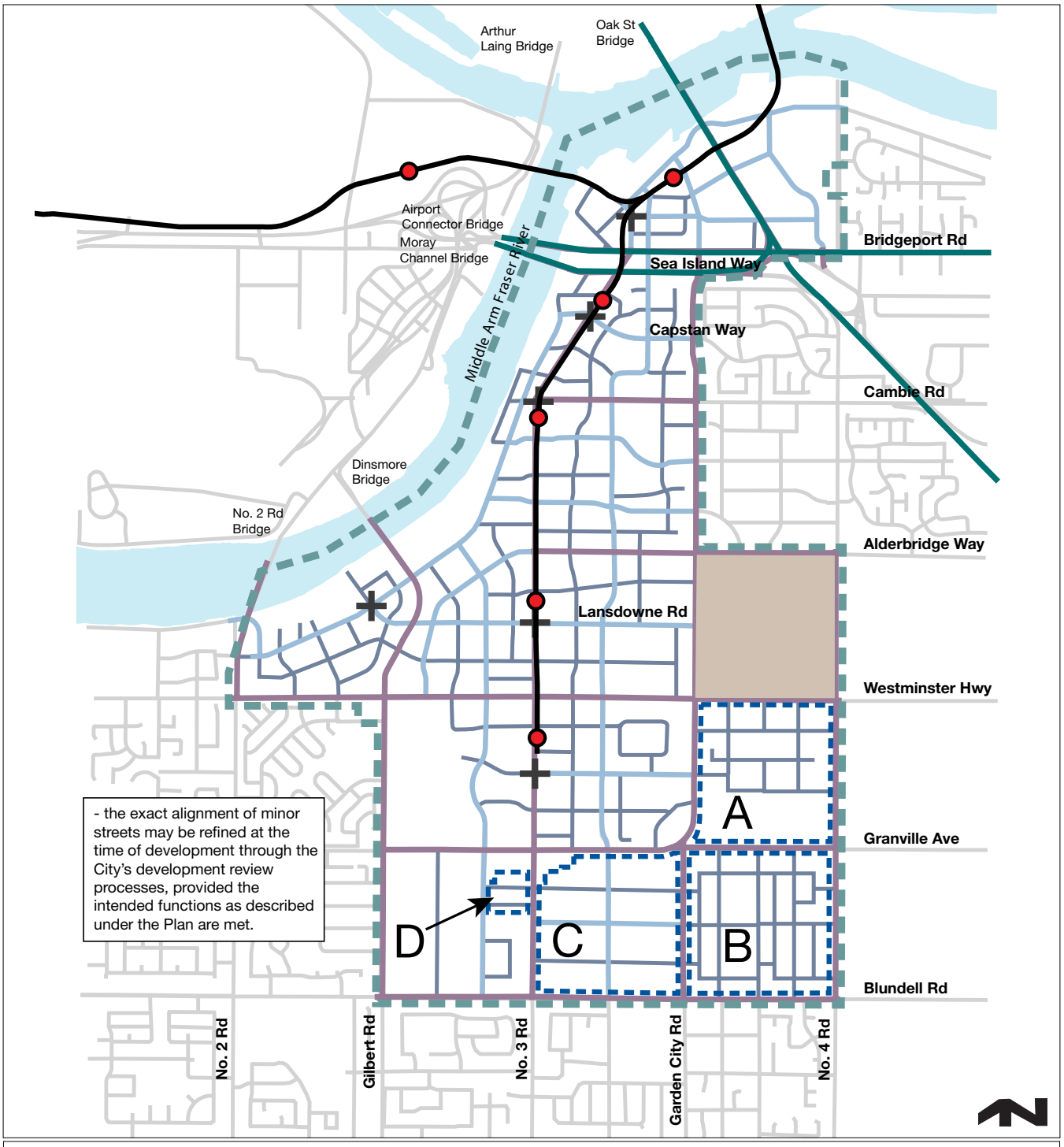
- Large block sizes (i.e., block face length greater than 200 m (656 ft.)) inhibits optimal land uses and adversely affects accessibility.
- Too few continuous major thoroughfares across the City Centre provide alternative routes for through-traffic.
- Many existing developments are auto-oriented and 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).

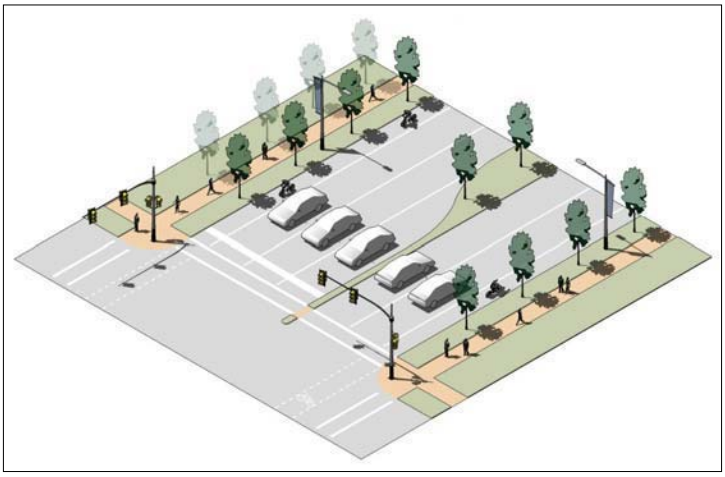
Bicycles: on-street bike lanes where designated and, in some cases, off-street bike paths.

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.)	• Minimum width.
Boulevard	1.5 m (5 ft.)	• 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.)	• 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.)	• 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: • median lane: 3.1 m (10.2 ft.); • curb lane: 3.25 m (10.7 ft.).
Centre Median	4.45 m (14.6 ft.)	• 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: • 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.

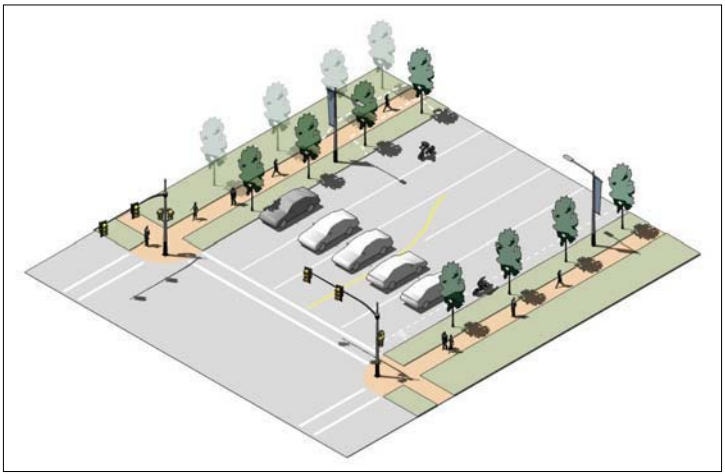
Bicycles: on-street bike lanes on designated streets (but enhanced outside lanes accommodating shared bike/ vehicle use may be permitted in some cases).

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.)	• Minimum width.
Boulevard	1.5 m (5 ft.)	• 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.)	• 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.)	• 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: • 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: • 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.

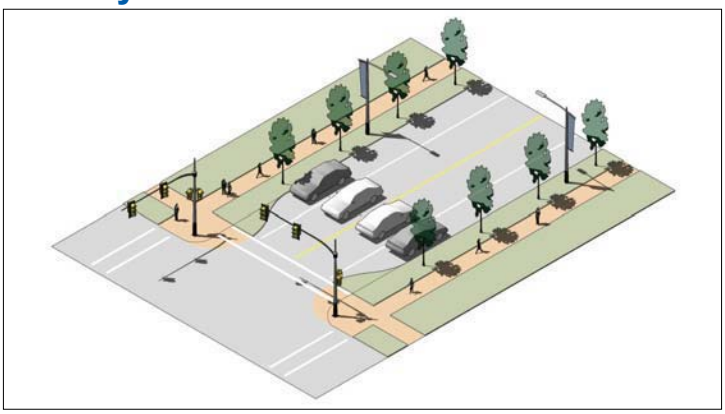
Bicycles: enhanced curb lanes accommodating shared bike/vehicle use are preferred, but in some cases, mixed vehicle/bike lanes may be permitted.

Transit: a possible local transit corridor.

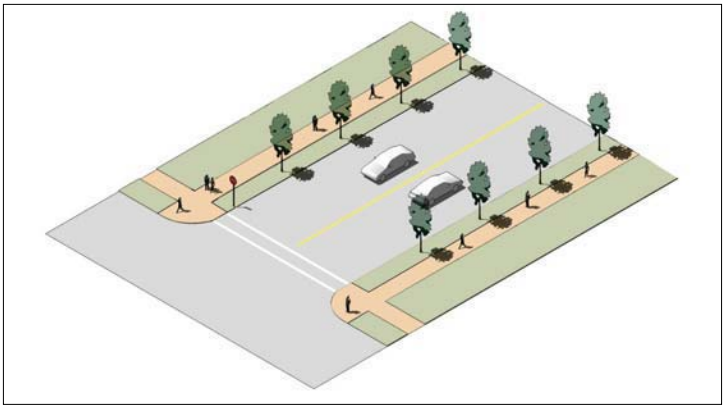
Trucks: local goods movement and emergency response route.

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.)	• Minimum width.
Boulevard	1.5 m (5 ft.)	• Continuous planting strip with street trees. • Applies to new realigned and redeveloped streets.
Cycling	Part of Parking/ Travel Lanes	• 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: • 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: • 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: • 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).

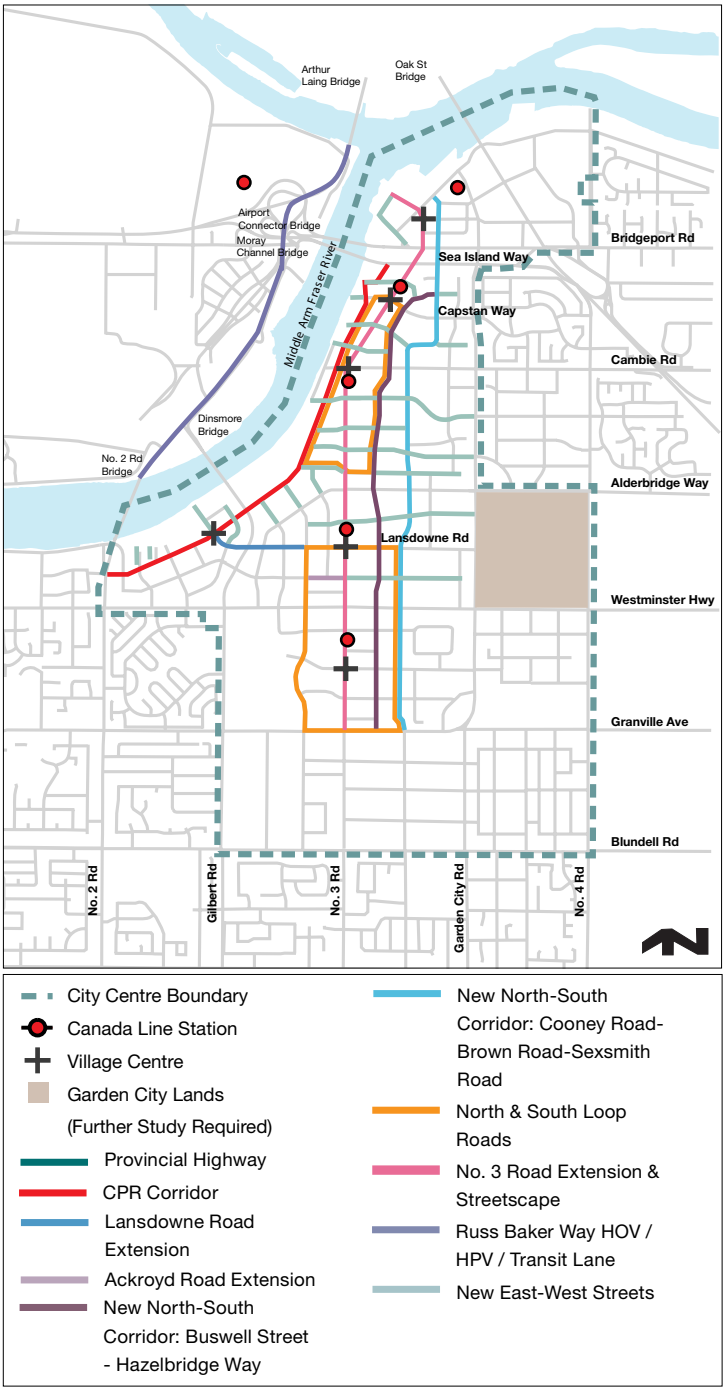
Types of Lanes & Mews

Roadway	Improvement
CPR Corridor	• 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	• 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	• 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	• 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	• Buswell Street-Hazelbridge Way. • Cooney Road-Brown Road-Sexsmith Road. • Continuous streets that enhance cross-town travel.
New East-West Streets	• New streets improve access to the waterfront and local businesses.
North & South Loop Roads	• 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

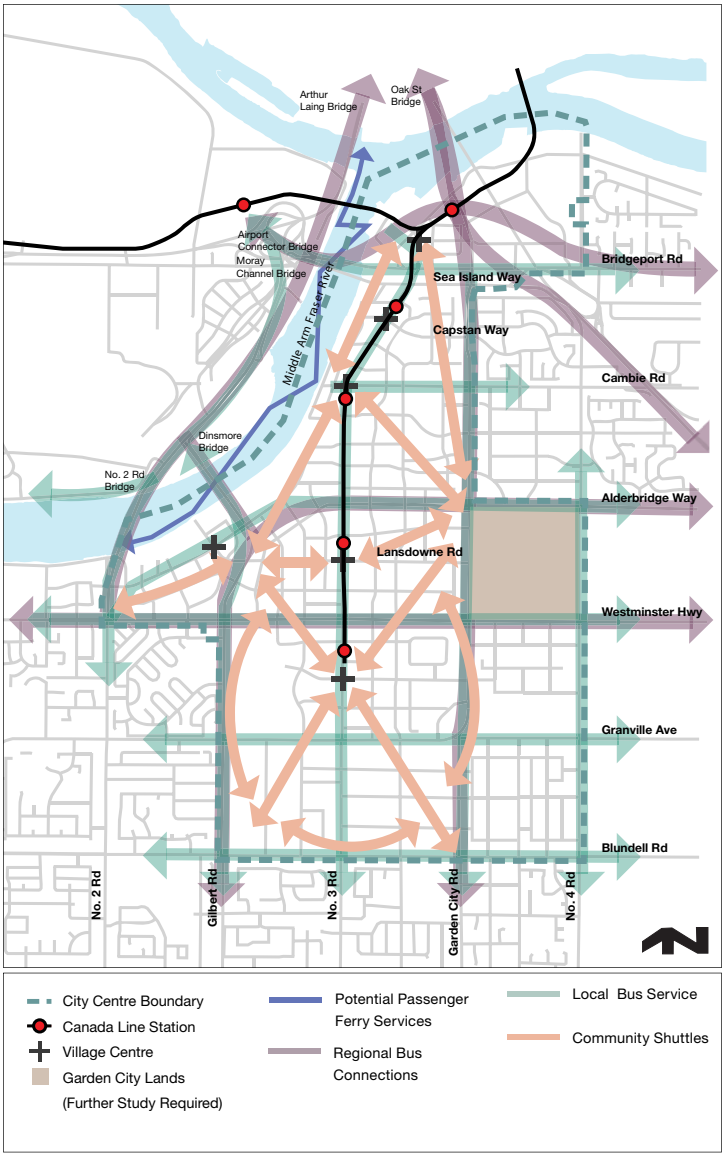
- Traditional reliance on private automobiles for travel.
- Incomplete network coverage does not serve or connect all of Richmond with the City Centre.
- Relatively infrequent service on some routes, particularly outside of peak hours.
- Transfer(s) required due to lack of direct service between some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

Proposed Strategies

- The Canada Line enables strong transit useage 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.

Transit Network Features
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.
Regional Bus Connections New and expanded direct connections fully integrated with local services to regional centres such as UBC, Burnaby and Surrey.
Local Bus Services Increase the number and frequency of services to meet demand and nurture transit trip-making habits through: • 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.
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.
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.
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.
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.).
Transit Service Quality Improve the quality of transit trips by: • 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.
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.

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

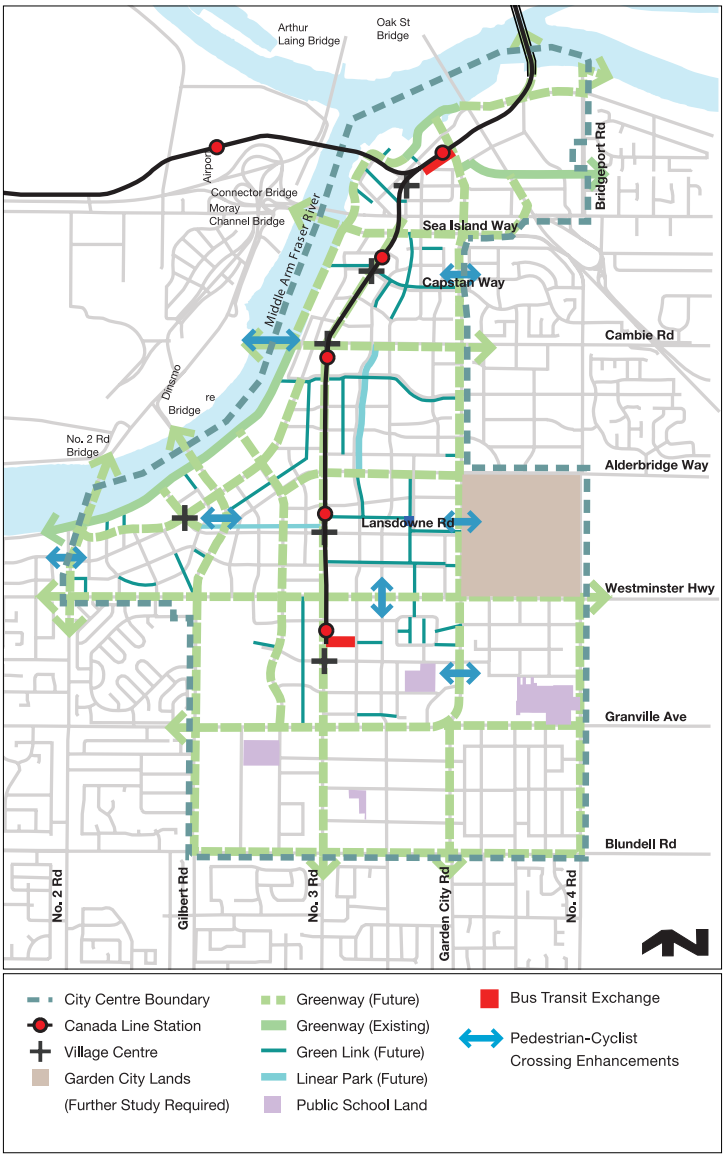
- An unappealing pedestrian environment and incomplete sidewalk network.
- Long city blocks inhibit pedestrian access to destinations.
- Large setbacks of developments from the sidewalk require pedestrians to cross surface parking lots.

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.

Walking Features
Street Network • 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.
Streetscape • 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.
Transit Villages & Connections • 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.
Urban Greenways & Trails • 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).
Accessibility • 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

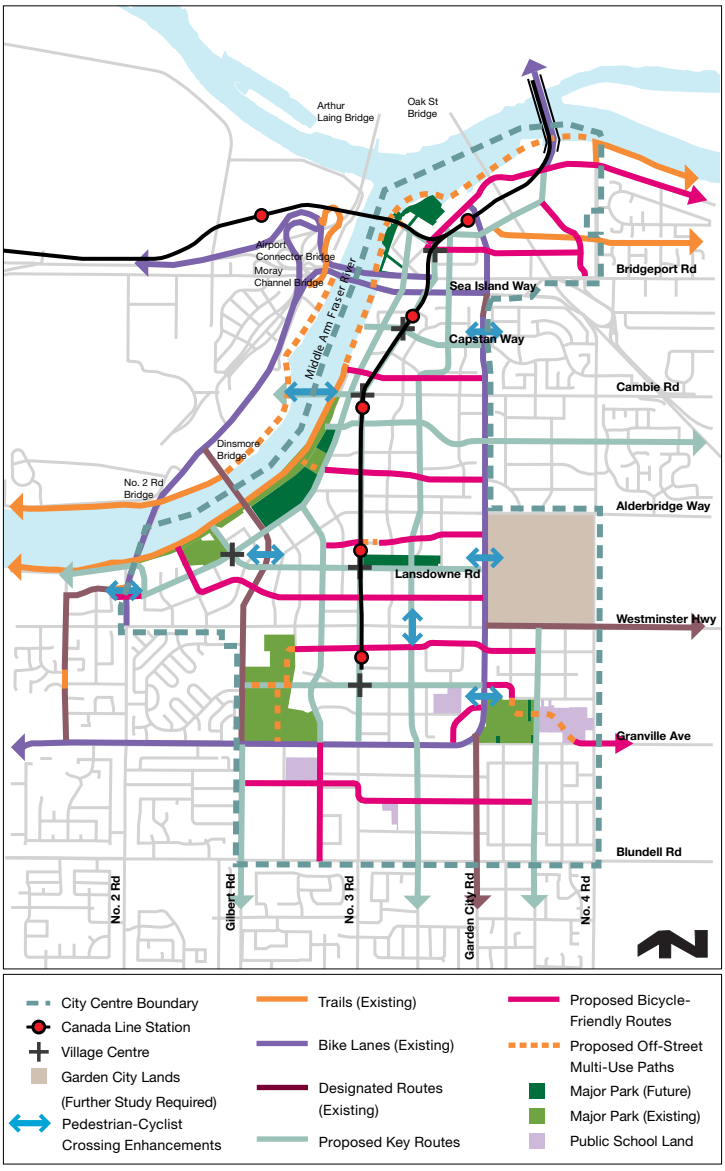
- A lack of continuous north-south and east-west routes across the City Centre.
- Establishing functional cycling facilities on existing streets that connect destinations.
- Providing safe facilities through barriers such as highway interchanges, river crossings and high traffic volume intersections.
- 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.

Cycling Network Features
Accommodation on Street Network • 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, particulary near schools.
Designated Cycling Routes • 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.
Trails & Bridges • 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.
End-of-Trip Facilities • 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.
Integration with Transit • 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.
Promotion & Education • 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

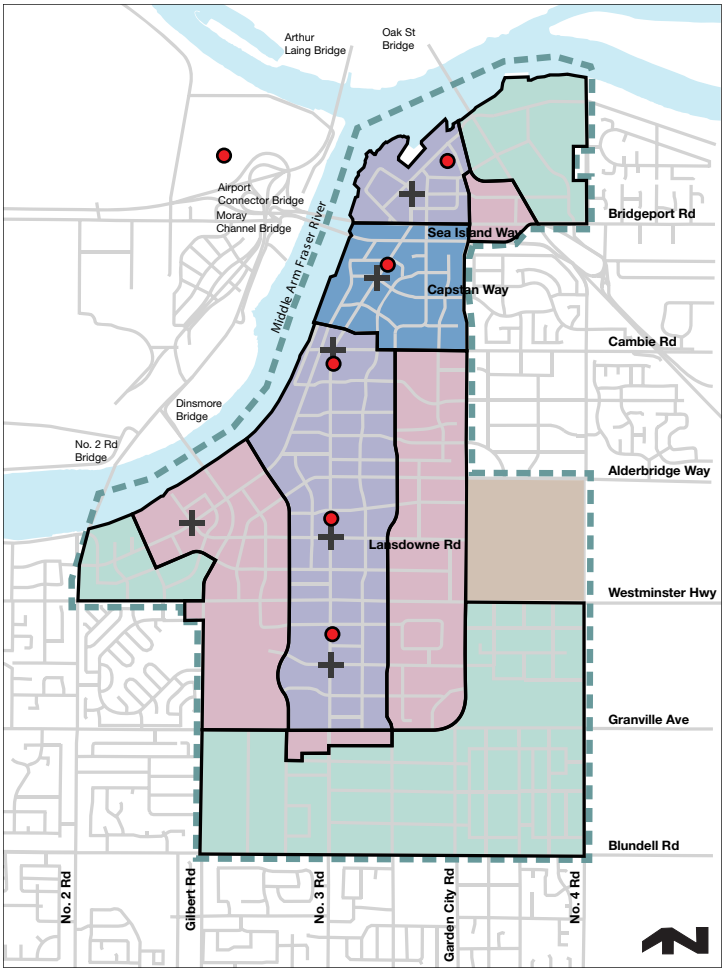
- Reversing the current lifestyle of traditional reliance on private vehicles for travel.
- Broadening the concept of "freedom to travel" to include other modes besides private vehicles.
- Limit the number of continuous major thoroughfares across the City Centre; concentrate vehicle travel on a few streets.
- 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 transporation as opposed to parking infrastructure.

Driving & Parking Features
Future Street Network • 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.
Driving Environment • 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.
On-Street Parking • 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.
Off-Street Parking • 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.
Parking Supply & Management • 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



Basic Parking Rate Reductions Based on *Bylaw Requirements* as of 2007			
Zone	**Residential**	**Non-Residential**	**College/University**
Zone 1 & 1A*	33%	15%	25%
Zone 2	20%	5%	20%
Zone 3	7%	0%	10%
Additional Parking Rate Reductions** ***Dependent on Transporation Demand Measures***			
Zone 1 & 1A*	up to 43%	up to 25%	up to 35%
Zone 2	up to 30%	up to 15%	up to 30%
Zone 3	up to 17%	up to 10%	up to 20%

*Parking rate reductions for Zone 1A subject to funding for the proposed Capstan Station being secured to the satisfaction of the City.
**Inclusive of Basic Parking Rate Reductions.

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

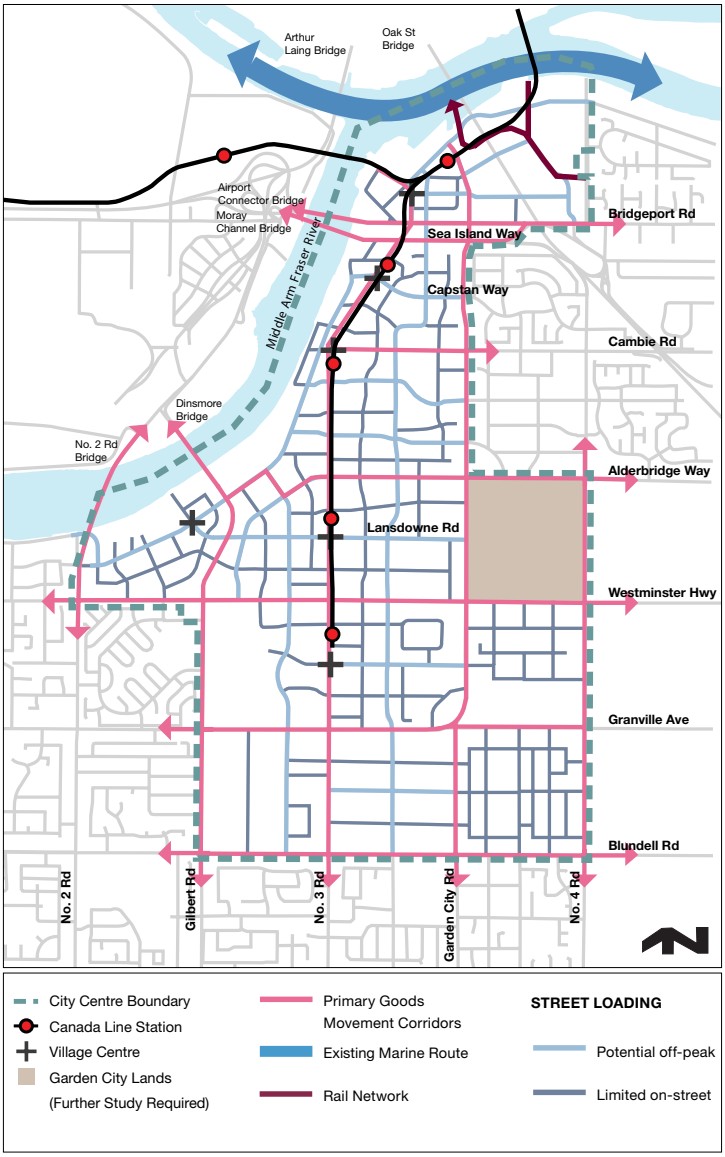
- Maintaining the convenient and timely access for goods movement and emergency services as the City Centre grows.
- Reducing potential conflicts with other road users including pedestrians, cyclists and transit.

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

Goods Movement & Emergency Services Features
Goods Movement Corridors • 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.
Loading Locations • 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.
Emergency Services • 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.
Planning & Policy • Maintain liaison with the Provincial Emergency Program to protect local disaster response routes as part of the regional network. • Restrict unnessary 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.

Potential Supporting Measures
Incentives to Use Other Modes & Reduce Driving
Key Measures • 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. **Additional Measures** • 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.
Workplace TDM
Key Measures • 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. **Additional Measures** • 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.
Parking & Land Use Management
Key Measures • 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. **Additional Measures** • 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.
Policy Measures
Key Measures • 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. **Additional Measures** • Explore region-wide road pricing (e.g., tolls, congestion charges).
Intelligent Transportation Systems (ITS)
Key Measures • 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. **Additional Measures** • 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	• 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	• 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	• 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 handcarts.
Home Delivery & Pick-Up Services	• 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 & 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

- 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 & Creative Services

a) Encourage the Establishment of Creative Industries & Spaces for Artists to Live and Work

- 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 & Intrepretation

a) Position the City Centre as a Gateway to the Rich Heritage Assets of the Entire Community

- 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

- 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 & 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 & 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:

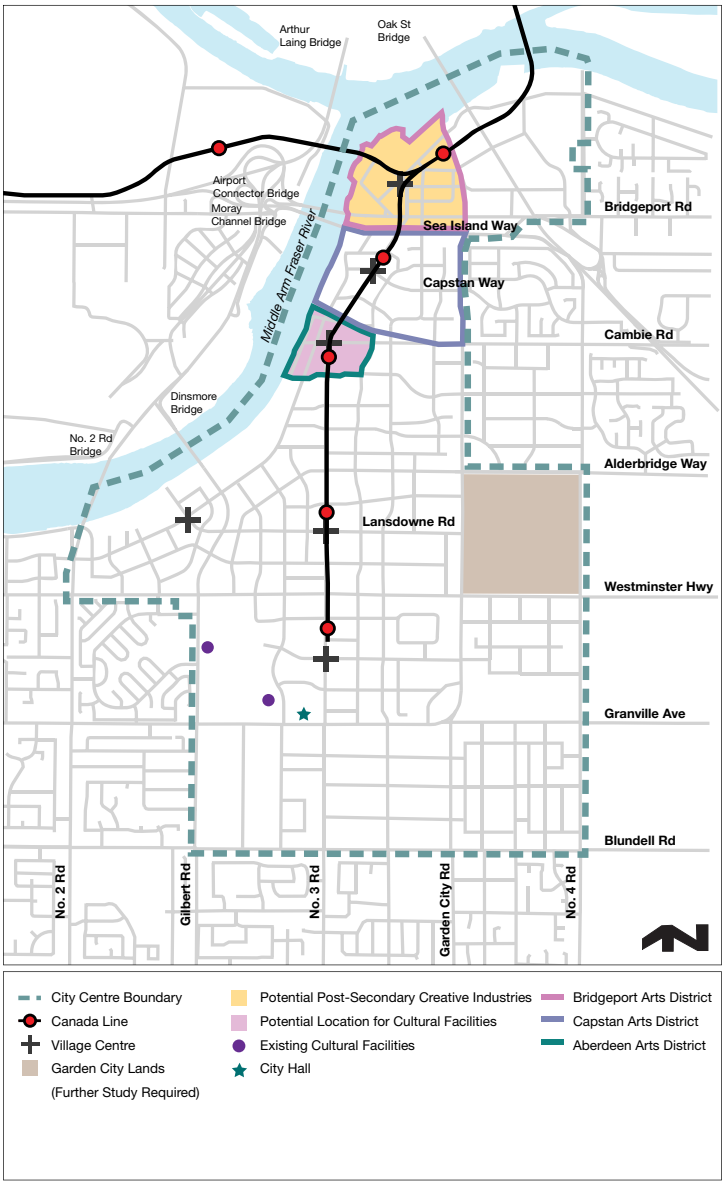
- act as an "anchor" for the day-to-day life of the local community;
- provide a unique reflection of the local environment, community, history and cultures;
- enhance public access to and understanding of the arts;
- support the arts, artists and arts organizations;
- provide a catalyst for tourism, 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



Area	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.

1. Bridgeport Village: A 24/7 entertainment & arts precinct

- 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:
  a) major post-secondary institution;
  b) creative industries (e.g., new media, design studios);
  c) City cultural facility (e.g., performance arts theatre)

2. Capstan Village: A mixed-use, waterfront arts community

- 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.

3. Aberdeen Village: Richmond's cultural and festival hub

- 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:
  a) Museum;
  b) Visual & 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.

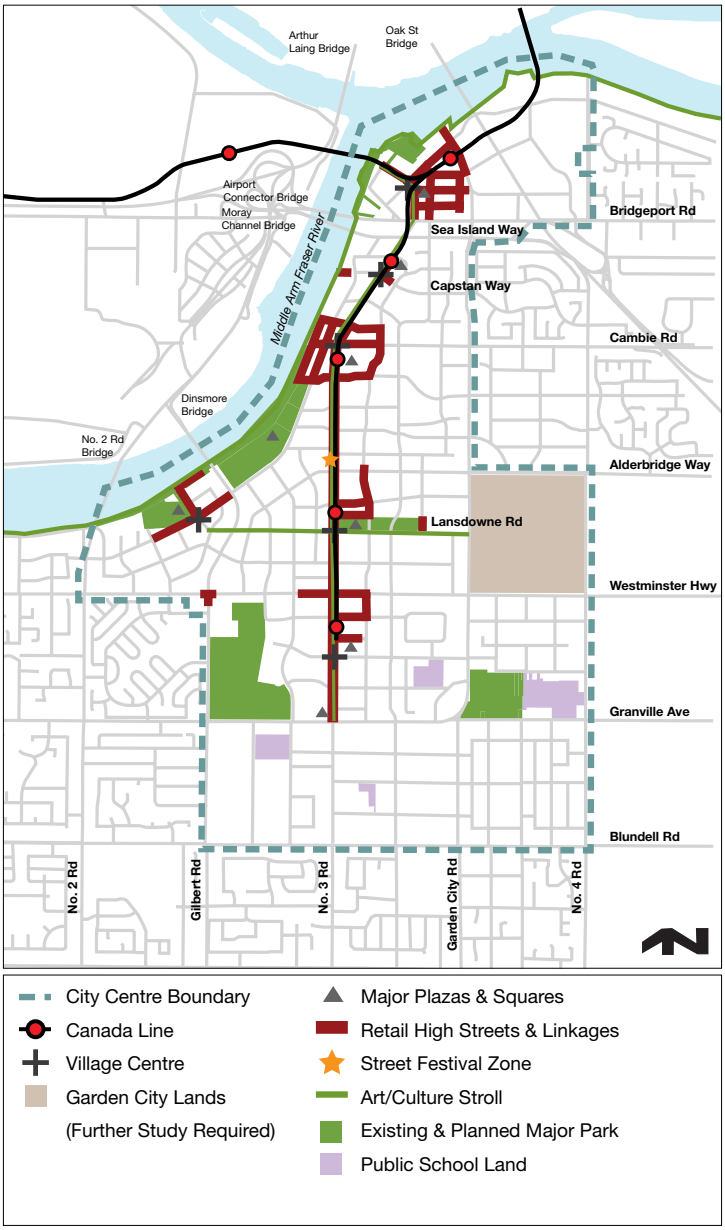
Challenges/Opportunities

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

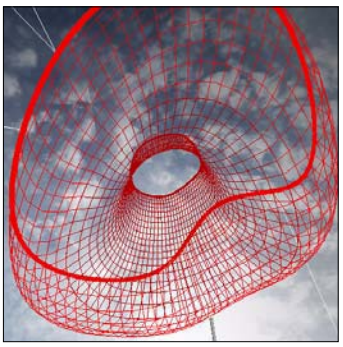
Art in everyday life brings a sense of meaning and place to local citizens, gives visitors a lasting memory and reflects a city's long-term investment in the future. Public art provides emotional meaning to shared public spaces, increases the sense of place and belonging, builds civic pride and provides 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.

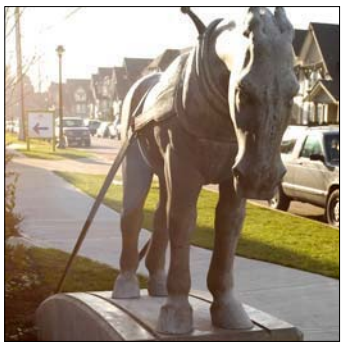
Challenges/Opportunities

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

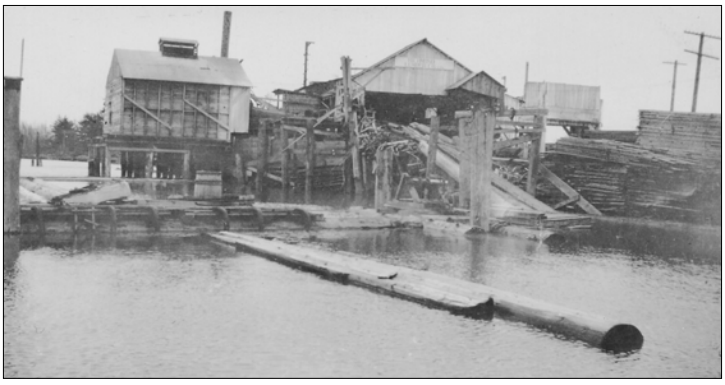
Richmond has an exciting array of heritage resources, in both public and private ownership, that are unique in the Lower Mainland. If carefully preserved, interpreted and promoted these resources have the potential to tell the complete story of Richmond's past, present and future. These resources must 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 Cenotaph, 1945.
Credit: City of Richmond Archives, Photograph 1977 21 8.

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.

Brighouse area, showing Richmond High School, Brighouse 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.

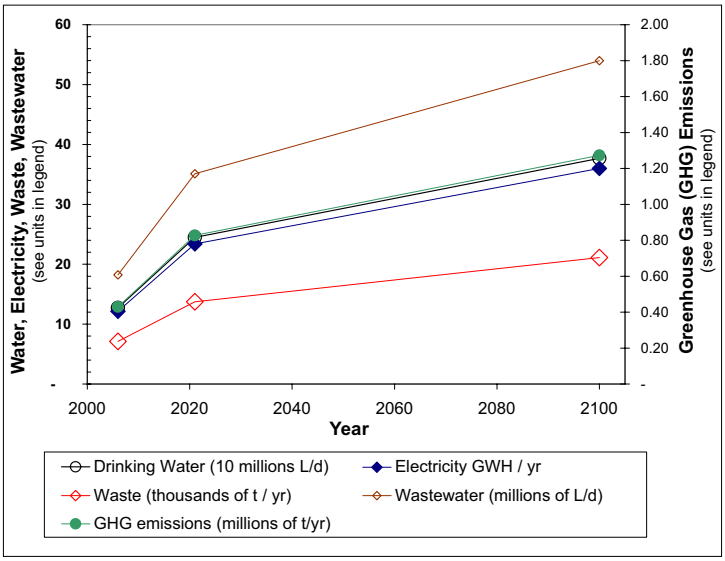
The Richmond community depends upon its local ecosystem and broader environment to provide its daily socio-economic needs – growing food, supplying water and clean air, providing material resources.

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) Ensure an Adequate Long-Term Supply of Interconnected Ecological Service Areas

- 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 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) Reduce per Capita Resource Demands & Strengthen Ecological Base

- Optimize the use of existing infrastructure through compact land use and transit-oriented development policies.
- Private developments:
  - LEED Silver will be required for all rezonings of private developments over 2,000 m^2 received after January 1, 2009;
  - the LEED Heat Island Effect: Roof Credit will be required for all rezonings of private developments over 2,000 m^2 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 m^2 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:
  - 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) Reduce Greenhouse Gas Emissions

- 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) Pursue a Multi-Objective Approach for all City Policies & Projects

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.

b) Adhere to a Process of Continual Improvement & Adaptive Management

Improve CCAP environmental sustainability policies through adaptive management (e.g., explore environmental performance objectives, targets and monitoring).

c) Strengthen Community Resiliency to Changing Resource Supplies

Explore opportunities to increase local resource self reliance and long-term security (e.g., food security, energy security, groundwater security, intertidal ecological security).

d) Strengthen Community Resiliency to Climate Change

Explore adaptation strategies to ensure adequate climate change risk management and the optimization of investment opportunities. These will include, but not be limited to:

- 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) Within each Village area, encourage ecological-based amenities (e.g., groundwater recharge, gardens, trees) to facilitate environmental sustainable living.

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**
• 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.	• Community beautification. • Enhanced recreation. • Alternative transportation corridors. • Reduced infrastructure servicing needs. • Strengthened economic development (e.g., attractive environments, increasing local resource autonomy).

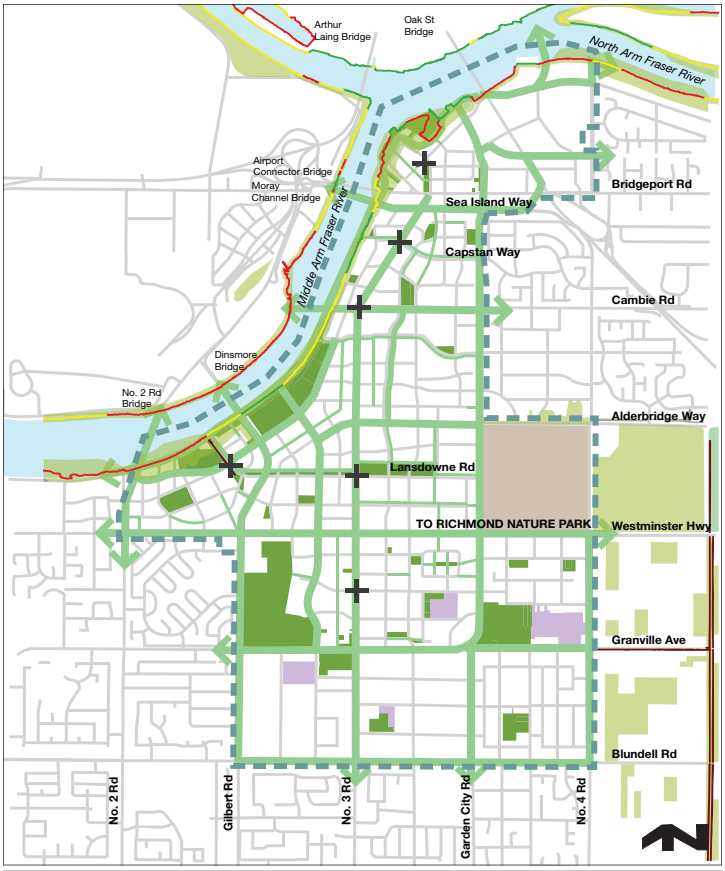
Living Landscape On-The-Ground

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.

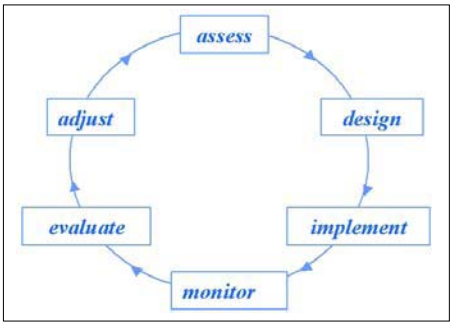
Proposed Strategy

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:

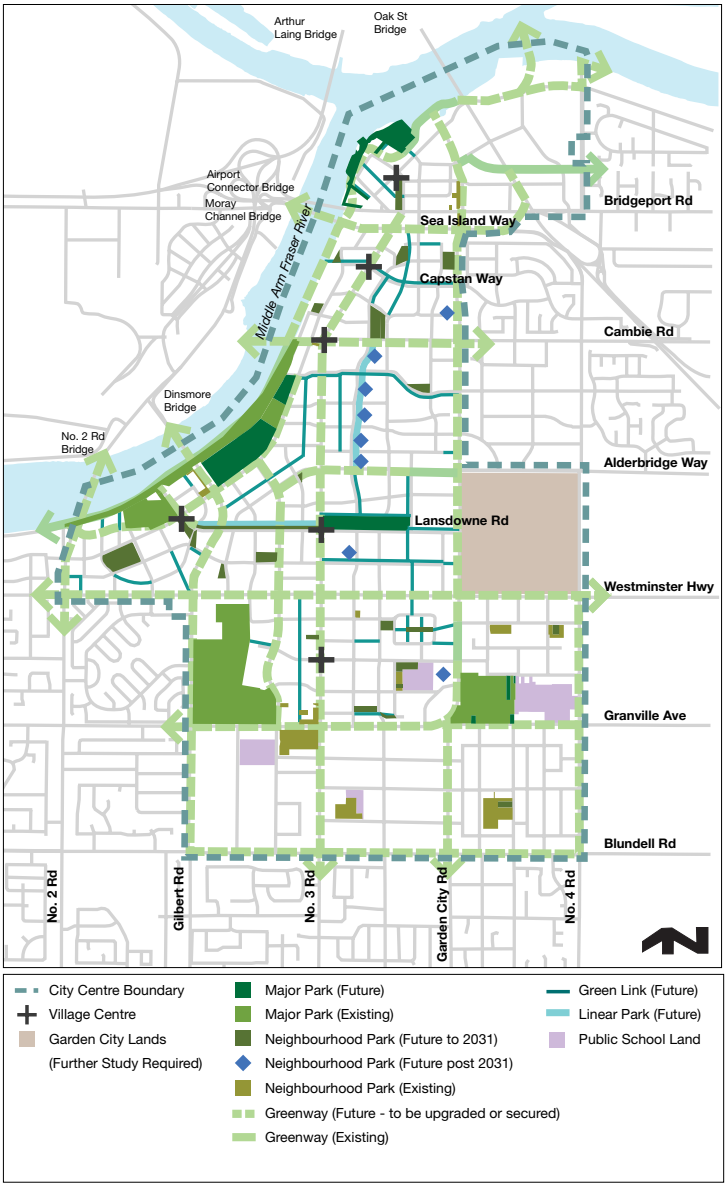
Provide a framework for a **complete parks and open space system** that will:

- 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:

- 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-locationing 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 & 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 & 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.

