

# *Towards a sustainable community* Official Community Plan (OCP)–2041 Update



## *Welcome to the Official Community Plan (OCP) public open house.*

### 2041 Update: Second round public consultation

The purpose of this open house is to obtain your feed back on:

- New forms of housing in Richmond's single-family residential areas. These include coach houses, granny flats and duplexes not located along a major arterial road.
  - Over the long term, future community consultation and master planning to create more walkable, mixed used communities within and around Richmond's eight (8) neighbourhood service centres outside the City Centre. This includes considering various forms of buildings and housing types (e.g., mixed use buildings with commercial at grade and residential or office on top, low-rises and mid-rises, triplexes and fourplexes).
1. Please review the display panels which describe population growth to 2041, new housing forms and proposals for future neighbourhood centre planning and ask staff any questions.
  2. Fill out the 2041 OCP Housing/Neighbourhood Centre Survey by *Friday, November 5, 2010*.
    - Complete and drop off the 2041 OCP Housing/Neighbourhood Centre Survey or fill it out online at [www.letstalkrichmond.ca](http://www.letstalkrichmond.ca), the City's new online discussion forum OR
    - Take it home and mail or fax it back to us OR
    - Drop it off at the OCP drop boxes at any community centre, library or City Hall.
  3. Visit the online discussion forum at [www.letstalkrichmond.ca](http://www.letstalkrichmond.ca)
    - We have a variety of other discussion topics online, such as:
      - jobs for a sustainable future
      - nature in your neighbourhood
      - environmental areas
      - walking, cycling and transit around neighbourhood centres
      - and energy smart living.
    - You can also see what other people said and have your say by visiting [www.letstalkrichmond.ca](http://www.letstalkrichmond.ca).
  4. Stay involved by checking out the online website. We will let you know what the feedback was and of future open houses.





# Highlights of the November 2009 OCP Survey

In November 2009, the City hosted 8 public open houses and distributed a city-wide survey. The OCP survey asked Richmond residents for their views on:

- a proposed OCP 2041 vision;
- their community (e.g., its look and feel, character, housing choices, local shopping areas, social programs);
- how the city could provide more housing choices outside the City Centre by 2041;
- what they liked most about Richmond and what exciting changes they would like to see for Richmond.

Please visit [www.letstalkrichmond](http://www.letstalkrichmond) to see the more detailed OCP survey findings.

### A draft OCP vision

For the 2041 Vision to become a reality, Richmond residents want the City to:

- move towards sustainability showing strong political leadership in their efforts to implement its sustainability policies;
- improve transportation, natural areas, parks and green space;
- provide for more housing choices, mixed use neighbourhoods with amenities, shops and services close by.

In turn, residents are willing to do more and make changes, for example:

- eat more locally grown food;
- use their car less;
- consume and waste less;
- make energy and other environmental improvements to their home and office;
- buy needed goods and services from environmentally friendly and/or socially responsible companies.

OCP 2041: Moving towards a more sustainable community

Richmond is updating the OCP to move toward a sustainable city. In the fall 2009 public consultation, we asked what the City could do to contribute to a healthy, vibrant community today and in the future. One of the aspects of a healthy vibrant community is to achieve a compact, transit oriented, walkable, bicycle friendly community that has a range of housing choices, services and amenities close by over the long term.

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# Richmond population and housing to 2041

As part of the 2041 OCP Update, the City had a Demographic Study completed by Urban Futures.

In addition to population and employment projections, the Demographic Study predicted how many dwelling units Richmond would require between now and 2041. Urban Futures distinguishes between two forms of housing based on the census data:

**Ground oriented (GOH)** which includes single detached houses, duplexes, townhouses, row houses and other forms of housing that have their own private entrance and access to a private outdoor area at the ground level (not necessarily on the ground; can use stairs).

**Apartment (Apt)** housing which does not have its own private entrance (i.e., is accessed from a common indoor corridor) or access to a private outdoor area at the ground level and includes buildings 4 or less storeys (low rise), 5 to 8 storeys (mid rise) and 9 or more storeys (high rise). The following table summarizes the housing projections by Urban Futures, which are consistent with demographic work completed by the Metro Vancouver Regional District.