- 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 & Utilities

Legal agreement for public access and use will be sought where the location of a property or utility corridor or it's 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.

- 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.

- 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:

- 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 & Recreational Activities

The determination of the size and location of parks and open space will include considerations of the types of public use required.

- 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

- 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.

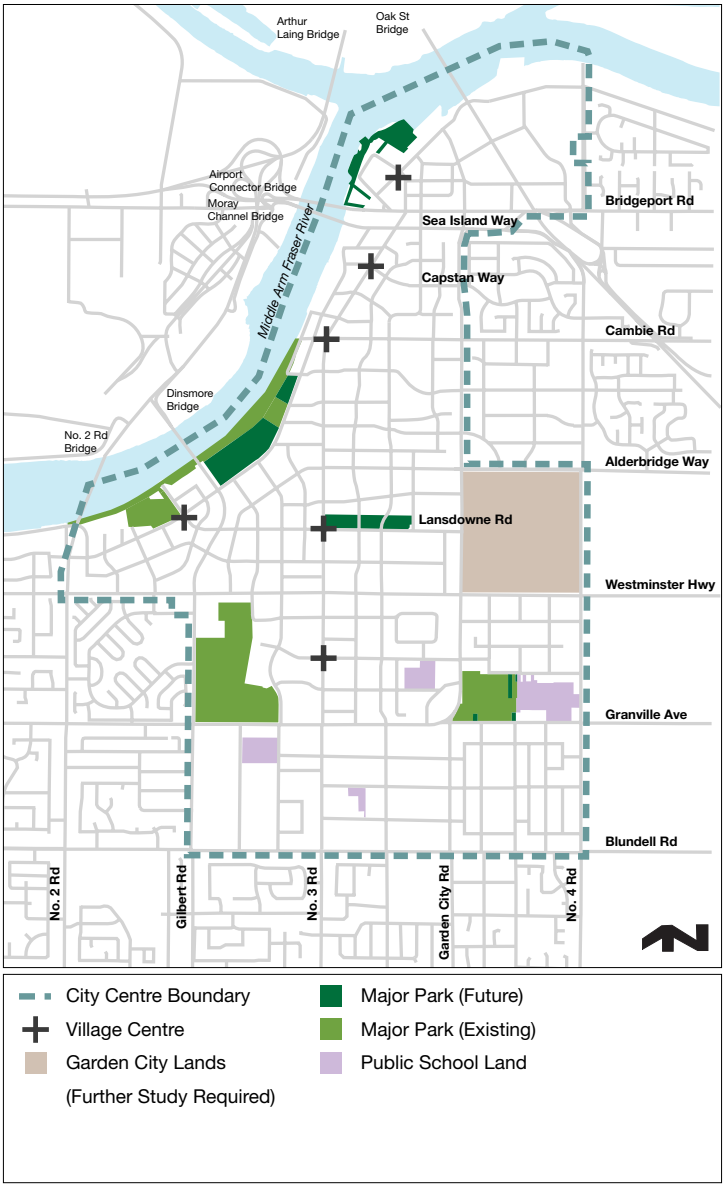
Natural Areas

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.

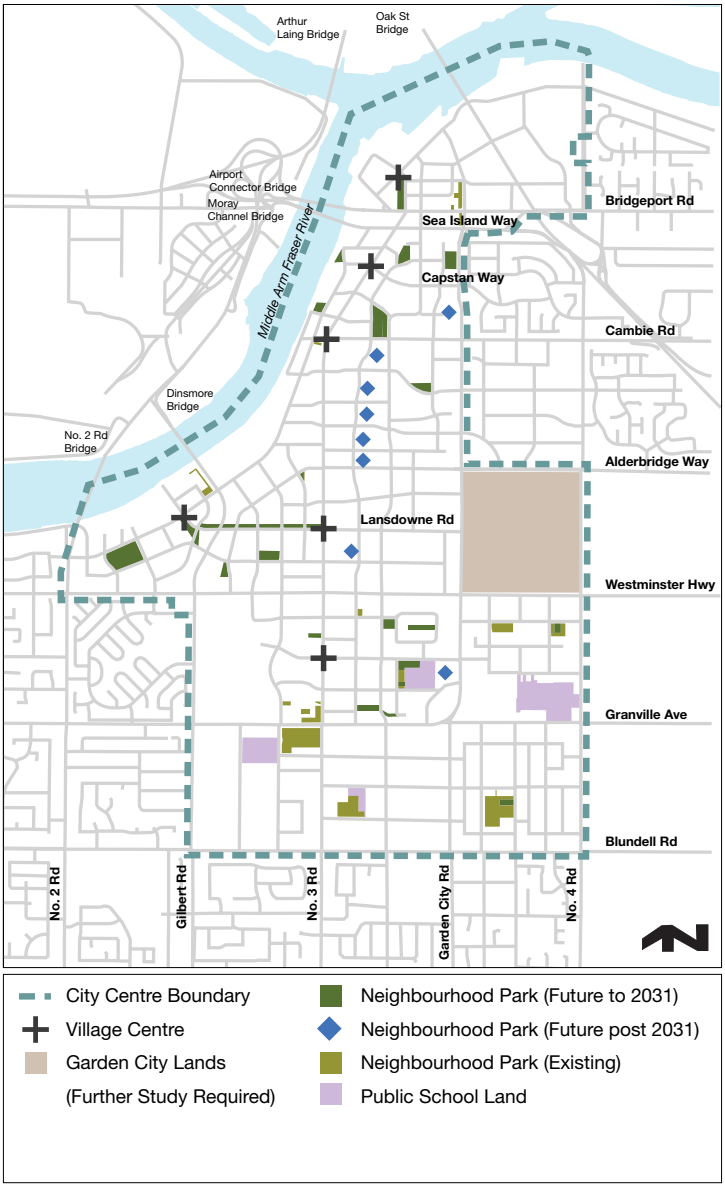
Urban Plazas

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.

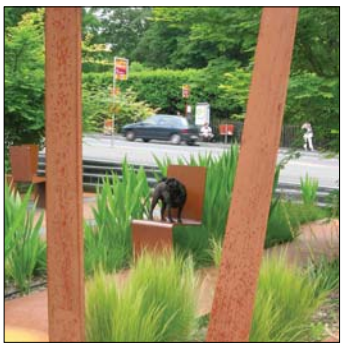
2.6.1(b) Plazas & Squares

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, *PLUS* 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.

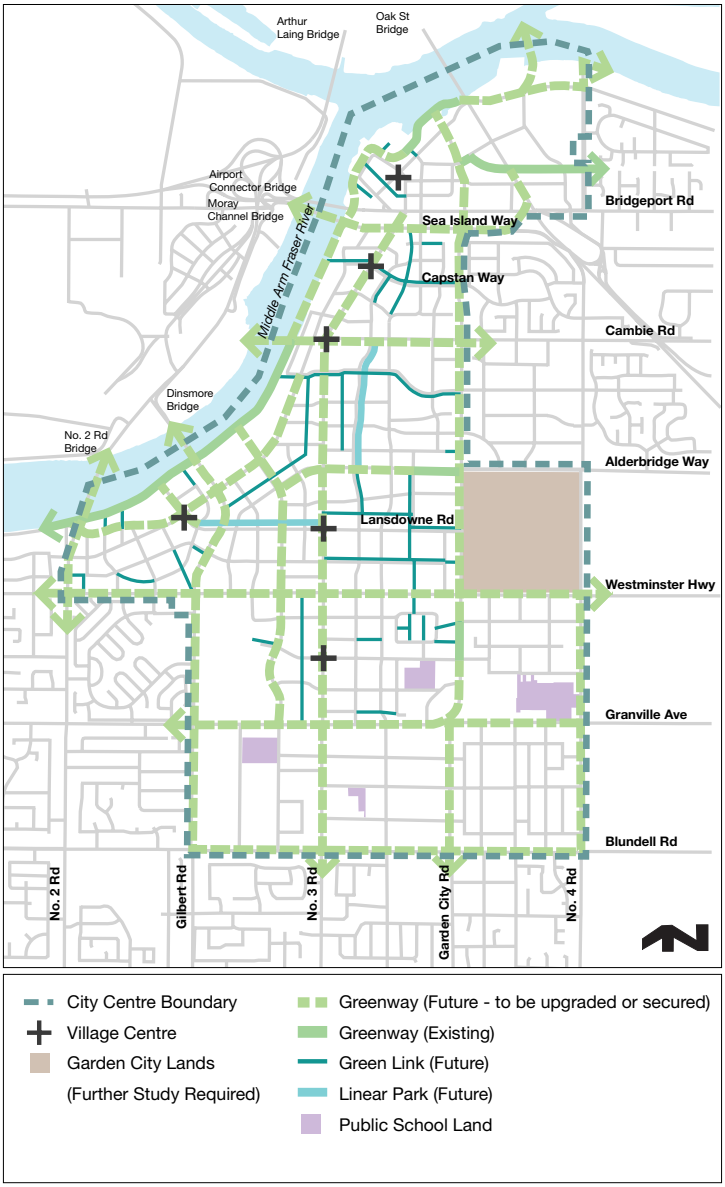
Green Links

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 as a premier urban 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.

The Recreation and Cultural Facilities policies presented 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.

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]
• Lang Community Centre.	• None in City Centre.	• Minoru Aquatic Centre. • Minoru Place Activity Centre. • Minoru Arenas. • Cultural Centre. • Brighouse Library. • Minoru Sports Pavilion. • Brighouse Pavilion.	• 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 & 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 & 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 & 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 & 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).

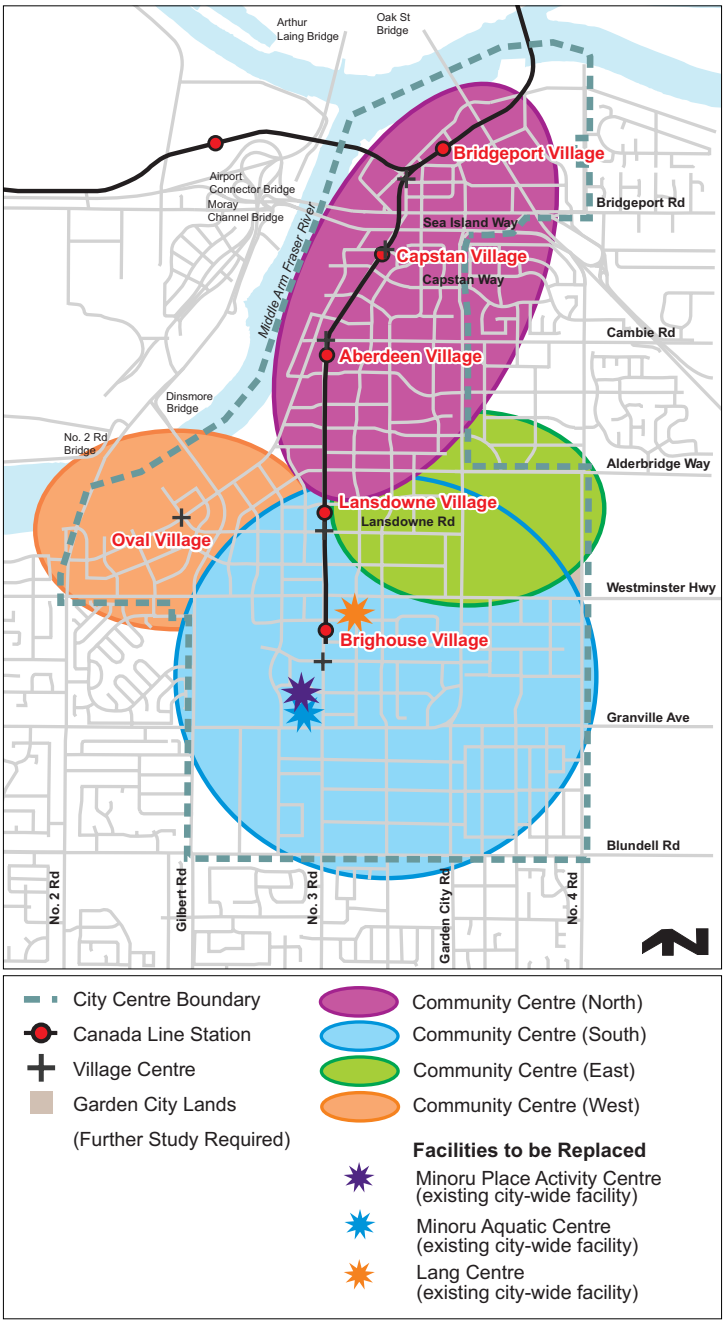
Proposed Strategy

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.

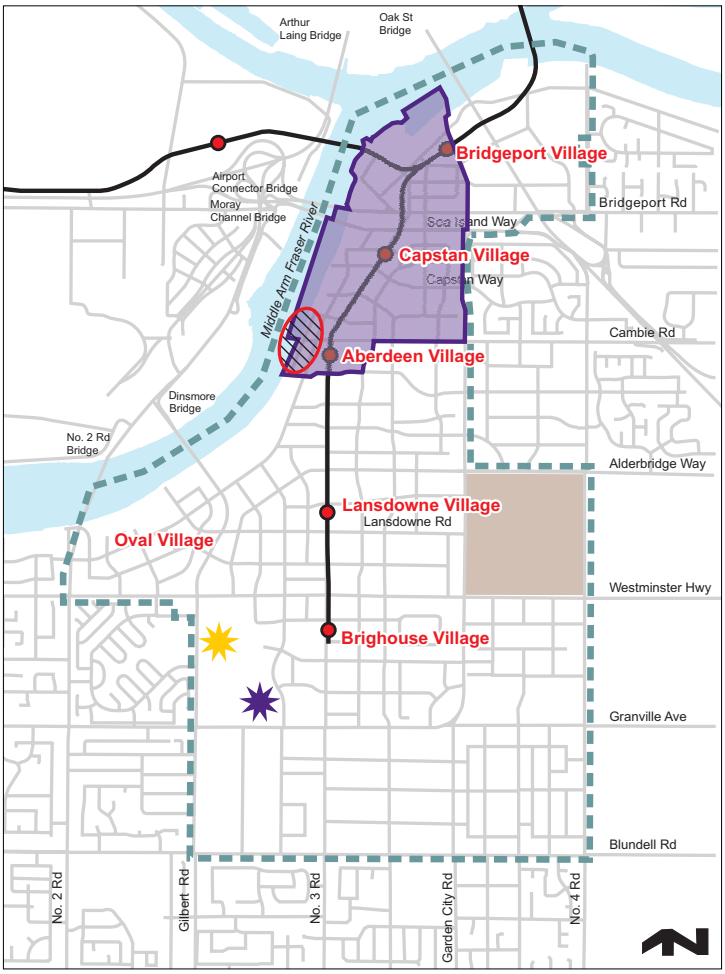
Proposed Strategy

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 m² (50,000 ft²)	2015-2021	Regional
Visual and Performing Arts Centre	4,180 m² (45,000 ft²)	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 - Brighouse (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. Brighouse 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:

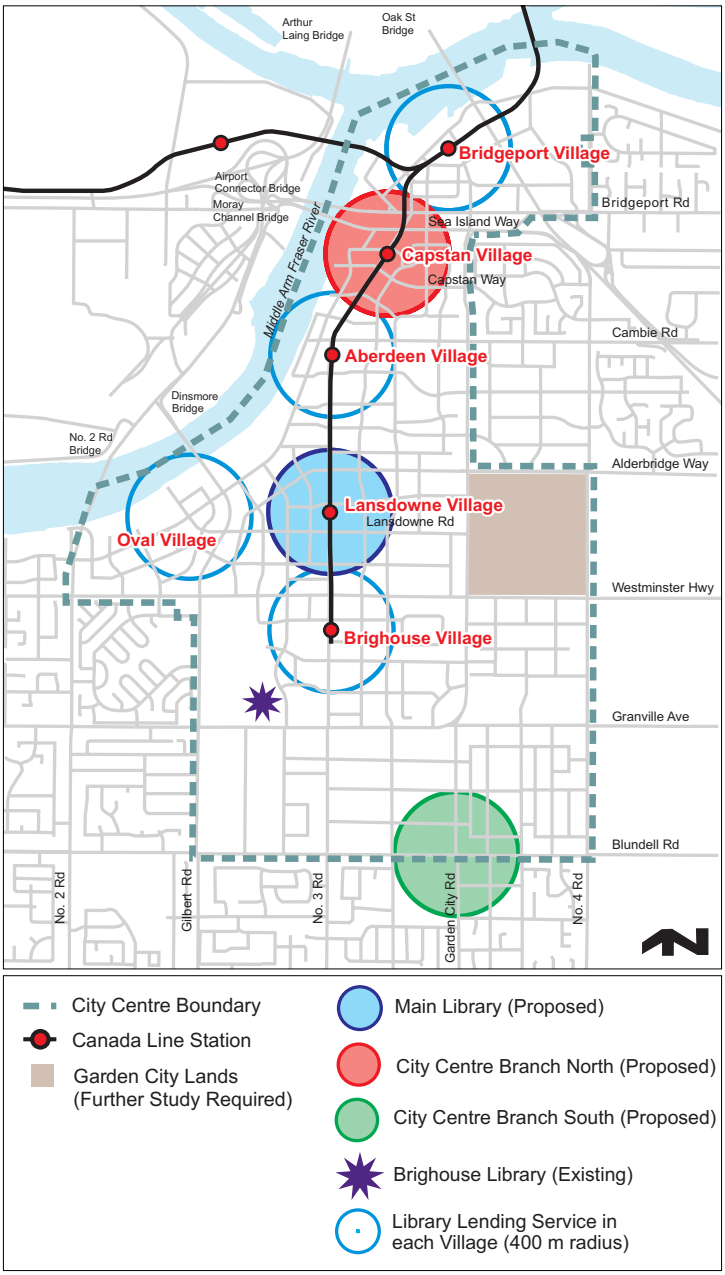
- library lending services in each village centre;
- 3 branch libraries;
- a new Main Library.

Note: The existing Brighouse 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 m² (100,000 ft²)	City-wide
City Centre Branch Library (north)	2,325 m² (25,000 ft²)	Community
City Centre Branch Library	1,860 m² (20,000 ft²)	Community
City Centre Branch Library	1,860 m² (20,000 ft²)	Community
Lending Library Services	185 m² (< 2,000 ft²)	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.

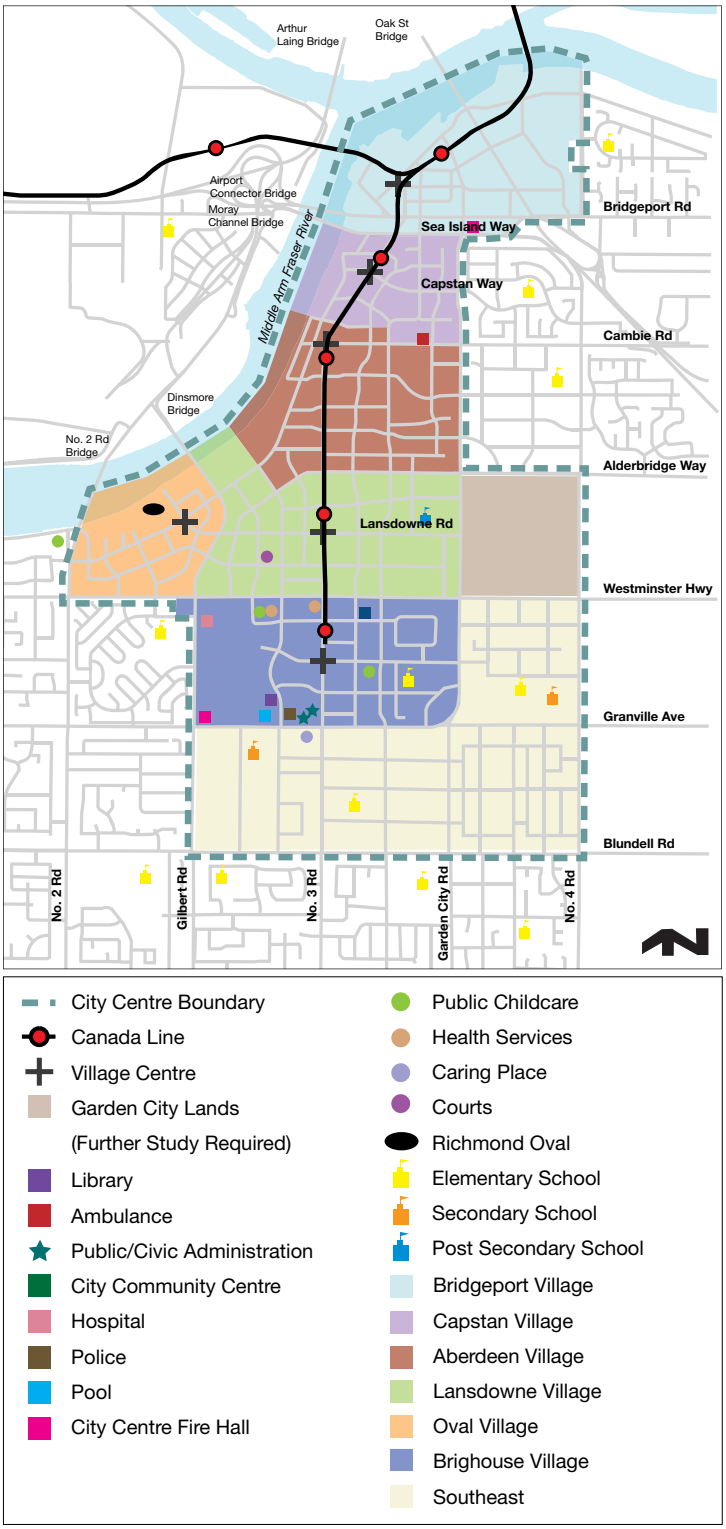
OBJECTIVE:

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) Establish an Integrated City Centre Community Service Strategy

Support equitable community service access for the City Centre's diverse and changing population, including:

- 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) Encourage a Continuum of Education Opportunities

Recognize the importance of life-long learning to the health and well-being of residents by supporting:

- 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) Ensure that Richmond's Law & Community Safety Strategic Plan Meets the Needs of the City Centre

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.

2.8.2 Urban Development & Planning

a) Encourage the Development of an Inclusive City Centre

Develop a compact, pedestrian- and transit-oriented, urban environment designed to:

- 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) Encourage the Timely & Cost-Effective Provision of Well-Located Childcare Facilities

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:

- 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) Encourage the Establishment of "Community Service Hubs"

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:

- 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) Support Intercultural Dialogue & Exchange

Encourage neighbourhoods, civic facilities, and programs that foster intercultural dialogue and understanding, and welcome and support new immigrants (e.g., promote intercultural activities).

2.8.4 Community Involvement

a) Explore Opportunities for Village-Based Community Involvement

Encourage village residents and stakeholders to create effective associations that promote community connectivity, pride and safety.

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 m^2 min (2,500 ft^2)) 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.

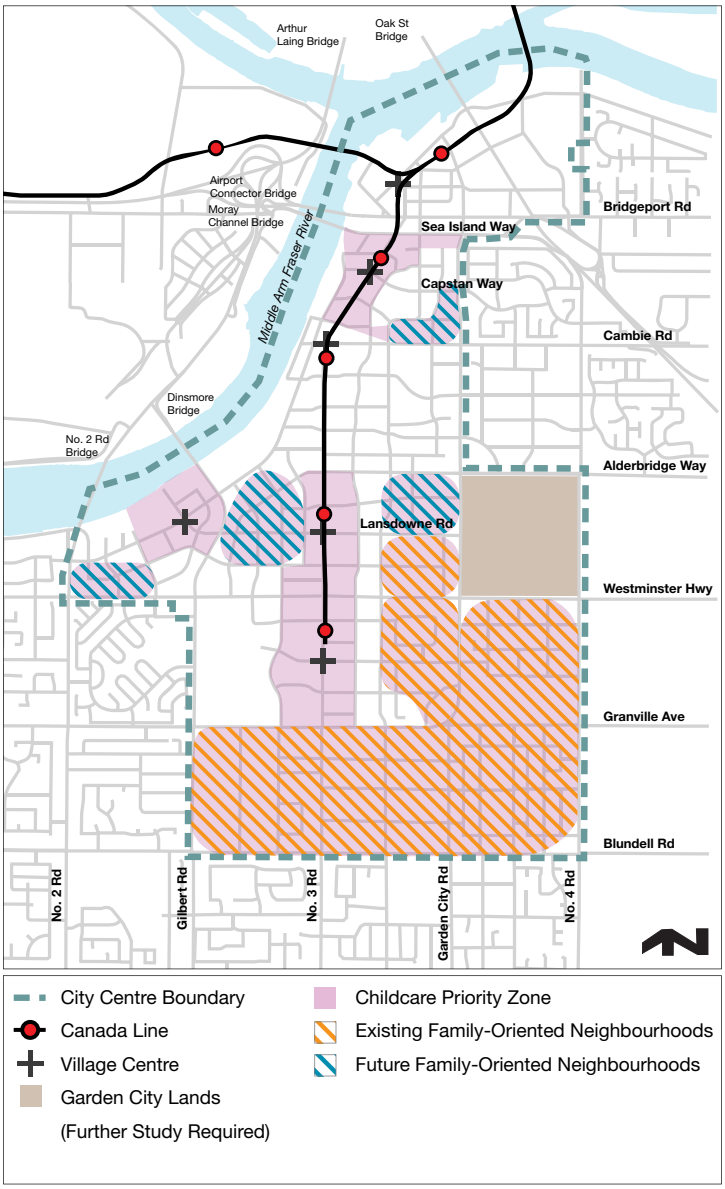
Challenges/Opportunities

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 Neighbouthood 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 & 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 & 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:

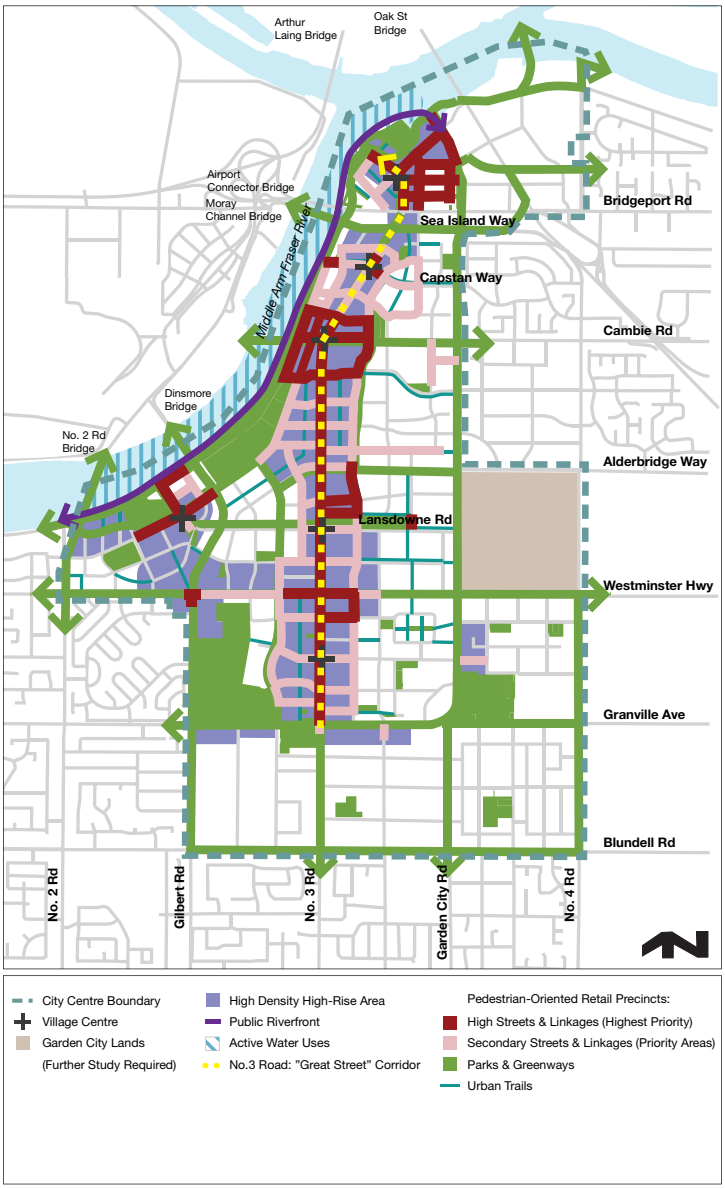
Provide a framework for a "**lively community**" that is rooted in a "culture of walking and cycling" and a collaborative, interdisciplinary approach to city building that is:

- 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

- 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 & 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

- Help create an interesting skyline by:
  - 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 Brighouse 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:

- 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

- 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

- 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

- 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

- 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)

- 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:

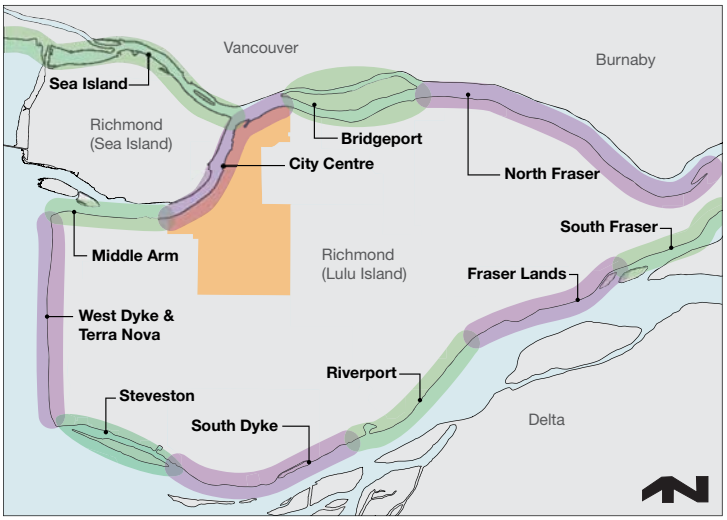
- Richmond's front yard;
- the Gateway into the City Centre;
- an International Destination with a lively 24/7 mix of uses;
- an integral part of the daily life of residents and workers in and along the new urban waterfront villages.

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;

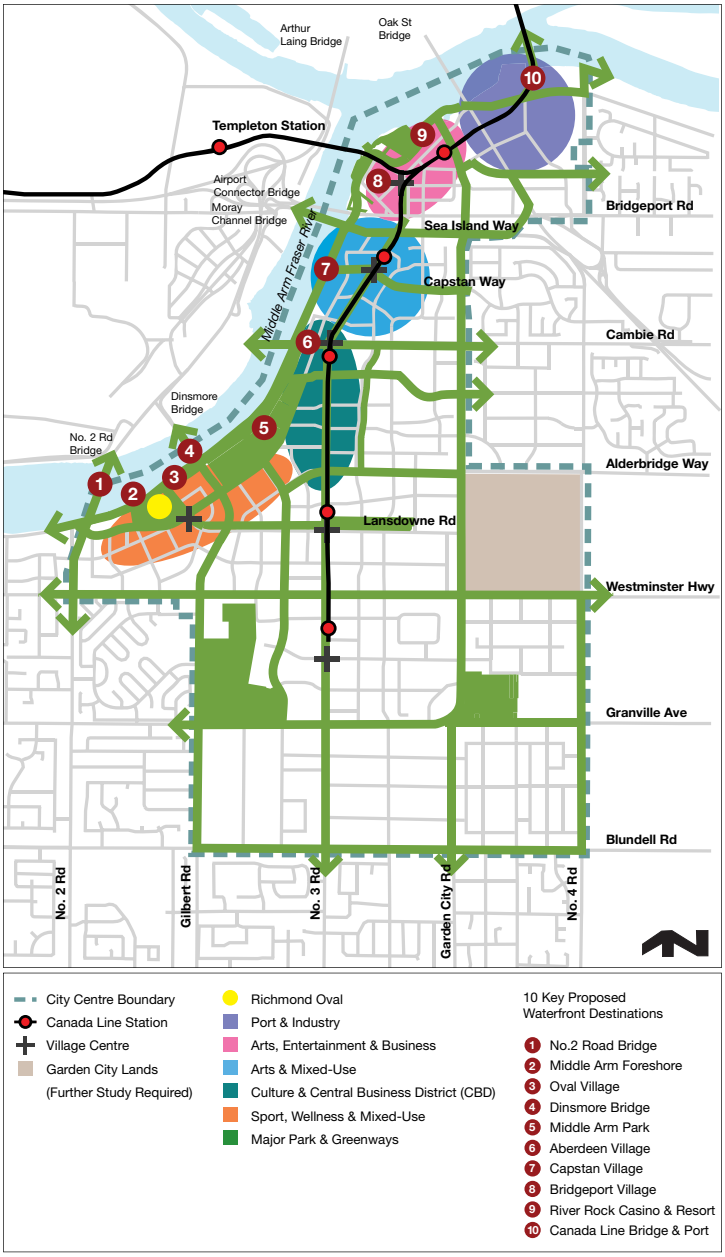
Richmond's Waterfront Character Areas Map



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*

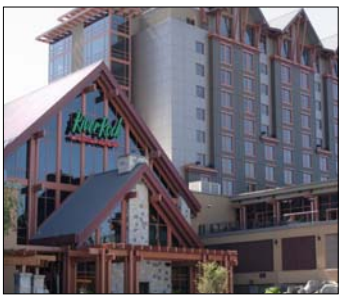
4. *Dinsmore Bridge*

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

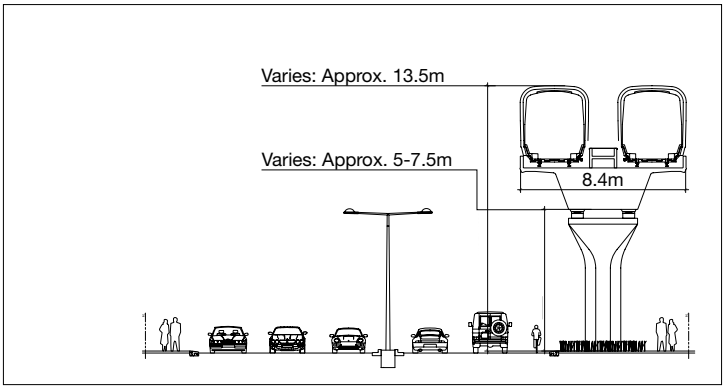
The Canada Line's elevated, concrete guideway is currently out of scale with No. 3 Road's largely low-rise, auto-oriented development. Proposed increases in density and building height (within existing building height limits) along the street can help to address this issue, as can the role of each transit 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

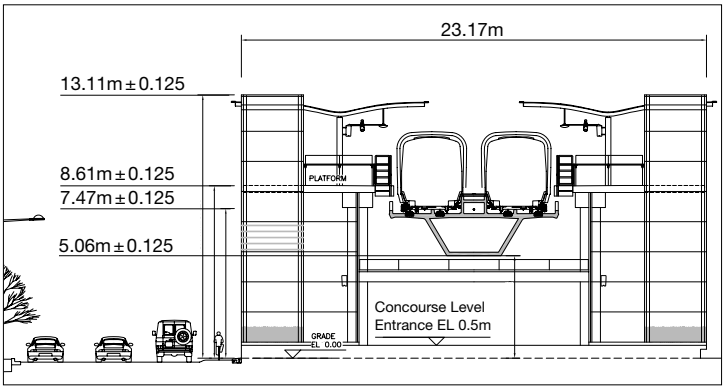
The strategy for No. 3 Road proposes:

- 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.

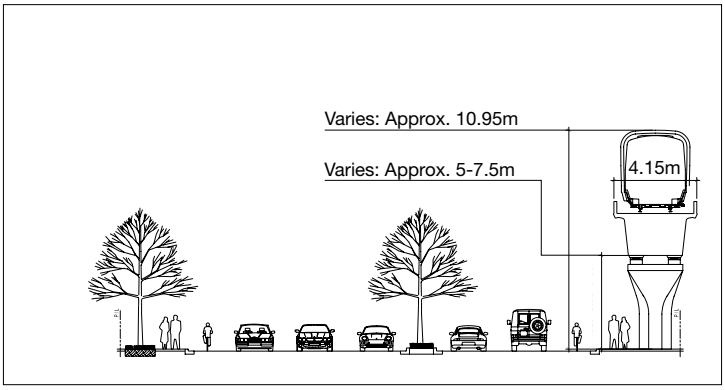
No. 3 Road Restoration: Dual Guideway Typical Section



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.

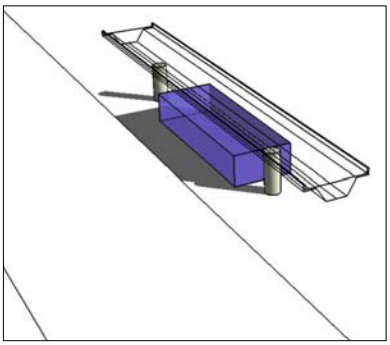
To address this, fronting buildings shall typically be setback from the Canada Line as follows:

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

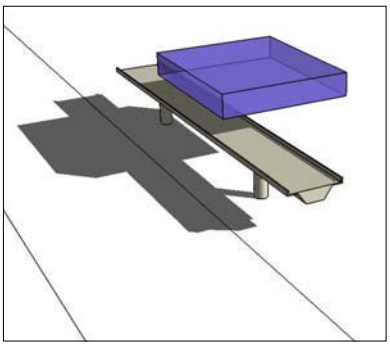
1. Below



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.*

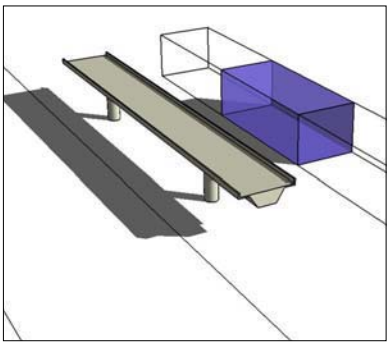
2. Above



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.*

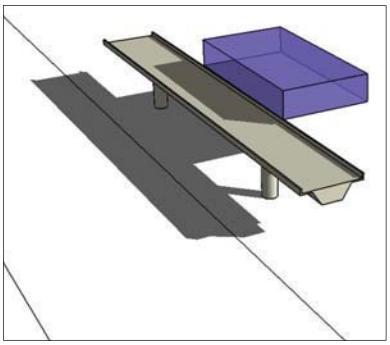
3. Beside Close



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.*

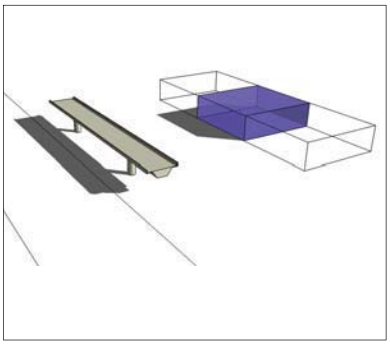
4. Attached



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.)*

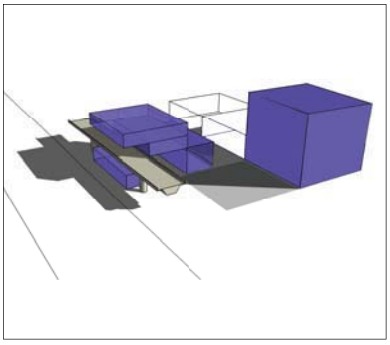
5. Beside Far



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



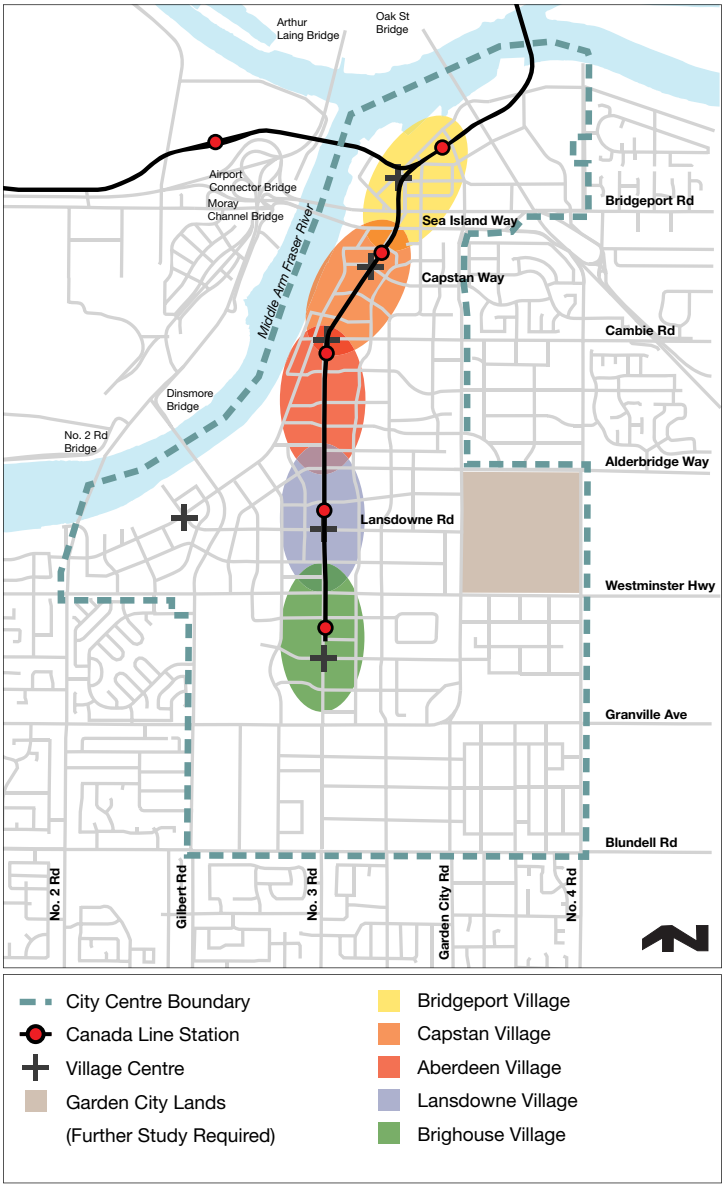
Intent *- To use one or more typologies to create a variety of rich spatial possibilities, landmark features and experiences, and pedestrian places.*

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;
- 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.

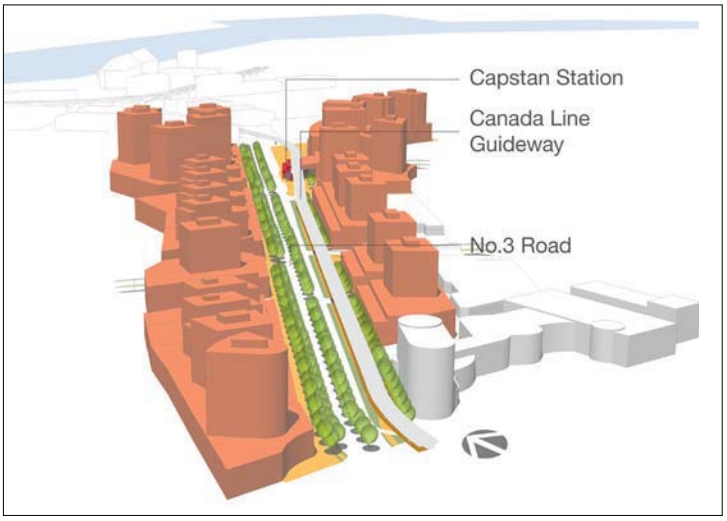
Character Zone 2: Capstan Village "Artists District"

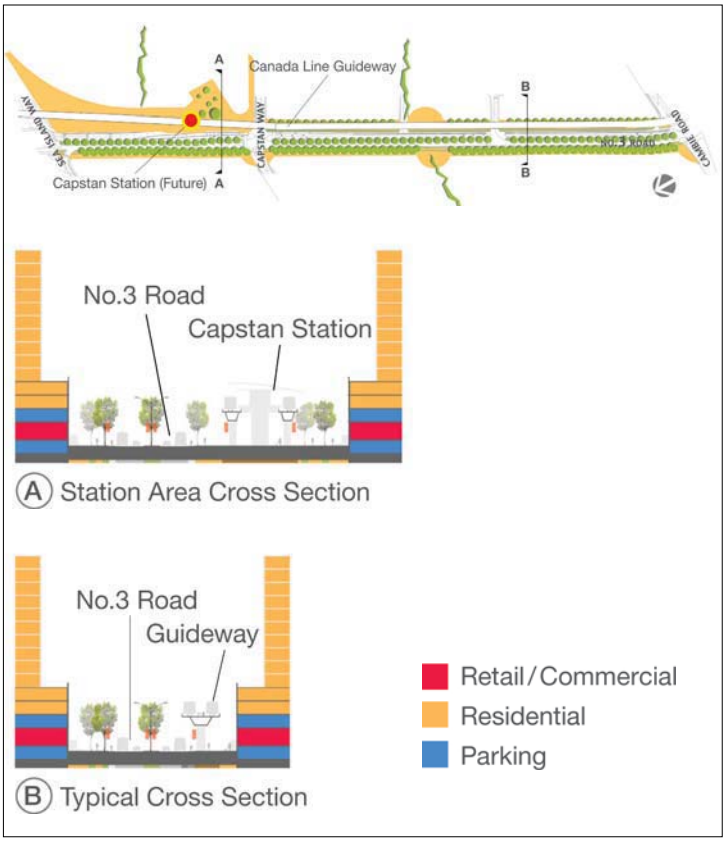
A zone of medium- to high-density, mixed residential/commercial uses, including:

- 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.





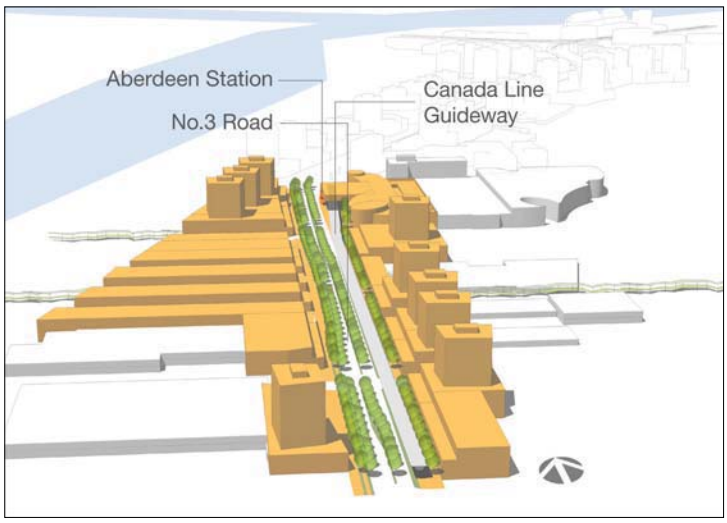
Character Zone 3: Aberdeen Village "International District"

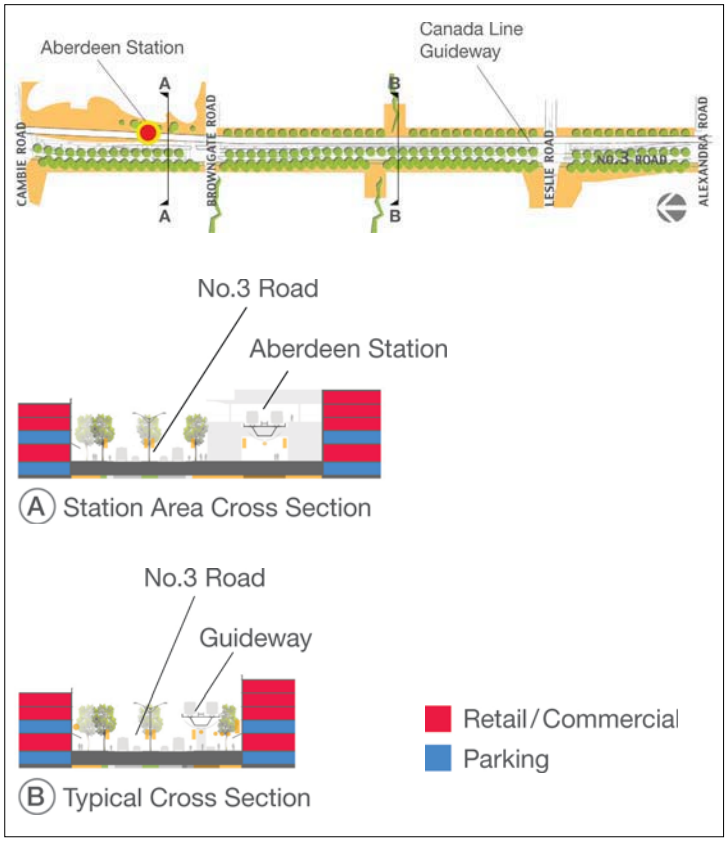
A zone of medium- to high-density non-residential uses, including:

- 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.





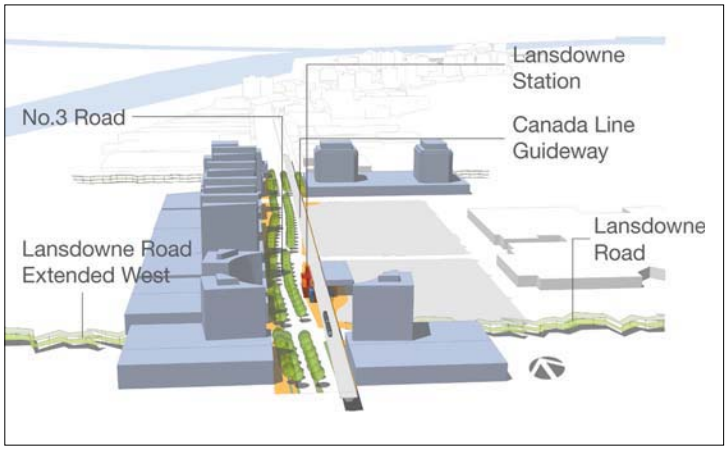
Character Zone 4: Lansdowne Village "Centre of the Centre"

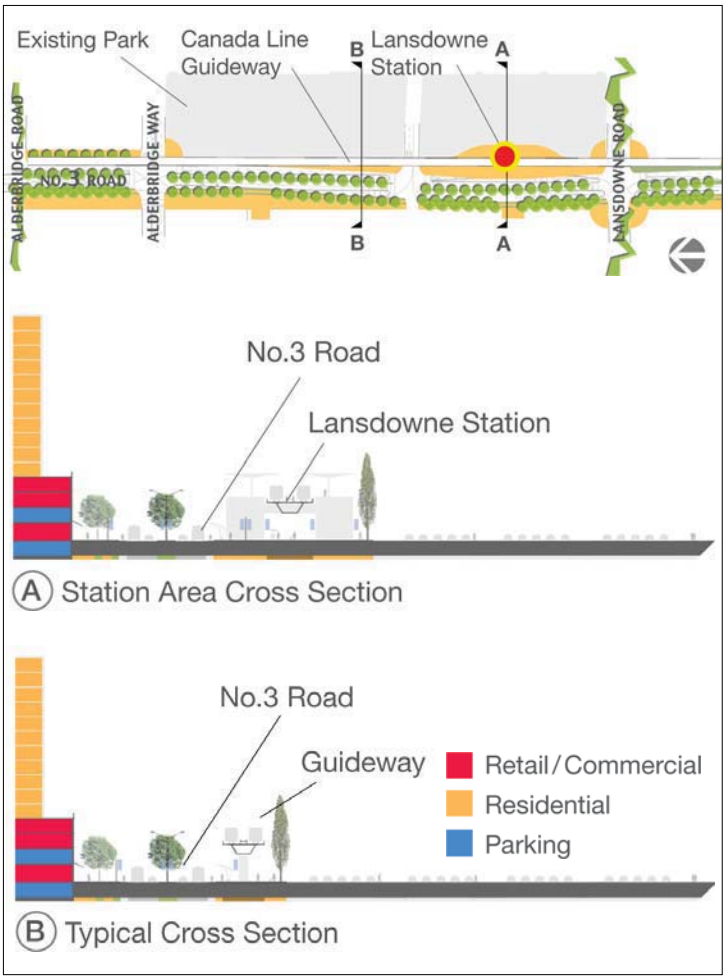
A zone of high-density, high-rise, mixed commercial/residential uses, including:

- 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".





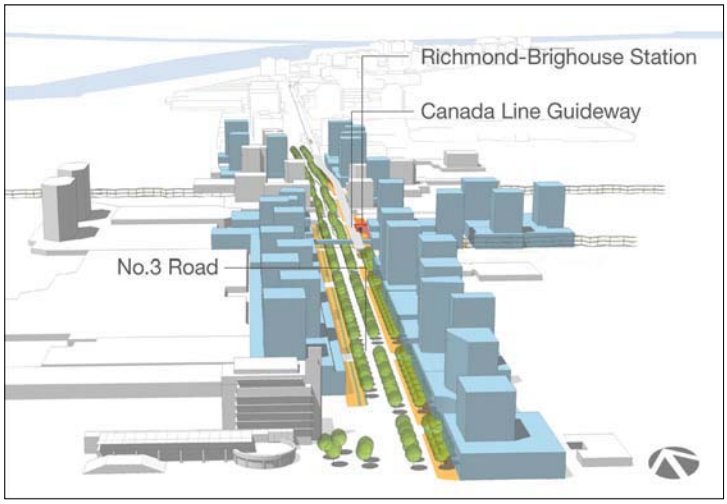
Character Zone 5: Brighouse Village "Civic Heart"

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 Brighouse 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: • 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: • 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: • 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: 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: • 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"

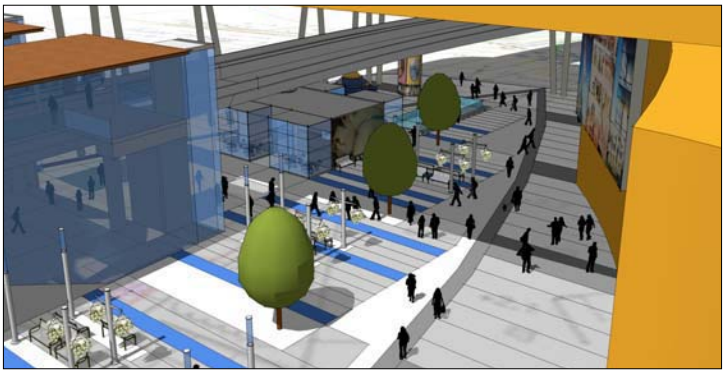
- This plaza, and the major park it forms part of, are important focal points for residents, workers, students, and visitors, providing wayfinding and spaces to gather/relax/celebrate.
- Key plaza/park elements include a large hard/soft surface event space designed for day/night use, public art, green 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."



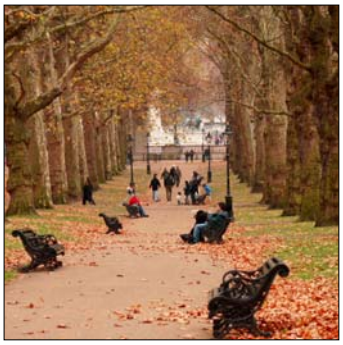
2.10.1(c) Encourage Better Places to Stay & Linger

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.

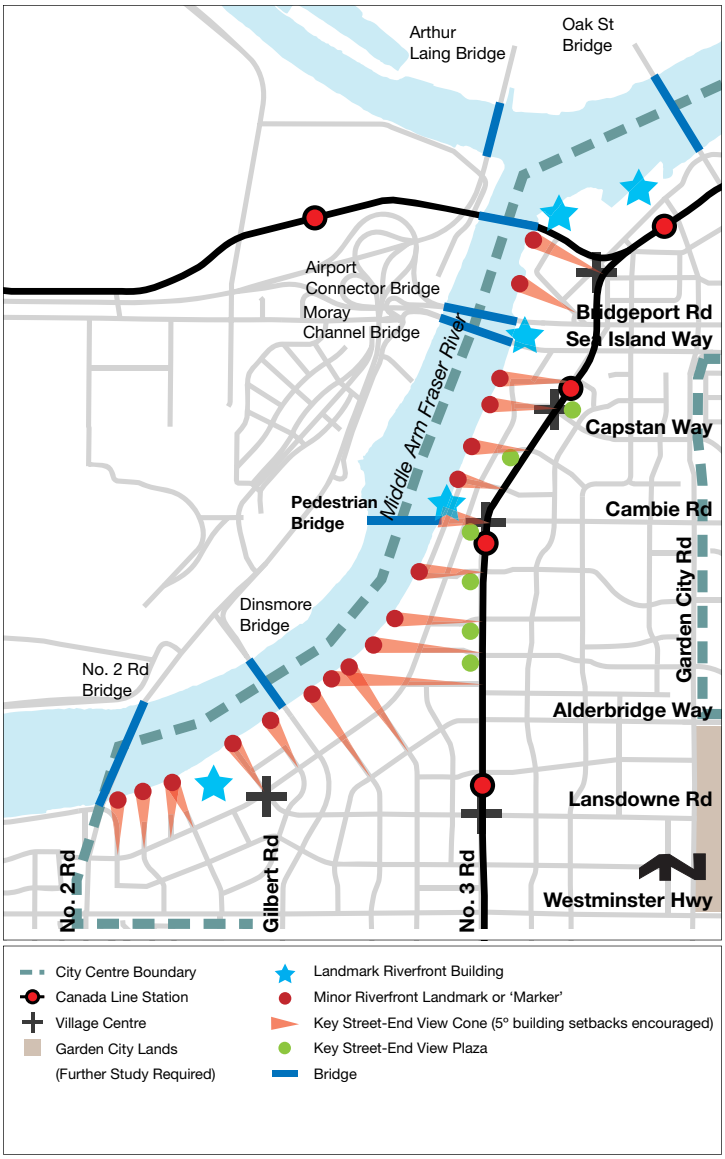
Key Inland Public Views Map

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.

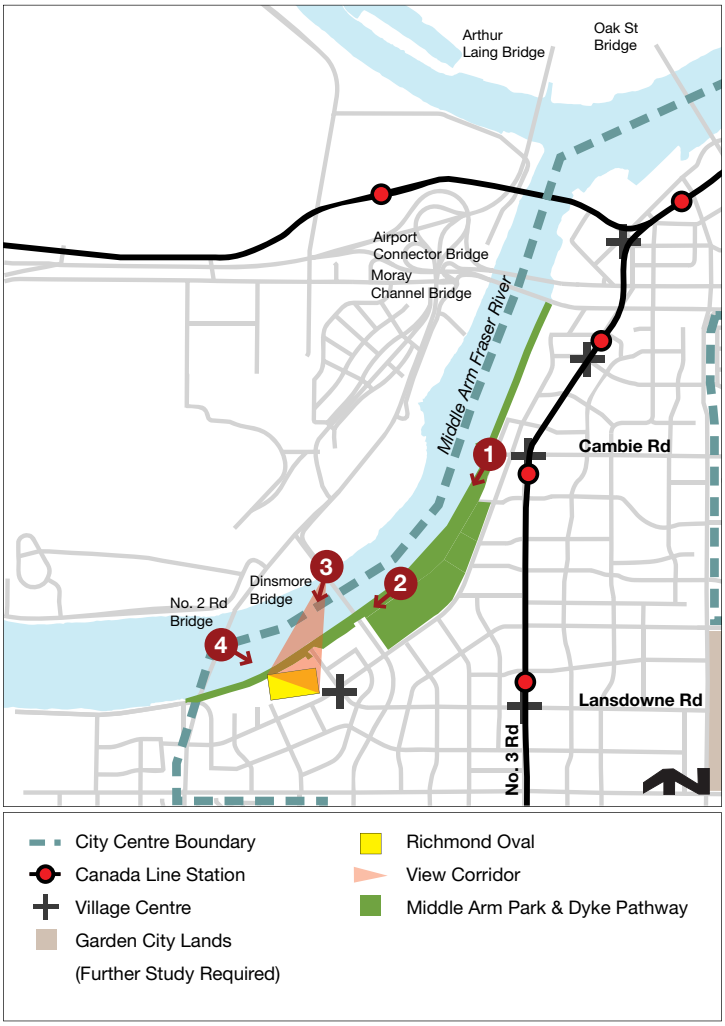
1. **Cambie Road** – Views to the Oval will not be significantly impacted by future development.

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

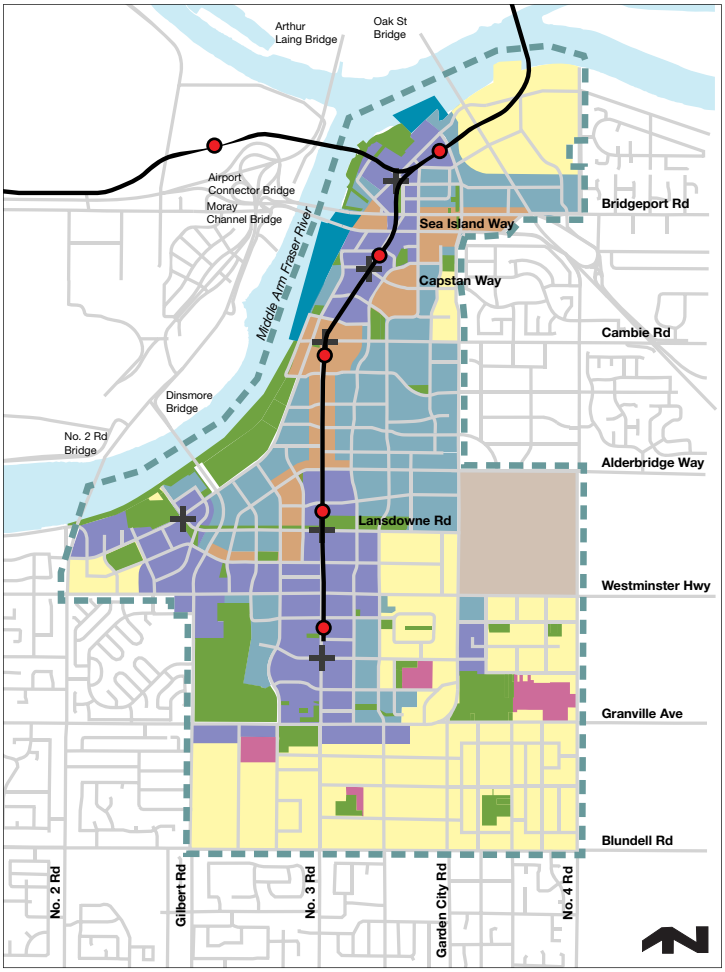
Transport Canada regulations generally restrict the maximum permitted height of buildings in the City Centre to 47 m (154 ft.) geodetic (or lower in areas affected by landing and take-off operations). This height is adequate for the City Centre's higher density buildings, but is considered low in a region 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



Maximum Height Permitted Based on Maximum Density		
	45 m (148 ft.)	• If the density on a development site is less than the maximum permitted, the City may direct that building height should be less than that shown. • Increased height may be permitted where it enhances public views to a designated "gateway" or provides some other public benefit, but does not compromise other Area Plan objectives (e.g., housing mix, sun to public open spaces). • Decreased height may be required to protect designated public views, sun to public spaces, etc. • 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.
	35 m (115 ft.)	
	25 m (82 ft.)	
	15 m (49 ft.)	
	For land-based and floating buildings: 9 m (30 ft.), within 30 m (98 ft.) of high-water mark along the entire City Centre riverfront or as indicated, whichever is more restrictive.	

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.

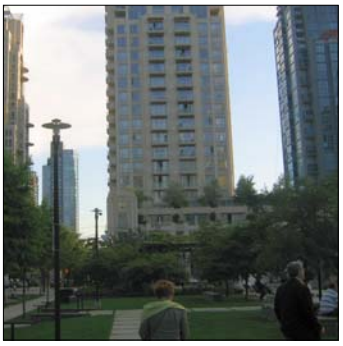
Low-Rise: 9-15 m (30-49 ft.) Maximum

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



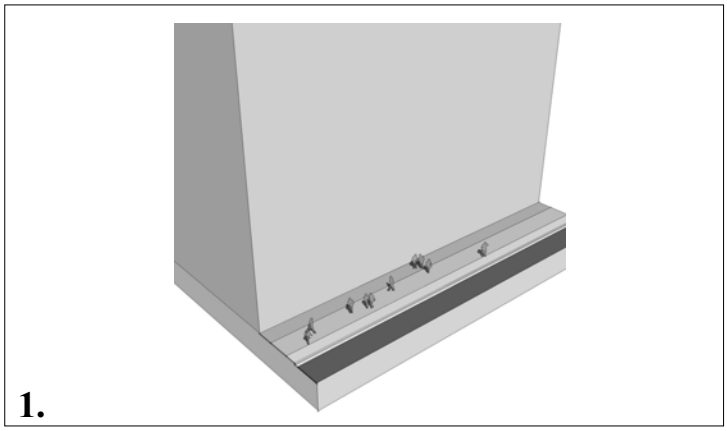
Typically high-density, mixed-use, Village Centre development incorporating landscaped podium roofs and varied tower forms and roof top treatments. Sculpting of upper tower floors is encouraged.

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.)

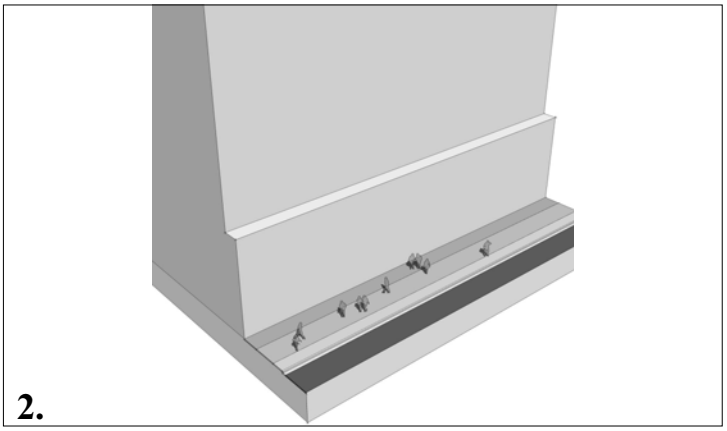
"Taming Tall Buildings": Part 1 How Buildings Meet the Ground

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.



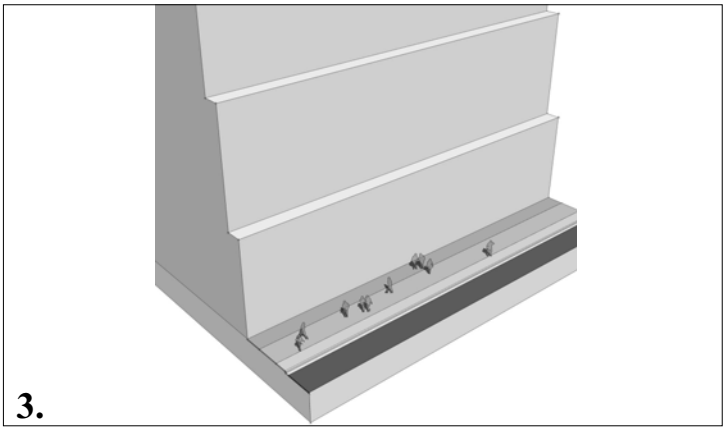
1.

Buildings should be aligned with the sidewalk, and lobbies and building entries should be oriented toward the primary sidewalk frontage.



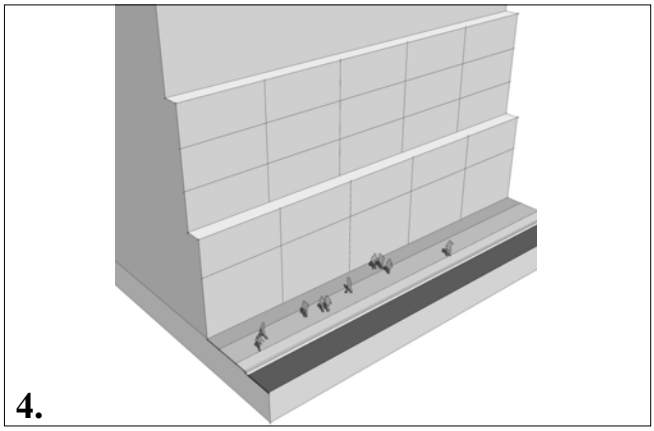
2.

Building elements higher than 3 storeys should be stepped back a minimum of 1.5 m (5 ft.) from the building frontage.



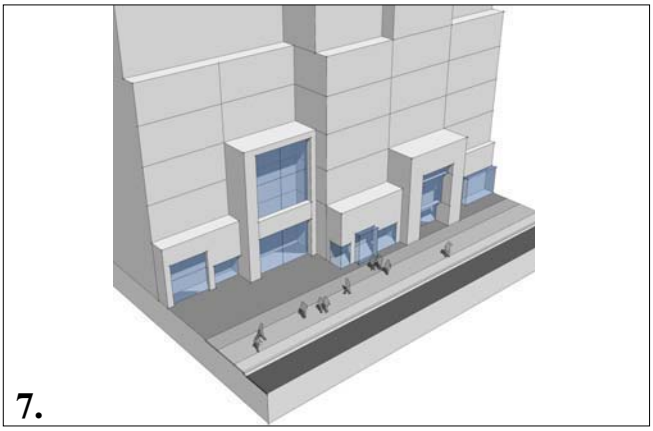
3.

Building elements higher than 5 storeys should be stepped back a minimum of 3 m (10 ft.) from the building frontage.



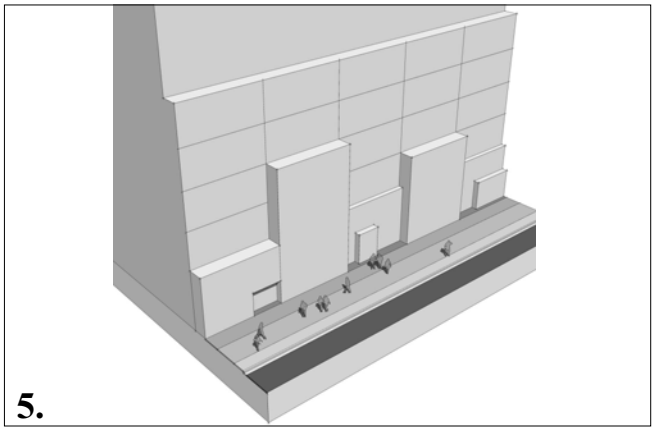
4.

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.



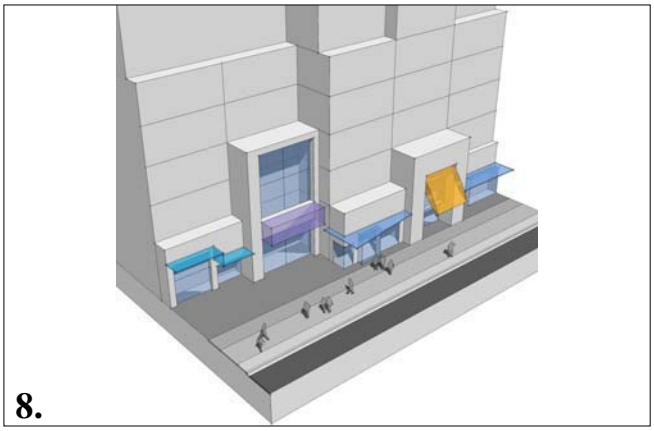
7.

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.)



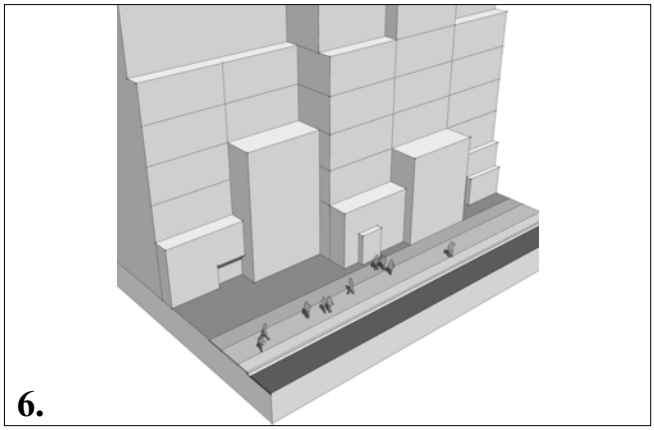
5.

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 m^2 (6,459 ft^2) and a minimum distance between towers of 24 m (79 ft.).

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

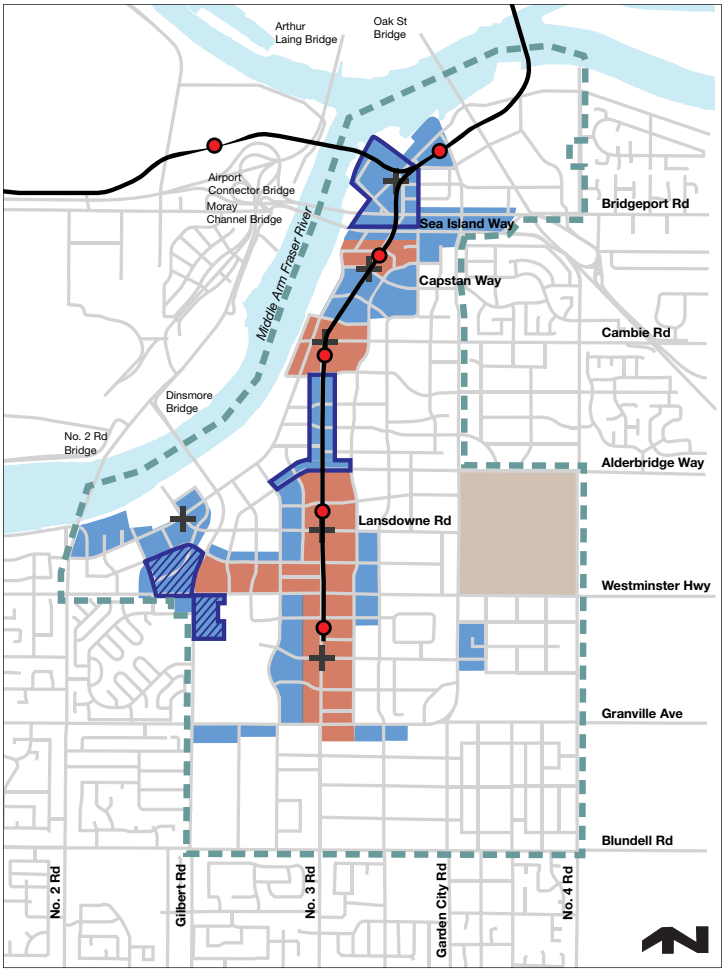
- larger floorplates that better reflect actual City Centre residential development practices (i.e., typically 650 m^2 (6,997 ft^2)) and anticipated non-residential market needs;
- larger gaps between towers in some areas to reduce private view blockage, sunlight blockage, and the impression of a "wall"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

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

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

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

Tower Spacing & Floorplate Size Map



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.

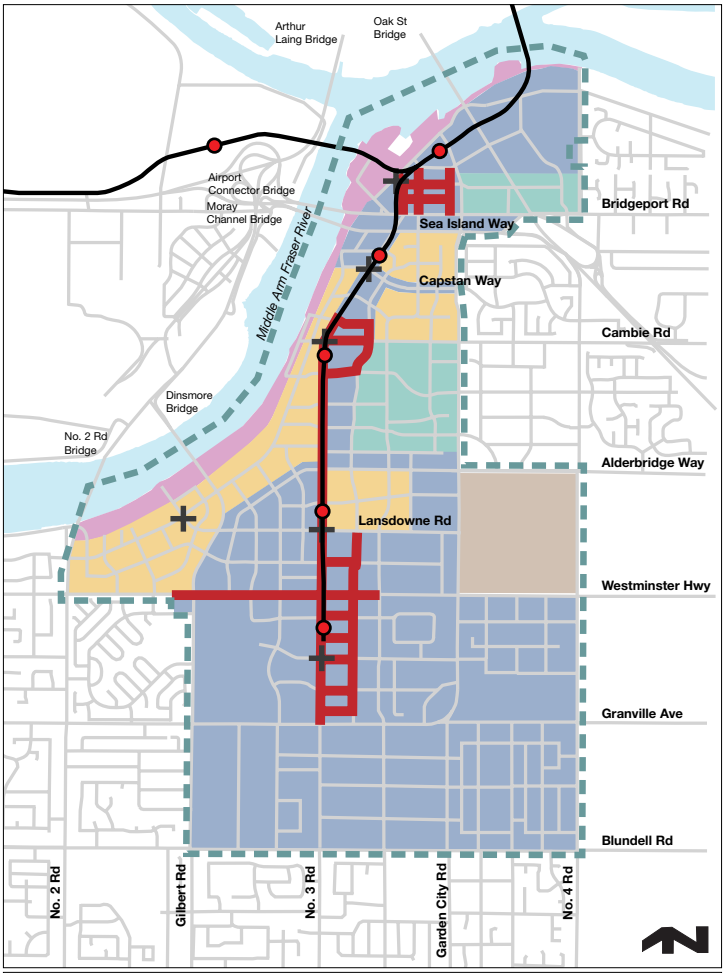
Challenge/Opportunity

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



Typical Area Descriptions & Minimum Recommended Elevations (Geodetic)
Riverfront • Parks & Streets: 4 m (13.1 ft.) (i.e., dyke crest). • Habitable Floor Elevation: 4 m (13.1 ft.).
Major Redevelopment Areas • Parks & Streets: 2.6 m (8.5 ft.). • Habitable Floor Elevation: 2.9 m (9.5 ft.) minimum.
Key Retail Exempt Areas • 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 • 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 • 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

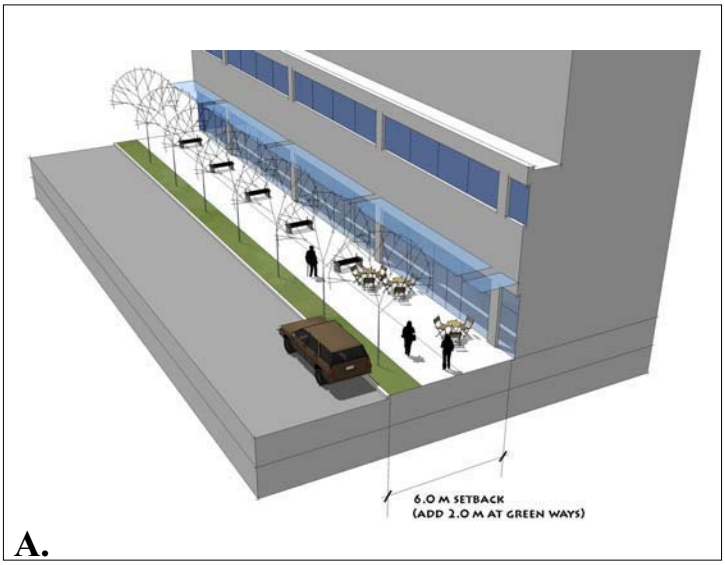
- The public sidewalk extends to the building face.
- Building entries are a maximum of 0.3 m (1 ft.) above the crown of the fronting street and are typically close to the sidewalk.
- The façade incorporates substantial glazing in the form of shop windows.
- Pedestrian weather protection is provided 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.



A.

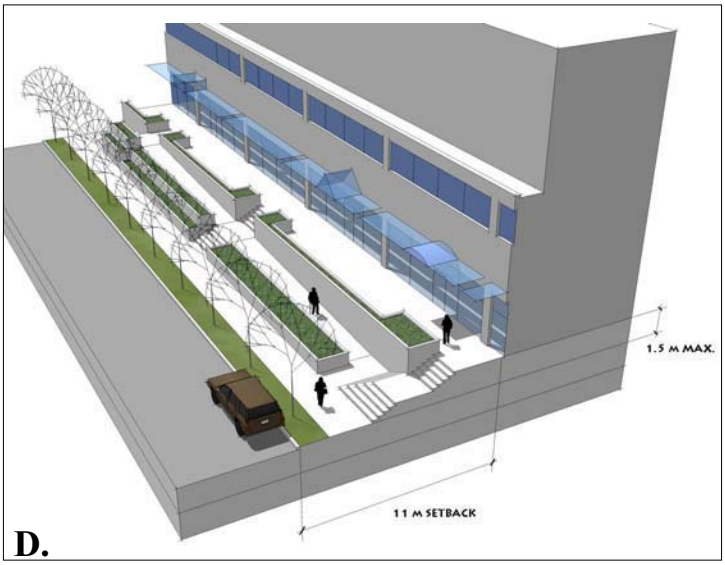
B.

C.

Alternative Frontage Conditions

D. Landscaped Ramp & Terrace

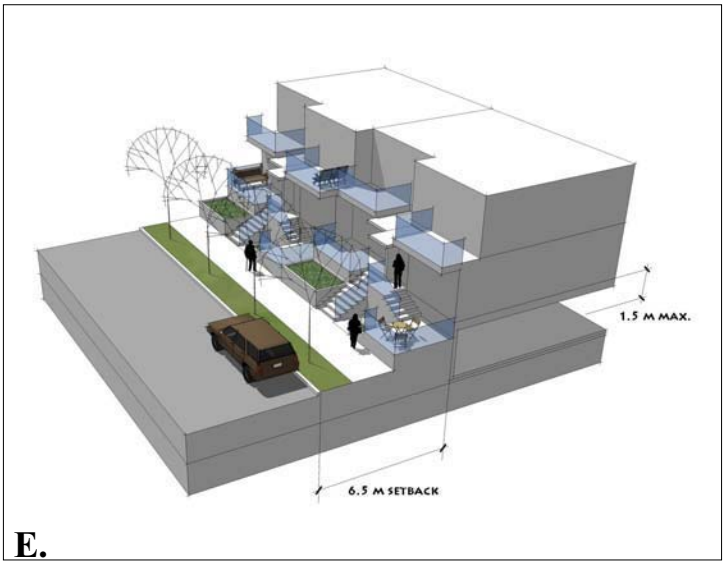
- Most typical of office or hotel in medium- to high-density non-residential and mixed-use areas with moderate pedestrian volumes.
- The public sidewalk extends to the ramp/stairs.
- Building entries are a maximum of 1.5 m (5 ft.) above the crown of the fronting street and are set close to the terrace.
- 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.



D.

E. Stoops & Porches

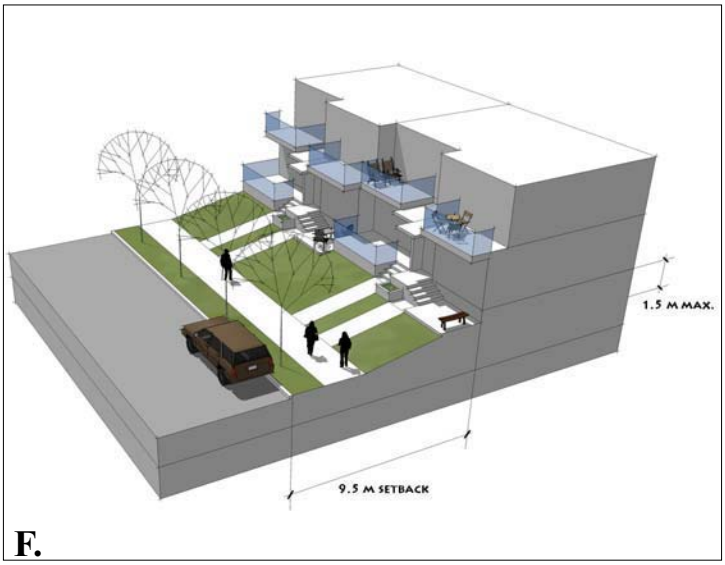
- Most typical of residential uses.
- Building entries are typically at 0.6-1.5 m (2-5 ft.) above the crown of the fronting street and are reached by an exterior stair.
- Where the façade is set back less than 6 m (20 ft.) from the public sidewalk, the front yard is typically set 0.6-0.9 m (2-3 ft.) 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.



E.

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.



F.

2.10.2(d) 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:

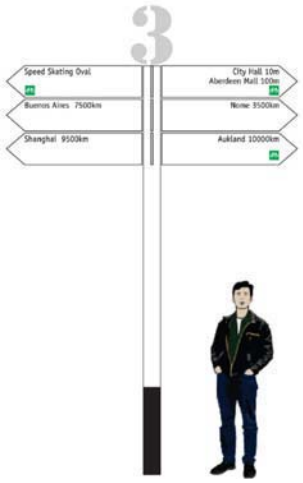
- **Development Review**:

  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**:

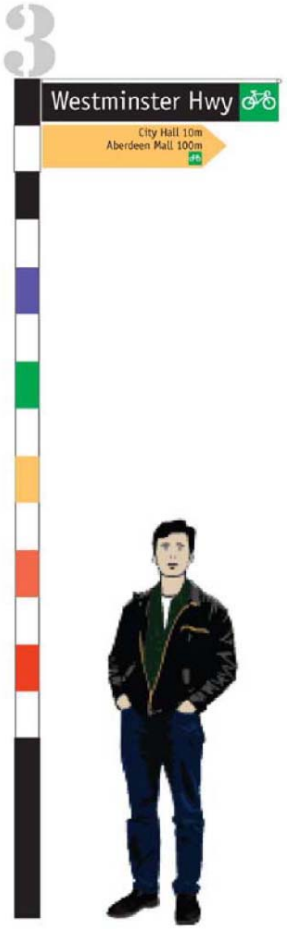
  enhance wayfinding through its incorporation in the design of key public areas (e.g., Canada Line, riverfront, Richmond Oval, etc.);

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)

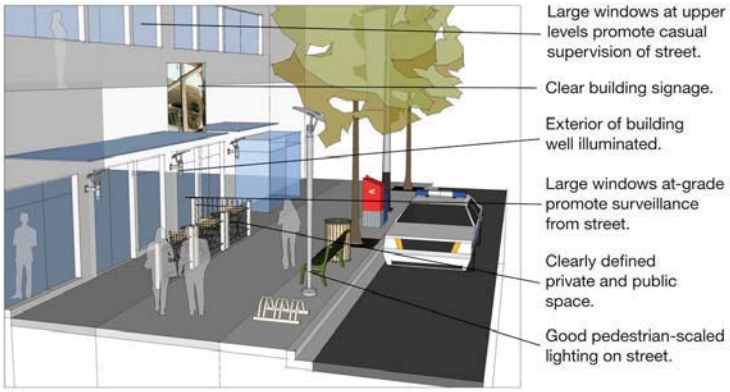
The physical layout and design of a community can contribute to the safety and security of its residents, workers, and visitors. Designing for safety is particularly important near transit stops – including the Canada Line – and other locations where citizens may be required to wait during evening hours.

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



APPLICATION:

These Development Permit (DP) Guidelines are intended to support the directions set out in the City Centre Area Plan and are supplementary to city-wide DP Guidelines contained in Schedule 1 to the OCP.

These DP Guidelines apply to the entire City Centre Area, with the exception of the Acheson Bennett, McLennan North, and McLennan South Sub-Areas, for which DP Guidelines are contained in Sub-Area Plans 2.10B, 2.10C, and 2.10D to Schedule 2, respectively.

These Guidelines include:

- General Guidelines: Basic development standards applicable across the City Centre (and categorized based on the DP Guidelines contained within Schedule 1 to the OCP);
- Sub Area Guidelines: Development standards pertinent to specific City Centre locations.

Where these Guidelines appear to contradict those in Schedule 1 to the OCP, these Guidelines should take precedence with the exception of sites designated OCP Conservation Area or Environmentally Sensitive Area (ESA), in which case readers should refer to Schedule 1 as it takes precedence over this plan.

These Guidelines do not require literal interpretation, but will be taken into account in the consideration of DP applications and the DP Panel may, at its discretion, recommend refusal or require modification to a DP application proposal for failure to meet the standards contained within these Guidelines, in whole or in part.

3.0 Development Permit Guidelines

PRINCIPLES:

These Development Permit (DP) Guidelines are intended to help support the establishment of the City Centre as a "premier, urban-riverfront community" characterized by outstanding public places and spaces where people can take pleasure in public life within walking distance of where they live, work, shop, learn, and play.

To achieve this, the City Centre's form and character must help to:

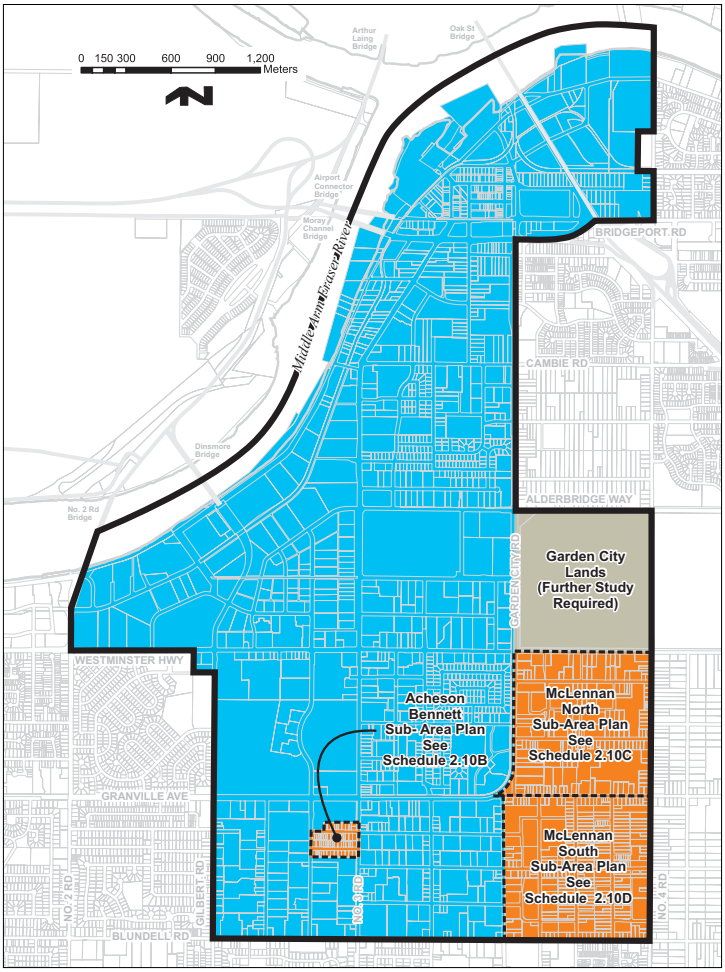
- integrate the downtown with the riverfront;
- support a strongly pedestrian-oriented public realm;
- provide for a highly-livable urban environment;
- foster a mosaic of distinct, yet complementary, urban villages;
- enhance the community's long-term social, economic, environmental, and cultural sustainability.