## Richmond housing to 2041

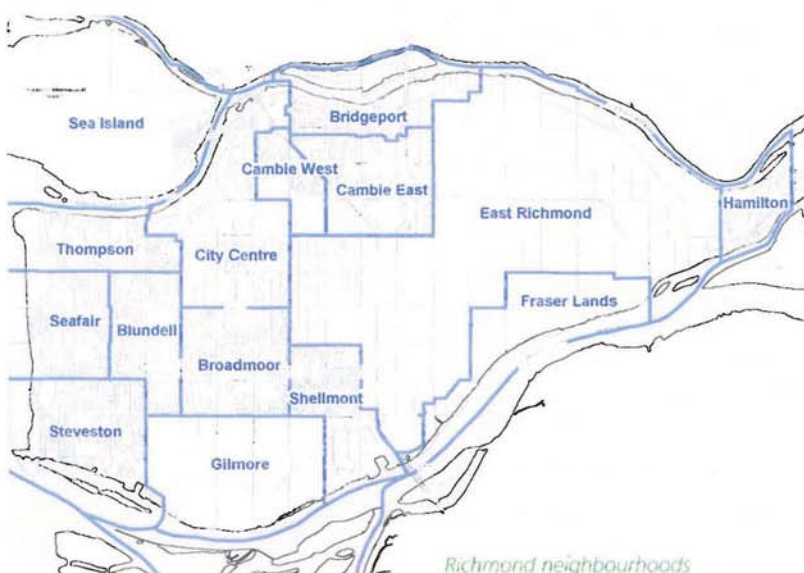
Source	Area	Current Housing (2009)	2041 Housing	Change 2009 to 2041	
				Number	Percentage
Urban Futures	City Centre	GOH: 6,244	GOH: 11,922	GOH: 5,678	GOH: 91%
		Apt: 14,637	Apt: 35,000	Apt: 20,363	Apt: 139%
		Total: 20,881	Total: 46,922	Total: 26,041	Total: 125%
	Outside City Centre	GOH: 40,369	GOH: 54,468	GOH: 14,099	GOH: 35%
		Apt: 7,391	Apt: 13,522	Apt: 6,131	Apt: 83%
		Total: 47,760	Total: 67,990	Total: 20,230	Total: 42%
Metro Vancouver	Richmond Total	GOH: 46,613 Apt: 22,028 Total: 68,641	GOH: 66,390 Apt: 48,522 Total: 114,912	GOH: 19,777 Apt: 26,494 Total: 46,271	GOH: 42% Apt: 120% Total: 67%

As can be seen from this table, over the next 30 years the population will increase naturally and this will require more dwelling units. Richmond's City Centre dwelling units are expected to more than double from approximately 21,000 in 2009 to 47,000 in 2041 (mostly apartments). Outside the City Centre, in the rest of Richmond, the number of dwelling units is forecasted to increase from approximately 48,000 in 2009 to 68,000 in 2041.

Outside the City Centre, the existing 1999 OCP currently allows a variety of housing types in Richmond's single-family residential areas. This already is occurring on some of the major arterial roads and in certain neighbourhoods.

The City is now considering allowing coach houses, granny flats and duplexes on lots not located along a major arterial road outside the City Centre (e.g., within the single-family residential areas of Richmond, including within a 5 minute walk to a neighbourhood shopping centre, with or without a back lane).

The City is also proposing that, over the long term, future community consultation and master planning occur to permit various forms of building and housing types within and around Richmond's 8 neighbourhood service centres outside the City Centre.







## Description of housing types

### Secondary suite

On a single-family residential lot, a secondary suite is an accessory, self contained dwelling located within the single-family house.

It could be located on the 1st storey, 2nd storey or ½ storey in the 2½ storey and 9 m (29.5 foot) height typically permitted for a single-family house.

The maximum size of a secondary suite is 90 m² (970 ft²).

### Coach house

On a single-family residential lot, a coach house is a self contained dwelling located above a detached garage in the rear yard.

It would be a maximum height of 2 storeys and 6 m (20 feet) with a pitched roof (a typical single-family house can be 2½ storeys and 9 m (29.5 feet) in height).