JUSTIFICATION:

The Plan encourages the development of the City Centre as a compact, pedestrian-friendly, mixed-use community built on a framework of transit-oriented urban villages that locate the ordinary activities of daily living within walking distance of residents, workers, and visitors, and encourage less car-dependent lifestyles and a higher quality of life.

To achieve these desired social, economic, and ecological objectives for this important area of Richmond, site-by-site consideration regarding the form and character of development through the City's DP review processes is warranted.

Development Permit Area Map



- The City designates the entire City Centre Area as a Development Permit Area.
- Development Permit Guidelines for the Acheson Bennett (2.10B), McLennan North (2.10C), and McLennan South (2.10D) Sub-Areas can be found in the relevant Sub-Area Plans in Schedule 2 to the OCP.
- Development Permit Guidelines for sites designated OCP Conservation Area or Environmentally Sensitive Area (ESA) can be found in Schedule 1 of the OCP.
- Development Permit Guidelines will be prepared for the Garden City Lands, as required, as part of that area's required further study.
- Exemptions to the Development Permit process can be found in Schedule 1 of the OCP.

Development Permit Sub-Areas Key Map

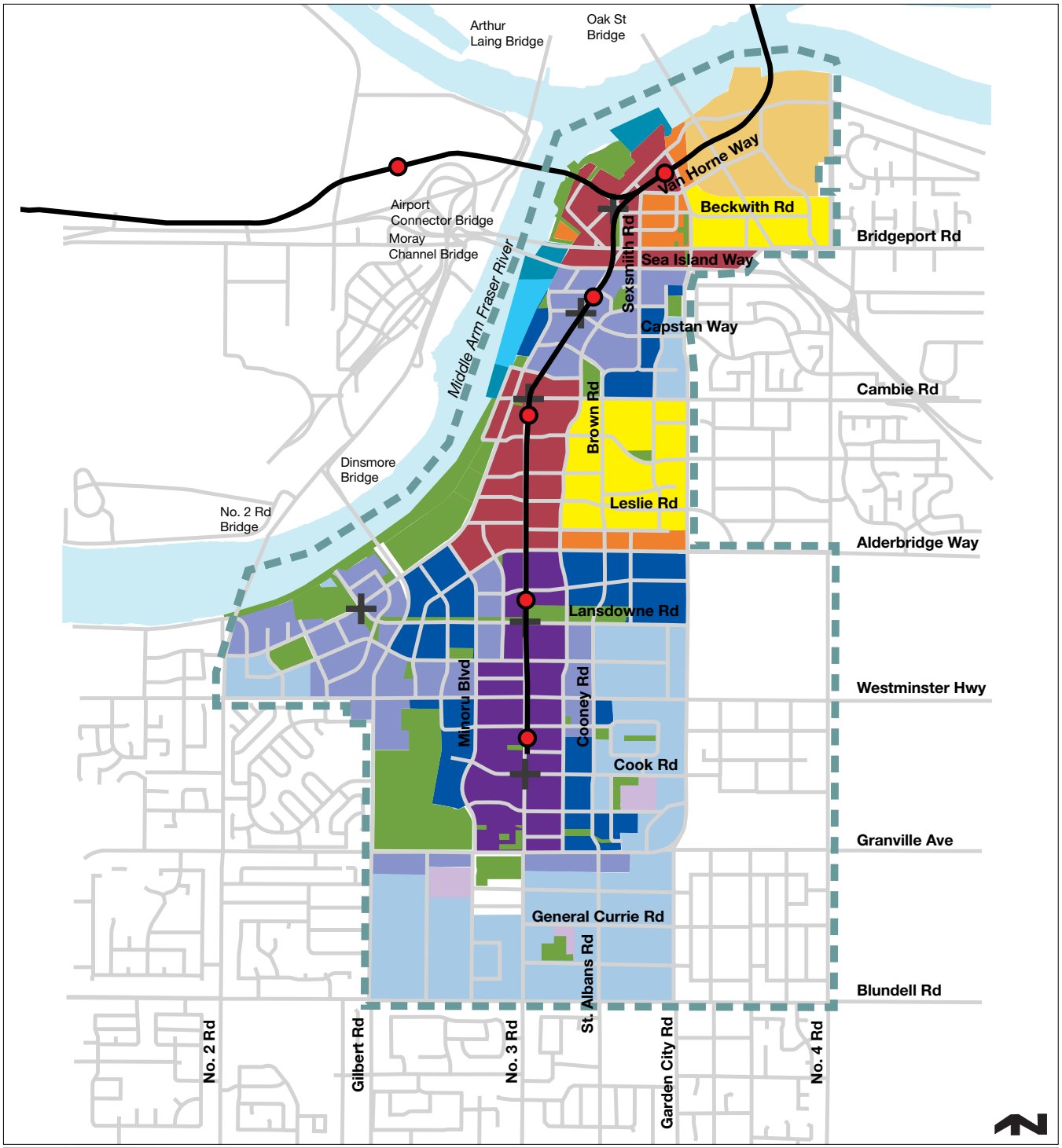


Table of Contents - Development Permit Guidelines

3.0 Development Permit Guidelines 3-1
3.1 General Guidelines 3-6
3.1.1 Views 3-6
A. Public Riverfront Views 3-6
B. Public Inland Views 3-7
C. Distinctive Streetscape Views 3-8
D. An Aerial Perspective 3-9
3.1.2 Public Realm/Pedestrian Amenity 3-9
A. Sunlight Penetration 3-9
B. Weather Protection 3-10
3.1.3 Landscaping (Open Space) 3-10
A. General Considerations for Publicly-Accessible Open Spaces 3-10
B. Plazas and Squares 3-13
C. Pedestrian Linkages 3-15
D. Canada Line Transit Plazas 3-17
3.1.4 Circulation & Parking 3-19
A. Small City Blocks 3-19
B. Car-Free Lifestyles 3-19
C. Transit Station Design 3-19
D. Parking Reduction Opportunities 3-21
3.1.5 Building Scale & Form 3-21
A. A Distinctive Richmond Character 3-21
B. Site Size 3-22
C. Building Height 3-22
D. Tower Massing 3-23
E. Roofscapes 3-25
F. Human-Scaled Streetscapes 3-26
G. Canada Line Interface 3-27
3.1.6 Universal Design Principles 3-28
A. Building Design 3-28
3.1.7 Floodproofing 3-29
A. Frontage Considerations 3-29
3.1.8 Multiple-Family 3-31
A. Street-Oriented Dwellings 3-31
B. Amenity Space 3-31
3.1.9 Commercial 3-32
A. Retail Unit Size 3-32
B. Key Retail Locations 3-33
3.1.10 Marina (Not applicable to “Industrial Reserve” properties) 3-34
A. Pedestrian Linkages 3-34
B. Minimize Parking Impacts on the Riverfront 3-34
3.1.11 Signage 3-35
A. Development Review 3-35
3.2 Sub-Area Guidelines 3-36
3.2.1 A.1 Industrial Reserve - Industry Only 3-36
3.2.2 A.2 Industrial Reserve - Limited Commercial 3-38
3.2.3 A.3 Commercial Reserve - Mid-Rise 3-40
3.2.4 A.4 Commercial Reserve - Mid- to High-Rise 3-42
3.2.5 B.1 Mixed-Use - Low-Rise Residential & Limited Commercial 3-44
3.2.6 B.2 Mixed-Use - Mid-Rise Residential & Limited Commercial 3-46
3.2.7 B.3 Mixed-Use - High-Rise Residential, Commercial & Mixed-Use 3-48
3.2.8 B.4 Mixed-Use - High-Rise Commercial & Mixed-Use 3-50
3.2.9 C.1 Marina - Commercial 3-52
3.2.10 C.2 Marina - Commercial & Waterborne Residential 3-54

3.1 General Guidelines

3.1.1 Views

A. Public Riverfront Views

The intent is to encourage new development to work to protect and enhance public views that will enhance the City Centre's visual connection with and enjoyment of the riverfront.

See: Section 2.10.1(d), "Protect & Enhance Public Views & Vistas, Key Riverfront Landmarks & Street-End Views Map".

Bring the Riverfront into the City: Extend the riverfront experience into the City Centre by:

a) raising the grade of development sites, parks, and public streets near the river to reduce view blockage from these locations and bring riverfront features and activities closer to inland locations (e.g., Middle Arm Park, neighbourhood parks, the new street following the CP Rail corridor, Duck Island in Bridgeport Village);

b) orienting public views to newly created water features that bring the river experience into inland areas by:

- "extending the river" in the form of large and small canals, lagoons, and other water features that stretch inland from the dyke edge and effectively increase the length of the City Centre's riverfront experience (e.g., the Richmond Oval pond and Hollybridge canal enhancement);
- "creating alternative water experiences" in the form of large water features (especially large pools of water, as opposed to fountains or small pools) not directly connected with the river (e.g., City Hall water garden, Garden City Park pond);

c) extending riverfront architectural and landscape features into inland areas to reinforce the impression that the riverfront does not stop at the river's edge (e.g., public art with a river/boating theme, distinctive rows of street trees that can be recognized as a extension of the riverfront, specific building features or characteristics, heritage interpretation).

Street-End Riverfront Views: 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) establishing a series of "street-end view plazas" along No. 3 Road from the Capstan Canada Line station's transit plaza south to Alexandra Road that are designed to take advantage of irregularities in the street grid to provide unobstructed views:

- to the riverfront from No. 3 Road;
- to No. 3 Road, and landmarks and "markers" (e.g., public art) along this important route, from the riverfront;

c) protecting view corridors on key streets leading to the river by increasing building setbacks by 5 degrees along their lengths (from No. 3 Road and other key locations);

d) installing "markers" (e.g., public art, heritage features) along the riverfront at the ends of view corridors (or leading to it) to enhance wayfinding, etc.

Riverfront Landmark Views: Protect and enhance views along the riverfront to "landmark" riverfront locations including, among other things, views to the:

a) Richmond Oval, and where views are threatened by future development, such as those from the Dinsmore Bridge, require a view study as part of the City's development review process to ensure that building heights and setbacks are appropriate *(Section 2.10.1(d),"Protect & Enhance Public Views & Vistas, Richmond Oval View Corridor Map")*;

b) bridges and "gateway" features incorporated into the bridges or nearby buildings or street furnishings (e.g., public art, heritage features);

c) casino;

d) UBC boathouse;

e) major public amenities and facilities, such as those under consideration for the foot of Cambie Road.

B. Public Inland Views

The intent is to encourage new development to enhance and create attractive public views within the City Centre's urban areas and at "gateway" locations.

See: Section 2.10.1(d), "Protect & Enhance Public Views & Vistas, Key Inland Public Views Map".

Street-End Landmark Views: Take advantage of irregularities in the street grid to establish important street-end views within the City Centre that provide an attractive, memorable, "signature" image for each such street, the "urban room" it helps to define, and the Village it which it is situated, in the form of:

a) at major axes – large, iconic buildings and associated landscape features that visually terminate major thoroughfares and major streets (e.g., Garden City Road/Granville Avenue, No. 3 Road at Cambie Road) and, together with the "framing" buildings, street trees, and landscape features fronting the street along its length, define the street as a large, formal "urban room";

b) at minor axes – smaller buildings and/or landscape features (e.g., plazas, public art, heritage features) that visually terminate short, minor streets or mews (often three blocks long or less) and help to anchor and define intimately-scaled, local gathering spaces and "urban rooms";

c) framing buildings – designed to narrow/focus view corridors in order to draw attention to and "frame the view beyond" in situations where landmark buildings are not oriented to the axial street and/or direct access to them is blocked or made difficult by existing development, street patterns, etc. (e.g., Lansdowne Road, looking west towards the Richmond Oval at Hollybridge Way);

d) important public buildings – sited, wherever possible, to take advantage of and enhance the experience of major and minor view axes (e.g., Richmond Oval at Lansdowne Road, Kwantlen University College at the east end of the major Landowne Village park).

Gateways: Encourage bold and distinctive "gateway" view treatments (e.g., buildings, landscape features, bridge treatments, public art) at:

a) major thoroughfares – generally the point where these important routes enter the City Centre's higher-density villages (e.g., not at the City Centre's low-density periphery);

b) existing bridges – adjacent to the Lulu Island bridgehead and, where possible, incorporating features on the bridge itself and/or the other side of the river;

c) new bridges (e.g., pedestrian bridge at Cambie Road, renovation/replacement of the Dinsmore Bridge) – incorporated into the bridge itself and its surroundings, and paying special attention to enhance these linkages for use by pedestrians, cyclists, and spectators viewing events on the river.

C. Distinctive Streetscape Views

The intent is to encourage the coordinated massing and design of adjacent developments along prominent frontages.

"Crescents": Encourage coordinated streetwall development in locations that, as a result of the alignment of the street grid and/or riverfront, will be made highly visible and should read as a comprehensively designed "crescent", including in particular *(Section 2.10.1(d), "Protect & Enhance Public Views & Vistas, Key Inland Public Views Map")*:

a) Alderbridge Way – northwest side, between Elmbridge Way and No. 3 Road;

b) Gilbert Road – east side, between the new road along the CP Rail corridor and Elmbridge Way;

c) Middle Arm Park frontage;

d) Capstan Village riverfront, between Capstan Way and one-block north of Cambie Road.

No. 3 Road Streetscape: Encourage coordinated streetwall development along the length of No. 3 Road, punctuated with strategically located towers, public open, spaces, and iconic public buildings, that work together to enhance the identity and role of each of the street's five designated character zones. *(Section 2.10.1(b), "Make No. 3 Road a 'Great Street', 'Character Zone' Concepts).*

Bridgeport & Sea Island "Airport Gateway" Corridor: Encourage a combination of building forms along this prominent "gateway" corridor that work together to define it as one cohesive "urban room", including:

a) along the north side of Bridgeport Road and the south side of Sea Island Way – a 20 m (66 ft.) high streetwall (rising to 30 m (98 ft.) near No. 3 Road) and significant street tree planting (e.g., large growing species or double rows of smaller species) providing a somewhat uniform backdrop (similar massing, large use of glass, neutral colors, planted walls, strong horizontal expression) framing the buildings situated between the two streets;

b) between Bridgeport Road and Sea Island Way – a combination of tall, slim slabs (aligned parallel to the corridor), low, heavily landscaped podiums (vertical surfaces and roofs), and mid-rise buildings presenting a dynamic composition, stronger vertical expression, a varied palette of colours and materials, and breaks in the massing allowing for views through (above grade) and sunlight penetration;

c) at the corridor's intersection with No. 3 Road – pull back the streetwalls along the north and south sides of the corridor to create a larger space that frames a pair of "signature" towers situated to the east and west of the Canada Line guideway.

D. An Aerial Perspective

The intent is to recognize and protect for views from some of the City Centre's unique public vantage points.

Canada Line: Ensure that development near the Canada Line takes steps to protect and enhance views from the trains and stations and takes into account the special perspective of riders, both on the trains and going up to and down from the stations, including:

a) street-end views to the river;

b) views along No. 3 Road to buildings, transit plazas, public art, signage, and special features and events;

c) rooftop views, across low-rise buildings (e.g., industry, port activities, existing lower-density commercial uses) and the podiums of high-rise buildings.

Oak Street Bridge: Take steps to enhance views from the Oak Street Bridge across adjacent development and to important locations (e.g., Bridgeport Canada Line station).

Airplanes: Consider day and night views from overhead, especially in the design of large sites, parks, and riverfront development.

3.1.2 Public Realm/ Pedestrian Amenity

A. Sunlight Penetration

The intent is to support Plan objectives for a lively public realm.

Key Public Outdoor Spaces: Buildings should be designed to avoid casting shadows on key public areas during peak periods, including:

a) parks and privately-owned areas secured for park purposes – no shadows from buildings taller than 15 m (49 ft.) between the hours of 11 am and 3 pm on the equinoxes;

b) key retail locations – wherever possible, one side of each street identified as Pedestrian-Oriented Retail Precincts should be free of shadows during the lunch time and early evening hours throughout the spring, summer, and fall;

c) Canada Line transit plazas –

- at least 50% of each plaza area should be free of shadows between the hours of 11 am and 5 pm on the equinoxes;
- steps should be taken to maximize the public use and enjoyment of the sunny plaza areas (e.g., outdoor restaurants, movable seating that can be relocated to follow the sun);

- features should be incorporated into the shady plaza areas that help to animate them and make them attractive and engaging (e.g., large fountains, stage, temporary or permanent retail kiosks).

B. Weather Protection

The intent is to support Plan objectives for a lively public realm.

Key Retail Locations: Support objectives for the establishment of vibrant, inviting, all-season Pedestrian-Oriented Retail Precincts by:

a) providing continuous weather protection along designated street and mid-block commercial building frontages, typically in the form of fixed canopies and awnings;

b) in limited circumstances:

- incorporating arcades across the faces of buildings, provided that they have a clear height of 6 m (20 ft.) or more; their clear height is at least 2-1/2 times their depth; their length is typically no more than 60 m (197 ft.); they are sunny, inviting spaces during the day (i.e., not north facing) and illuminated at night; and, they tie seamlessly into the overall streetscape, its pattern of shops entries and display windows, and its characteristic form and location of weather protection;
- permitting enclosed mid-block links, provided that they satisfy the requirements indicated above for arcades (e.g., height, width, length), have glass roofs, clerestory windows, or other means by which they are daylighted, are designed to enhance adjacent street-fronting uses, and are typically open for public access and circulation 24 hours per day;

c) exploring opportunities, on a project-by-project basis, to allow weather protection to project into the public street right-of-way (either attached to a building or as a free-standing structure) where this will enhance the appearance and amenity of the streetscape without compromising City services, maintenance, or other considerations.

3.1.3 Landscaping (Open Space)

A. General Considerations for Publicly-Accessible Open Spaces

The intent is to encourage the development of high-quality, accessible open spaces that enhance livability and public amenity and augment the City Centre's base-level park standard.

A High-Quality Public Amenity: Open spaces secured for public use must:

a) present a coherent design theme that is reflective of local character and in scale with surrounding development;

b) be accessible and amenable to the public year-round and at all times of the day;

c) all provide for a variety of uses and activities, together with the programming and co-location of complementary facilities and services necessary to ensure that they will be engaging, well used, and a valued community amenity;

d) provide for high standards of design, construction, and maintenance appropriate to a heavy-use, urban setting, including high-quality, well-detailed, durable, and well-maintained materials and finishes;

e) support the extended use of open spaces through the provision of pedestrian weather protection (especially rain) in association with gathering places within and/or adjacent to the open space (e.g., building frontages, at adjacent transit/bus stops, linkages with key destinations, free-standing retail/restaurant kiosks);

f) incorporate noise and wind buffers, as required (e.g., fountains to mask traffic noise);

g) provide green landscaping, comprised of some combination of evergreen and deciduous trees, shrubs, ground cover, and display planting, designed to provide seasonal colour, ensure an attractive appearance year-round, and provide shade;

h) incorporate ecological or sustainable building and landscape strategies, measures, amenities, and interpretation;

i) incorporate public art, opportunities for events and performances, heritage and cultural interpretation, and related features;

j) in high pedestrian-traffic locations, consider the provision of public washrooms either within the open spaces, along an adjacent street frontages, or within nearby buildings;

k) incorporate principles of Crime Prevention Through Environmental Design (CPTED), including providing good lighting, reducing blind spots, encouraging natural surveillance, and taking steps to make spaces attractive to a broad range of people (i.e., discouraging the dominance of a space by a single group to the exclusion of others).

Fronting Buildings: Abutting development should:

a) be oriented towards and provide direct access to the open space in the form of pedestrian-oriented retail, restaurants with outdoor dining, residential units with individual front doors, or other uses as appropriate to the local context;

b) frame the open space on its closed sides with a streetwall having a maximum height of three storeys (approximately 9 - 12 m (30 - 39 ft.)) or twice the depth of the open space;

c) set back a minimum of 1.5 m (4.9 ft.) from its lower level streetwall above a height of three storeys (approximately 9 - 12 m (30 - 39 ft.)), and a further 1.5 m (4.9 ft.) above a height of five storeys (approximately 15 - 18 m (49 - 59 ft.)), or more where required to ensure adequate sunlight into the space.

Accessibility By Design: Ensure that access for the mobility impaired (e.g., people with baby strollers, people walking with small children, scooters) is integrated seamlessly into each open space design/concept such that it meets the collective needs of and is appealing to all open space users. For example:

a) all uses and activities within and fronting onto the open space must be accessible, including shops, services, and recreational activities (e.g., consider raised seating edges around planting areas and ponds/fountains, wheelchair-friendly drinking fountains, solid-surface playgrounds for children, passive activities such as chess/checkers with space for spectators);

b) ramps should be wide (2.0 m (6.6 ft.) minimum), attractive, direct, and co-located with stairs and other means of access;

c) ramps should be provided at frequent intervals and oriented appropriately so as to be convenient, respond to anticipated "desire lines" (i.e., preferred routes linking destinations), and encourage public use and enjoyment of the open space;

d) changes in grade along No. 3 Road and, as appropriate, in other City Centre locations, should be identified with a tactile warning strip;

e) a variety of seating options should be provided, including seating with backs and space near benches and tables to accommodate wheelchair users.

Avoiding Obstructions: Avoid items that could impair the intended long-term public use and enjoyment of the open space (e.g., utility wires and poles, underground utilities or parking structures that could conflict with tree planting) and ensure that permanent buildings are:

a) only installed if necessary (e.g., use cannot be accommodated in fronting developments);

b) sized and sited to minimize impacts on other uses important to the public enjoyment of the open space;

c) programmed and operated to support extended use of the open space (e.g., throughout the week or year-round);

d) designed to either "disappear" into the open space (e.g., concealed by landscaping) or to be a special visual feature or landmark.

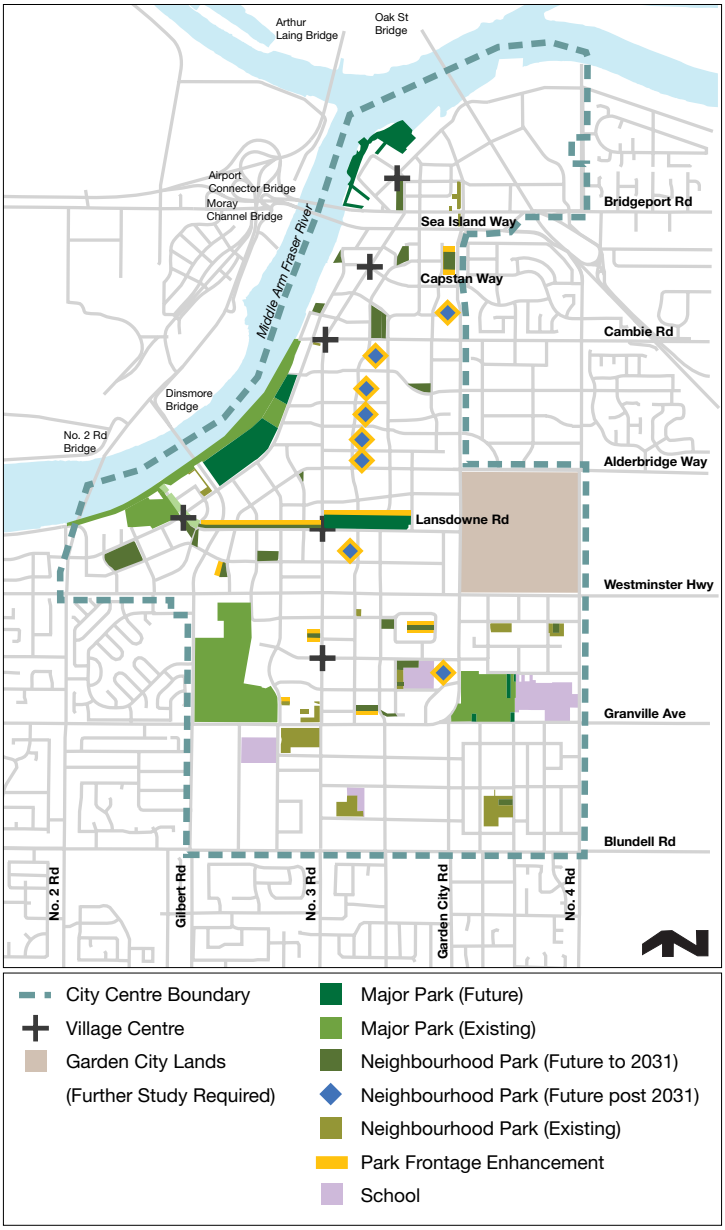
Park Frontage Enhancement Areas: Where development abuts City park sites, in order to provide for an adequate transition between adjacent public and private spaces and uses:

a) buildings on properties abutting a park should be set back from its edge (excluding parking concealed beneath finished grade) in the form of Park Frontage Enhancement Areas;

b) a portion of the setback along the entire park frontage should be secured and designed to permit public use and access in the form of landscaping, public walkways, etc.;

c) the secured Park Frontage Enhancement Areas should be located as indicated in the Park Frontage Enhancement Areas Map and have a typical depth of 8 m (26 ft.) (ranging from 6 m (20 ft.) minimum to 10 m (33 ft.) maximum).

Park Frontage Enhancement Areas Map



B. Plazas and Squares

The intent is to encourage the development of appealing public open spaces that enhance the quality of the urban environment for the benefit of land owners, tenants, and the general public.

Size: Varies. Preferably 0.1 ha to 0.8 ha (0.25 - 2.0 ac.), but may be smaller.

Location: Typically at the intersection of important vehicular and/or pedestrian routes.

Orientation: South facing preferred, and sited to avoid shading by surrounding buildings taller than three-storeys (approximately 9 - 12 m (30 - 39 ft.)) between the hours of 11 am and 3 pm on the equinoxes.

Coverage with Permanent Buildings: 10% maximum for enclosed buildings (e.g., café kiosks, public washrooms), but may be larger for roofed structures that are open below (e.g., bandstands, gazebos).

Edges: The space should:

a) front publicly-accessible streets along at least 50% of its perimeter (i.e. typically two sides), while its remaining edges should abut pedestrian-oriented uses that are oriented towards and have direct access to the space (e.g., small shops, restaurants with outdoor dining, residential units with individual front doors);

b) along its street frontages, be designed to provide for a high degree of visibility for passersby (e.g., groundcover and low planting, trees limbed up to permit open views, low or open walls and fences);

c) have a finished grade that is typically no more than 1 m (3 ft.) above that of the fronting public sidewalk (excluding berms, performance stages, and other raised features that have limited site coverage).

Site Features:

a) "plazas" – commonly designed as forecourts to large, multi-tenant, commercial or mixed-use buildings, these spaces are typically important pedestrian circulation routes and are primarily hard-surface areas complemented with display planting, trees with an open canopy (to allow sunlight penetration), seating (often in the form of seating walls and steps, rather than benches), and public art, heritage features, and/or water features. Attention should be paid to ensure that these spaces are appealing places to stop and linger, not just beautifully landscaped building entries. Where possible, opportunities to provide for special uses and public attractions are encouraged, such as temporary food vendors or permanent café kiosks with movable seating, interactive water features, entertainers, etc.;

b) "squares" – commonly designed to act as small, civic gathering spaces, squares typically present a more formal, park-like form and character than a plaza. As such, while a square may be situated at the entry to a large building, it is typically designed in a manner that supports its use firstly as a place for people to stop and linger and secondly for circulation. Squares are typically ringed with pedestrian walkways, lined with large growing trees, and centred on a central lawn and/or large fountain or monument. Squares may include children's playgrounds, permanent or temporary food vendors, farmer's market sites, entertainers, and a variety of seasonal activities.

C. Pedestrian Linkages

The intent is to encourage the development of well-designed pedestrian linkages (including "greenways", "green links," and "linear parks") that enhance mobility, the experience and quality of the open space network, and the public's enjoyment of the City Centre.

Size: The widths of pedestrian linkages should typically be consistent along their length and measure:

a) for "greenways": 10 m (33 ft.) typical minimum to 20 m (66 ft.) maximum) EXCEPT that for the "greenway" along No. 3 Road, north of Granville Avenue:

- West side - where it is determined through a detailed design process to the satisfaction of the City that the typical minimum greenway width of 10 m (33 ft.) may be reduced, it should not be less than 7 m (23 ft.), as measured from building face to the back of the fronting curb;
- East side -
  i) adjacent to the Canada Line: buildings shall be set back a minimum of 6 m (20 ft.) from the drip lines of the guideway and stations, together with additional building setbacks as required in some locations to accommodate intended "greenway" functions (e.g., gathering spaces, street markets, performance venues), as determined through the development review process;
  ii) south of the Canada Line: buildings shall be setback to generally align with the setback described for buildings adjacent to the Canada Line, together with increased setbacks to accommodate special "greenway" functions as determined through the development review process (e.g., plaza at the northeast corner of Granville Avenue and No. 3 Road);

b) for "green links": varies with location (ranging from 6 m (20 ft.) minimum to 30 m (98 ft.) maximum);

c) for "linear parks": 10 m (33 ft.), in addition to adjacent City-owned park.

Location: Mid-block connections between streets or along street edges, linking key destinations, including:

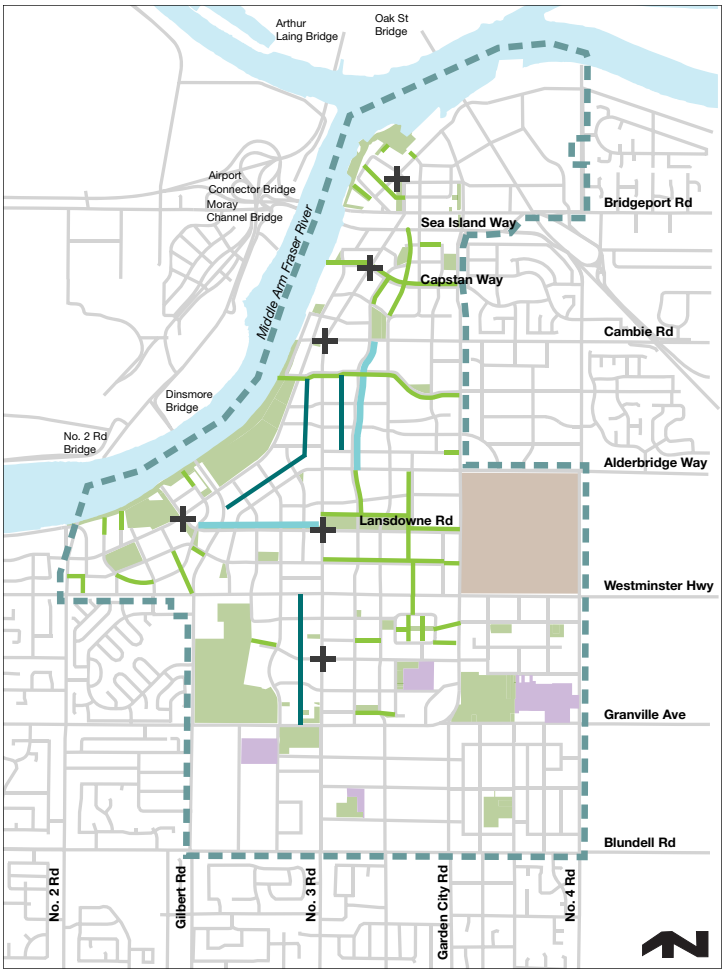
a) "greenways" – as indicated in *Section 2.6.3(c), "Pedestrian Linkages, Pedestrian Linkages Map"*;

b) "green links and linear parks" – as per the "Designated Green Link and Linear Park Location Map";

c) additional linkages, typically in the form of "green link" mid-block connections:

- will be determined through the City`s development review process;
- are strongly encouraged as a means to subdivide large city blocks with some combination of multi-modal route designed to create a circulation grid spaced at roughly 100 m (330 ft.) intervals, especially within a 5 minute walk (400 m (1,300 ft.)) of designated Village Centres (as per Guidelines for the creation of "Mews and Lanes", 3.1.4 Circulation, (A) Small City Blocks).

Designated Green Link & Linear Park Location Map



	Feature	Width
	Green Link - Major	20 - 30 m (66 - 98 ft.)
	Green Link - Minor	10 m (33 ft.) typical (Varies: 6 - 20 m (20 - 66 ft.))
	Linear Park	10 m (33 ft.) typical, in addition to adjacent City-owned park

Orientation: Varies

Coverage with Permanent Buildings: Nil, with the exception of roofed structures that are open below and are provided as weather protection, gateways, and landscape features (typically limited to heavy use areas, such as intersections with major streets and thoroughfares).

Edges: Linkages should abut pedestrian-oriented uses that are oriented towards and have direct access to the space (e.g., small shops, restaurants with outdoor dining, residential units with individual front doors).

Site Features: Varies with location. Most linkages are primarily circulation routes and, thus, simply incorporate separate or shared pedestrian-bike path(s) framed by trees and planting, and complemented by public seating, pedestrian-scaled lighting, public art, heritage features, wayfinding, other furnishings (e.g., drinking fountains), and ecological or sustainable landscape features (e.g., special stormwater management measures). Where space allows, additional features are also encouraged such as sports courts, water features, and children`s playgrounds.

D. Canada Line Transit Plazas

The intent is to encourage additional attention with regard to the form and character of these open spaces (in addition to that generally indicated for open spaces, plazas, and squares elsewhere in the City Centre) to help ensure that they will meet the special demands of their transit-oriented locations.

Coordinated Streetscape Design Along No. 3 Road: Ensure that transit plazas and fronting buildings are designed to coordinate with and complement Richmond's "great street" objectives for No. 3 Road, the enhancement of its streetscape, and related infrastructure improvements along its length (e.g., raised bike lanes, decorative lighting and furnishings, special pavement treatments).

Key Features: Enhance public use and enjoyment of the Canada Line and its integration into the City Centre's villages through the development of features aimed at encouraging a high level of pedestrian activity, visibility, amenity, and personal security, together with a strong "sense of ownership/belonging" on the part of local residents and businesses and a vibrant, festive atmosphere, including at each plaza:

a) multiple plaza entries linked to key destinations and "desire lines" (i.e., preferred routes between destinations), such that the plaza may become a cross-roads and natural spot for people to gather, shop, dine, and socialize;

b) direct access to a key retail anchor store (e.g., medium- or large-sized grocery store, specialty department store) or major community use (e.g., main library, community centre) with its entrance at plaza level and its bulk either located on the floor above or concealed by smaller, pedestrian-scaled retail units;

c) smaller retail shops, services, and restaurants lining the perimeter of the plaza, including:

- a minimum of six individual retailers, situated side-by-side, with a combined plaza frontage of at least 60 m (197 ft.);
- a high level of visual interest and pedestrian amenity (e.g., large display and operable windows, outdoor dining);
- both convenience and specialty uses (e.g., dry cleaners, wine store, movie rentals, coffee shops, bike storage, repair, and rental, fashion, gifts, restaurants);
- additional uses that enhance natural surveillance (e.g., second storey fitness centres with windows overlooking the plaza an station);

- early morning/late night uses that are open during or beyond regular hours of transit operation (i.e., fitness centres, movie theatres, restaurants and coffee shops, bowling alleys);

d) continuous weather protection around the perimeter of the plaza, linked to the transit station entrance, bus stops, nearby street intersections/pedestrian crossings, and associated park-and-ride or public parking facilities;

e) pedestrian-oriented/scaled signage, including:

- commercial signage that is coordinated as part of a comprehensive design strategy for the plaza and its fronting buildings and is designed to promote the image of a high-quality, distinctive, location-specific retail environment;
- wayfinding signage that is conveniently located near plaza and station entries , presented as a "family" of signs that are easily recognizable at station locations, and designed to provide guidance regarding both major City Centre features (e.g., library, riverfront, parks) and local shops, services, and amenities (e.g., public washrooms, parking);

f) a clock, prominently situated in a public area in view of the transit station and other parts of the plaza;

g) public pay telephones;

h) wayfinding map;

i) notice board;

j) a "landmark feature(s)" in the form of public art, heritage feature, a large fountain, or something else that is designed to:

- encourage people to watch, play, and interact throughout the year;
- where appropriate, mitigate negative environmental conditions (e.g., mask traffic noise, provide shade, buffer wind);
- create a "signature" image for the village in which the plaza is situated;

k) means to accommodate temporary uses such as special events, farmers' markets, buskers, vendors, festivals, outdoor seating, and seasonal uses (e.g., adequate space, stage, lighting, power and water services, storage for equipment when not in use);

l) a variety of seating options capable of accommodating large numbers of people sitting, reading, socializing, eating, etc., including varied:

- seating types (e.g., benches, seating steps, broad planter edges, movable chairs);
- locations (e.g., sunny, shady, weather protected, spectator seating for formal or informal performances);
- associated amenities (e.g., games tables, picnic tables, drinking fountains);

m) pedestrian-oriented lighting.

3.1.4 Circulation & Parking

A. Small City Blocks

The intent is to encourage the development of a fine-grained, multi-modal circulation network supportive of a well-connected, pedestrian- and transit-oriented urban environment.

Mews & Lanes: Subdivide large city blocks with some combination of multi-modal mews, including services lanes and pedestrian-only connections (as per 3.1.3 Landscaping, (C) Pedestrian Linkages), to create a circulation grid spaced at roughly 100 m (330 ft.) intervals, especially within a 5 minute walk (400 m (1,300 ft.)) of designated Village Centres.

B. Car-Free Lifestyles

The intent is to expand on Plan policies encouraging mixed-use, transit-oriented development with measures aimed at fostering opportunities for residents, workers, and visitors to enjoy car-free lifestyles.

Car-Sharing: All residential and non-residential developments are encouraged to support car-sharing programs through the provision of:

a) car-share vehicles and dedicated parking spaces;

b) for retail and other destination-type uses, designated parking spaces for visitors making use of car-share vehicles.

Home Delivery & Pick-Up Services: Encourage developments to facilitate home delivery services (including pick-up where applicable) for groceries, dry cleaning, large purchases, etc. by providing space and facilities for:

a) for residential developments – concierge and related services, especially in large developments (e.g., staffed reception desk; secure space for the temporary storage of goods; adequate space for loading and receiving, including on-street loading zones, where feasible, or publicly-accessible on-site loading areas; adequate pathway/corridor width for dollies and handcarts);

b) for non-residential developments – receiving and shipping services (e.g., adequate storage and distribution space, loading, administration), including coordinated delivery services for multiple-tenant retail developments.

C. Transit Station Design

The intent is to help ensure that new transit station design or the modification of existing Canada Line stations will be supportive of a safe, appealing public realm.

Transit Exchange: Rapid transit stations should provide safe, convenient, and efficient connections with local and regional bus and related services.

Pedestrian Circulation: Stations should provide safe, clear, attractive and efficient pedestrian connections to surrounding transit-oriented development, and ensure that pedestrian linkages are universally accessible and utilize special paving treatments and landscaping to enhance wayfinding and direct circulation.

Grade Changes: Grade changes along pedestrian routes around the perimeter of stations and especially near entry points should be avoided. Where this is not possible (e.g., due to station function, floodproofing requirements, existing site conditions), the grade at the station entry should be tied seamlessly into that of the surrounding public sidewalk, such that:

a) the grade of the entire sidewalk or a large portion of it is re-graded (e.g., this will likely mean raised) so that it is at the same grade as the station entry;

b) some portion of the transit plaza is constructed at the "re-graded" sidewalk elevation, the grade transition is integrated into the plaza/sidewalk design as broad seating steps or some other attractive public amenity/landscape feature, and fronting shops, restaurants, and building entries are designed to be directly accessible at this elevation;

c) station access and the associated transit plaza are designed to meet the collective needs of all transit riders (e.g., narrow or indirect ramps are discouraged).

Station Entries: Station entries should be sited in highly visible locations (e.g., along primary vehicular and pedestrian routes) and should be oriented to:

a) provide for ease of access;

b) support viable fronting retail uses and a lively transit plaza;

c) avoid creating situations where the station "turns its back" on the public street or creates a visual/physical barrier between the street and fronting retail or transit plaza uses.

Personal Safety & Security: Station areas should be designed to ensure user safety and security by:

a) maintaining clear sight lines between waiting areas and the surrounding community;

b) providing good lighting;

c) ensuring alternative escape routes in the case of an emergency;

d) facilitating natural/casual surveillance ("eyes on the street") by:

- providing grade-level retail at all stations and transit plazas;
- discouraging uses at grade in these areas that may turn their backs on the street/station/plaza (e.g., banks, offices, residential).

High-Quality: Ensure high-quality, welcoming station design by providing:

a) a public transit plaza near each station incorporating community amenities such as gathering spaces, information kiosks and wayfinding signage, public art, and convenience retail and restaurant uses (as per 3.1.3 Landscaping, (D) Canada Line Transit Plazas);

b) comfortable waiting areas, both inside and adjacent to the station, including a variety of seating types (e.g., suitable for seniors) and options (e.g., outdoor restaurants, indoor coffee shops with clear views of the station entry and plaza, seating near stages and informal performance areas);

c) high-quality, well-detailed, durable, and well-maintained materials and finishes;

d) pedestrian weather (rain) protection linking the station entry with fronting retail uses, buses, etc.;

e) noise and wind buffers;

f) green landscaping;

g) a coherent design theme reflective of local character.

Universal Accessibility: Universal access design principles should apply throughout the station and its environs.

Bicycles: Stations should provide convenient, short- and long-term bicycle parking and convenient bike access to and from trains.

D. Parking Reduction Opportunities

The intent is to support cost-effective and transit-oriented development by discouraging an over-supply of parking.

Residential Visitor Parking: The required number of residential visitor parking spaces may be reduced:

a) for mixed residential/non-residential developments: by an amount equal to the number of non-residential parking spaces provided on-site that are available for use by the general public (e.g., not designated for exclusive use by a specific tenant);

b) for residential and mixed residential/non-residential developments: by an amount to be determined by the City where it can be demonstrated through the development review process that Richmond's visitor parking requirement exceeds anticipated demand.

3.1.5 Building Scale & Form

A. A Distinctive Richmond Character

The intent is to encourage the adoption of architectural and landscape elements that will help to foster a distinctive, attractive, and contemporary image for Richmond's City Centre.

Strong Horizontal Expression: Emphasize horizontal lines and massing in low-, mid-, and high-rise buildings (e.g., sun shades, strong podium features such as canopy lines and roof features) as a means to encourage a distinctive, contemporary "Richmond" expression that complements the City Centre's relatively low tower heights and mid-rise forms.

West Coast Lifestyle Expression: Incorporate elements that take advantage of the City Centre's proposed "horizontal expression" as a means to project a strong West Coast image – a "sophisticated, urban-outdoors lifestyle" image – characterized by features such as large roof decks, terraces, and balconies, active rooftop and grade-level recreation spaces, all-season outdoor spaces and activities, rain protection, wood and natural materials, large windows, spacious volumes, and structural expression.

Garden City Expression: Incorporate significant planting and related landscape features on building roofs, walls, and grade-level spaces, designed to enhance both on-site livability (and sustainability) and the lushness and attractiveness of the public realm (e.g., large-growing street trees, water features, planting walls, greenhouses and rooftop agriculture).

Green-Building Expression: Take advantage of Plan objectives for high standards of environmentally conscious building design and construction to create a progressive, contemporary image for Richmond's downtown (e.g., incorporate shading devices on facades; consider solar orientation in the amount and location of glazing; enhance daylighting and heating/cooling of office buildings with atrium spaces).

B. Site Size

The intent is to encourage development sites that are appropriately sized to accommodate the densities and forms of development proposed under the Plan.

Minimum Net Development Site Size: Development sites should conform to the minimum site sizes indicated in the Plan (e.g., Minimum Tower Development Site Size, minimum Village Centre Bonus site size, minimum Sub-Area site size), provided that:

a) the City may require that the minimum net development site size is increased to ensure that features of the Plan can be accommodated (e.g., new streets, street closures, new park, park relocation), the landlocking of sites (e.g., with inadequate access to support development as per the Plan) is prevented, or adequate interim access, servicing, or other Plan considerations are addressed;

b) where a net development site is made up of non-contiguous lots, each part of the site should comply with the minimum site sizes indicated in the Plan;

c) where it is proposed that one or more driveways is situated along a street frontage, the combined width of such driveways should not exceed 10% of the width of the development site along that frontage (i.e., such that the frontage width and/or driveway width may need to be altered accordingly).

Potential Site Size Impacts on Achievable Density: Where a development site's minimum net size is smaller than that indicated in the Plan (e.g., Minimum Tower Development Site Size, minimum Village Centre Bonus site size, minimum Sub-Area site size), it may be determined through the development review process that:

a) the maximum net density achievable on the site should be less than the maximum permitted under the Plan;

b) development may be discouraged or require modification where the resulting form and character is inconsistent with the objectives of the Plan.

Orphaned Development Sites: Where a proposed development will result in the creation of one or more sites that are smaller than the minimum net development site size indicated in the Plan (e.g., Minimum Tower Development Site Size, minimum Village Centre Bonus site size, minimum Sub-Area site size), it should be demonstrated to the satisfaction of the City that such sites are developable in a manner consistent with the objectives of the Plan (e.g., density, form and character of development).

C. Building Height

The maximum building heights stipulated in the Plan (Section 2.10.1(e)) indicate what may be achieved if development sites are developed to the maximum density permitted. The intent here is to indicate the conditions under which the City may determine that these heights should vary.

Reduced Height: The City may direct that building height should be less than that otherwise permitted under the Plan where:

a) a development site does not satisfy Minimum Tower Development Site Size requirements;

b) it is necessary to protect important public views (e.g., to the Richmond Oval) or sunlight to parks and public spaces;

c) the permitted density on a development site is not maximized (i.e., less than the maximum permitted under the Plan);

d) it contributes towards a varied, attractive skyline (especially in the case of multiple-tower sites where it may be determined that some towers should increase and/or decrease in height as per 3.1.5(D) Tower Massing, Varied & Distinctive Building Forms (b)).

Additional Height: The City may permit building height to exceed the maximum permitted under the Plan, provided that the resulting form of development:

a) contributes towards a varied, attractive skyline (especially in the case of multiple tower sites where it may be determined that some towers should increase and/or decrease in height as per 3.1.5(D) Tower Massing, Varied & Distinctive Building Forms (b));

b) does not compromise private views, sunlight to amenity spaces or public places, Plan objectives for housing type mix, building type and distribution (e.g., designated areas of predominantly low- or mid-rise buildings), etc. on the subject site or its neighbours;

c) provides community benefit by enhancing important public views (e.g., a bridgehead "gateway", a street-end view corridor) or sunlight to a park or public space;

d) is attractive and respects the form, character, and livability of neighbouring sites.

D. Tower Massing

The intent is to guide the development of towers, which for the purpose of this Plan means buildings that exceed a height of 25 m, with the aim of encouraging forms that are visually interesting, attractive, and varied and respond sensitively – and positively – to Richmond's special challenges (e.g., high water table, airport-related height restrictions).

Minimum Tower Development Site Size: To ensure that a development site is capable of accommodating a tower form and its associated uses (e.g., parking structure, street-oriented commercial or residential) without imposing unreasonable impacts on neighbouring properties, the height of a building should not exceed 25 m (82 ft.), regardless of the maximum height permitted on the site, unless the minimum net development site satisfies the following:

a) width: 45 m (148 ft.);

b) depth: 40 m (131 ft.);

c) area, for net densities as follows:

- less than 3 FAR: 4,000 m^2 (1 ac.);
- 3 FAR or more: 2,500 m^2 (0.6 ac.).

Minimum Tower Spacing & Maximum Floorplate Size: Minimum tower spacing and maximum floorplate size is as indicated in *Section 2.10.1(e), "Taming Tall Buildings: Part 2, Tower Spacing, Floorplate Size & Development Site Size"*, EXCEPT that:

a) for tower floorplates: Where office floorplates are permitted to be 1,800 m^2 (19,400 ft^2), the maximum tower floorplate area (based on a single tower in a single tower project or the combined floorplate size of multiple towers in a multiple-tower project) should not exceed 21% of the net development site area;

b) for tower spacing: Where minimum tower spacing is directed to be 35 m (115 ft.), this distance may be reduced provided that this results in equivalent or reduced view and sun exposure impacts on neighbouring properties and public spaces (e.g., by increasing tower spacing elsewhere, reducing building height).

Varied & Distinctive Building Forms: Employ design strategies that increase variety in the form of the City Centre's high-rise buildings, contribute to a more attractive skyline, reduce unnecessarily blocking private views, sunlight to amenity spaces and public places, etc., and take steps towards establishing a "signature" Richmond style, including:

a) reduce building bulk – take maximum advantage of permitted parking reductions and opportunities to raise the grade of fronting streets and open spaces to create underground parking as a means to reduce unnecessary building bulk and enhance design flexibility and attractiveness;

b) vary building heights and forms – encourage variations in building height, massing, and architectural treatment, including variations in:
   - tower and building setbacks where this enhances visual interest, provides for a more ongoing streetscape, or provides other benefits;
   - tower floorplate shapes to enhance visual interest, housing diversity, etc. (e.g., square, rectangular, irregular);
   - tower façade treatment, such as differences in the amount and location of curtain wall, punched openings, sun shades and "screens" (e.g., bris soleil, open structures hung off the façade, "green walls"), etc. based on context, adjacencies, solar orientation, and other considerations;
   - for large developments, height, setback, and façade and roof treatments to create the impression of multiple buildings;
   - for multiple tower developments:
     i) tower heights by roughly 10% or more to enhance the skyline;
     ii) tower forms and treatments to ensure towers are complementary, not repetitive (e.g., a "family" of buildings, rather than identical buildings);

c) slim tower profiles – create the impression of taller, slimmer towers through means that present a strong vertical expression, including:
   - interrupting the streetwall by extending a slim portion of the tower to grade;

- creating slim tower slabs set perpendicular to the fronting street so that their small dimension is most prominent;
- reducing the floorplate size of upper tower floors and expressing that smaller floorplate dimension in the massing and architectural treatment (e.g., materials) of the lower portions of the tower;
- interrupting the tower perimeter with deep vertical recesses that help to create the appearance of two or more slender towers "bundled" or "clustered" together;

d) create cohesive tower roof forms – enhance the City Centre's proposed horizontal expression and stepped skyline with strong, expressive, horizontal rooflines, complementary lower-level forms and details, and integrated rooftop appurtenances.

E. Roofscapes

The intent is to encourage varied roof treatments that provide visual interest and amenity and enhance local character.

Low-Rise Buildings: In low-rise residential and non-residential areas, most roofs are typically inaccessible and are viewed from grade. In such areas, roofs should be designed to help define building shape and neighbourhood character, for example:

a) Southeast – roofs should typically be pitched and designed to create a human-scale, strong residential character, and varied roofscape (as viewed from taller buildings at a distance), and provide a distinct contrast with the more urban character of the City Centre's other residential areas. Where buildings sit on parking structures, any exposed parking roof areas should be designed as usable outdoor resident amenity space and landscaped areas;

b) Other Low-Density Residential (Mixed-Use) Areas – roofs may be flat, sloped, or pitched, and should be more urban in character than what is typical of the Southeast and include features such as landscaped rooftop terraces and decks. Where buildings sit on parking structures, any exposed parking roof areas should be designed as usable outdoor resident amenity space and landscaped areas;

c) Non-Residential (e.g., industrial) Areas – roofs (including any exposed roofs of parking structures) should typically be some combination of green roofs and sloped areas or other roof features that provide variety along the streetscape and enhance interior daylighting, energy efficiency, stormwater management, etc. Conventional tar and gravel roofs and similar treatments are discouraged, especially where they will be seen from above (e.g., Oak Street Bridge, Canada Line). Opportunities to make roofs accessible for recreation or other purposes are encouraged.

Mid-Rise Buildings: In mid-rise residential and non-residential areas, rooftops are typically flat and incorporate steps or terraced levels, and present significant opportunity to make use of them for recreational, landscape, and related purposes, for example:

a) lower buildings (4-5 storeys) – roofs (including any exposed roofs of parking structures) should typically be some combination of green roofs and sloped areas or other roof features that provide variety along the streetscape and enhance interior daylighting, energy efficiency, stormwater management, etc. Conventional tar and gravel roofs and similar treatments are discouraged. Opportunities to make roofs accessible for recreation or other purposes are encouraged, especially lower roof areas that are directly accessible from interior spaces that can make use of such areas (e.g., residential, hotel, education).

b) higher buildings (6-8 storeys) – the treatment of these roofs should be similar to that of lower mid-rise buildings, except that the tallest building elements should be treated like short towers and incorporate features that help to create the impression of a "slim profile" (e.g., terracing and sculpting of upper levels, special roof features), together with varied, visually interesting, and expressive roof forms.

High-Rise Buildings: High-rise buildings typically take the form of tower and podium, with the podium height varying depending on density. Podium roofs should typically be flat, accessible, landscaped, and incorporate low- or mid-rise terraces. The roof edge, visible from grade-level, should enhance the City Centre's intended "horizontal expression" and "Garden City expression" through the design and articulation of its parapet, landscaping, and related features (e.g., sun shades). Tower roofs should similarly incorporate terracing, stepping, and horizontal lines off-set by features that present a "slim tower profile".

F. Human-Scaled Streetscapes

The intent is to support Plan objectives for a pedestrian-oriented urban environment by integrating streetscape features into low-, mid-, and high-rise buildings that help to impart a comfortable, human scale and create places that invite activities and social interaction.

Articulate Building Facades: Break up the facades of low-, mid-, and high-rise buildings, especially where they front a public street or mid-block linkage, by incorporating features generally as follows:

a) screen parking from view from public streets and open spaces by either locating it to the rear of a building or placing it within a building behind non-parking uses;

b) align buildings with the fronting street or mid-block linkage and orient major building entries towards the primary sidewalk frontage;

c) break up the height of the building's lower floors by typically setting back portions that are taller than:

- three storeys (approximately 9 - 12 m (30 - 39 ft.)): at least 1.5 m (4.9 ft.) from the building frontage;
- five storeys (approximately 15 - 18 m (49 - 59 ft.)): at least 3.0 m (9.8 ft.) from the building frontage;

d) break up the breadth of the building's lower floors by articulating a pattern of narrow bays across its frontage, no more than 10 m (33 ft.) in width, and use this to define a series of small residential or non-residential units (e.g., shops, industrial units), each with its own entrance;

e) further articulate building facades vertically and horizontally with punched windows, changes in setback, projections, etc.;

f) increase building setbacks in some areas to create usable plazas, display gardens, front yards, etc.;

g) enhance the public-private interface by providing for an engaging streetscape and casual surveillance of the public realm by incorporating:

- substantial areas of clear glazing at the ground floor of buildings;
- at residential frontages, changes in grade, low hedges and planting, and other measures that can enhance privacy without walling off outlook;
- above grade, balconies, bay windows, and other features that add relief to the wall plane and provide places from which people can see and be seen from public spaces below;

h) in high pedestrian traffic areas, provide continuous pedestrian weather protection along all street frontages and mid-block linkages and encourage retail, restaurants, outdoor cafes, and other engaging, pedestrian-oriented uses to locate there.

Townhouses: In addition to articulating the facades of townhouse buildings, reduce the apparent scale of townhouse developments by typically limiting the length of a row of townhouse units to:

a) 30 m (98 ft.), provided that the separation between the end walls of adjacent rows is a minimum of 1.5 m (4.9 ft.);

b) 40 m (131 ft.), provided that the separation between the end walls of adjacent rows is a minimum of 6 m (20 ft.).

G. Canada Line Interface

The intent is to encourage building setbacks along the Canada Line system aimed at enhancing residential livability and the development of No. 3 Road as an attractive, animated, pedestrian-oriented, urban space.

Minimum Building Setbacks: Measured to the drip-line of the guideway or station (applicable west of Great Canadian Way):

a) 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.);
- less than 12 m (39 ft.) above the crown of No. 3 Road: 20 m (66 ft.);

b) for parking, the roof of which is:

- fully concealed below the grade of the fronting sidewalk: nil;

- a maximum of 1.5 m (4.9 ft.) above the grade of the fronting sidewalk (including landscaping): nil, provided that the building is setback a minimum of 6 m (20 ft.) and incorporates street-fronting shops and services, and the grade transition is handled in a manner that enhances public use, access, and enjoyment of the frontage (e.g., stramps, seating steps and terraces, outdoor dining areas, trees and display planting, spaces for vendors and performers, spaces for outdoor markets, temporary retail sales, and kiosks);
- more than 1.5 m (4.9 ft.) above the grade of the fronting sidewalk: varies, provided that it is concealed to the rear of non-parking uses that front onto No. 3 Road;

c) for other uses: 6 m (20 ft.).

3.1.6 Universal Design Principles

A. Building Design

The intent is to ensure that the application of Universal Design Principles, as described in OCP Schedule 1, fully extends to include commercial uses and facilitates ready access to and use of every part of a building by a person with a disability.

Commercial Building & Unit Access: Each building and unit within the building should be accessible to a person with a disability from a public street and from an off-street parking area and incorporate:

a) elevator access for all units situated above the ground floor (e.g., second floor office and retail units in low-density commercial projects, mezzanine level commercial uses in high-rise developments):

- designed to readily accommodate a scooter;
- located to provide convenient access from both the building's public street and off-street parking entries;

b) an automatic door opener at the main entry to the building and at entries to those units that are large and/or generate high visitor volumes (e.g., grocery stores, drug stores);

c) adequate manoeuvring space, flush thresholds, appropriate floor finishes, appropriate ramps inclines and widths, etc. at all public building and unit entries, lobby areas, and corridors to accommodate people using wheelchairs, scooters, and other devices.

3.1.7 Floodproofing

A. Frontage Considerations

The intent is to ensure that Richmond's minimum habitable floor elevation standards can be met in variety of ways that will contribute to attractive, pedestrian-friendly streetscapes and help to support the City Centre's intended mix of residential and non-residential uses.

Preferred Frontage Conditions: To maximize the amount of new City Centre development that meets Richmond's minimum recommended habitable floor elevation standards, while recognizing the challenges these standards can present for some uses in some locations, development should provide for a minimum habitable floor elevation as follows:

a) for residential uses: 2.9 m (9.5 ft.) or the grade of the fronting public street or open space, whichever is greater;

b) for all other uses: as per *Section 2.10.2(a), "Attractive, Accessible Street Frontages, Preferred Frontage Conditions Map"* (provided that the minimum habitable floor elevation of a building may not be lower than the grade of the fronting public street or open space).

Concealing Parking Below Grade: If parking is set below finished grade, but above the crown of the fronting public street or open space, it may only project beyond the face of the building if it:

a) does not compromise the provision of the fronting public sidewalk and boulevard or open space;

b) is not more than 1.5 m (4.9 ft.) above the grade of the fronting public sidewalk or open space walkway, measured to the finished grade of its roof;

c) is setback from the fronting public sidewalk or walkway by an amount equal to or greater than the height of the finished grade of its roof (measured from the grade of those public spaces), with the exception of low, decorative retaining walls, terraced planters, and related landscape features;

d) does not compromise the appearance or accessibility of the frontage and is designed to enhance local character and livability.

Alternative Frontage Treatments: Alternative frontage treatments, referring to the treatment of the area between the building face and the back of the curb of the fronting public street (or boundary of a publicly-accessible open space) as per the concepts described in *Section 2.10.1(a)*, should be designed to ensure that developments present attractive, accessible frontages along all public streets and open spaces and that those frontage treatments complement the fronting uses. Typical preferred frontage treatments include:

Typical Prefered Frontage Treatments				
Alternative Frontage Treatments *See Section 2.10.1(a)*	**Fronting Ground Floor Uses**			
	Pedestrian-Oriented Retail Precincts		**General Non-Residential**	**General Residential**
	"High Streets"	**"Secondary Retail Streets"**		
A. Shopfront & Awning	• This is the preferred retail frontage type and should be used wherever the habitable floor elevation is 0.3 m (1.0 ft.) or less above the crown of the fronting street.			• Discouraged
B. Dual Walkway & Stramp	• Typically used where: - development densities, pedestrian volumes, and retail activity are high; - it is desirable to minimize barriers and accommodate large numbers of people walking, standing, and sitting (e.g., resting, watching performers); - "Shopfront & Awning" is not possible due to grades; - an individual development site extends the length of an entire block face, thus, allowing for the seamless design and construction of the frontage treatment. • Most common in the Oval Village and Aberdeen Village.		• Discouraged	• Discouraged
C. Terraced Units	• Typically used where a varied streetscape is encouraged, incorporating varied: - building setbacks (including some buildings at the property line); - entry locations (e.g., at the sidewalk, courtyards, mid-block walkways); - frontage grades (raised terraces, steps, ramps). • Most common in Bridgeport Village.		• Typically limited to areas undergoing incremental redevelopment where smaller site sizes and grades limit the use of other frontage treatments and a varied streetscape (e.g., setbacks) is acceptable.	• Typically used on a limited basis to provide an architectural landmark or special use (e.g., a cafe in a predominantly residential area).
D. Landscaped Ramp & Terrace	• Discouraged	• Typically used in areas of moderate pedestrian volumes and at entries to large and multiple-tenant buildings (e.g., office, hotel). • Adaptable to incremental, smaller site development (where there are two or more sites along a block face). • Adjacent sites should be designed to provide seamless pedestrian circulation at both the street and terrace levels.		• Typically used as the main entry to multiple-family buildings.
E. Stoops & Porches	• Discouraged	• Discouraged	• May be used at the entry to small tenancies, provided that ramps or other means provide access for people with disabilities, scooters, etc.	• Typically used at the entry to individual units (regardless of development density or height).
F. Lawn & Garden	• Discouraged	• Discouraged	• Typically used in low-density areas (e.g., industrial).	• Typically used at the entry to individual units or multiple-family buildings where low density allows for adequate building setbacks or street/open space grades are raised to 2.6 m (8.5 ft.) geodetic or greater.

3.1.8 Multiple-Family

A. Street-Oriented Dwellings

The intent is to ensure that the form and character of residential development is supportive of Plan objectives for the establishment of a pedestrian-friendly, transit-oriented, urban community.

Ground Floor Units: Where residential uses are on the ground floor of a building, dwellings units should have individual unit entries oriented to fronting public streets and open spaces along all development site frontages and publicly-accessible mid-block linkages in the form of:

a) for Live/Work Dwellings (assuming a typical two-storey unit with commercial uses at grade and residential above): a ground floor, pedestrian-oriented retail-style entry and large display windows (e.g., operable windows and overhead glass doors are encouraged), with the building pulled up close to the sidewalk or public walkway and a more residential character on the floors above (e.g., balconies);

b) for units in the Richmond Arts District (excluding units designed as Live/Work Dwellings): a quasi-commercial character supportive of the area's intended image as a focus for artists and arts-related activities and Home-Based Business Dwellings, including features such as a pedestrian-oriented retail-style entry and an entry court incorporating seating, art display, and other features that enhance the livability of each unit without fully excluding the public;

c) elsewhere: a residential-style entry, together with other windows or doors oriented towards the street/walkway, some combination of stoop or porch, private outdoor space, trees, shrubs, display planting, low, decorative walls and fences, and related landscape features, and a typical minimum building setback of 3 m (10 ft.) from the public sidewalk or walkway.

B. Amenity Space

The intent is to ensure adequate access to indoor and outdoor amenities for households throughout the City Centre.

Private Outdoor Space: Private outdoor should be provided for each dwelling unit as follows:

Minimum Private Outdoor Space Per Dwelling Unit		
Transect	**Grade-Oriented & Equivalent Dwelling***	**Apartment Dwelling**
General Urban (T4)	**Area:** 37 m^2 (398 ft^2) minimum **Depth:** 9 m (30 ft.) preferred (3 m (10 ft.) minimum**)	**Area:** 9 m^2 (97 ft^2) or larger preferred (6 m^2 (65 ft^2) minimum) **Depth:** 2.5 m (8.2 ft.) or large preferred (2 m (6.6 ft.) minimum)
Urban Centre (T5)	**Area:** 20 m^2 (215 ft^2) minimum **Depth:** 3 m (10 ft.) minimum**	
Urban Core (T6)	**Area:** 20 m^2 (215 ft^2) minimum **Depth:** 3 m (10 ft.) minimum**	

* Private outdoor space may be divided into a maximum of three parts, the smallest of which must be no smaller than 6 m^2 (65 ft^2) in area and 2 m (6.6 ft.) deep and one of which must be no smaller than 10 m^2 (108 ft^2) in area and 3 m (10 ft.) deep.
** Balconies must be a minimum of 2 m (6.6 ft.) deep.

Shared Indoor & Outdoor Amenity Space: Additional indoor and outdoor amenity space, over and above that provided for in Schedule 1 of the OCP, should be provided as outlined in the following chart.

Number of Dwelling Units	City Centre Amenity Space Provisions (Supplementary to OCP, Schedule 1)	
	Indoor Space	**Outdoor Space**
0 - 3	• No space required.	• No space required.
4 - 19 20 - 39 40 - 199	• No additional requirements.	Additional outdoor amenity space: • equal to 10% of the net development site area; • situated in one or multiple locations, either at grade or on rooftops (e.g., garden plots, planter beds along on-site walkways or public sidewalks, enhanced foundation planting, planter beds, and decorative lawn areas supportive of intensive/ diverse use by residents); • incorporating some combination of trees, plants, shrubs; • where possible, providing opportunities for urban agriculture (e.g., raised planter beds for vegetables or flowers), together with sensitive transitions to adjacent private outdoor spaces, appropriate access, storage, and water, and other services necessary for its use and enjoyment.
200 or more	• Indoor amenity space of a minimum of 2 m^2 (21.5 ft^2) per unit (inclusive of the provisions in OCP, Schedule 1), or • Payment of cash-in-lieu; • The creation of special recreation facilities is encouraged (e.g., indoor pool, gymnasium); • Notwithstanding the above provisions, in the case of large projects (typically exceeding 400 dwelling units), the minimum amenity space may be reduced, provided that the development includes one or more special recreational facilities, together with multi-purpose space, to the satisfaction of the City; • Note: Not exempt where unit size exceeds 148 m^2 (1,593 ft^2).	

Public Use of Shared Indoor & Outdoor Amenity Space:
Indoor and outdoor amenity space may be made available for use by the public provided that the needs of the residents they are intended to serve are not compromised and appropriate access and other features are incorporated into the building design.

3.1.9 Commercial

A. Retail Unit Size

The intent is to support Plan objectives for the development of commercial retail units that can accommodate and adapt to the needs of a variety of business uses over time.

Depth:

a) typical: 18 m (59 ft.) or greater;

b) minimum: 9 m (30 ft.);

c) notwithstanding the above, ensure that adequately sized spaces are provided for large format convenience commercial uses (e.g., grocery store), especially with a five minute walk or less (two minute walk preferred) of the Canada Line stations in Capstan, Lansdowne, and Brighouse Villages and the Village Centre in the Oval Village.

B. Key Retail Locations

The intent is to support Plan objectives for the establishment of Pedestrian-Oriented Retail Precincts that are animated, visually engaging, diverse, and rich in detail along designated street and mid-block building frontages, including:

- Retail High Streets & Linkages;
- Secondary Retail Streets & Linkages.

Provide for Retail Continuity: Encourage an uninterrupted mix of attractive, engaging, pedestrian-oriented retail and related uses at the ground floor of buildings fronting onto designated street and mid-block routes, including:

a) a diversity of activities (e.g., shops, restaurants);

b) a high degree of building transparency (i.e., 70% encouraged) in the form of large fixed and operable windows and doors providing views into unit interiors and enabling interaction between activities inside the building and along the fronting sidewalks and walkways;

c) small unit frontages, typically 10 m (33 ft.) wide or less, each with its own individual entry;

d) continuous pedestrian-weather protection (i.e., typically canopies or awnings, not arcades) along all commercial frontages;

e) pedestrian-oriented and scaled signage and lighting;

f) public art, seating, and other public amenities and furnishing;

g) high quality, durable materials and construction.

Screen Large Frontages: Where multi-tenant office and residential buildings, hotels, and large format retailers are situated along Pedestrian-Oriented Retail Precincts, limit the frontage of such uses to 10 m (33 ft.) maximum wide and screen the remainder of such units behind small units or situate them above the ground floor, EXCEPT where special measures are employed to otherwise maintain retail continuity (e.g., free-standing retail kiosks, special landscape features, public art).

Discourage Non-Street-Oriented Uses: Discourage uses along Pedestrian-Oriented Retail Precincts that:

a) do not contribute towards an animated public realm (e.g., office, banks);

b) draw pedestrian activity away from public sidewalks and open spaces (e.g., indoor shopping centres, pedestrian bridges over streets, above-grade public walkways linking buildings), EXCEPT where such uses are designed:

- as public routes following important desire lines linking key destinations (i.e., Canada Line station);
- to create special street-oriented, pedestrian spaces and activities (e.g., transit plaza).

3.1.10 Marina (Not applicable to "Industrial Reserve" properties)

A. Pedestrian Linkages

The intent is to ensure that development along and on the river will respect the natural environment and support City objectives regarding public access to and use and character of the riverfront.

"Greenway" Access: A continuous, 10 m (33 ft.) wide "greenway", in the form of some combination of hard surface dyke trail, boardwalk, etc., should be constructed parallel to the river and as close to the water's edge as practicable, except that its alignment, method of construction, and/or width may be varied (provided that the alternative configuration accommodates necessary pedestrian/bike traffic in an appealing, attractive manner to the satisfaction of the City) to:

a) avoid undesirable interference with wildlife habitat or related areas;

b) accommodate marine-related buildings and structures that are designed to enhance public enjoyment of the riverfront, provided that such buildings do not occupy more than 20% of the length of the river frontage on a development site.

Street-End River Access: Public piers should be constructed at all street ends, and incorporate:

a) direct public pedestrian access between the termination of the street and the river/pier in the form of a street-end park or plaza a minimum of 20 m (66 ft.) wide;

b) a pier structure, a minimum of 6 m (20 ft.) wide, designed for public viewing of river activities and access to floating docks, as required;

c) opportunities for a variety of uses on the water in association with the pier, including water taxi/pedestrian ferry services, short-term visitor moorage, and complementary public, commercial, and related "blueways" uses (e.g., floating restaurants and pubs, boat rentals, special event moorage, emergency services, non-motorized boat launch areas);

d) riverfront "markers" designed to help to make the riverfront visible/recognizable from inland locations and enhance wayfinding and local character;

e) special features, such as public art, weather protection, spectator seating, and performance stages.

B. Minimize Parking Impacts on the Riverfront

The intent is to support the development of a high-quality, visually appealing, and pedestrian-oriented riverfront.

Limit Surface Parking: Restrict off-street surface parking within 30 m (98 ft.) of the high-water mark or between the fronting public street and the high-water mark, whichever is greater, except:

a) within 70 m (230 ft.) of Sea Island Way or Bridgeport Road (where parking is accessory to "Commercial Reserve" uses);

b) elsewhere for the purposes of short-term loading or passenger drop-off and pick-up.

Consolidate Long-Term Parking Off-Site: Encourage the provision of long-term parking that is convenient to the waterborne and land-based uses it serves, yet out of view of public riverfront areas by:

a) locating parking in structures that are situated off the dyke and concealed either within upland developments or beneath the finished grade of the dyke (e.g., beneath riverfront parks, street-ends, or open spaces);

b) co-locating parking, major riverfront uses, and the ramps to floating docks near street-ends;

c) screening parking from the view of the riverfront and other public spaces with non-parking uses, landscaping, or some other means that complements the area's marine character.

3.1.11 Signage

A. Development Review

The intent is to ensure that signage is complementary to the form and character of the City Centre.

Form & Character: Through Richmond's standard development review processes:

a) include signage in the consideration of form and character;

b) work to ensure that signage is an integral and attractive part of all project designs;

c) in commercial applications, discourage conventional back-lit sign bands and boxes in favour of more sophisticated, less homogeneous approaches that are supportive of local character and a comprehensive design strategy.

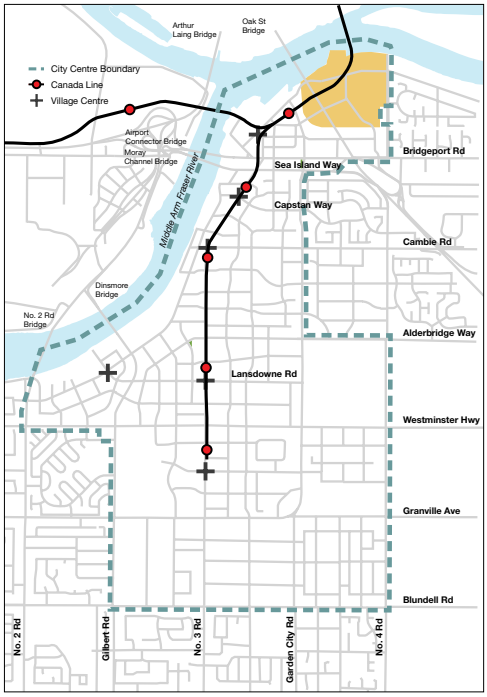
Wayfinding: Enhance wayfinding through the incorporation of well-designed, pedestrian-oriented signage and complementary features in the design of public areas with high pedestrian volumes (e.g., near the Canada Line stations and transit exchanges, the riverfront, the Richmond Oval, existing and proposed public facilities).

Special Signage in Retail-Arts-Entertainment Nodes: Encourage a comprehensive design approach to commercial signage in the designated Aberdeen and Bridgeport Village "Richmond Arts District" areas as a key means of supporting their development as vibrant, 24/7, high-quality, retail-arts-entertainment nodes.

3.2 Sub-Area Guidelines

3.2.1 Sub-Area A.1

Industrial Reserve - Industry-Only



This sub-area is intended for the retention, enhancement, and attraction of **port, rail, and other industrial uses** that are important to the viability of the City Centre and Richmond, but are typically difficult to accommodate in a higher-density urban setting due to their need for access by large-vehicles, outdoor storage, and larger-scale processing, distribution, and/or storage activities.

Predominant Land Use:

- *Industry, including port and rail uses*

Key Land Use Restrictions:

- *No non-industrial uses, except where accessory to industry*
- *No aircraft noise sensitive uses, as per City policy*

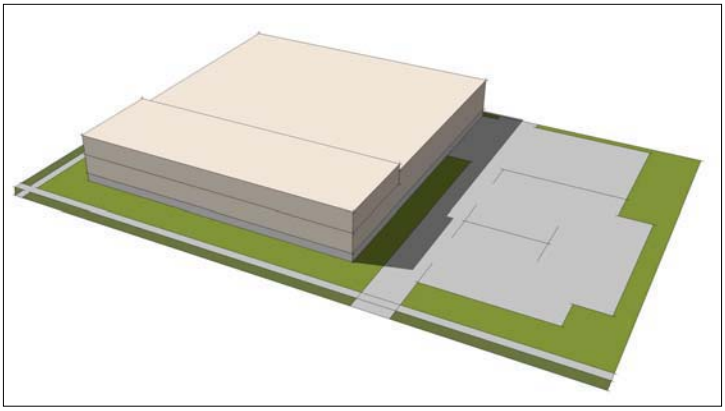
Maximum Net Density:

- *1.2 FAR*

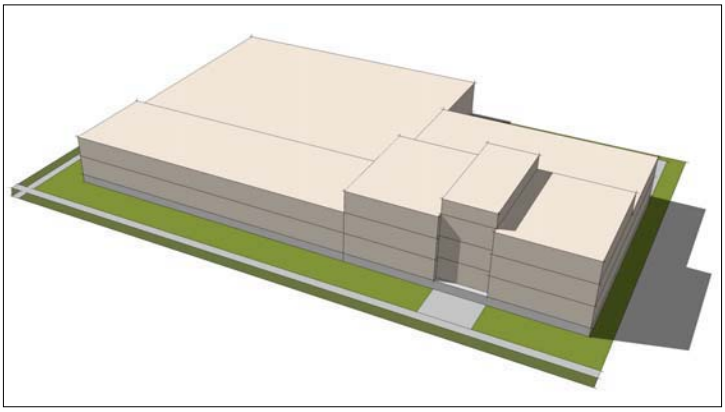
Maximum Typical Height:

- *15 m (49 ft.)*

Sub-Area A.1



Possible massing at 0.6 FAR.

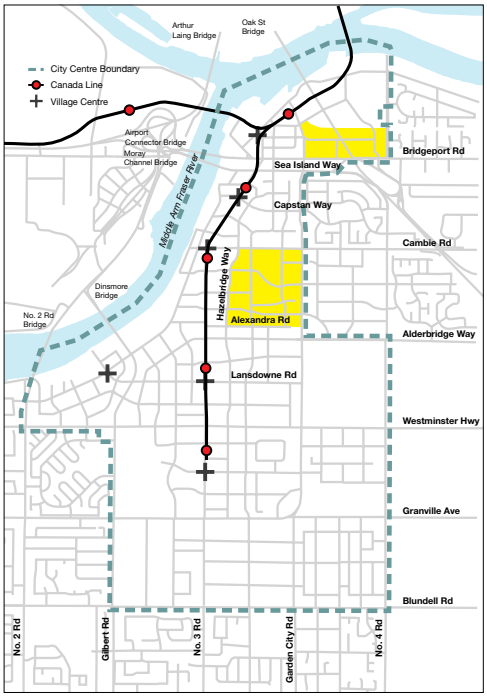


Possible massing at 1.2 FAR.

Sub-Area A.1: Industrial Reserve - Industry-Only	
A. Typical Distribution of Uses	• Ground Floor: industry and accessory use. • Upper Floors: industry and accessory uses. • Parking & Outdoor Storage: concealed from public view within or to the rear of the building or screened from public view by a landscaped buffer at least 3 m (10 ft.) deep.
B. Maximum City Block Size	• As defined by the Plan's proposed public street and pedestrian linkages networks, together with the addition of lanes and mews where this can attractively and safely provide public access between destinations (e.g., riverfront) or break up large blocks to make activities more easily accessible and identifiable.
C. Minimum Net Development Site Size	• Not applicable.
D. Net Development Site Coverage	• 80% maximum.
E. Maximum Building Height	• 15 m (49 ft.), typical. • Additional building height may be permitted, but should not exceed 25 m (82 ft.). • Notwithstanding the above, within 30 m (98 ft.) of the Oak Street Bridge, building height should not exceed that of the bridge deck.
F. Towers	• Not applicable.
G. Habitable Floor Elevation	• Minimum: 2.9 m (9.5 ft.) geodetic.
H. Minimum Setbacks	• For buildings, parking, and outdoor storage (may vary with the preferred frontage treatment): a) public street: 6 m (20 ft.) to the property line; b) publicly-accessible open space: 3 m (10 ft.) to the right-of-way boundary; c) interior side and rear yards: - adjacent to existing residential uses: 3 m (10 ft.) to the common property line; - elsewhere: nil. • For buildings taller than the Oak Street Bridge deck: 30 m (98 ft.) to the drip line of the bridge. • Parking may encroach into the minimum setbacks where it is concealed from public view and does not compromise the attractiveness or "human scale" of the preferred frontage treatment. • Notwithstanding the above, the "Canada Line Interface" setback should apply.
I. Build-to-Lines	• Not applicable.
J. Preferred Frontage Treatments	• "Lawn & Garden" and "Stoops & Porches", typical. • Setback Encroachments: frontage treatment depth may be reduced, together with the minimum setback from a public street, provided that the combination of building and landscape treatments (e.g., street trees, screening) along the frontage are designed to ensure an attractive, pedestrian- and cyclist- oriented environment appropriate to a high-quality industrial park in an urban setting.
K. Landscape Considerations	• Along site frontages, provide some combination of large-growing street trees, additional trees (especially evergreens), hedges, planting, and landscape features designed to provide both necessary security and an attractive, pedestrian and cyclist-friendly image (e.g., where solid or chain link fences are required, they should be screened with hedges or some other means). • Avoid locating driveways, parking, or service yards between the building and the street. • Ensure that large areas of paving are screened from public view from streets, open spaces, and bridges, and that stormwater run-off and other issues common to such areas are mitigated. • Where possible, provide publicly-accessible trails, greenways, seating, and naturalized areas that enhance public amenity and help to encourage walking and cycling (especially along routes linking the Bridgeport Canada Line Station, the Canada Line's North Fraser River crossing, and the Bridgeport Area's Tait neighbourhood). • Adjacent to residential uses (including street frontages), provide a solid fence, together with some combination of evergreen hedge, trees, and landscape features designed to screen industrial activities and features (e.g., noise, overlook, lights, security fencing) and present an attractive image. • Fence off or landscape any underutilized land and ensure adequate lighting and maintenance to avoid an unkempt appearance and discourage vandalism, etc.
L. Built Form Considerations	• Views form the Oak Street Bridge and Canada Line should be considered in the treatment of rooftops, including: a) green roofs treated with plant material, together with interesting roof features and forms, are encouraged; b) tar and gravel roofs and similar roof treatments are discouraged; c) rooftop mechanical equipment should be concealed from view. • Public building/unit entrances should be oriented to and easily visible and identifiable from the fronting public street. • If a project does not maximize the permitted density on a development site, buildings should be: a) sited to facilitate future phases with minimal impact on earlier construction; b) designed to present an attractive, "finished" appearance at each phase of development.

3.2.2 Sub-Area A.2

Industrial Reserve - Limited Commercial



This sub-area is intended for **urban business park** purposes, including light industrial uses contained within a building (e.g., high technology, processing, distribution, repair), together with office and, along designated frontages, retail, hotel, and related uses, provided that the floor area of non-industrial uses on a development site does not exceed that of industrial uses.

Predominant Land Use:

- *Industry*
- *Mixed Industry/ Commercial*

Key Land Use Restrictions:

- *No non-industrial uses, except commercial (including retail and hotel along designated frontages) where its floor area does not exceed that of industry*
- *No aircraft noise sensitive uses, as per City policy*

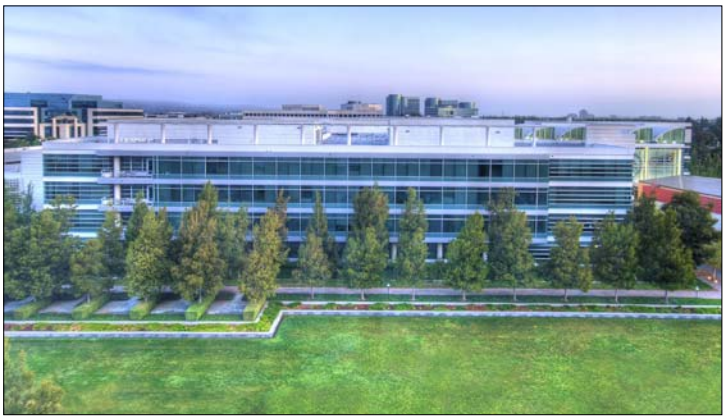
Maximum Net Density:

- *1.2 FAR (additional density permitted where this benefits industry)*

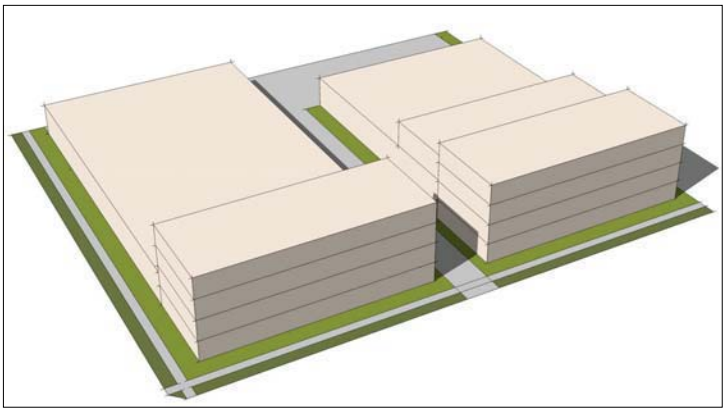
Maximum Typical Height:

- *25 -35 m (82 – 115 ft.)*

Sub-Area A.2



Two possible mixed industrial/commercial massing options at 1.2 FAR:



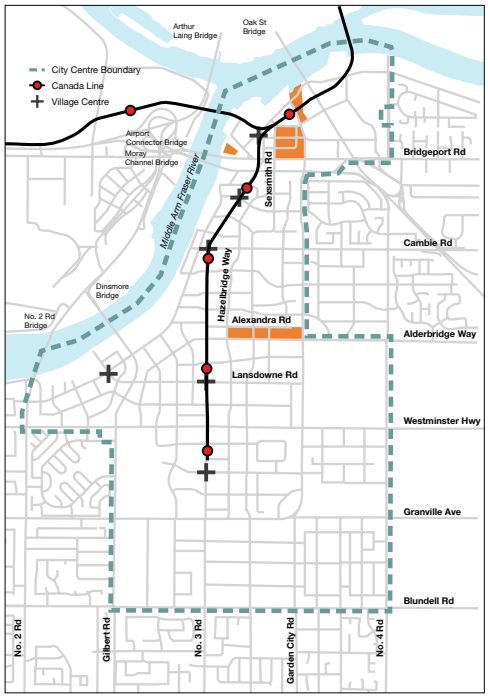
2 buildings, each of which is 50% industry and 50% commercial.

2 buildings, one of which is entirely industrial (right) and one of which is entirely commercial (left).

Sub-Area A.2: Industrial Reserve - Limited Commercial	
A. Typical Distribution of Uses	• Ground Floor: light industry and, within 50 m (164 ft.) of designated street frontages, retail, restaurant, and hotel. • Upper Floors: office, education (excluding provincial kindergarten to grade 12 programs), and within 50 m (164 ft.) of designated frontages, restaurant and hotel. • Parking: within or to the rear of the building and concealed from public view by non-parking uses or screened from public view by a landscaped buffer at least 3 m (10 ft.) deep.
B. Maximum City Block Size	• As defined by the Plan's proposed public street and pedestrian linkages networks, together with the addition of lanes and mews where this can attractively and safely provide public access between destinations or break up large blocks to make activities more easily accessible and identifiable.
C. Minimum Net Development Site Size	• West of Brown Road: 8,000 m^2 (2.0 ac.). • Elsewhere: 2,400 m^2 (0.6 ac.) except that where building height exceeds 25 m (82 ft.), the Minimum Tower Development Site Size should apply.
D. Net Development Site Coverage	• 90% maximum, exclusive of mews and lanes and areas identified for public open space uses (e.g., "pedestrian linkages").
E. Maximum Building Height	• Within 50 m (164 ft.) of Bridgeport Road: 35 m (115 ft.). (Additional building height is discouraged.) • Elsewhere: 25 m (82 ft.). (Additional building height may be permitted to enhance industrial uses.)
F. Towers - Above 25 m (82 ft.)	• Maximum floorplate size: 650 m^2 (6,997 ft^2). • Minimum tower spacing: 35 m (115 ft.). • The affected development site should satisfy the Plan's Minimum Tower Development Site Size.
G. Habitable Floor Elevation	• Minimum: a) for industrial uses: 0.3 m (1.0 ft.) above the crown of the fronting street; b) for non-industrial uses: 2.9 m (9.5 ft.) geodetic.
H. Minimum Setbacks	• For buildings and parking (may vary with the preferred frontage treatment): a) public street: 3 m (10 ft) to the property line; b) publicly-accessible open space: 1.5 m (5 ft.) to the right-of-way boundary; c) interior side and rear yards: - adjacent to existing residential uses: 3 m (10 ft.) to the common property line; - elsewhere: nil to the property line or lane right-of-way. • For buildings taller than the Oak Street Bridge deck: 30 m (98 ft.) to the drip line of the bridge. • Parking may encroach into the minimum setbacks where it is concealed from public view and does not compromise the attractiveness or "human scale" of the preferred frontage treatment.
I. Build-to-Lines	• Development should aim to present a coordinated, urban image characterized by a continuous streetwall along all fronting public streets. To achieve this, developments are encouraged to: a) set building facades at the minimum setback line; b) orient/mass buildings so that they present a continuous building facade along all public street frontages or, where this not possible due to driveways, low development density, etc., effectively extend the facade across any interruptions via decorative fencing, landscaping, public art , or other landscape/building features (e.g., pergolas, arcades).
J. Preferred Frontage Treatments	• "Shopfront & Awning", "Stoops & Porches", and "Terraced Units". • Setback Encroachments: frontage treatment depth may be reduced, together with the minimum setback from a public street, provided that the combination of building and landscape treatments (e.g., street trees, screening) along the frontage are designed to ensure an attractive, pedestrian- and cyclist- oriented environment appropriate to a high-quality - urban - business park.
K. Landscape Considerations	• Along site frontages, provide some combination of large-growing street trees, additional trees (especially evergreens) and landscaping designed to provide both necessary security and an attractive, pedestrian and cyclist-friendly image (e.g., screen security fencing with hedges). • Avoid locating driveways, parking, or service yards between the building and the street. • Ensure that large areas of paving are screened from public view from streets, open spaces, and bridges, and that stormwater run-off and other environmental issues commonly associated with such areas are mitigated. • Where possible, provide publicly-accessible trails, greenways, seating, and naturalized areas that enhance public amenity and help to encourage walking and cycling. • Adjacent to residential uses, provide a solid fence a minimum of 1.8 m (6 ft.) high, together with evergreen and deciduous trees, shrubs, and other landscape features designed to screen industrial activities and buffer their impact (e.g., noise, overlook, lights) on residential neighbours. • Fence off or landscape any underutilized land and ensure adequate lighting and maintenance to avoid an unkempt appearance and discourage vandalism, etc.
L. Built Form Considerations	• Public building/unit entrances should open directly onto the public sidewalk or, in the case of especially deep lots (e.g., north side of Beckwith Road), be visible and identifiable from the fronting public street, and be oriented to courtyards accessible from the public sidewalk. • Along the north side of Bridgeport Road, development should respect guidelines for the "Bridgeport & Sea Island Airport Gateway Corridor" (Section 3.1.1(C), Distinctive Streetscapes). • If a project does not maximize the permitted density on a development site, buildings should be: a) sited to facilitate future phases with minimal impact on earlier construction. b) designed to present an attractive, "finished" appearance at each phase of development.