The maximum size of a coach house would be 60 m² (645 ft²).

### Granny flat

On a single-family residential lot, a granny flat is a detached, self contained dwelling located on the ground floor in the rear yard.

It would be a maximum height of 1 storey and 5 m (16.4 feet) with a pitched roof (the maximum height of an accessory building like a detached garage is 1 storey and 5 m (16.4 feet)).

The maximum size of a granny flat would be 70 m² (755 ft²).

### Duplex

A duplex is two self contained dwellings located either (1) side by side, or (2) front and back.

It would be a maximum height of 2 storeys and 9 m (29.5 feet) (a typical single-family house can be 2½ storeys and 9 m (29.5 feet) in height).

The maximum size of a duplex would be the same as a single-family house.

**Note:** Each of these housing types could be located with or without a back lane.



*Coach house with back lane*



*Granny flat with back lane*



*Front and back duplex with back lane*





## Possible new housing types in single-family residential areas

The following housing options can be developed on a typical single-family residential lot, and are intended to provide choices for family friendly and ground oriented housing.

### On single-family residential lots up to 550 m<sup>2</sup> (5,920 ft<sup>2</sup>)

Development possibilities with or without a back lane (yellow areas on previous display board)

In addition to a single-family house, **either** of the following two housing types would be permitted **instead** of only a secondary suite:

- a coach house (up to 2 storeys)
  - with a back lane
  - without a back lane, **or**
- a granny flat (1 storey maximum)
  - with a back lane
  - without a back lane.

Instead of a single-family house, the following housing type would be considered without a secondary suite:

- a front and back duplex (2 storeys)
  - with a lane
  - without a lane.

### On single-family residential lots over 550 m<sup>2</sup> (5,920 ft<sup>2</sup>)

Development possibilities with or without a back lane (orange areas on previous display board)

In addition to a single-family house **and** a secondary suite, **either** of the following two housing types would be permitted:

- a coach house (up to 2 storeys)
  - with a back lane
  - without a back lane, **or**
- a granny flat (1 storey maximum)
  - with a back lane
  - without a back lane.

Instead of a single-family house, the following housing type would be considered without a secondary suite:

- a side by side duplex (2 storeys)
  - with a lane
  - without a lane.