3.2.3 Sub-Area A.3

Commercial Reserve - Mid-Rise



This sub-area is intended for **medium-density, mid-rise commercial** purposes, including street-oriented retail and restaurants, entertainment, office, education, and related uses. In addition, the area situated in Bridgeport Village is:

- intended to be strongly airport related (e.g., hotel, international trade);
- part of the Richmond Arts District (RAD) (e.g., artists' studios, creative industries, galleries).

Predominant Land Use:

- *Commercial*

Key Land Use Restrictions:

- *No aircraft noise sensitive uses, as per City policy*

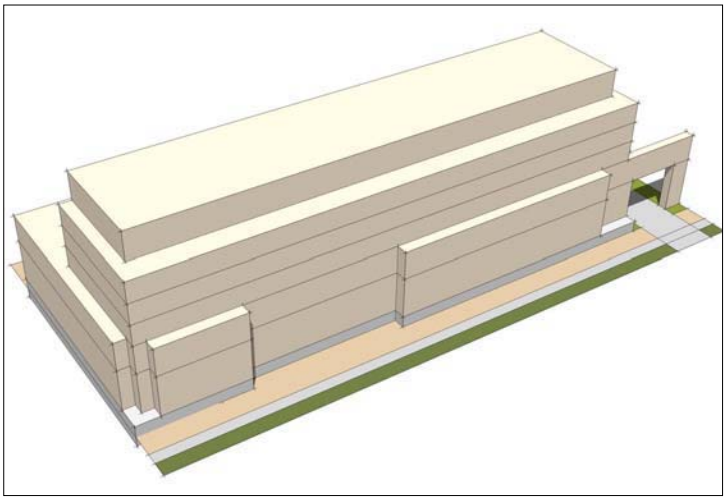
Maximum Net Density:

- *2.0 FAR*

Maximum Typical Height:

- *25 m (82 ft.)*

Sub-Area A.3

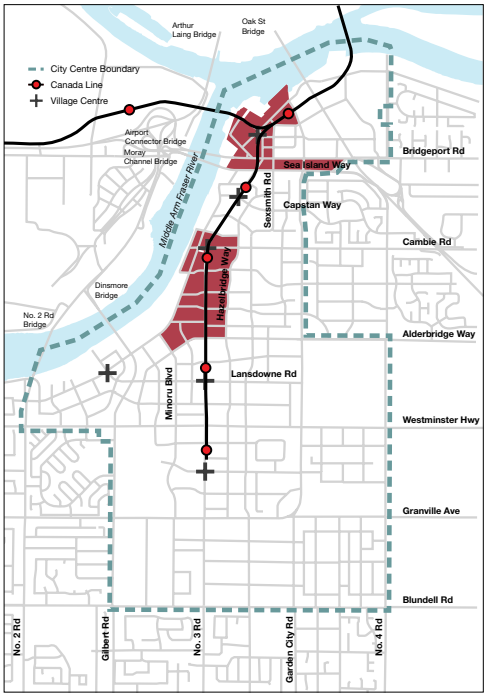


Possible massing at 2.0 FAR.

Sub-Area A.3: Commercial Reserve - Mid-Rise	
A. Typical Distribution of Uses	• Ground Floor: street-oriented retail, restaurant, and studio. • Upper Floors: office, hotel, and education (except provincial kindergarten to grade 12 programs). • Parking: within or to the rear of the building and concealed from public view by non-parking uses or screened from public view by a landscaped buffer at least 3 m (10 ft.) deep.
B. Maximum City Block Size	• As defined by the Plan's proposed public street and pedestrian linkages networks, together with the addition and enhancement of lanes and mews as required to achieve a roughly 100 m (328 ft.) circulation grid (except in the area abutting the transit operations and maintenance facility).
C. Minimum Net Development Site Size	• 2,400 m^2 (0.6 ac.), except that where building height exceeds 25 m (82 ft.), the Minimum Tower Development Site Size should apply.
D. Net Development Site Coverage	• 90% maximum, exclusive of mews and lanes and areas identified for public open space uses (e.g., greenways).
E. Maximum Building Height	• East of Sexsmith Road and within 50 m (164 ft.) of Bridgeport Road: 35 m (115 ft.). • Elsewhere: 25 m (82 ft.). • Additional building height is discouraged.
F. Towers - Above 25 m (82 ft.)	• Maximum floorplate size: 650 m^2 (6,997 ft^2). • Minimum tower spacing: 35 m (115 ft.). • The affected development site should satisfy the Plan's Minimum Tower Development Site Size.
G. Habitable Floor Elevation	• Minimum: 2.9 m (9.5 ft.) geodetic.
H. Minimum Setbacks	• For buildings and parking (may vary with the preferred frontage treatment): a) public street: 3 m (10 ft.) to the property line; b) publicly-accessible open space: 1.5 m (5 ft) to the right-of-way boundary; c) interior side and rear yards: nil to the property line or lane right-of-way. • Parking may encroach into the minimum setbacks where it is concealed from public view and does not compromise the attractiveness or "human scale" of the preferred frontage treatment. • Notwithstanding the above, the "Canada Line Interface" setbacks should apply.
I. Build-to-Lines	• Development should aim to present a coordinated, urban image characterized by a continuous streetwall along all fronting public streets. To achieve this, developments are encouraged to: a) typically treat the minimum setback as a build-to-line such that a continuous streetwall is created along all public street frontages; b) establish a typical streetwall height of 9 - 12 m (30 - 39 ft.) and three storeys; c) at public open spaces (e.g., plazas, mid-block linkages), either wrap the streetwall around the space or extend it as an open-work structure across its entry (e.g., pergola); d) handle streetwall interruptions (e.g., driveways) as punched openings or integrate them via the use of landscape/building features, such as pergolas and arcades.
J. Preferred Frontage Treatments	• "Shopfront & Awning", applicable only where the building entry is not more than 0.3 m (1.0 ft.) above the crown of the fronting public street or open space. • "Stoops & Porches", provided that adequate disabled access can be provided. • "Terraced Units" (particularly encouraged in Bridgeport Village).
K. Landscape Considerations	• Along site frontages, provide some combination of large-growing street trees, together with other trees (e.g., evergreens) and pedestrian-oriented landscape features (e.g., seating, public art). • Terraces along street frontages should be simple forms that: a) incorporate a high-quality of design and materials; b) help to create an engaging, inviting, multi-level streetscape supportive of a variety of year-round and seasonal uses and activities; • No driveways, parking, or passenger pick up areas permitted between the building and the street.
L. Built Form Considerations	• Buildings should typically be mid-rise, streetwall buildings characterized by: a) "heavy" bases (e.g., punched windows, masonry) and lighter, glassier upper floors; b) "human-scaled streetscapes" (e.g., concealed parking , articulated building facades); c) attractive roofscapes and skyline features (e.g., distinctive horizontal rooflines and features, sculpted towers with large terraces, landscaped rooftops). • Architectural character (supported by materials, landscape elements, etc.) should vary: a) Bridgeport Village: a casual, edgy, urban-industrial aesthetic and fine-grained network of intimate (e.g., narrow) streets and pedestrian walkways incorporating public art and lined with visually engaging and distinctive artists' studios, galleries, restaurants, etc.; b) Aberdeen Village: a sophisticated, urban shopping and business district, the signature of which is its extensive network of large, high-quality, public open spaces, special event venues, major cultural amenities, and distinctive commercial and festive lighting; • Along the north side of Bridgeport Road, development should respect guidelines for the "Bridgeport & Sea Island Airport Gateway Corridor" (Section 3.1.1(C), Distinctive Streetscapes).

3.2.4 Sub-Area A.4

Commercial Reserve - Mid- to High-Rise



This sub-area is intended for **medium- to high-density, mid- and high-rise commercial** purposes, including street-oriented retail, restaurants, entertainment, office, education, and related uses. In addition:

- Bridgeport Village is intended to be strongly airport related (e.g., hotel, international trade) and is part of the Richmond Arts District (e.g., artists' studios, creative industries, galleries);
- Aberdeen Village, near the river and the Canada Line station, is intended to be a cultural focus for the Richmond Arts District.

Predominant Land Use:

- *Commercial*

Key Land Use Restrictions:

- *No aircraft noise sensitive uses, as per City policy*

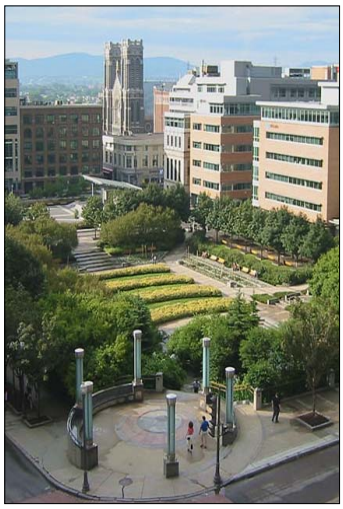
Maximum Net Density:

- *2.0 - 3.0 FAR*

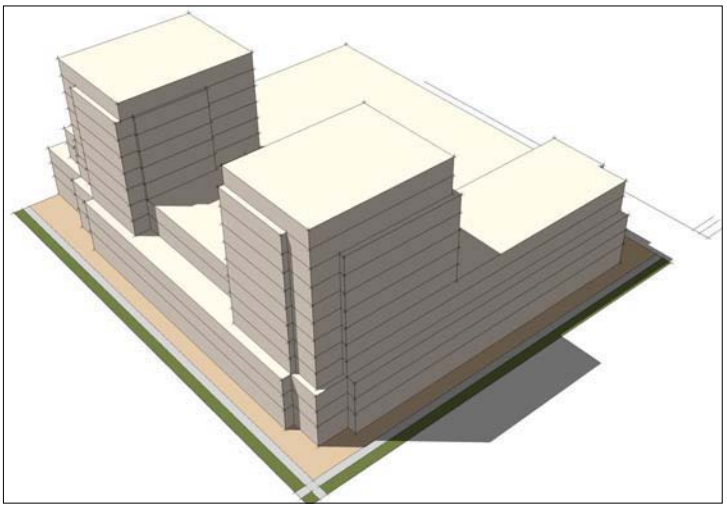
Maximum Typical Height:

- *25 - 45 m (82 - 148ft.)*

Sub-Area A.4



Two possible massing options at 3.0 FAR:



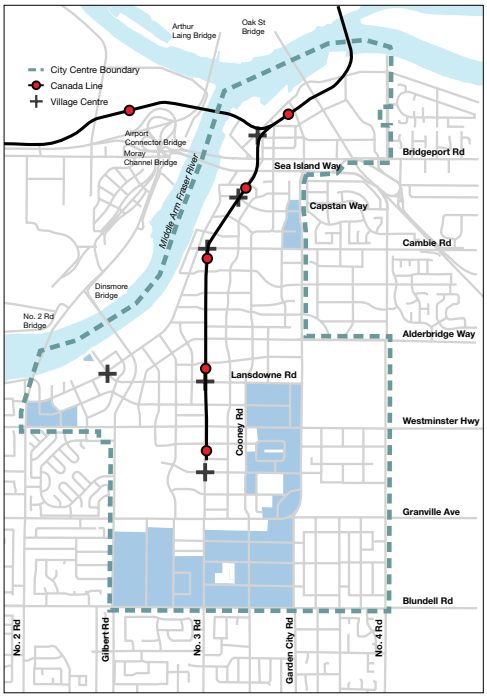
650 m² (6,997 ft²) hotel or office tower floorplate.

1,800 m² (19,375 ft²) office tower floorplates.

Sub-Area A.4: Commercial Reserve - Mid- to High-Rise	
A. Typical Distribution of Uses	• Ground Floor: street-oriented retail, restaurant, and studio, except between Bridgeport Road and Sea Island where uses will typically be office and hotel. • Upper Floors: office, hotel, and education (except provincial kindergarten to grade 12 programs). • Parking: within the building and concealed from public view by non-parking uses.
B. Maximum City Block Size	• As defined by the Plan's proposed public street and pedestrian linkages networks, including: a) "green links" with a minimum width of 20 - 30 m (66 - 98 ft.), as per the Plan; b) additional lanes and mews to achieve a roughly 100 m (330 ft.) circulation grid.
C. Minimum Net Development Site Size	• As per the Minimum Tower Development Site Size, except that where the Village Centre Bonus is applied, the minimum area should be increased accordingly.
D. Net Development Site Coverage	• 90% maximum, exclusive of mews and lanes and areas identified for public open space uses (e.g., "pedestrian linkages", "key street-end view plazas").
E. Maximum Building Height	• For 2 FAR or less: 25 m (82 ft.). • For greater than 2 FAR: varies as per the Plan, 25 - 45 m (82 - 148 ft.). • Additional height to a maximum of 45 m (148 ft.) may be supported where it enhances the skyline and pedestrian streetscape.
F. Towers - Above 25 m (82 ft.)	• Maximum floorplate size: 650 m^2 (6,997 ft^2), but office floorplates may be larger as per the Plan. • Minimum tower spacing: 35 m (115 ft.) typically, but 24 m (79 ft.) in some areas as per the Plan.
G. Habitable Floor Elevation	• Minimum: typically 2.9 m (9.5 ft.) geodetic but, higher along the riverfront and lower along some "Pedestrian-Oriented Retail Precinct" frontages as per the Plan.
H. Minimum Setbacks	• For buildings and parking (may vary with the preferred frontage treatment): a) public street: 3 m (10 ft.) to the property line; b) publicly-accessible open space: 1.5 m (5 ft) to the boundary; c) interior side and rear yards: nil to the property line or lane right-of-way. • Notwithstanding the above, the "Canada Line Interface" setbacks should apply. • Parking may encroach into the minimum setbacks where it is concealed from public view and does not compromise the attractiveness or "human scale" of the preferred frontage treatment.
I. Build-to-Lines	• Development should aim to present a coordinated, urban image characterized by a continuous streetwall along all fronting public streets. To achieve this, developments are encouraged to: a) typically treat the minimum setback as a build-to-line such that a continuous streetwall is created along all public street frontages – especially No. 3 Road and "major green links"; b) establish a typical streetwall height of 9 - 12 m (30 - 39 ft.) and three storeys; c) at public open spaces (e.g., "major green links"), wrap the streetwall around the space and/or express it with a structure or landscape feature at its entry; d) handle streetwall interruptions (e.g., driveways) as punched openings or integrate them via the use of landscape/building features, such as pergolas and arcades. • Coordinated streetwall design and street-end view setbacks are encouraged along designated frontages and as per Section 3.1.1(A) Public Riverfront Views and (C) Distinctive Streetscape Views.
J. Preferred Frontage Treatments	• For "Pedestrian-Oriented Retail Precinct" frontages: "Shopfront & Awning" (where grades allow), "Dual Walkway & Stramp", and "Terraced Units" (typically limited to Bridgeport Village). • Elsewhere: Varies, provided that adequate disabled access can be provided.
K. Landscape Considerations	• Along site frontages, provide some combination of large-growing street trees, together with other trees (e.g., evergreens) and pedestrian-oriented landscape features (e.g., seating, public art). • Terraces along street frontages should be simple, high-quality designs that create an engaging, multi-level streetscape supportive of a variety of year-round and seasonal uses and activities. • "Major green links" designed to have a park-like character and incorporate a diversity of passive and active recreational amenities, together with vehicular access as required, public art, etc. • No driveways, parking, or passenger pick up areas permitted between the building and the street.
L. Built Form Considerations	• Buildings should typically be mid-rise, streetwall buildings and towers characterized by: a) "heavy" bases (e.g., punched windows, masonry) and lighter, glassier upper floors; b) "human-scaled streetscapes" (e.g., concealed parking, articulated building facades); c) towers of varying heights and forms including: - point towers (typically hotels and/or near Cambie Road) with small floorplates; - slab-shaped office towers with large floorplates, typically oriented perpendicular to the fronting major street or thoroughfare (e.g., No. 3 Road); - terraced or stepped tower forms; d) attractive skyline features (e.g., distinctive horizontal rooflines, sculpted towers, terraces). • Architectural character (supported by materials, landscape elements, etc.) should vary: a) Bridgeport Village: a casual, edgy, urban-industrial aesthetic and fine-grained network of intimate (e.g., narrow) streets and pedestrian walkways incorporating public art and lined with visually engaging and distinctive artists' studios, galleries, restaurants, etc.; b) Aberdeen Village: a sophisticated, urban shopping and business district, the signature of which is its extensive network of large, high-quality, public open spaces, special event venues, major cultural amenities, and distinctive commercial and festive lighting.

3.2.5 Sub-Area B.1

Mixed Use - Low-Rise Residential & Limited Commercial



This sub-area is intended primarily for **grade-oriented housing or equivalent** in the form of High-Density Townhouses (i.e., with common parking structures) plus, in the Southeast, lower-density conventional and stacked townhouses (i.e., typically with individual garages).

In addition, the Plan permits commercial, community, and studio uses. Home Occupation, Home-Based Business Dwellings, and Live/Work Dwellings are permitted throughout.

Predominant Land Use:

- *Residential*
- *Mixed Residential/Commercial*

Key Land Use Restrictions:

- *St. Albans Sub-Area Plan*

Maximum Net Density:

- *1.2 FAR*

Maximum Typical Height:

- *15 m (49 ft.)*

Sub-Area B.1

South of Granville Avenue-type townhouses.

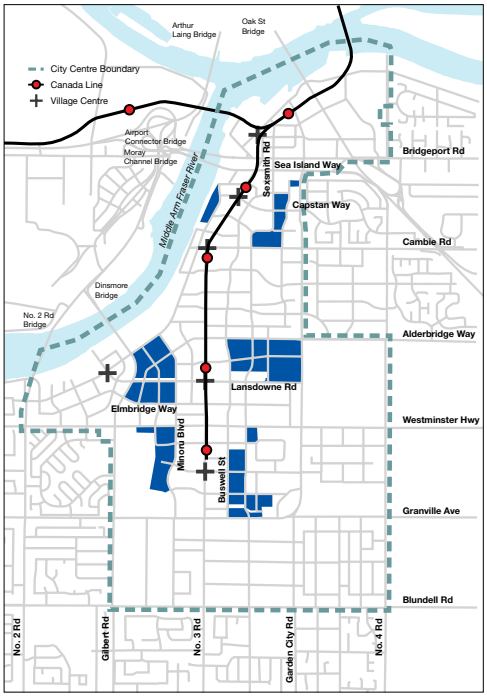
North of Granville Avenue-type townhouses.

Possible massing at 1.2 FAR.

<table>
<tr><th colspan="2">Sub-Area B.1: Mixed Use - Low-Rise Residential & Limited Commercial</th></tr>
<tr><td>A. Typical Distribution of Uses</td><td>• Ground & Upper Floors: townhouses (commercial and community uses permitted):
a) north of Granville Avenue: high-density townhouses;
b) south of Granville Avenue: conventional and high-density townhouses.
• Parking:
a) conventional townhouses: in individual garages and common areas screened from view from public streets by buildings and/or a landscaped buffer at least 3 m (10 ft.) deep;
b) elsewhere: within the building and concealed from public view by non-parking uses.</td></tr>
<tr><td>B. Maximum City Block Size</td><td>• As defined by the Plan's proposed public street and pedestrian linkages networks, together with the addition and enhancement of lanes and mews as required to achieve a roughly 100 m (328 ft.) circulation grid.</td></tr>
<tr><td>C. Minimum Net Development Site Size</td><td><table>
<tr><th>Density</th><th>Width</th><th>Depth</th><th>Area</th></tr>
<tr><td>0.75 FAR and less</td><td>20 m (66 ft.)</td><td>30 m (98 ft.)</td><td>600 m^2 (0.15 ac.)</td></tr>
<tr><td>Greater than 0.75 FAR to 0.9 FAR</td><td>40 m (131 ft.)</td><td>30 m (98 ft.)</td><td>1,800 m^2 (0.44 ac.)</td></tr>
<tr><td>Greater than 0.9 FAR</td><td>40 m (131 ft.)</td><td>30 m (98 ft.)</td><td>2,400 m^2 (0.59 ac.)</td></tr>
</table></td></tr>
<tr><td>D. Net Development Site Coverage</td><td>• For 0.75 FAR and less: 40%.
• For greater than 0.75 FAR: 50%.</td></tr>
<tr><td>E. Maximum Building Height</td><td>• For less than 0.75 FAR: 9 m (30 ft.) and 2 ½ storeys.
• For 0.75 FAR to 0.9 FAR: 12 m (39 ft.).
• For greater than 0.9 FAR: 15 m (49 ft.).
• Additional building height may be permitted where it enhances livability on the subject site and neighbouring properties (e.g., reduced shading, reduced overlook).</td></tr>
<tr><td>F. Towers</td><td>• Not applicable.</td></tr>
<tr><td>G. Habitable Floor Elevation</td><td>• Minimum: 2.9 m (9.5 ft.) geodetic.</td></tr>
<tr><td>H. Minimum Setbacks</td><td>• For non-residential uses and residential uses for which the ground floor units have additional or alternative private outdoor space to that provided at grade within this setback: 3 m (10 ft.).
• For interior side and rear yards: 1.5 m (5 ft.) provided that uses are not oriented towards these yards and they are not required for private or shared open space purposes.
• For a parking structure abutting a lane: 4.5 m (15 ft.) to the centre of the lane.
• Elsewhere (including shared, multi-tenant building entrances): 6 m (20 ft.).
• Parking may encroach into the minimum setbacks where it is concealed from public view and does not compromise the attractiveness or "human scale" of the preferred frontage treatment.</td></tr>
<tr><td>I. Build-to-Lines</td><td>• Not applicable.</td></tr>
<tr><td>J. Preferred Frontage Treatments</td><td>• For individual residential and non-residential units: "Stoops & Porches" and "Lawn & Garden".
• For shared, multi-tenant building entries: "Landscaped Ramp & Terrace" and "Lawn & Garden".</td></tr>
<tr><td>K. Landscape Considerations</td><td>• Focus developments around shared, landscaped courtyards, either opening to the street or internal to the site, designed to provide for shared outdoor amenities, casual surveillance by fronting units, and direct access from grade level units and their private open spaces.
• Establish an appealing and intimate residential character that encourages socialization and provides for casual surveillance of the street and publicly-accessible open spaces by fronting units, while still affording those units necessary privacy, through features including:
a) large-growing street trees and pedestrian amenities in and near public spaces (e.g., seating and public art, especially near multi-tenant building entries and street corners);
b) private open spaces raised above the fronting public sidewalk/walkway grade, such that:
- the grade difference between public and private spaces is 0.6 - 1.5 m (2 - 5 ft.);
- the transition between the public and private spaces is a maximum of 1:1;
- private spaces are accessed individually from the public space (e.g., garden steps);
c) some combination of deciduous and evergreen trees, shrubs, and hedges, low decorative fences and walls, ground cover, display planting, and shared garden spaces (e.g., for flowers or food production).
• No driveways, parking, or passenger pick up areas permitted between the building and the street.</td></tr>
<tr><td>L. Built Form Considerations</td><td>• Architectural character (supported by materials, landscape elements, etc.) should vary:
a) south of Granville Avenue: lower-density, low-rise, residential forms characterized by house-like features such as pitched roofs, building height and setback variations, entry porches, wood siding and trim, and buildings that are integrated into a green landscape that incorporates a significant amount of large-growing trees;
b) north of Granville Avenue: a more urban setting characterized by low-rise, streetwall buildings with more consistent heights and setbacks, flat roofs , roof decks and balconies, concrete and masonry cladding in combination with wood and metal accents (e.g., siding on upper floors, railings), and more formal landscaping set into planters, terraces, etc.</td></tr>
</table>

3.2.6 Sub-Area B.2

Mixed Use - Mid-Rise Residential & Limited Commercial



This sub-area is intended primarily for **medium-density, mid-rise (4-8 storeys) housing** incorporating a significant amount of shared, useable open space in the form of rooftop courtyards (on top of parking, etc.).

In addition, the Plan permits a variety of commercial and community uses. Home Occupation, Home-Based Business Dwellings, and Live/Work Dwellings are permitted throughout.

Predominant Land Use:

- *Residential*
- *Mixed Residential/Commercial*

Key Land Use Restrictions:

- *Nil*

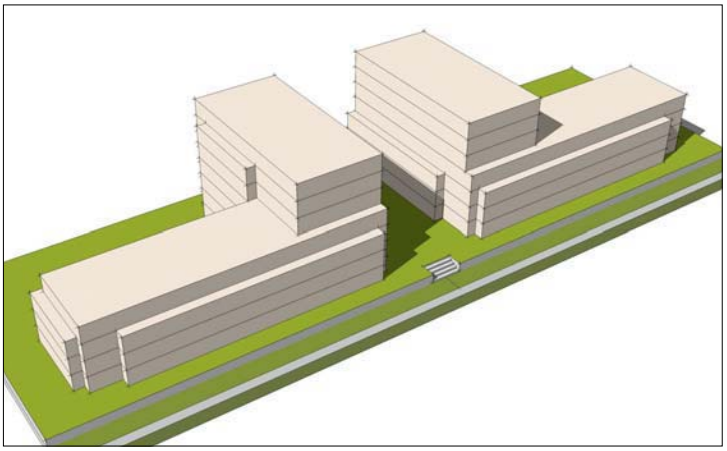
Maximum Net Density:

- *2.0 FAR*

Maximum Typical Height:

- *25 m (82 ft.)*

Sub-Area B.2

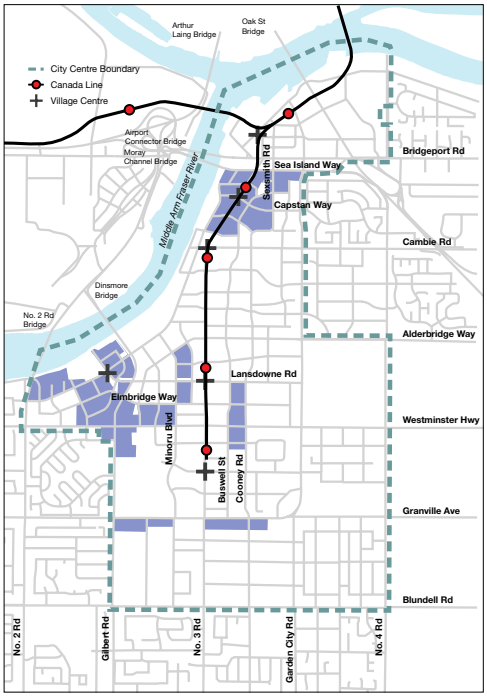


Possible massing at 2.0 FAR.

<table>
<tr><th colspan="2">Sub-Area B.2: Mixed Use - Mid-Rise Residential & Limited Commercial</th></tr>
<tr><td>A. Typical Distribution of Uses</td><td>• Ground Floor: street-oriented townhouse units (commercial and community uses permitted).
• Upper Floors: multiple-family residential (commercial and community uses permitted).
• Parking: within the building and concealed from public view by non-parking uses.
• In buildings containing residential units, 20% of dwellings should be grade-oriented or equivalent.</td></tr>
<tr><td>B. Maximum City Block Size</td><td>• As defined by the Plan's proposed public street and pedestrian linkages networks, together with lanes and mews as required to achieve a roughly 100 m (328 ft.) circulation grid.</td></tr>
<tr><td>C. Minimum Net Development Site Size</td><td><table>
<tr><th>Density</th><th>Width</th><th>Depth</th><th>Area</th></tr>
<tr><td>1.2 FAR and less</td><td>40 m (131 ft.)</td><td>30 m (98 ft.)</td><td>2,400 m² (0.6 ac.)</td></tr>
<tr><td>Greater than 1.2 FAR, except where the Village Centre Bonus is applied, the minimum area should be increased accordingly.</td><td>40 m (131 ft.)</td><td>40 m (131 ft.)</td><td>2,400 m² (0.6 ac.)</td></tr>
</table></td></tr>
<tr><td>D. Net Development Site Coverage</td><td>• For residential: 60%.
• For mixed residential/commercial or commercial: 90%.
• Coverage is exclusive of mews and lanes and areas identified for public open space uses (e.g., "pedestrian linkages").</td></tr>
<tr><td>E. Maximum Building Height</td><td>• For 1.2 FAR or less: 15 m (49 ft.);
• For greater than 1.2 FAR: 25 m (82 ft.);
• Additional building height may be permitted where it enhances livability on the subject site and neighbouring properties (e.g., reduced shading, reduced overlook).</td></tr>
<tr><td>F. Towers - Above 25 m (82 ft.)</td><td>• To be determined on a site specific basis where additional height is permitted in excess of the maximum building height indicated above.</td></tr>
<tr><td>G. Habitable Floor Elevation</td><td>• Minimum: typically 2.9 m (9.5 ft.) geodetic, except higher near the riverfront.</td></tr>
<tr><td>H. Minimum Setbacks</td><td>• For non-residential uses and residential uses for which the ground floor units have additional or alternative private outdoor space to that provided at grade within this setback: 3 m (10 ft.).
• For interior side and rear yards:
a) for a parking structure: nil, provided that either it:
- abuts a lane right-of-way or a zero lot line structure on an adjacent property;
- its roof elevation is no more than 3 m (10 ft.) above grade and it is concealed by special roof and wall treatments (e.g., landscaping, stone cladding);
b) for other uses: 1.5 m (5 ft.) provided that uses are not oriented towards these yards and they are not required for private or shared open space purposes.
• Elsewhere (including shared, multi-tenant building entrances): 6 m (20 ft.).
• Parking may encroach into the minimum setbacks where it is concealed from public view and does not compromise the attractiveness or "human scale" of the preferred frontage treatment.</td></tr>
<tr><td>I. Build-to-Lines</td><td>• Coordinated streetwall design and street-end view setbacks are encouraged along designated frontages and as per Section 3.1.1(A) Public Riverfront Views and (C) Distictive Streetscape Views.</td></tr>
<tr><td>J. Preferred Frontage Treatments</td><td>• For individual residential units: "Stoops & Porches".
• For shared, multi-tenant building entries and non-residential uses: "Landscaped Ramp & Terrace".</td></tr>
<tr><td>K. Landscape Considerations</td><td>• Focus developments around shared, landscaped courtyards, either opening to the street or internal to the site, designed to provide for shared outdoor amenities, casual surveillance by fronting units, and direct access from grade level units and their private open spaces.
• Establish an appealing, intimate residential character that encourages socialization and provides for casual surveillance of the street and publicly-accessible open spaces by fronting units, while still affording those units necessary privacy, through features including:
a) large-growing street trees and pedestrian amenities in and near public spaces (e.g., seating and public art, especially near multi-tenant building entries and street corners);
b) private open spaces raised above the fronting public sidewalk/walkway grade, such that:
- the grade difference between public and private spaces is 0.6 - 1.5 m (2 - 5 ft.);
- the transition between the public and private spaces is a maximum of 1:1;
- private spaces are accessed individually from the public space (e.g., garden steps);
c) some combination of deciduous and evergreen trees, shrubs, and hedges, low decorative fences and walls, ground cover, display planting, and shared garden spaces.
• "Major green links" and greenways designed to have a park-like character and incorporate a diversity of passive and active recreational amenities, together with seating, public art, etc.
• No driveways, parking, or passenger pick up areas permitted between the building and the street.</td></tr>
<tr><td>L. Built Form Considerations</td><td>• Architectural character (supported by materials, landscape elements, etc.) should be typified by:
a) "heavy" (e.g., masonry, punched windows), low-rise, streetwall buildings of 9 - 12 m (30 - 39 ft.) in height near the street with lighter, glassier upper floors set back;
b) irregular setbacks providing for the planting of large trees and a variety of plazas, seating areas, planted terraces, and private and semi-private gardens (at street level and above) that together contribute to a lush, green urban landscape;
c) green landscaped flat roofs, roof decks, and balconies.</td></tr>
</table>

3.2.7 Sub-Area B.3

Mixed Use - High-Rise Residential, Commercial & Mixed Use



This sub-area is intended primarily for **high-density, high-rise residential and mixed-use development** in the form of towers with podium streetwall bases and, in designated areas and elsewhere (e.g., Pedestrian-Oriented Retail Precincts) street-oriented retail uses on the ground floor.

Home-Based Business Dwellings and Live/Work Dwellings are encouraged throughout, except on the ground floor along Pedestrian-Oriented Retail Precincts where commercial uses are preferred.

Predominant Land Use:

- *Residential*
- *Mixed Residential/Commercial*
- *Commercial*

Key Land Use Restrictions:

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

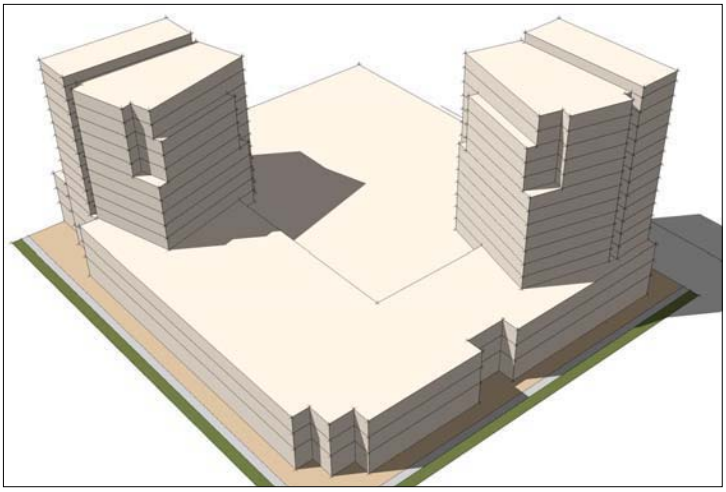
Maximum Net Density:

- *2.0 - 3.0 FAR*

Maximum Typical Height:

- *25 - 45 m (82 - 148 ft.)*

Sub-Area B.3

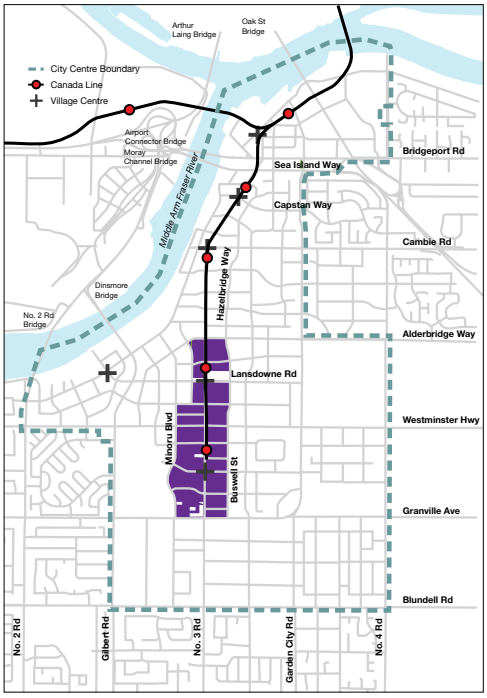


Possible massing at 3.0 FAR.

Sub-Area B.3: Mixed Use - High-Rise Residential, Commercial & Mixed Use	
A. Typical Distribution of Uses	• Ground Floor: street-oriented retail and restaurant in Pedestrian-Oriented Retail Precincts, together with office, hotel, studio, and street-oriented townhouses elsewhere. • Upper Floors: office, hotel, and multiple-family residential. • Parking: within the building and concealed from public view by non-parking uses. • In buildings containing residential units, grade-oriented or equivalent units are encouraged.
B. Maximum City Block Size	• As defined by the Plan's proposed public street and pedestrian linkages networks, together with lanes and mews as required to achieve a roughly 100 m (328 ft.) circulation grid.
C. Minimum Net Development Site Size	• As per the Minimum Tower Development Site Size, except that where the Village Centre Bonus is applied, the minimum area should be increased accordingly.
D. Net Development Site Coverage	• 90% maximum, exclusive of mews and lanes and areas identified for public open space uses (e.g., "pedestrian linkages", "key street-end view plazas").
E. Maximum Building Height	• For less than 3 FAR: 35 m (115 ft.), except lower where indicated in the Plan (e.g., Oval Village). • For 3 FAR: 45 m (148 ft.), except lower where indicated in the Plan (e.g., Oval Village). • Additional height to a maximum of 45 m (148 ft.) may be supported where it enhances the skyline and pedestrian streetscape.
F. Towers - Above 25 m (82 ft.)	• Maximum floorplate size: 650 m^2 (6,997 ft^2), but hospital floorplates may be larger as per the Plan. • Minimum tower spacing: 35 m (115 ft.) typically, but 24 m (79 ft.) in some areas as per the Plan. • The affected development site should satisfy the Plan's Minimum Tower Development Site Size.
G. Habitable Floor Elevation	• Minimum: typically 2.9 m (9.5 ft.) geodetic but, higher along the riverfront and lower along some "Pedestrian-Oriented Retail Precinct" frontages as per the Plan.
H. Minimum Setbacks	• For buildings and parking (may vary with the preferred frontage treatment): a) public street: 3 m (10 ft.) to the property line; b) publicly-accessible open space: 1.5 m (5 ft.) to the boundary; c) interior side and rear yards: nil to the property line or lane right-of-way. • Notwithstanding the above, the "Canada Line Interface" setbacks should apply. • Parking may encroach into the minimum setbacks where it is concealed from public view and does not compromise the attractiveness or "human scale" of the preferred frontage treatment.
I. Build-to-Lines	• Development should aim to present a coordinated, urban image characterized by a continuous streetwall along all fronting public streets. To achieve this, developments are encouraged to: a) typically treat the minimum setback as a build-to-line such that a continuous streetwall is created along all public street frontages – especially No. 3 Road; b) establish a typical streetwall height of 9 - 12 m (30 - 39 ft.) and three storeys; c) at public open spaces (e.g., "major green links"), wrap the streetwall around the space and/or express it with a structure or landscape feature at its entry; d) handle streetwall interruptions (e.g., driveways) as punched openings or integrate them via the use of landscape/building features, such as pergolas and arcades. • Coordinated streetwall design and street-end view setbacks are encouraged along designated frontages and as per Section 3.1.1(A) Public Riverfront Views and (C) Distinctive Streetscape Views.
J. Preferred Frontage Treatments	• For "Pedestrian-Oriented Retail Precinct" frontages: "Shopfront & Awning" (where grades allow), "Dual Walkway & Stramp", and "Terraced Units". • For individual residential units: "Stoops & Porches". • Elsewhere: varies, provided that adequate disabled access can be provided.
K. Landscape Considerations	• Establish an appealing, intimate urban character that encourages lingering and socialization and provides for casual surveillance of the street and publicly-accessible open spaces by fronting uses (while providing necessary residential privacy) through some combination of large-growing street trees and pedestrian-oriented landscape features (e.g., seating, public art). • Ground floor residential units should be raised above grade and exhibit features as described for Sub-Area B2. • Terraces along street frontages should be simple, high-quality designs that create an engaging, multi-level streetscape supportive of a variety of year-round and seasonal uses and activities. • "Pedestrian linkages" should have a park-like character and incorporate recreational amenities. • No driveways, parking, or passenger pick up areas permitted between the building and the street.
L. Built Form Considerations	• Architectural character (supported by materials, landscape elements, etc.) should be typified by: a) "heavy" (e.g., masonry, punched windows), low-rise, streetwall buildings of 9 - 12 m (30 - 39 ft.) in height near the street with lighter, glassier upper floors set back; b) point and slab-shaped towers with small floorplates, low-rise podium bases forming "human-scaled streetscapes" (e.g., concealed parking , articulated building facades, weather protection), and intervening mid-rise terraced or stepped forms; c) small, landscaped plazas and mews passing through and between buildings (with or without a roof) to create a more human-scaled, urban environment, enhance the diversity of public spaces, and provide pleasant areas removed from vehicle traffic; d) attractive skyline features (e.g., distinctive horizontal rooflines, sculpted towers, terraces); e) usable/accessible green landscaping and passive and active recreation space on all low- and mid-rise flat roof areas (e.g., display planting, urban agriculture, sport courts).

3.2.8 Sub-Area B.4

Mixed Use - High-Rise Commercial & Mixed Use



This sub-area is intended primarily for **high-density, high-rise commercial and mixed-use development** in the form of towers with substantial streetwall bases and street-oriented retail uses on the ground floor fronting onto most City streets (as most are designated as Pedestrian-Oriented Retail Precincts).

Home Occupation, Home-Based Business Dwellings, and Live/Work Dwellings are encouraged throughout except on the ground floor along Pedestrian-Oriented Retail Precincts where commercial uses are preferred.

Predominant Land Use:

- *Mixed Residential/Commercial*
- *Commercial*

Key Land Use Restrictions:

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

Maximum Net Density:

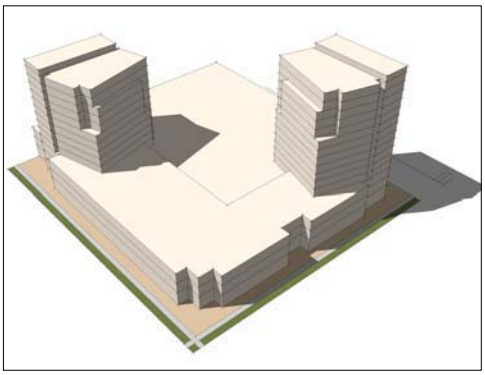
- *4.0 FAR*

Maximum Typical Height:

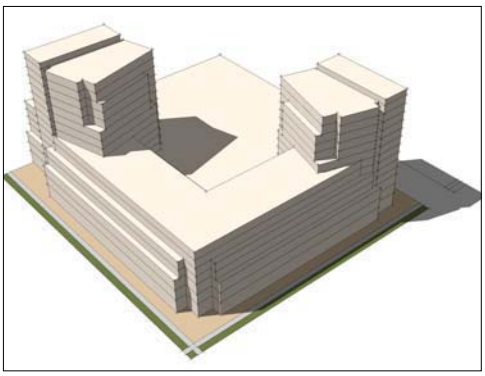
- *45 m (148 ft.)*

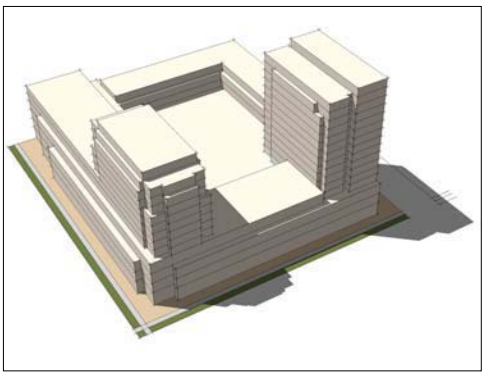
Sub-Area B.4

Possible massing at 3.0 FAR:



Three possible massing options at 4.0 FAR:

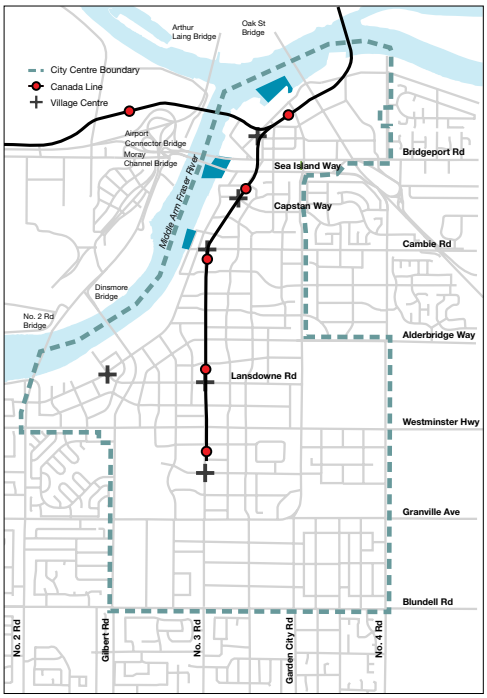




Sub-Area B.4: Mixed Use - High-Rise Commercial & Mixed Use	
A. Typical Distribution of Uses	• Ground Floor: street-oriented retail and restaurant in Pedestrian-Oriented Retail Precincts, together with office, hotel, studio, and street-oriented townhouses elsewhere. • Upper Floors: office, hotel, and multiple-family residential. • Parking: within the building and concealed from public view by non-parking uses.
B. Maximum City Block Size	• As defined by the Plan's proposed public street and pedestrian linkages networks, together with lanes and mews as required to achieve a roughly 100 m (328 ft.) circulation grid.
C. Minimum Net Development Site Size	• As per the Minimum Tower Development Site Size, except that where the Village Centre Bonus is applied, the minimum area should be increased accordingly.
D. Net Development Site Coverage	• 90% maximum, exclusive of mews and lanes and areas identified for public open space uses (e.g., "pedestrian linkages").
E. Maximum Building Height	• 45 m (148 ft.).
F. Towers - Above 25 m (82 ft.)	• Maximum floorplate size: 650 m^2 (6,997 ft^2). • Minimum tower spacing: 24 m (79 ft.). • The affected development site should satisfy the Plan's Minimum Tower Development Site Size.
G. Habitable Floor Elevation	• Minimum: typically 2.9 m (9.5 ft.) geodetic but, lower along some "Pedestrian-Oriented Retail Precinct" frontages as per the Plan.
H. Minimum Setbacks	• For buildings and parking (may vary with the preferred frontage treatment): a) public street: 3 m (10 ft.) to the property line; b) publicly-accessible open space: 1.5 m (5 ft.) to the boundary; c) interior side and rear yards: nil to the property line or lane right-of-way. • Notwithstanding the above, the "Canada Line Interface" setbacks should apply. • Parking may encroach into the minimum setbacks where it is concealed from public view and does not compromise the attractiveness or "human scale" of the preferred frontage treatment.
I. Build-to-Lines	• Development should aim to present a coordinated, urban image characterized by a continuous streetwall along all fronting public streets. To achieve this, developments are encouraged to: a) typically treat the minimum setback as a build-to-line such that a continuous streetwall is created along all public street frontages – especially No. 3 Road; b) establish a typical streetwall height of 9 - 12 m (30 - 39 ft.) and three storeys; c) at public open spaces (e.g., "major green links"), wrap the streetwall around the space and/or express it with a structure or landscape feature at its entry; d) handle streetwall interruptions (e.g., driveways) as punched openings or integrate them via the use of landscape/building features, such as pergolas and arcades. • Coordinated streetwall design and street-end view setbacks are encouraged along designated frontages and as per Section 3.1.1(C) Distinctive Streetscape Views.
J. Preferred Frontage Treatments	• For "Pedestrian-Oriented Retail Precinct" frontages: "Shopfront & Awning" (where grades allow) and "Dual Walkway & Stramp". • For individual residential units: "Stoops & Porches". • Elsewhere: varies, provided that adequate disabled access can be provided.
K. Landscape Considerations	• Establish an attractive, urban character that can accommodate large pedestrian volumes , a wide variety of permanent and temporary/seasonal activities (e.g., lingering, socialization, special events, strolling, eating), and casual surveillance by fronting uses through features such as: a) broad sidewalks with high-quality pedestrian lighting, seating, and amenities; b) fronting terraces designed to create an engaging, multi-level streetscape supportive of a variety of uses (e.g., amphitheatre-like seating steps, dining, retail/cafe kiosks); c) large-growing street trees, display planting, public art, water features, etc. • "Pedestrian linkages" should have a park-like character and incorporate recreational amenities; • No driveways, parking, or passenger pick up areas permitted between the building and the street.
L. Built Form Considerations	• Architectural character (supported by materials, landscape elements, etc.) should be typified by: a) "heavy" (e.g., masonry, punched windows), low-rise, streetwall buildings of 9 - 12 m (30 - 39 ft.) in height near the street with lighter, glassier upper floors set back; b) point and slab-shaped towers with small floorplates, low- and mid-rise podium bases forming "human-scaled streetscapes" (e.g., concealed parking , articulated building facades, weather protection) , and intervening mid-rise terraced or stepped forms; c) small, landscaped plazas and mews passing through and between buildings (with or without a roof) to create a more human-scaled, urban environment, enhance the diversity of public spaces, and provide pleasant areas removed from vehicle traffic; d) attractive skyline features (e.g., distinctive horizontal rooflines, sculpted towers, terraces); e) usable/accessible green landscaping and passive and active recreation space on all low- and mid-rise flat roof areas (e.g., display planting, urban agriculture, sport courts).

3.2.9 Sub-Area C.1

Marina - Commercial



This sub-area is intended for **marina and complementary commercial** and related purposes, including retail, restaurants, office, education, and community uses, both on the water and the associated riparian area.

In addition, this area is part of the Richmond Arts District and arts-related uses and activities are encouraged (e.g., artists' studios, creative industries, galleries).

Predominant Land Use:

- *Marina*
- *Commercial*

Key Land Use Restrictions:

- *No residential*
- *No aircraft noise sensitive uses, as per City policy*

Maximum Net Density:

- *Riparian parcel coverage: 40%*
- *Water lot coverage: 20%*

Maximum Typical Height:

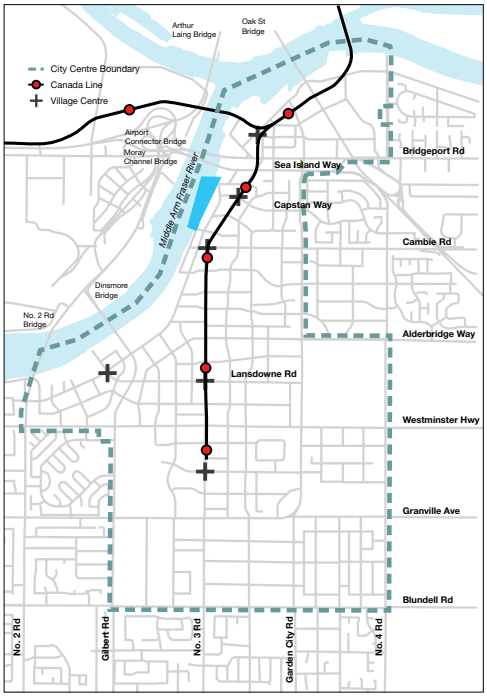
- *9 m (30 ft.)*

Sub-Area C.1

Sub-Area C.1: Marina - Commercial	
A. Typical Distribution of Uses	• Water Area: boat moorage, water transportation, waterborne commercial (e.g., restaurant). • Riparian Area: non-residential uses (e.g., marina support uses, retail, restaurant). • Parking: concealed within a building, beneath the finished grade of the dyke, or situated off-site, except for: a) short-term drop-off and pick-up and loading; b) "Commercial Reserve" properties situated within 70 m (230 ft.) of Sea Island Way or Bridgeport Road, which may have long-term surface parking on site.
B. Maximum City Block Size	• At the end of each east-west street, break development sites such that: a) for riparian area: provide a combined pedestrian, bike, and vehicle access to waterborne and riparian uses, together with a public plaza or park at least 20 m (66 ft.) wide linked to the designated riverfront "greenway"; b) for water area: provide a public pier, at least 6 m (20 ft.) wide.
C. Minimum Net Development Site Size	• May vary, provided that adequate vehicular access can be accommodated.
D. Net Development Site Coverage	• For floating and fixed buildings: a) water lot coverage: 20% maximum; b) riparian parcel coverage: 40% maximum.
E. Maximum Building Height	• For floating and fixed buildings: 9 m (30 ft.) and 2 ½ storeys, typical. • Additional building height may be permitted, provided that site coverage is reduced, view impacts on adjacent existing development are negligible, and building height does not exceed 12 m (39 ft.).
F. Towers	• Not applicable.
G. Habitable Floor Elevation	• Minimum for fixed buildings: dyke crest or 4.0 m (13 ft.) geodetic, whichever is greater.
H. Minimum Setbacks	• For parking: a) short-term surface parking and loading: varies, but must not compromise "greenway"; b) long-term surface parking: 30 m (98 ft.) to high-water mark. • For fixed and floating buildings: a) at street-ends : maintain a minimum 20 m (66 ft.) wide clear corridor; b) at a property line abutting a public street: 6 m (20 ft.).
I. Build-to-Lines	• Not applicable. Varied building distribution is encouraged.
J. Preferred Frontage Treatments	• For fixed buildings: "Shopfront & Awning".
K. Landscape Considerations	• Incorporate hard and soft landscape features that complement the area's maritime location (e.g., timber boardwalk, indigenous plant material). • Feature individual trees or rows of trees where this does not conflict with the dyke and enhances the variety and amenity of the public realm. • Ensure that outdoor boat servicing yards (e.g., boat lifts, maintenance areas) are multi-purpose areas designed to maximize public access and enjoyment (e.g., not fenced off). • High and solid fencing and gates are discouraged. Where public access needs to be controlled, such as at entries to floating docks, gates should be limited to the tops of access ramps and should be sited and designed to minimize the need for fencing, allow views through to the water, and complement the riverfront's character.
L. Built Form Considerations	• A varied, visually interesting riverfront experience should be created with buildings that: a) minimize view blockage for properties east of the area and the riverfront "greenway"; b) incorporate a bold use of colour and "West Coast lifestyle expression"; c) have distinctive roof profiles, concealed rooftop mechanical equipment, roof decks, and other features that enhance views of the buildings from above; d) do not "turn their backs" on public areas (e.g., conceal service areas). • Typical building characteristics include: a) for fixed buildings: - no wider than 20 m (66 ft.) (including exterior balconies and projections), set perpendicular to the river, and spaced a minimum of 20 m (66 ft.) apart; - may be on land, over water, or a combination of the two, provided that adequate public "greenway" access is provided; - independent upper storey uses accessed via exterior walkways; b) for small waterborne buildings: - no wider than 10 m (33 ft.), spaced very far apart or arranged in double rows that are set perpendicular to the river and spaced at least 20 m (66 ft.) apart; - all flat roofs designed as accessible roof decks; c) for large floating buildings (e.g., restaurant, pub): - no wider than 20 m (66 ft.), set perpendicular to the river, and typically limited to a maximum of one such building near (but not blocking) each street-end.

3.2.9 Sub-Area C.2

Marina - Commercial & Waterborne Residential



This sub-area is intended for **marina, waterborne residential, and complementary commercial** and related purposes, including retail, restaurants, office, education, and community uses, both on the water and the associated riparian area.

In addition, this area is part of the Richmond Arts District and arts-related uses and activities are encouraged (e.g., waterborne live/work dwellings, artists' studios, creative industries, galleries).

Predominant Land Use:

- *Marina*
- *Waterborne & Land-based Commercial*
- *Waterborne Residential*

Key Land Use Restrictions:

- *No boat shelters*

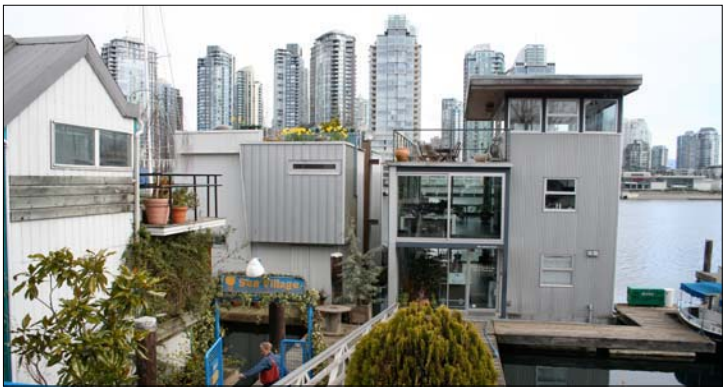
Maximum Net Density:

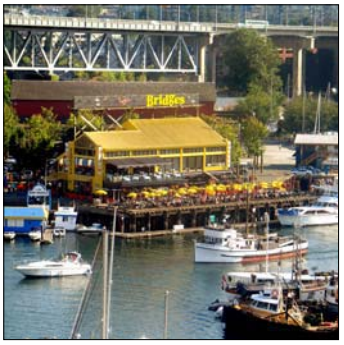
- *Riparian parcel coverage: 40%*
- *Water lot coverage: 20%*

Maximum Typical Height:

- *9 m (30 ft.)*

Sub-Area C.2





Sub-Area C.2: Marina - Commercial & Waterborne Residential	
A. Typical Distribution of Uses	• Water Area: waterborne residential, boat moorage, water transportation, waterborne commercial (e.g., restaurant). • Riparian Area: non-residential uses (e.g., marina support uses, retail, restaurant). • Parking: limited to short-term drop-off and pick-up and loading, except where concealed beneath the grade of the dyke crest. Otherwise, parking is to be situated off-site either below the finished grade of designated street-end parks or within development east of the dyke.
B. Maximum City Block Size	• At the end of each east-west street, break development sites such that: a) For riparian area: provide a combined pedestrian, bike, and vehicle access to waterborne and riparian uses, together with a public plaza or park at least 20 m (66 ft.) wide linked to the designated riverfront "greenway"; b) For water area: provide a public pier, at least 6 m (20 ft.) wide.
C. Minimum Net Development Site Size	• May vary, however, each development site must front and be accessible from the end of one or more east-west streets (for which City rights-of-ways should extend to the river).
D. Net Development Site Coverage	• For floating and fixed buildings: a) water lot coverage: 20% maximum; b) riparian parcel coverage: 40% maximum.
E. Maximum Building Height	• For floating and fixed buildings: 9 m (30 ft.) and 2 ½ storeys, typical. • Additional building height may be permitted for non-residential fixed and floating buildings to enhance roof form and character, provided that site coverage is reduced, view impacts on adjacent existing development are negligible, and building height does not exceed 12 m (39 ft.).
F. Towers	• Not applicable.
G. Habitable Floor Elevation	• Minimum for fixed buildings: dyke crest or 4.0 m (13 ft.) geodetic, whichever is greater.
H. Minimum Setbacks	• For short-term surface parking and loading: varies, but must not compromise "greenway" design. • For fixed and floating buildings: a) at street-ends: maintain a minimum 20 m (66 ft.) wide clear corridor; b) at east property line: 6 m (20 ft.).
I. Build-to-Lines	• Not applicable. Varied building distribution is encouraged.
J. Preferred Frontage Treatments	• For fixed buildings: "Shopfront & Awning".
K. Landscape Considerations	• Incorporate hard and soft landscape features that complement the area's maritime location (e.g., timber boardwalk, indigenous plant material). • Feature individual trees or rows of trees where this does not conflict with the dyke and enhances the variety and amenity of the public realm. • Ensure that outdoor boat servicing yards (e.g., boat lifts, maintenance areas) are multi-purpose areas designed to maximize public access and enjoyment (e.g., not fenced off). • High and solid fencing and gates are discouraged. Where public access needs to be controlled , such as at entries to floating residential docks, gates should be limited to the tops of access ramps and should be sited and designed to minimize the need for fencing, allow views through to the water, and complement the riverfront's character.
L. Built Form Considerations	• A varied, visually interesting riverfront experience should be created with buildings that: a) minimize view blockage for properties east of the area and the riverfront "greenway"; b) incorporate a bold use of colour and "West Coast lifestyle expression"; c) have distinctive roof profiles, concealed rooftop mechanical equipment, roof decks, and other features that enhance views of the buildings from above; d) do not "turn their backs" on public areas (e.g., conceal service areas). • Typical building characteristics include: a) for fixed buildings: - no wider than 20 m (66 ft.) (including exterior balconies and projections), set perpendicular to the river, and spaced a minimum of 20 m (66 ft.) apart; - may be on land, over water, or a combination of the two, provided that adequate public "greenway" access is provided; - independent second storey uses accessed via exterior walkways; b) for float homes and other small waterborne buildings: - no wider than 10 m (33 ft.), spaced very far apart or arranged in double rows that are set perpendicular to the river and spaced at least 20 m (66 ft.) apart; - all flat roofs designed as accessible roof decks; c) for large floating buildings (e.g., restaurant, pub): - no wider than 20 m (66 ft.), set perpendicular to the river, and limited to a maximum of one such building near (but not blocking) each street-end.

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 & 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 & 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 & 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 & 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 & 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 & 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: • 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 & 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 & 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 & 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: • 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)	**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: • 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)	**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): • 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). Village Centre Bonus Map areas where aircraft noise sensitive land uses are not prohibited: • 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)	**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: • 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)	**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: • 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)	**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.
s)	**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.
t)	**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).
4.2 Phasing Strategy	
a)	**Planning & Development Priorities** The *CCAP Implementation Strategy* also identified guiding principles for phasing growth. Based on these principles, the fundamental planning and development priorities for the City Centre include the: • 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)	**Additional Studies & 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.
c)	**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.
e)	**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.
e)	**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.

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.

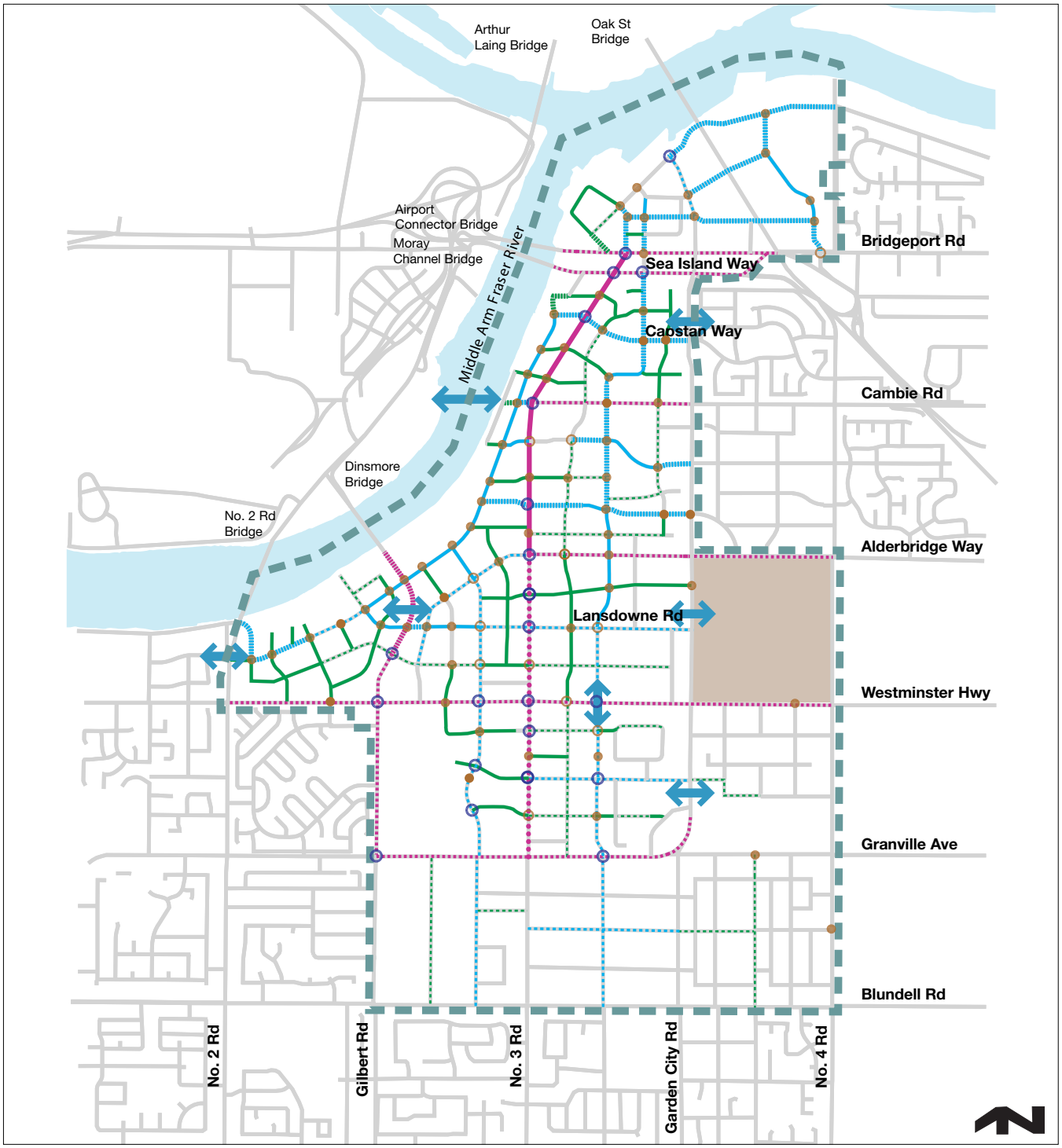
Therefore, developers are required to pay the majority of the transportation costs arising from the CCAP because they are needed and are primarily for the benefit of new development.

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)



4.1.2 Utilities

(Water, Sanitary Sewer & 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.

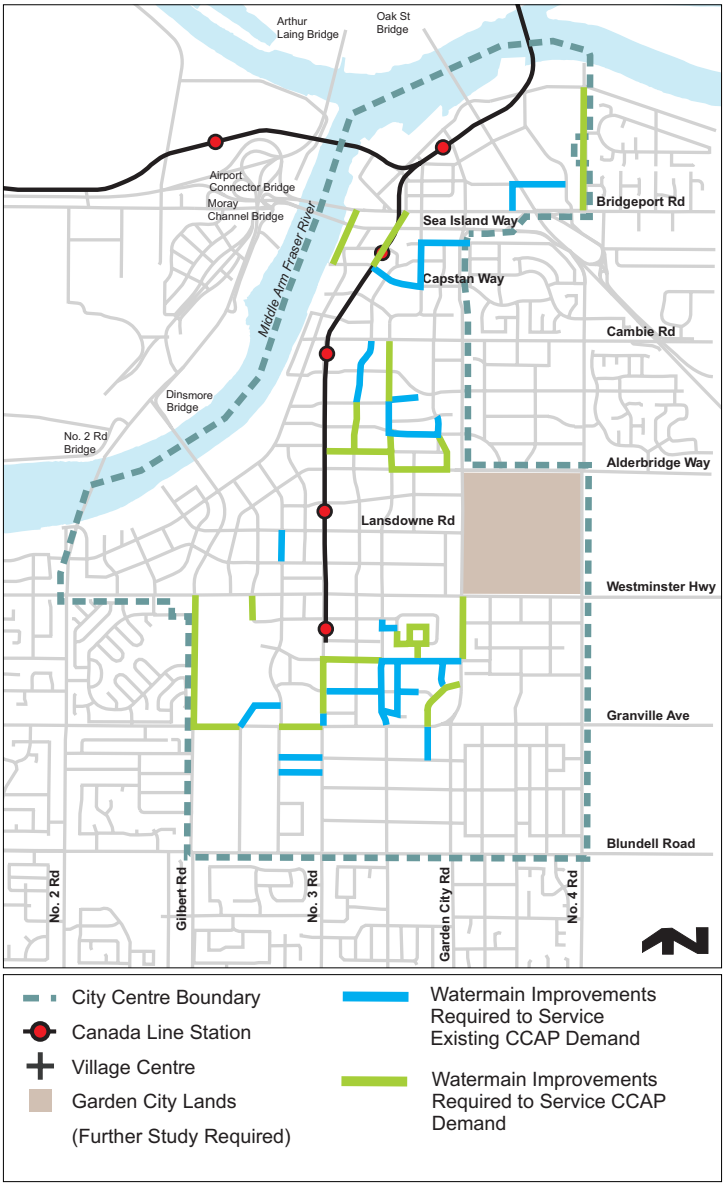
This is an important consideration in determining who pays for these utility upgrades and how those costs are paid for (e.g., utility upgrades to service existing development should not be incorporated into the DCC Program).

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.

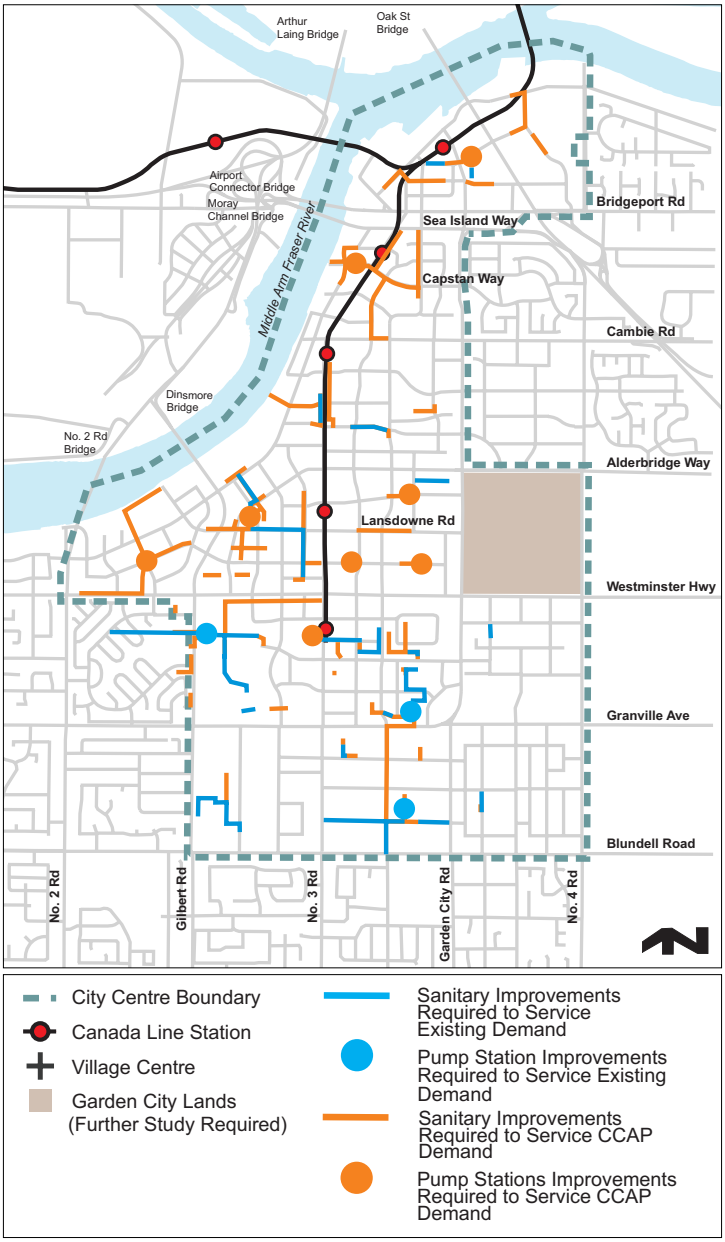
Proposed Watermain Improvements Map (2031)



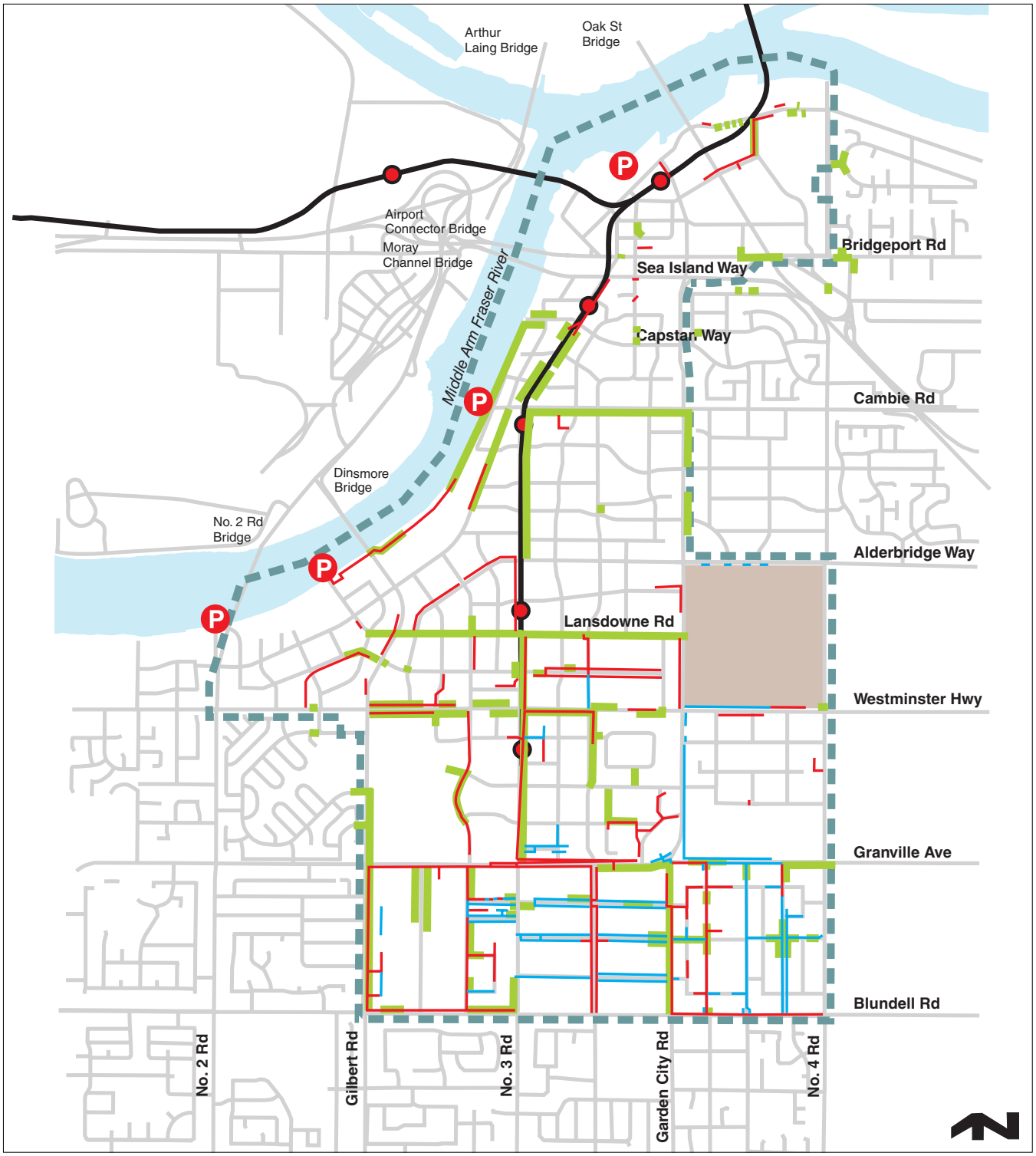
Furthermore, at this time, the sanitary sewer and storm drainage upgrades do not include efficiencies due to sustainability initiatives because the implications of these initiatives are not yet known and guaranteed. This will be addressed by Engineering as information becomes available.

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)



4.1.3 Park & 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:

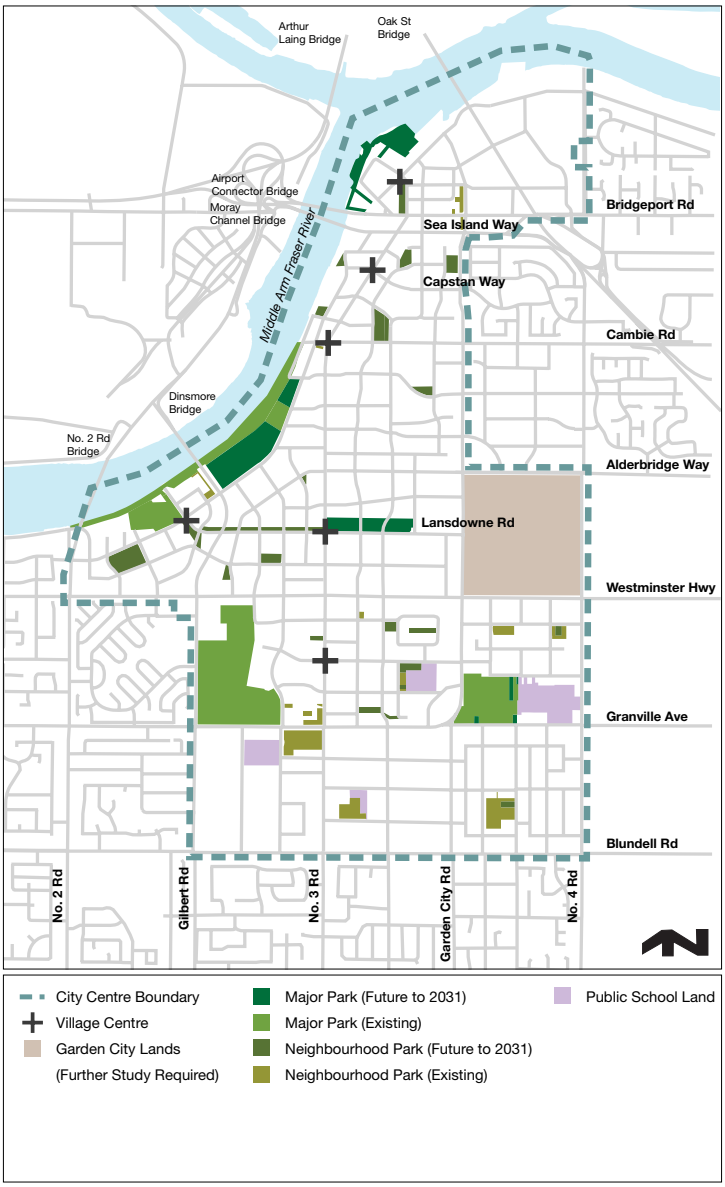
- 9 ha (22 ac.) is already owned by the City in 2008;
- 11 ha (27.5 ac.) is proposed to be acquired as privately owned publicly accessible areas (POPAs) or right-of-ways;
- 22 ha (54 ac.) is proposed to be added to the DCC Program, which has a time frame to the year 2031.

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:

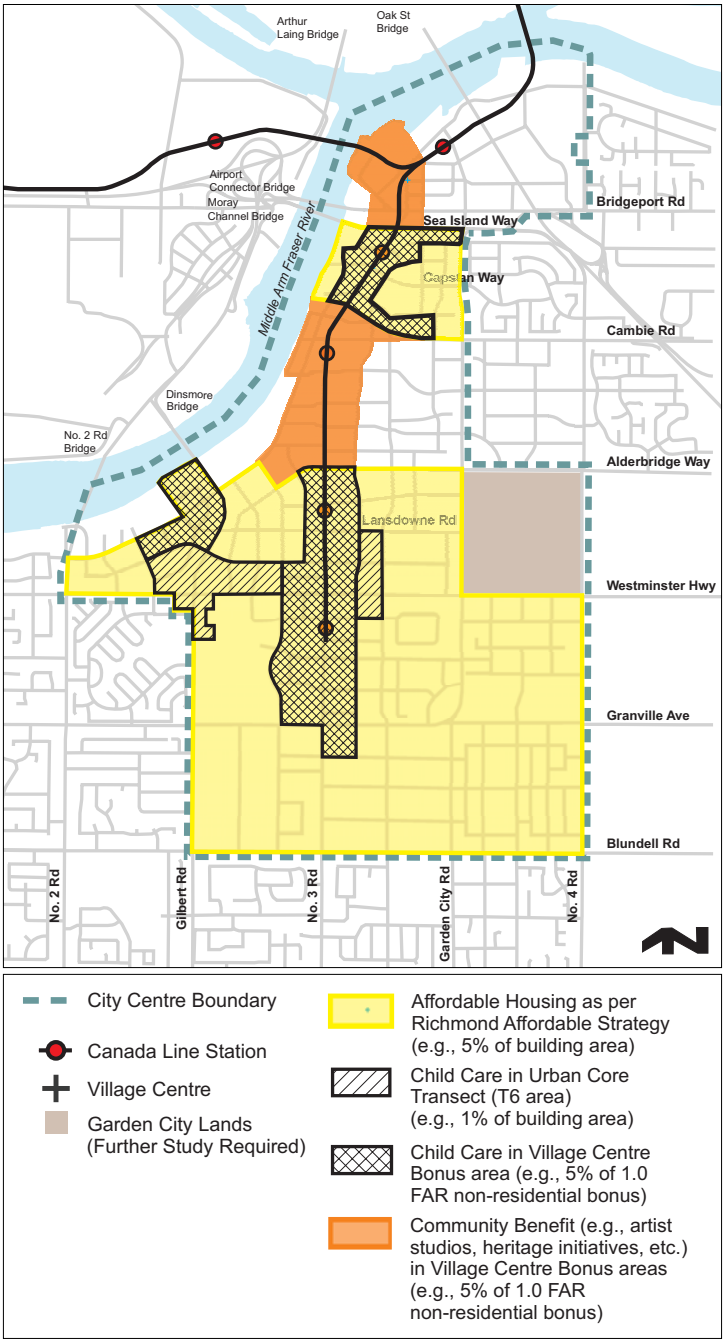
- First Priority – affordable housing as per Richmond Affordable Housing Strategy;
- Second Priority – child care as per the Richmond Child Care Needs Assessment.

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:

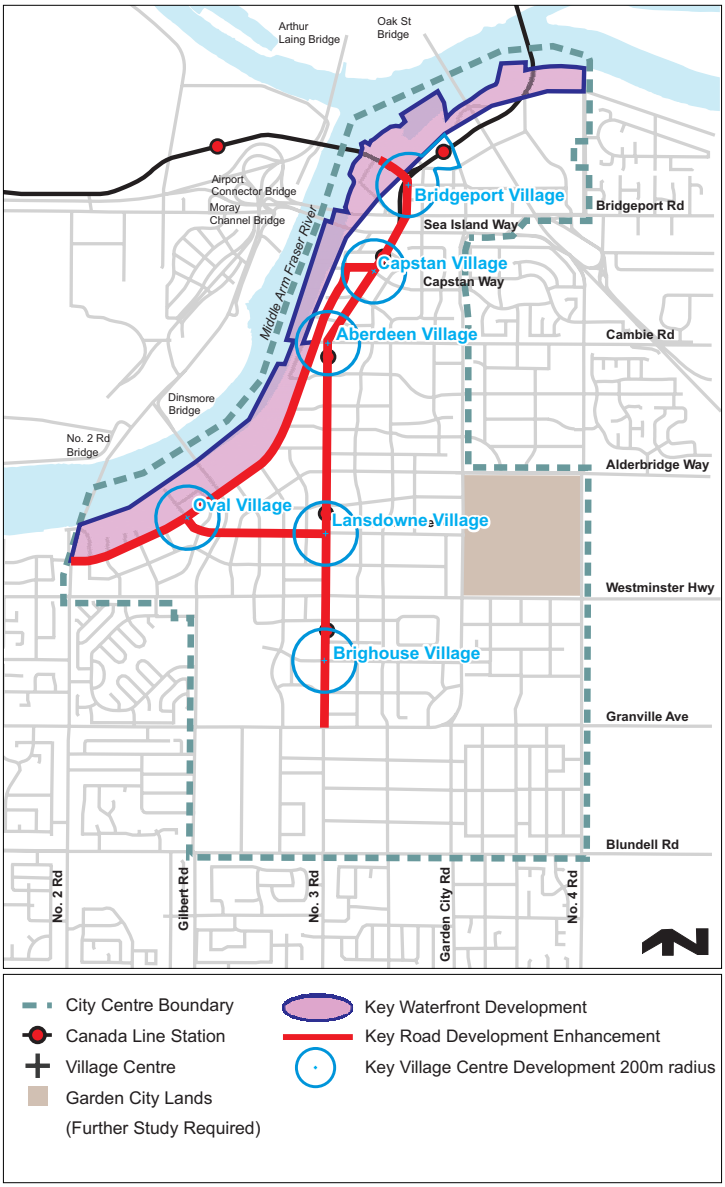
- coordinate development and ensure that community infrastructure and amenities are provided in a timely manner;
- maximize development around the Canada Line and transit stations to promote ridership;
- enhance the use of the waterfront and the acquisition of the waterfront park/natural areas;
- enable 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:

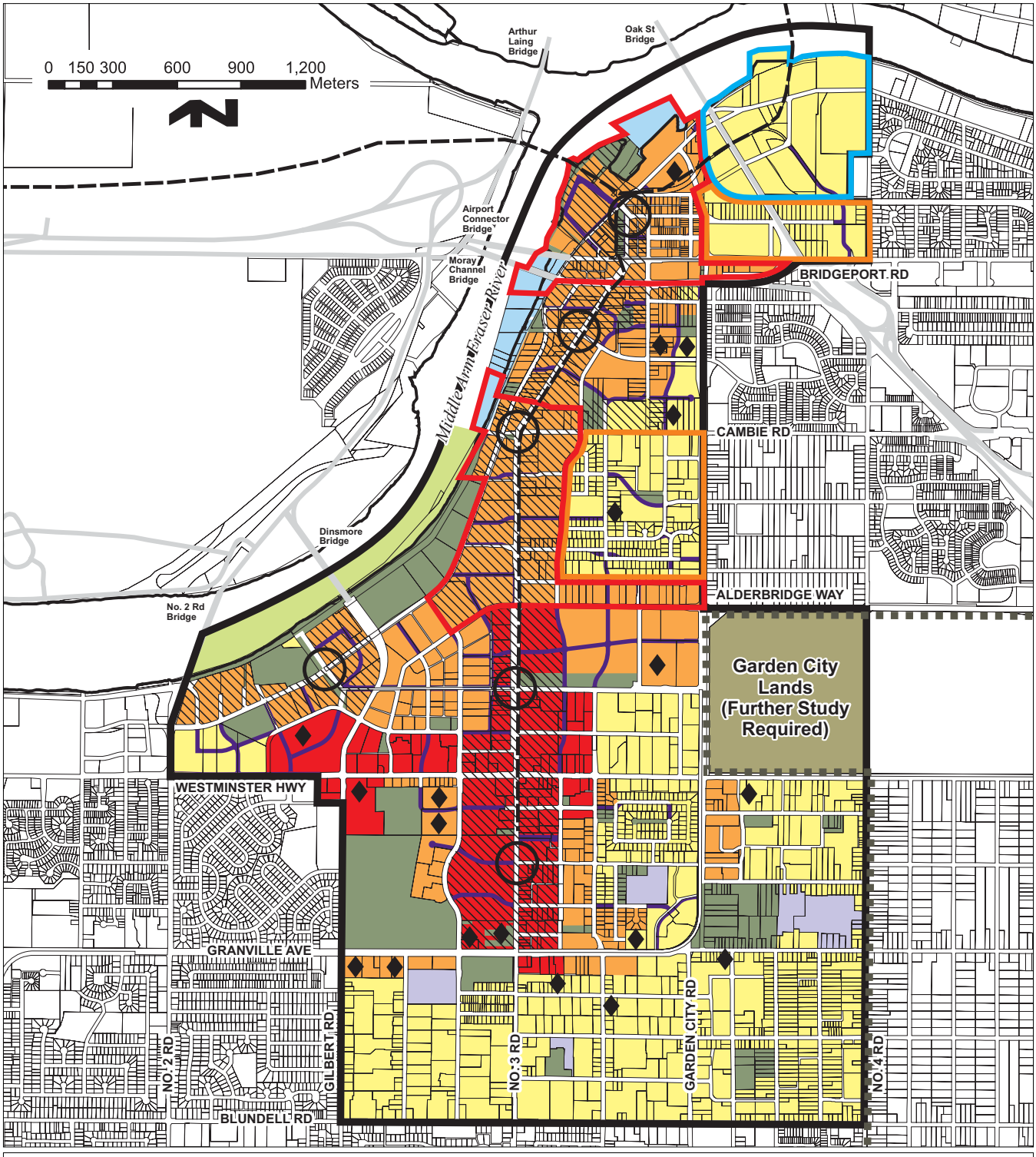
- facilitate the streetscape and road enhancements along No. 3 Road;
- enable the completion of Lansdowne Road from No. 3 Road to the Richmond Oval;
- facilitate the relocation of River Road to the CPR right-of-way;
- recognize that funding for the Capstan Canada Line Station must be secured up front 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