*Coach house without back lane*



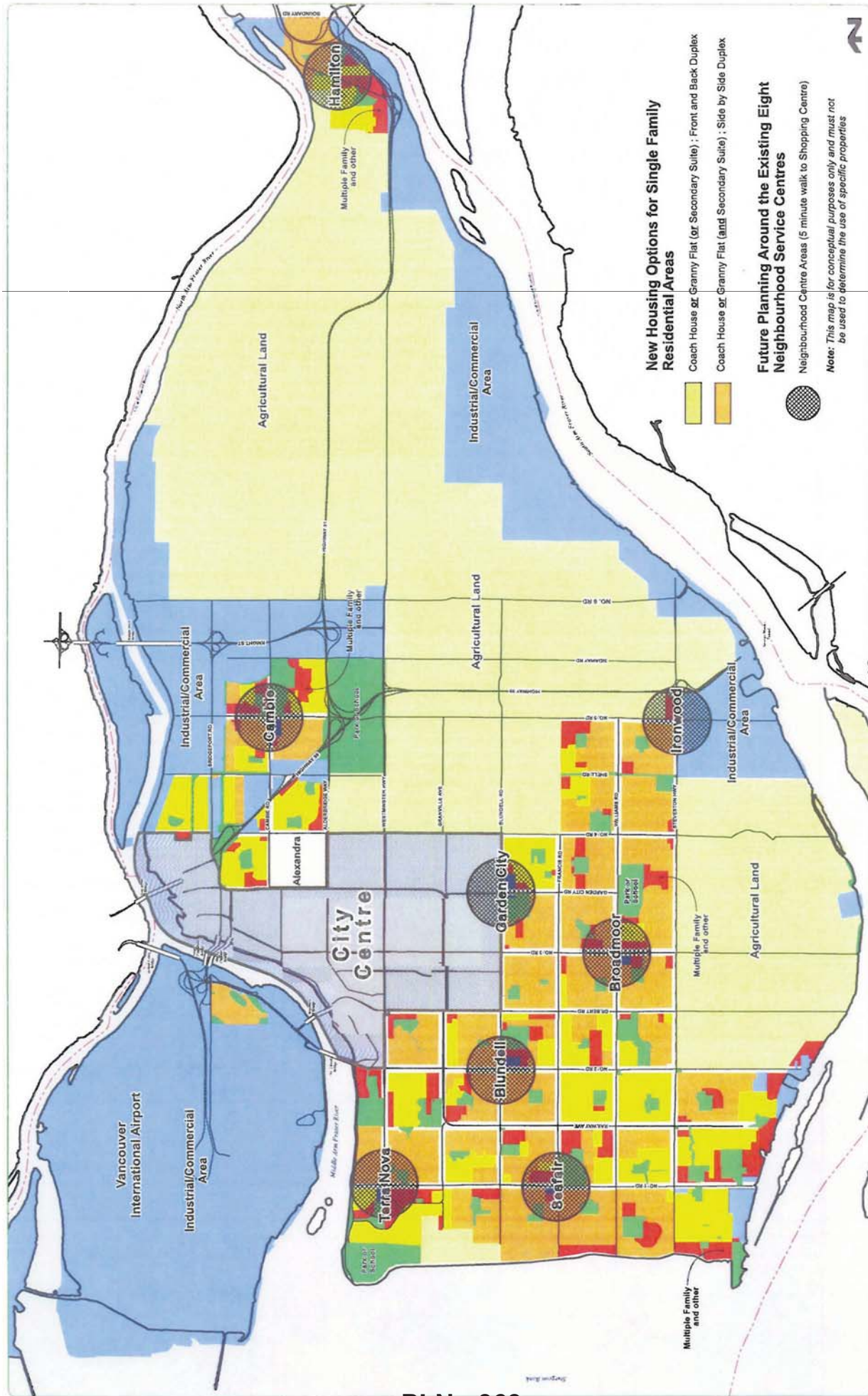
*Granny flat without a back lane*



*Front and back duplex without a back lane*



# Housing options and future Neighbourhood Centre planning



PLN - 363





## Benefits of these new housing types (more choices)

### Coach houses and granny flats

- Are an alternative housing option to a secondary suite on lots less than 550 m<sup>2</sup> (5,920 ft<sup>2</sup>) in size (yellow areas on previous display board) – most new single-family houses make provision for a secondary suite.
- On lots over 550 m<sup>2</sup> (5,920 ft<sup>2</sup>) in size (orange areas on previous display board), would be another housing option in addition to a secondary suite (which is being built in most new single-family houses).
- Would provide rental housing, which is needed in Richmond (the coach house or granny flat could not be subdivided or strata titled from the principal single-family house).
- Would provide a detached form of housing for family members, such as elderly parents, their caregivers or adult children and for homeowners who want to “age in place”.
- One storey granny flats would be easy to make universally accessible.
- Could be used as a mortgage helper or supplementary source of income for single or no income households.
- Helps reduce the size and massing of new single-family houses (i.e., some of the permitted floor area would be transferred from the house to the detached coach house or granny flat).
- Could be built by current homeowners in order to retain their existing houses (would be an alternative to the demolition of an existing house and construction of a new house).
- An existing garage in the back yard could be converted to a coach house or granny flat, depending on its age and condition (conversions would have to meet the requirements for new construction).
- Would offer more “eyes on the street” where there is a back lane.
- Provides a new form of ground oriented housing in Richmond, which Urban Futures’ housing study indicates will be required in areas outside the City Centre.



*Coach house with back lane*



*Side by side duplex with back lane*



*Granny flat with back lane*

### Duplexes

- Are an alternative housing option to a single-family house with a secondary suite (which is being built in most new single-family houses), without increasing the number of dwelling units.
- Would provide the opportunity for the two dwelling units to either be rental or ownership housing, both of which would probably be less costly than renting or buying a single-family house.
- Would enable unusually shaped lots to be developed for something other than a single-family house (e.g., cul-de-sac lots with narrow frontage; corner lot with two road frontages; lot on a major arterial road that can not be developed for townhouses or subdivided into compact single-family housing lots).
- Provides smaller housing for two households in a building that has the same size and massing as a single-family house that is used by one household.
- Provides a new form of ground oriented housing in Richmond, which has not been built in Richmond in recent years but could be in more high demand in the future.





## How would these new housing types fit into my neighbourhood?

### Coach houses and granny flats

- The Zoning Bylaw would be amended (through a separate Public Hearing process) to streamline the approval process and provide certainty to homeowners, neighbours and builders about the appearance and location of these new housing forms and the landscaping, permeability and open space requirements for the site. Once done, individual site rezoning would not be required.
- The City would establish design guidelines to ensure a high quality design and neighbourliness, such as scale and massing, privacy and outlook, shadowing and lighting, lane or lot line frontage, garbage and recycling space, green building features, etc.
- Maintains the setbacks and back yard open space typical of traditional single-family residential areas.
- Would be a smaller dwelling unit, slightly larger than a typical detached garage.
- The size of the coach house and granny flat is limited (maximum 60 m<sup>2</sup> or 645 ft<sup>2</sup> to 70 m<sup>2</sup> or 755 ft<sup>2</sup>).
- The City's requirement for on-site parking would depend on the property's lot size and location, i.e.:
  - lots over 550 m<sup>2</sup> (5,920 ft<sup>2</sup>) in size (orange areas on previous display board) would have one parking space for the coach house or granny flat (in addition to the two parking spaces required for the single-family house).
  - lots under 550 m<sup>2</sup> (5,920 ft<sup>2</sup>) in size (yellow areas on previous display board) would not be required by the City to have a parking space since none is required for the secondary suite which the coach house or granny flat is replacing.
- Would share existing services, infrastructure and public amenities (e.g., transit, parks, schools, recreation facilities, shopping, etc.).
- Would be subject to all City bylaws (e.g., noise regulation; storm drainage requirements; parking restrictions on public roads).



*Coach house without a back lane*



*Granny flat without a back lane*



*Side by side duplex without a back lane*

### Duplexes

- A rezoning application is required, so the property owner or agent would apply to amend the Zoning Bylaw, which would be subject to a specific property notification and separate Public Hearing process (and Single Family Lot Size Policy amendment process if applicable).
- The neighbourhood would have input into the rezoning application process, and each property would be dealt with separately and uniquely.
- The Zoning Bylaw would be amended to provide certainty to homeowners, neighbours and builders about the appearance and location of duplexes and the landscaping, permeability and open space requirements for the site.
- The City would establish design guidelines to ensure a high quality design and neighbourliness, such as scale and massing, privacy and outlook, shadowing and lighting, lane or lot line frontage, garbage and recycling space, green building features, etc.
- The setbacks and back yard open space would be similar to a single-family house.
- Two on-site parking spaces would be provided for each dwelling unit (the same parking ratio for a single-family house).
- Would share existing services, infrastructure and public amenities (e.g., transit, parks, schools, recreation facilities, shopping, etc.).





# Future planning for 8 neighbourhood centres

## What is a neighbourhood centre?

A "neighbourhood centre" is a specific place within a community—a community's "heart" or "core". It's where residents can find a wide variety of stores, services, jobs, community amenities and public places (parks and plazas) to meet their daily needs and enhance the quality of neighbourhood life—all within walking distance of most residences around the core. Richmond's existing OCP designates Richmond's 8 shopping malls outside the City Centre as "*Neighbourhood Service Centres*". The OCP contains policies for the development and improvement of these 8 neighbourhood service centres (shopping malls) by allowing for mixed use (e.g., residential over commercial) development.

### Broadmoor shopping centre – Richmond's first mixed use neighbourhood service centre

In April 2010, City Council approved the *Broadmoor Neighbourhood Service Centre Master Plan* after a comprehensive community planning process. Broadmoor is Richmond's first mixed use development within a shopping mall site outside the City Centre. See the Broadmoor display board for more information.