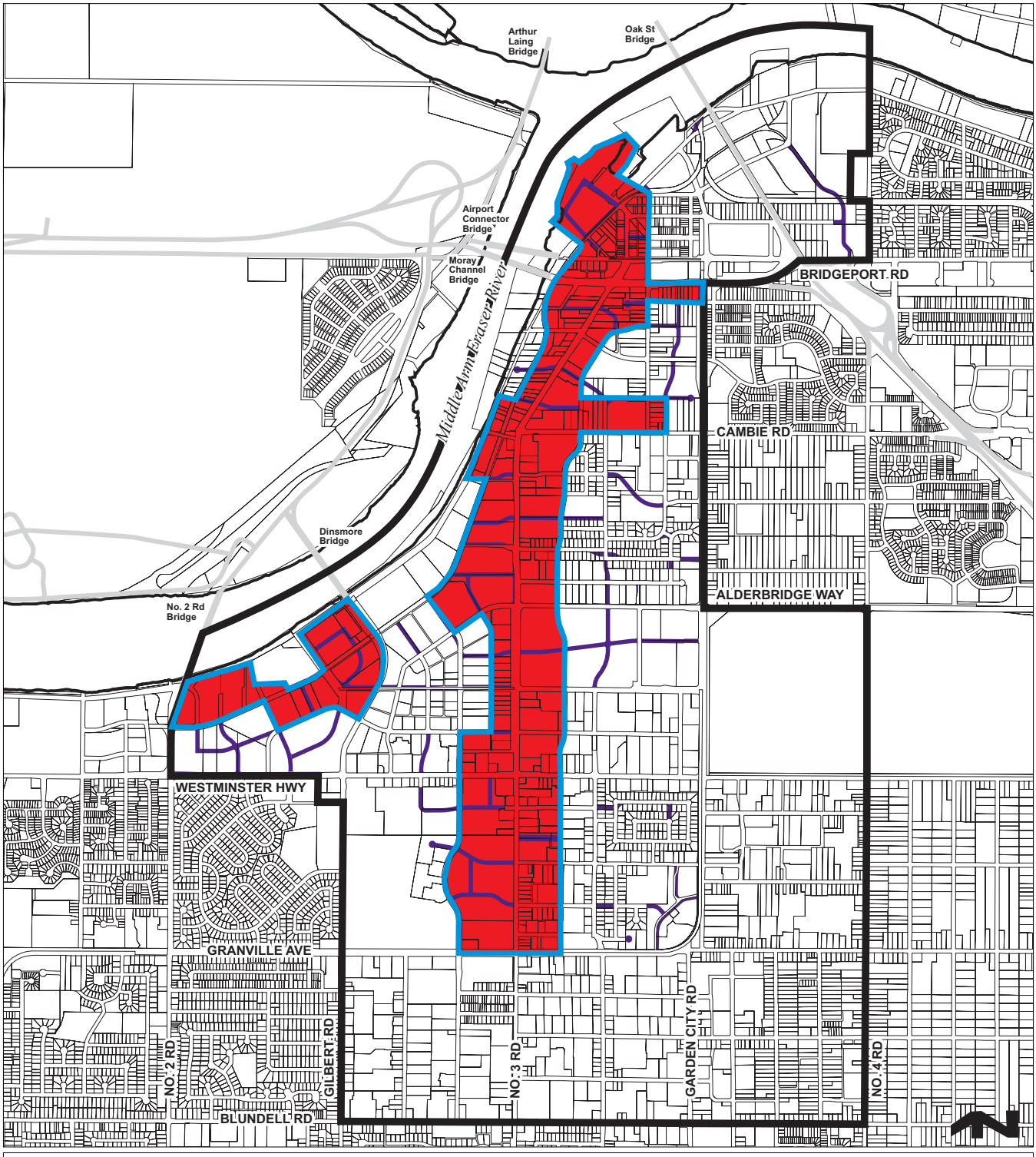


Land Use Maps

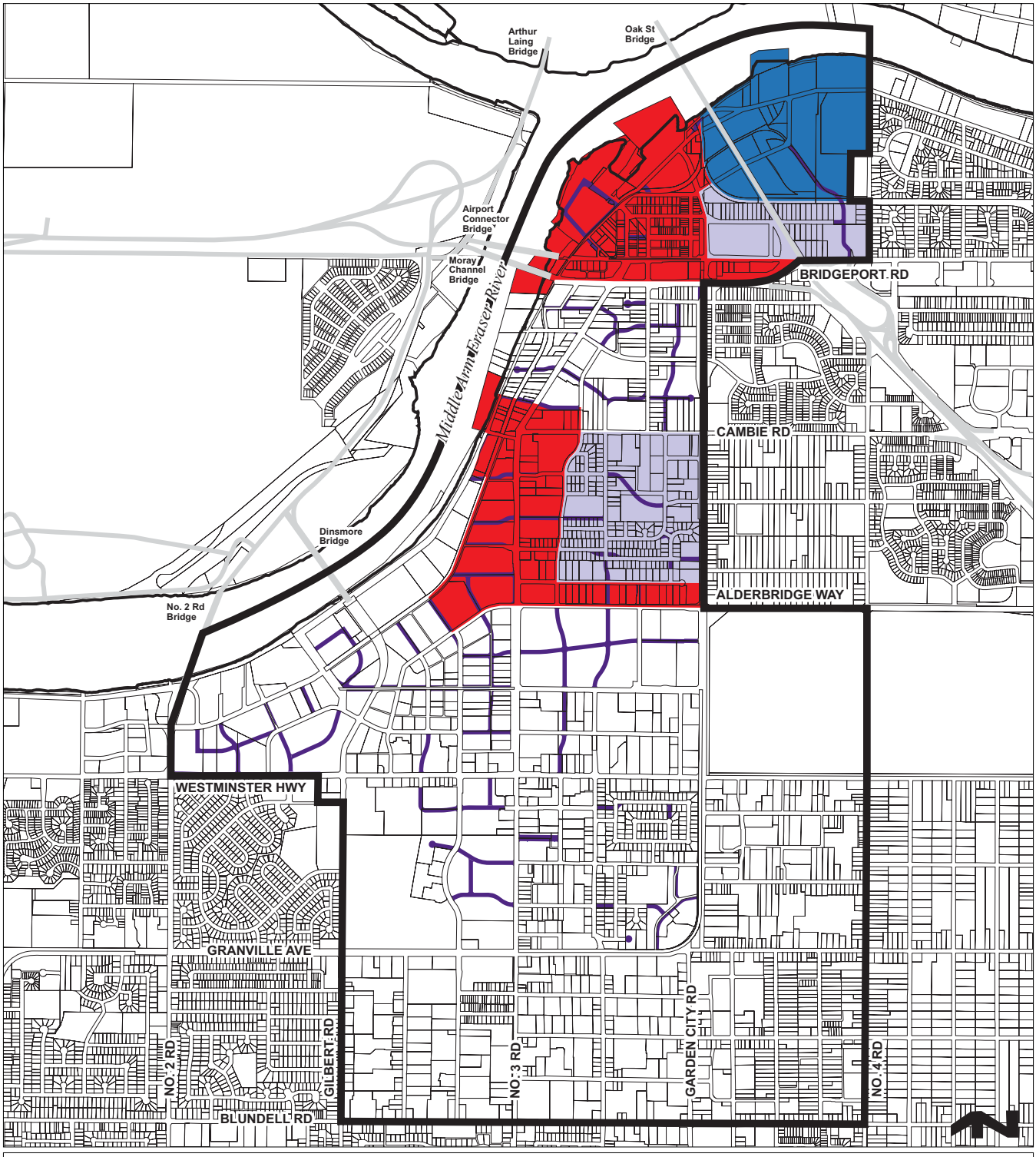
Generalized Land Use Map (2031)



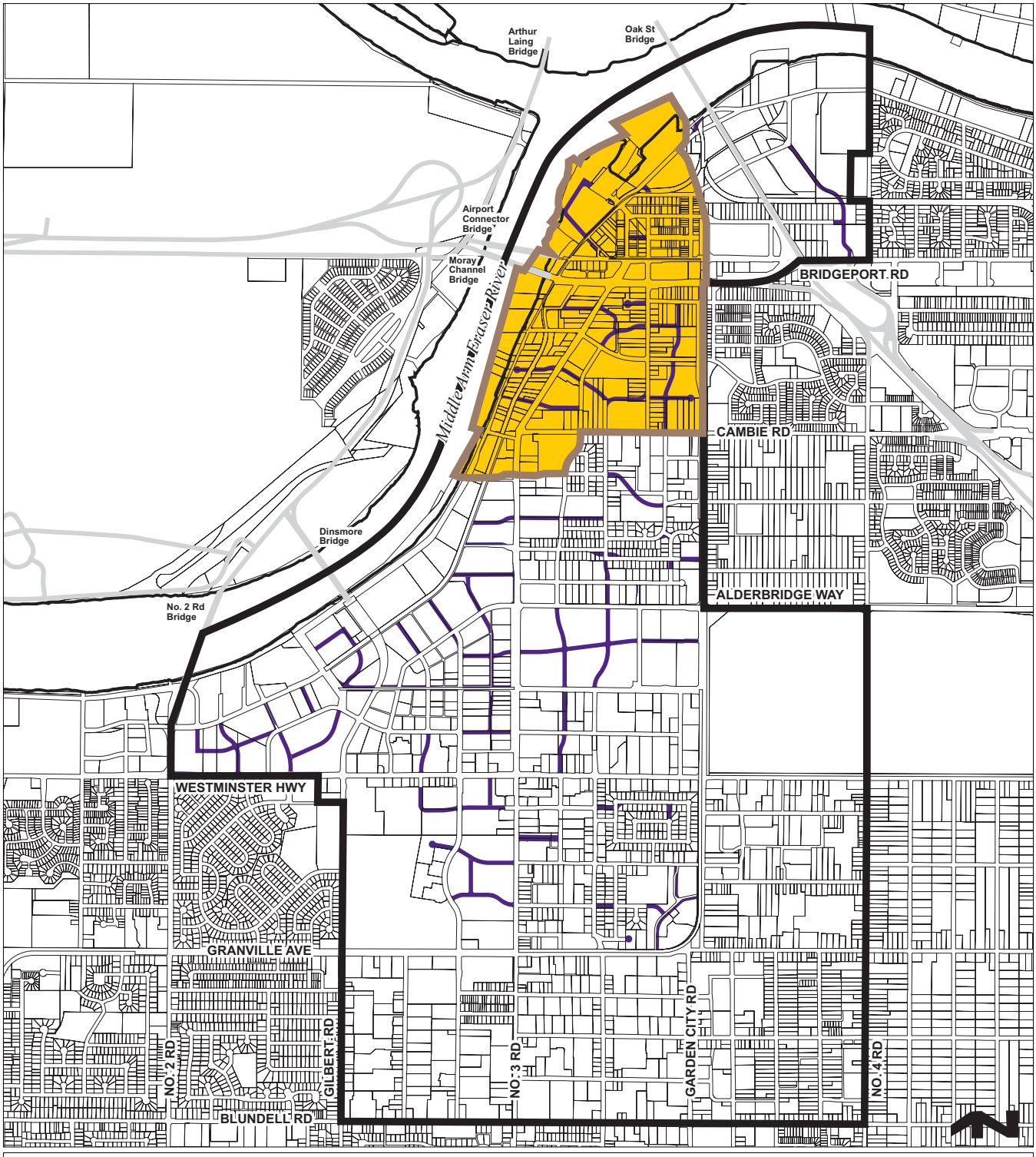
Overlay Boundary - Village Centre Bonus Map (2031)



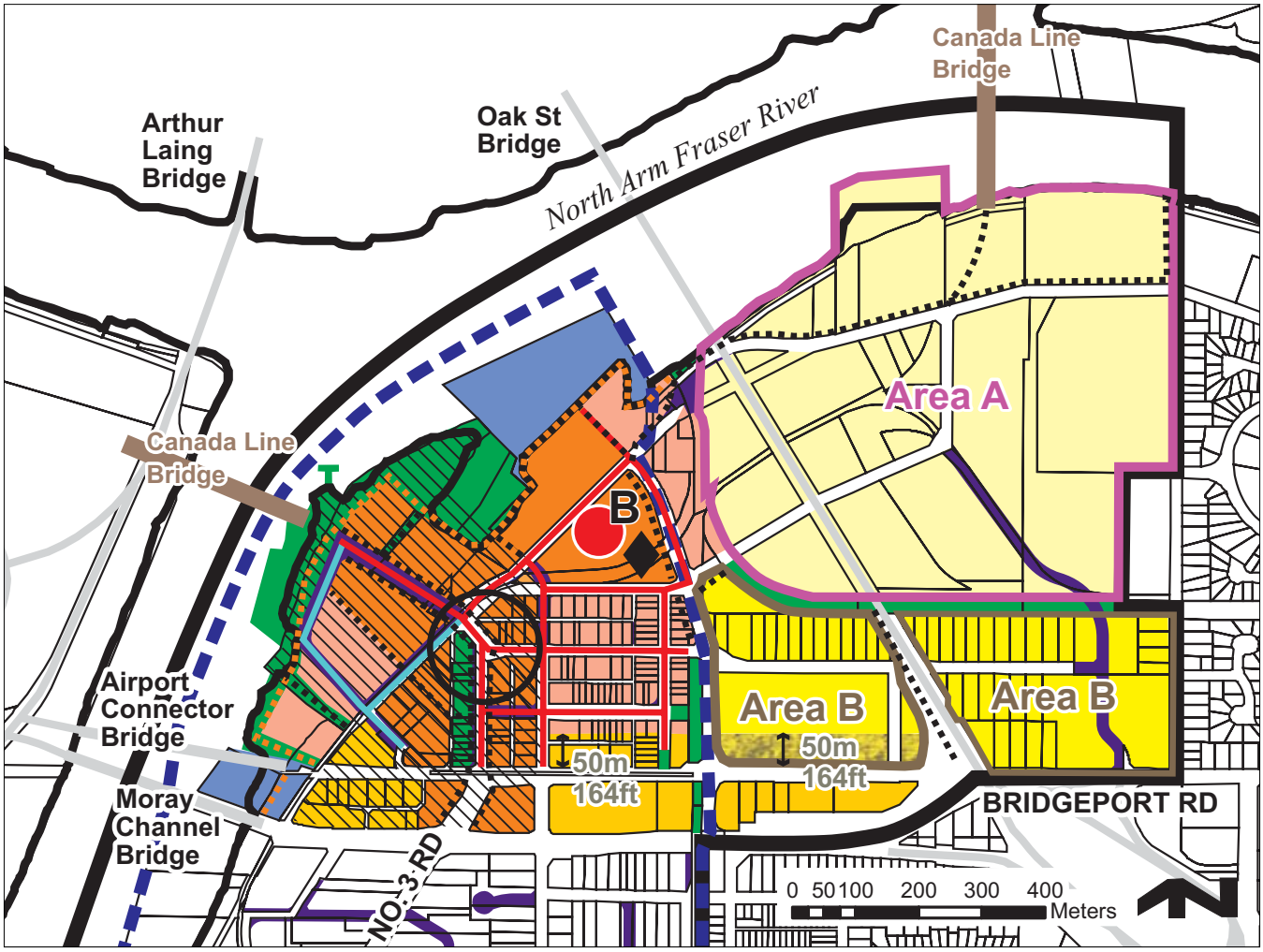
Overlay Boundary - Commercial & Industrial Reserves Map (2031)



Overlay Boundary - Richmond Arts District (RAD) Map (2031)



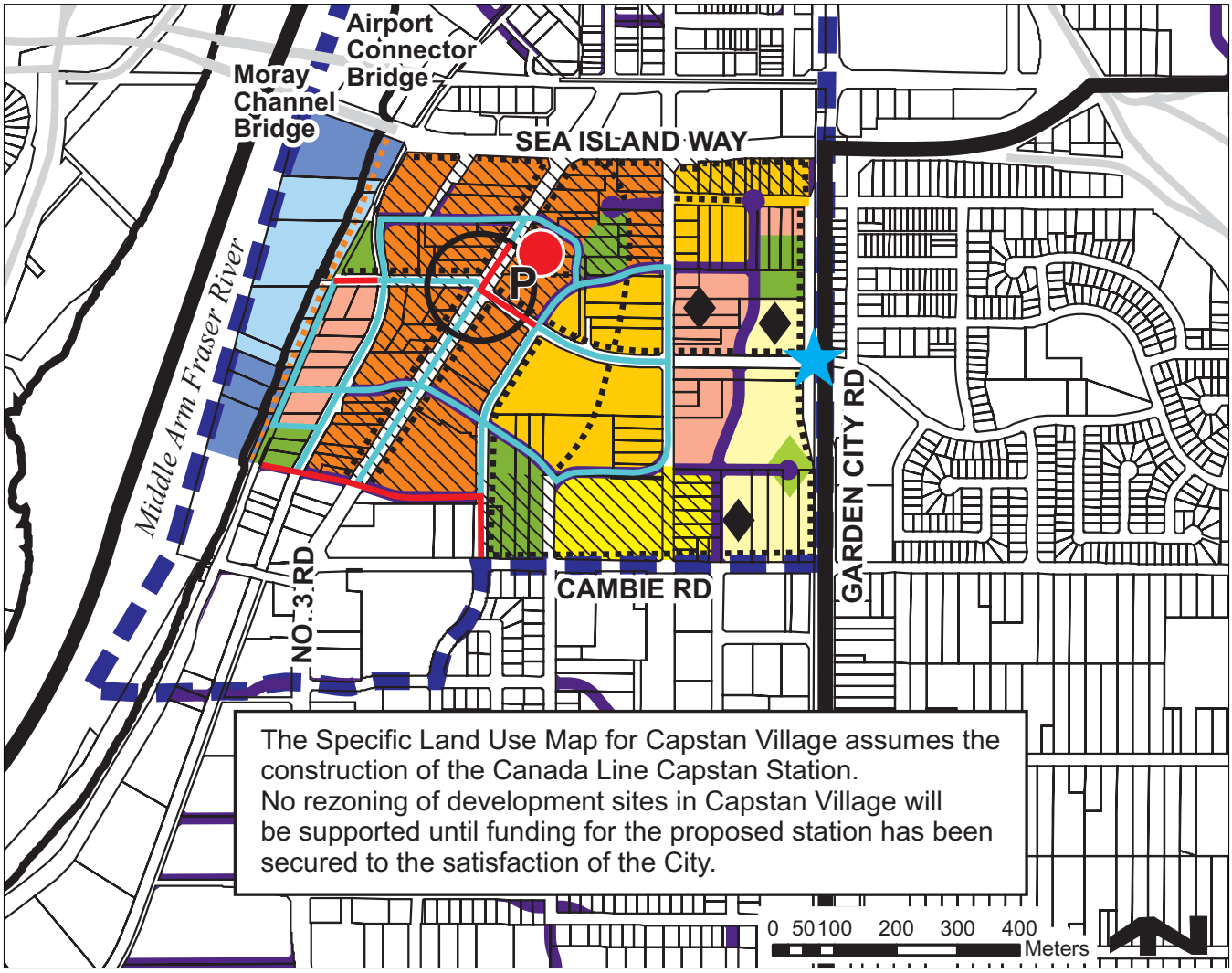
Specific Land Use Map: Bridgeport Village (2031)



Specific Land Use Map: Bridgeport Village – Detailed Transect Descriptions		
Land Use Map Designation	**Permitted Uses**	**Maximum Average Net Development Site Density**
General Urban (T4)		
For **Area A**: Residential prohibited. • Overlay: a) Industrial Reserve – "Industry-Only". For **Area B**: Residential prohibited. • Overlay: a) Industrial Reserve – "Limited Commercial". Additional Land Use Considerations for Areas A & B: a) Community Centre (North) – This facility may be situated in Bridgeport, Aberdeen, or Capstan Village; b) Library Lending Services – This service should be situated within 400 m (1,312 ft.) of Bridgeport Village's designated Village Centre.	For **Area A**: • Light Industry • Accessory Use For **Area B**: • Light Industry • The following uses, provided that such uses are not situated on the ground floor of the building (excluding building entrance lobbies): 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 (164 ft.) from a property line abutting Great Canadian Way or Bridgeport Road: a) Hotel; b) Retail Trade & Services; c) Restaurant; d) Neighbourhood Pub; e) Institutional Use; f) Recreation; g) Studio. • Community Use (excluding child care) • Accessory Uses	For **Area A**: • 1.2 For **Area B**: • 1.2, provided that: 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). Additional density, where applicable: • Industrial Reserve – "Limited Commercial": To be determined on a site specific basis via City development application processes.
Urban Centre (T5)		
• Residential prohibited. • Overlays: 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". Additional Land Use Considerations: a) Community Centre (North) – This facility may be situated in Bridgeport, Aberdeen, or Capstan Village; b) Library Lending Services – This service should be situated within 400 m (1,312 ft.) of Bridgeport Village's designated Village Centre.	• 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 Additional uses are permitted north of Bridgeport Road, including: • Retail Trade & Services • Restaurant • Entertainment • Education (excluding schools offering provincially-mandated kindergarten to grade 12 programs) • Neighbourhood Pub • Recreation • Community Use (excluding child care)	• 2.0 Additional density, where applicable: • 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.

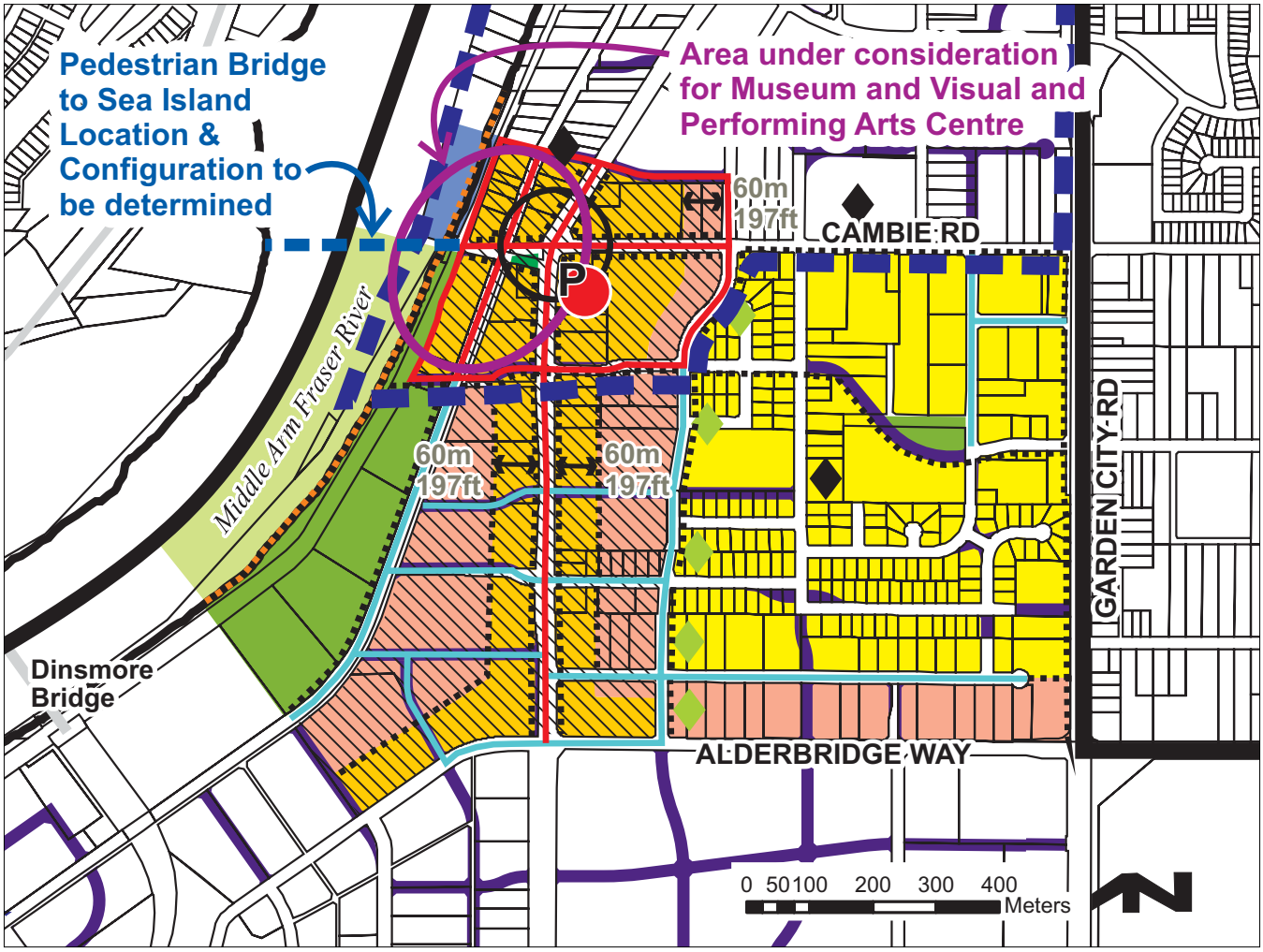
Note: Richmond's Aircraft Noise Sensitive Development (ANSD) Policy applies (OCP Schedule 1) throughout this Village.

Specific Land Use Map: Capstan Village (2031)



Specific Land Use Map: Capstan Village – Detailed Transect Descriptions		
Land Use Map Designation	**Permitted Uses**	**Maximum Average Net Development Site Density**
General Urban (T4)		
• Residential permitted. • Overlays: a) Village Centre Bonus; b) Institution – Location as indicated; c) Pedestrian-Oriented Retail Precincts – "Secondary Retail Streets & Linkages". Additional Land Use Considerations: 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.	• Mixed Multiple-Family Residential/Commercial Use and Multiple-Family Residential, provided that: a) residential uses are limited to High-Density Townhouses, except that other housing types are permitted: - 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	• For Non-Residential Uses: 1.2. • For Residential and Mixed Uses including Residential: a) base: 0.6; b) Affordable Housing Bonus: 0.6. Additional density, where applicable: • 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)		
• Residential permitted. • Overlays: a) Village Centre Bonus; b) Institution; c) Pedestrian-Oriented Retail Precincts – "High Streets & Linkages"; d) Pedestrian-Oriented Retail Precincts – "Secondary Retail Streets & Linkages". Additional Land Use Considerations: 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.	• Mixed Multiple-Family Residential/Commercial Use and Multiple-Family Residential, provided that: 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: - 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	• For Non-Residential Uses: 2.0. • For Residential and Mixed Uses including Residential: a) base: 1.2; b) Affordable Housing Bonus: 0.8. Additional density, where applicable: • 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.

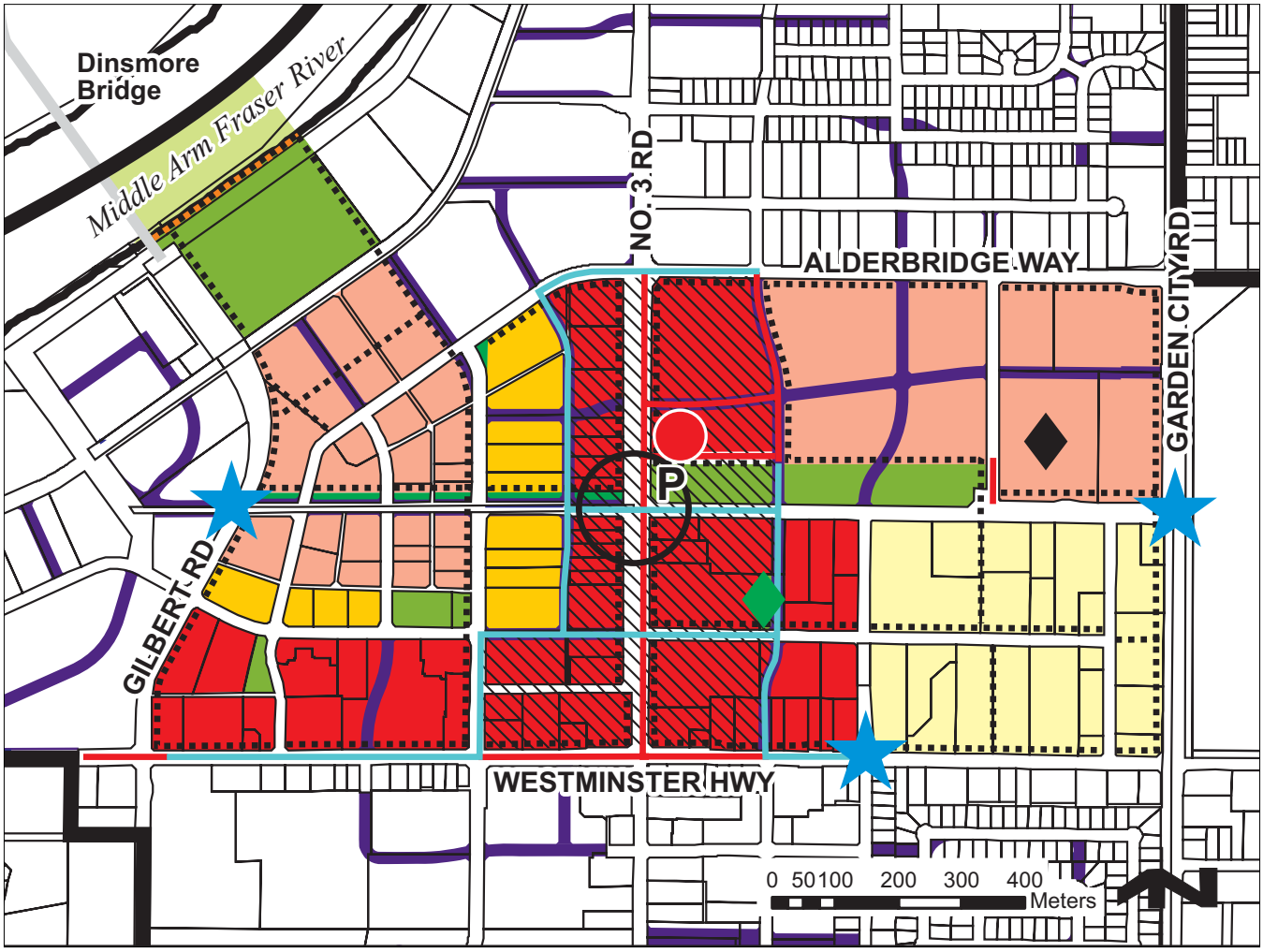
Specific Land Use Map: Aberdeen Village (2031)



Specific Land Use Map: Aberdeen Village – Detailed Transect Descriptions		
Land Use Map Designation	**Permitted Uses**	**Maximum Average Net Development Site Density**
General Urban (T4)		
• Residential prohibited. • Overlays: 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". Additional Land Use Considerations: 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.	• Light Industry • The following uses, provided that such uses are not situated on the ground floor of the building (excluding building entrance lobbies): 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: a) Retail Trade & 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	• 1.2, provided that: 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). Additional density, where applicable: • 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)		
• Residential prohibited. • Overlays: 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". Additional Land Use Considerations: 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.	• 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	• 2.0 Additional density, where applicable: • Institution: To be determined on a site specific basis via City development application processes; • Village Centre Bonus: 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)

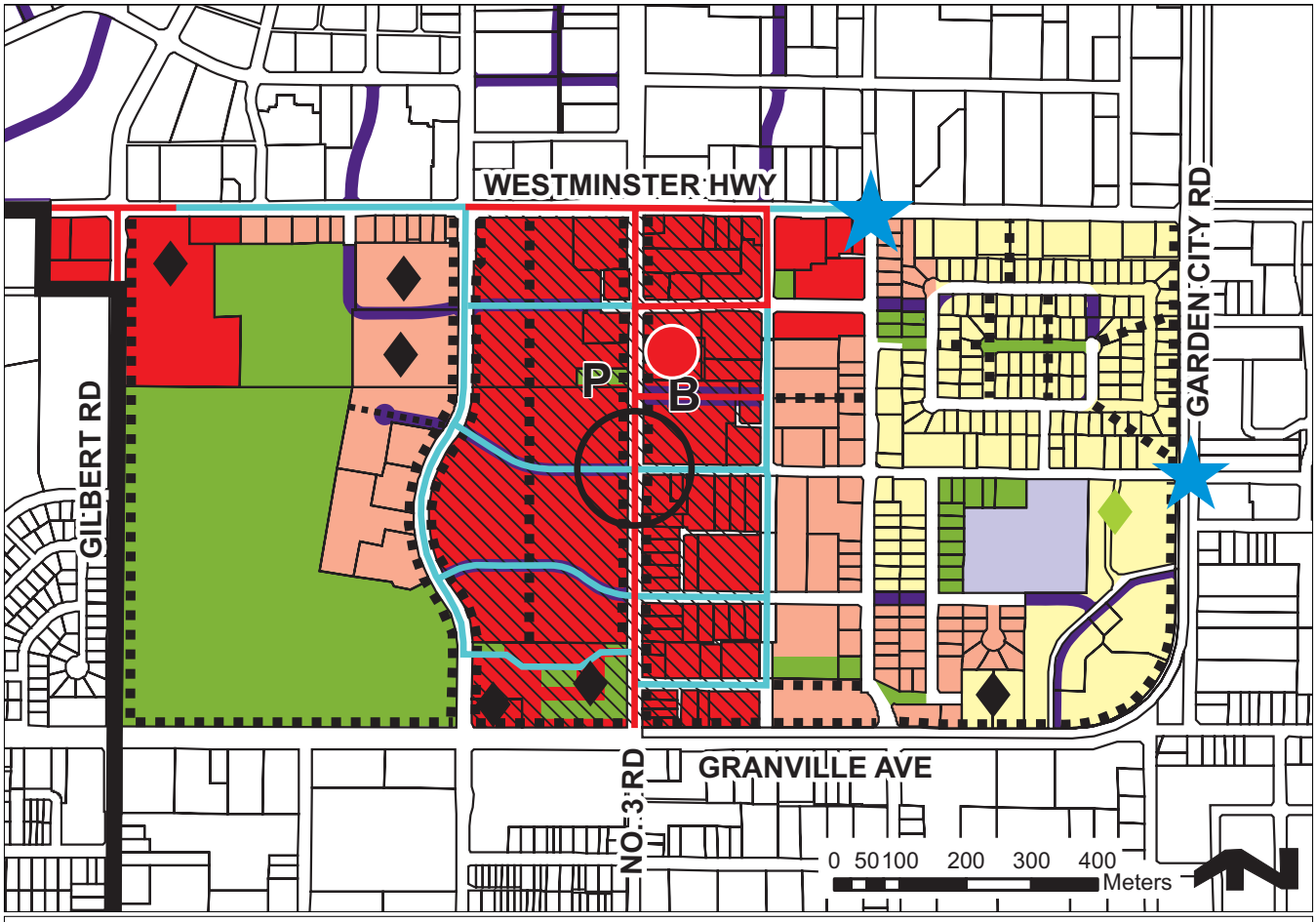


- General Urban T4 (15m)
- Urban Centre T5 (35m)
- Urban Centre T5 (25m)
- Urban Core T6 (45m)
- Park
- Park - Configuration & location to be determined
- Village Centre: No. 3 Road & Lansdowne Road Intersection
- Non-Motorized Boating & Recreation Water Area
- Village Centre Bonus
- Institution
- Pedestrian Linkages
- Waterfront Dyke Trail
- Enhanced Pedestrian & Cyclist Crossing
- Proposed Streets
- Pedestrian-Oriented Retail Precincts-High Street & Linkages
- Pedestrian-Oriented Retail Precincts-Secondary Retail Streets & Linkages
- Canada Line Station
- P Transit Plaza

Specific Land Use Map: Lansdowne Village – Detailed Transect Descriptions		
Land Use Map Designation	**Permitted Uses**	**Maximum Average Net Development Site Density**
General Urban (T4)		
• Residential permitted. • Additional Land Use Considerations: a) Community Centre (West) – This facility may be situated in the Oval or Lansdowne Village area.	• 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	• For Non-Residential Uses: 1.2. • For Residential and Mixed Uses including Residential: a) base: 0.6; b) Affordable Housing Bonus: 0.6.
Urban Centre (T5)		
• Residential permitted. • Overlays: a) Institution; b) Pedestrian-Oriented Retail Precincts – "High Streets & Linkages"; c) Pedestrian-Oriented Retail Precincts – "Secondary Retail Streets & Linkages". Additional Land Use Considerations: a) Community Centre (West, East, South, North) – One or more of these facilities may be situated in this area; b) Main Library - This facility should be situated within 400 m (1,312 ft.) of Lansdowne Village's designated Village Centre.	• Mixed Multiple-Family Residential/Commercial Use and Multiple-Family Residential, provided that ground floor dwelling units are: 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 • 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	• For Non-Residential Uses: 2.0. • For Residential and Mixed Uses including Residential: a) base: 1.2; b) Affordable Housing Bonus: 0.8. Additional density, where applicable: • Institution: To be determined on a site specific basis via City development application processes.
Urban Core (T6)		
• Residential permitted. • Overlays: a) Village Centre Bonus; b) Pedestrian-Oriented Retail Precincts – "High Streets & Linkages"; c) Pedestrian-Oriented Retail Precincts – "Secondary Retail Streets & Linkages". Additional Land Use Considerations: a) Community Centre (West, East, South, North) – One or more of these facilities may be situated in this area; b) Main Library - This facility should be situated within 400 m (1,312 ft.) of Lansdowne Village's designated Village Centre.	• As per Urban Centre (T5).	• For Non-Residential Uses: 3.0. • For Residential and Mixed Uses including Residential: a) base: 2.0; b) Affordable Housing Bonus: 1.0. Additional density, where applicable: • 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.

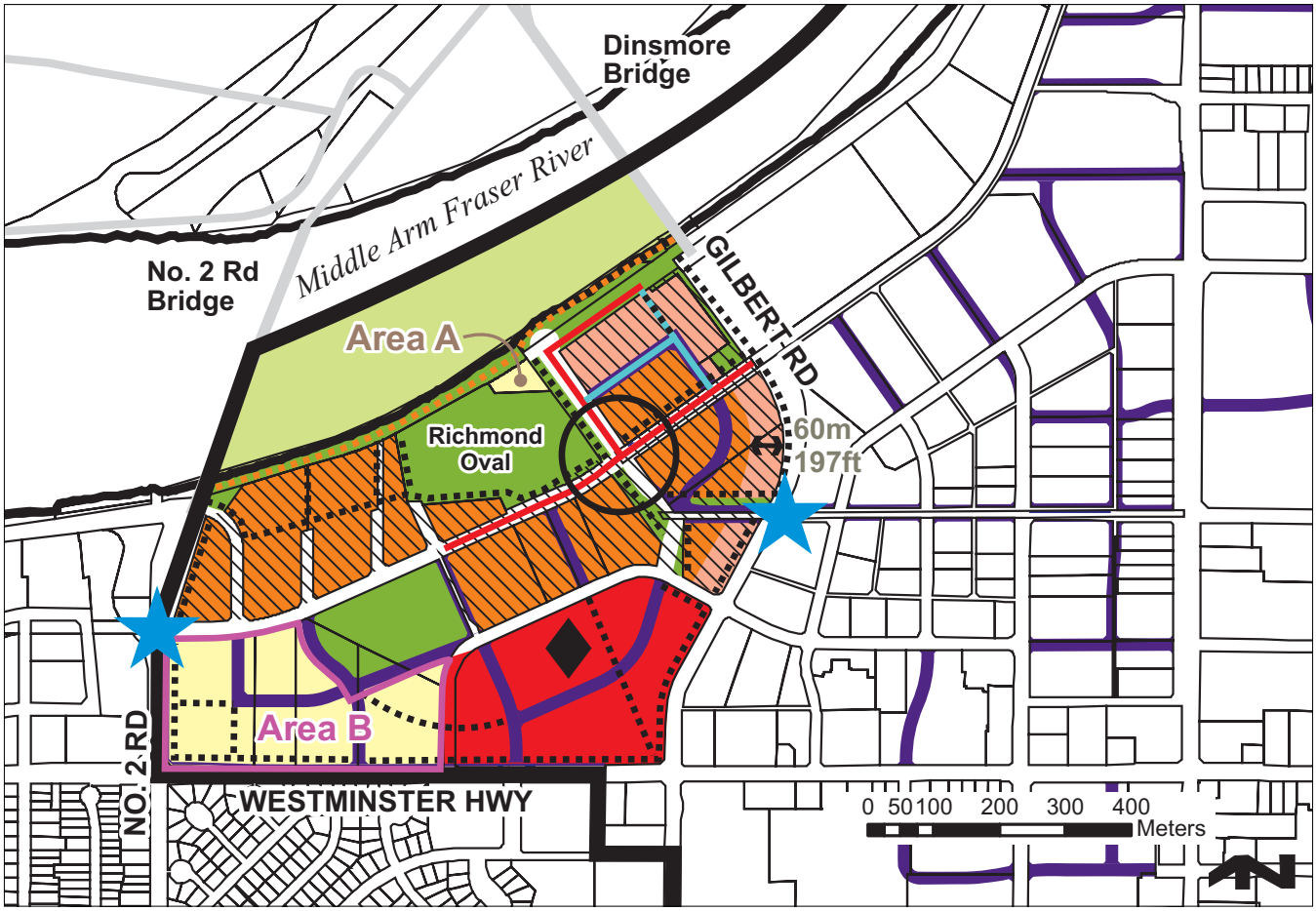
Specific Land Use Map: Brighouse Village (2031)



Specific Land Use Map: Brighouse Village – Detailed Transect Descriptions		
Land Use Map Designation	**Permitted Uses**	**Maximum Average Net Development Site Density**
General Urban (T4)		
• Residential permitted. • Overlays: a) Institution. Additional Land Use Considerations: a) Community Centre (South) – This facility may be situated in the Oval, Lansdowne, or Brighouse Village area.	• 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	• For Non-Residential Uses: 1.2. • For Residential and Mixed Uses including Residential: a) base: 0.6; b) Affordable Housing Bonus: 0.6. Additional density, where applicable: • Institution: To be determined on a site specific basis via City development application processes.
Urban Centre (T5)		
• Residential permitted. • Overlays: a) Institution; b) Pedestrian-Oriented Retail Precincts – "Secondary Retail Streets & Linkages". Additional Land Use Considerations: a) Community Centre (South) – This facility may be situated in the Oval, Lansdowne, or Brighouse Village area; b) Library Lending Service - This service should be provided within 400 m (1,312 ft.) of Brighouse Village's designated Village Centre.	• Mixed Multiple-Family Residential/Commercial Use and Multiple-Family Residential, provided that ground floor dwelling units are: a) for Pedestrian-Oriented Retail Precincts – "High Streets & Linkages": Not permitted; b) for Pedestrian-Oriented Retail Precincts – "Secondary Retail Streets & Linkages": Live/Work Dwellings; c) 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	• For Non-Residential Uses: 2.0. • For Residential and Mixed Uses including Residential: a) base: 1.2; b) Affordable Housing Bonus: 0.8. Additional density, where applicable: • Institution: To be determined on a site specific basis via City development application processes.
Urban Core (T6)		
• Residential permitted. • Overlays: a) Village Centre Bonus; b) Institution; c) Pedestrian-Oriented Retail Precincts – "High Streets & Linkages"; d) Pedestrian-Oriented Retail Precincts – "Secondary Retail Streets & Linkages". Additional Land Use Considerations: a) Community Centre (South) – This facility may be situated in the Oval, Lansdowne, or Brighouse Village area; b) Library Lending Service – This service should be provided within 400 m (1,312 ft.) of Brighouse Village's designated Village Centre.	• As per Urban Centre (T5).	• For Non-Residential Uses: 3.0. • For Residential and Mixed Uses including Residential: a) base: 2.0; b) Affordable Housing Bonus: 1.0. Additional density, where applicable: • 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)		
For **Area A**: Residential prohibited. For **Area B**: Residential permitted. Additional Land Use Considerations: a) Community Centre (West) – This facility may be situated in the Oval Village or Lansdowne Village area.	For **Area A**: • Retail Trade & Services • Restaurant • Neighbourhood Pub • Recreation • Community Use • Accessory Uses For **Area B**: • 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	For **Area A**: • 0.8 For **Area B**: • for Non-Residential Uses: 1.2; • for Residential and Mixed Uses including Residential: a) base: 0.6; b) Affordable Housing Bonus: 0.6.
Urban Centre (T5)		
• Residential permitted. • Overlays: a) Village Centre Bonus; b) Pedestrian-Oriented Retail Precincts – "High Streets & Linkages"; c) Pedestrian-Oriented Retail Precincts – "Secondary Retail Streets & Linkages". Additional Land Use Considerations: a) Community Centre (West) – This facility may be situated in Oval or Lansdowne Village; b) Library Lending Service – This service should be situated within 400 m (1,312 ft.) of the Oval Village's designated Village Centre.	• Mixed Multiple-Family Residential/Commercial Use and Multiple-Family Residential, provided that ground floor dwelling units are: 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	• For Non-Residential Uses: 2.0. • For Residential and Mixed Uses including Residential: a) base: 1.2; b) Affordable Housing Bonus: 0.8. Additional density, where applicable: • 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)		
• Residential permitted. • Overlays: a) Institution. Additional Land Use Considerations: As per Urban Centre (T5).	• As per Urban Centre (T5), except that ground floor dwelling units are permitted throughout the area.	• For Non-Residential Uses: 3.0. • For Residential and Mixed Uses including Residential: a) base: 2.0; b) Affordable Housing Bonus: 1.0. Additional density, where applicable: • 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: • 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: 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: • 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: • 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: • 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: • 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: a) riparian parcel coverage by buildings and boat shelters: 40%; b) water lot coverage by buildings and boat shelters: 20%.

Non-Motorized Boating & Recreational Water Area	An area that: • 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.).
Park	An area that: • 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.
School	An area that: • 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.
OVERLAYS	
Commercial Reserve	An area that: • provides for medium- and high-density, mid- and high-rise office, retail, restaurant, arts, culture, entertainment, hospitality, and related uses; • prohibits residential uses.
Industrial Reserve	An area that: • provides for low-density, light industry, which: a) 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; b) may include wholesale business activities, but excludes retail sales; c) specifically excludes the processing, storing, transporting, and distributing of bio-medical or other material defined by statute as being “hazardous waste”; d) is contained within a building or screened from view from public open spaces, streets, and neighbouring properties; e) 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: a) “Industry-Only” – No adjunct uses permitted; b) “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: a) the Area Plan designates the affected development site as Industrial Reserve – “Limited Commercial”; b) the floor area of non-industrial uses on the development site does not exceed that of industrial uses; c) the additional density provides a benefit to industry; d) where applicable, the additional density helps to facilitate public open spaces, streets, and other Area Plan objectives.
Institution	An area that: • 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: a) the adjunct uses are consistent with those permitted by the underlying Transect or applicable Sub-Area Plan; b) the provision of adjunct uses and/or additional density on the development site results in a community benefit to the satisfaction of the City; c) the development site retains its Institution designation; d) the scale, form, and character of development are complementary to that intended for neighbouring properties under the Area Plan or applicable Sub-Area Plan.

Pedestrian-Oriented Retail Precincts	An area that: • encourages pedestrian-oriented "retail continuity" in the form of: 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: 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.
Richmond Arts District (RAD)	An area that: • 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.).
Village Centre Bonus	An area that provides for additional density for non-residential uses over and above that permitted by the underlying Transect, provided that: • it is demonstrated to the satisfaction of the City that the additional density results in: 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: a) to achieve a maximum net density of 3 FAR or less: 4,000 m^2 (1 ac.); b) to achieve a maximum net density greater than 3 FAR: 8,000 m^2 (2 ac.).