### 2041: A neighbourhood centre planning framework

Over the next few decades, the City could undertake a comprehensive master planning process with the communities in each of the 8 neighbourhood service centre (shopping mall) areas. In future master planning processes, each community will customize what their Neighbourhood Centre should be like by developing their own unique Neighbourhood Centre vision, objectives and planning principles.

Although there is no one prototype of a Neighbourhood Centre, they have an *inner core* and an *outer core*:

#### The inner core

The inner core is the shopping centre itself and any adjacent commercial or multi-family residential areas along the major arterial road abutting the shopping mall. They can contain:

- higher density, mixed use buildings (between 4 to 6 storeys or more) within and around the shopping mall;
- commercial (retail and office) uses which are located and retained within the shopping malls and sometimes along the arterial roads and not located within the adjacent residential areas.

#### The outer core and transition areas

- lower density residential buildings can surround the inner core to act as a transition between the higher commercial buildings in the inner core and to preserve the single family and ground oriented housing on the outer core edges;
- the outer core is the residential area within a 5 minute walk to the inner core;
- the outer core has a greater variety of ground-oriented housing forms such as triplexes and fourplexes, coach houses, granny flats and/or duplexes.







## Role and attributes of neighbourhood centres

Neighbourhood Centres strengthen the heart of a community and enhance the quality of life by providing more opportunities for residents to access a wider variety of stores, services and amenities and meet with their neighbours.

The following are some of the neighbourhood centre elements that contribute to healthy and vibrant communities:

- reduces dependency on the car by being more compact, pedestrian and bicycle-friendly, and served by transit;
- provides more diverse and affordable mix of housing choices;
- provides a better range of shops and services (e.g., grocery stores, drug stores, bakeries);
- creates stronger neighbourhood linkages from the inner core to the outer core;
- provides more employment opportunities;
- improves on site circulation and parking within the inner core.



- provides improved community amenities (e.g., child care, community meeting rooms, improved park space).

### Car, pedestrian and bicycle improvements

Improves circulation routes for pedestrians, cycling and parking within the inner core including:

#### Transit

- more bus shelters, more street furniture, improved transit service.

#### Bicycle

- improved bike connections to and from neighbourhood centres;
- more end-of-trip bicycle facilities (bike rooms, storage racks, secure bike parking in the shopping mall).

#### Pedestrian

- improved pedestrian crossings at intersections and across busy streets;
- car share vehicles available to residents and members;
- wider sidewalks and crossings;
- neighbourhood traffic calming measures (e.g., corner bulges to provide better pedestrian space, shorten cross walk distance and speed humps to reduce vehicle speed);
- more benches and attractive street furniture.

#### Parking

- more efficient on site parking;
- reduced parking requirements in surrounding housing.

### Public Realm

- improved street beautification (landscaping, medians, boulevards and information kiosks).

### Sustainable infrastructure opportunities

- green building, energy efficient and green infrastructure;
- alternative energy sources;
- storm water runoff and energy consumption.







# Broadmoor neighbourhood service centre master plan

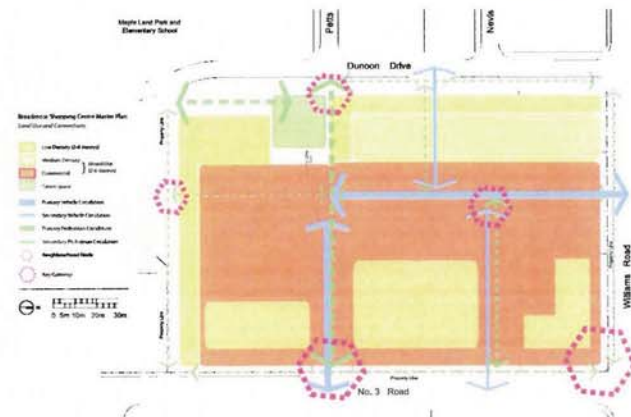
In April 2010, Council adopted the Broadmoor Neighbourhood Service Centre Master Plan after an extensive public consultation process with the community. Broadmoor shopping centre is the first mixed use neighbourhood service centre of the 8 shopping centre sites outside City Centre.

## Vision:

*"a vibrant accessible and sustainable mixed use hub with a mix of housing, shops and services where people will be able to live, work, and meet their daily needs."*

## Highlights:

- 2–6 storey mixed use buildings (residential over commercial);
- Building height is greatest along No. 3 Road and Williams Road and lower elsewhere;
- Lower storey townhouse buildings front local residential streets;
- More range of shops and services in smaller units;
- Mix of land uses will be approximately 60% non residential (e.g., commercial) and 40% residential;
- Local, sustainable and natural building materials (e.g., wood, recycled materials);
- Sustainable infrastructure and green building strategy to address on-site rainwater management, energy efficiency, renewable energy productions, potable water and waste minimization;
- LEED Silver certification or equivalency buildings;
- Alternative energy management (e.g., geothermal, sewer exchange; passive or active solar energy such as solar hot water or photo voltaic panels);
- A series of pedestrian connections, nodes and gateways to connect the adjacent neighbourhood to the shopping mall;
- Pedestrian connections better defined with a combination of surfaces, colour, landscape features, signage, seating and human scale lighting and separated from parking areas;
- Two open space areas (green space; kiosk and plaza) within the mall site;
- Improved pedestrian crossings at busy streets;
- Major gateway features (e.g., urban park internal to the site fronting Dunoon Road; major pedestrian spine from No. 3 Road entry into the site that includes decorative pavement and double row of trees; landmark building at the corner of Williams and No. 3 Roads);
- More efficient parking layout on site;
- Future car-sharing/car co-op vehicles provided to residents and members;
- Additional bus shelters;
- Bicycle end-of-trip facilities (changeroom, showers, bicycle storage);
- Neighbourhood traffic calming in future phases.



Broadmoor neighbourhood service center land use concept





# What is a neighbourhood centre master plan?

The Master Plan will be a document that provides the City, residents and developers with a planning framework that reflects what the community wants. It is used to assess future development applications.

## The purpose of a Neighbourhood Centre Master Plan is to:

- develop a vision, guiding principles, and a land use concept and policies for the long term development of the Neighbourhood Centre area;
- set out Centre design guidelines for future development (e.g., require a development permit for triplexes and fourplexes as "intensive residential development");
- address transportation, parking, parks and park development, and sustainability;
- create a mechanism for amenity contributions to go towards affordable housing, child care, neighbourhood centre beautification and servicing requirements;
- prepare an implementation strategy (e.g., applicability of Development Cost Charges to single-family housing, secondary suites, coach houses, granny flats, duplexes, triplexes, fourplexes).



Blundell



Broadmoor



Cambie



Garden City



Hamilton



Ironwood

## Preliminary planning principles for Neighbourhood Centre Master Plan

The following is a preliminary set of principles to guide the process of neighbourhood centre planning:

- Provide a variety of ways for the range of residents, property owners and business owners to participate in the Neighbourhood Centre master planning process and ensure that opinions of both those in the affected area and those in the wider community are sought.
- Create a place with a mix of housing types for people of all ages and incomes.
- Create an attractive, cohesive and walkable Neighbourhood Centre that reflects the unique characteristics of varying lifestyles of the community.
- Recognize the varying physical and economic conditions and demographic makeup of different communities.
- Integrate the development with the surrounding urban fabric.
- Provide an integrated network of linkages extending through the shopping mall site to the adjacent neighbourhood to provide enhanced connectivity.
- Encourage transit oriented development.
- Incorporate sustainability principles
  - green building objectives (energy efficient) and urban agriculture;
  - extend green buildings to more than the redevelopment of the shopping malls, but to all commercial, apartment, residential and mixed use developments.
- Minimize adverse traffic impacts and improve circulation for all with an emphasis on sustainable models.
- Articulate density objectives, building forms and character and public realm treatment.
- Retain and improve neighbourhood amenity by providing for an amenity strategy – a mechanism to capture increased development value from incremental redevelopment and use it to contribute to public amenities—to provide for more community amenities, including an improved public realm, green spaces, park improvements and new community spaces.



Seafair



Terra Nova



# A future Neighbourhood Centre – what might it look like? (INNER CORE)



2



3



3



3



4



4



5



2



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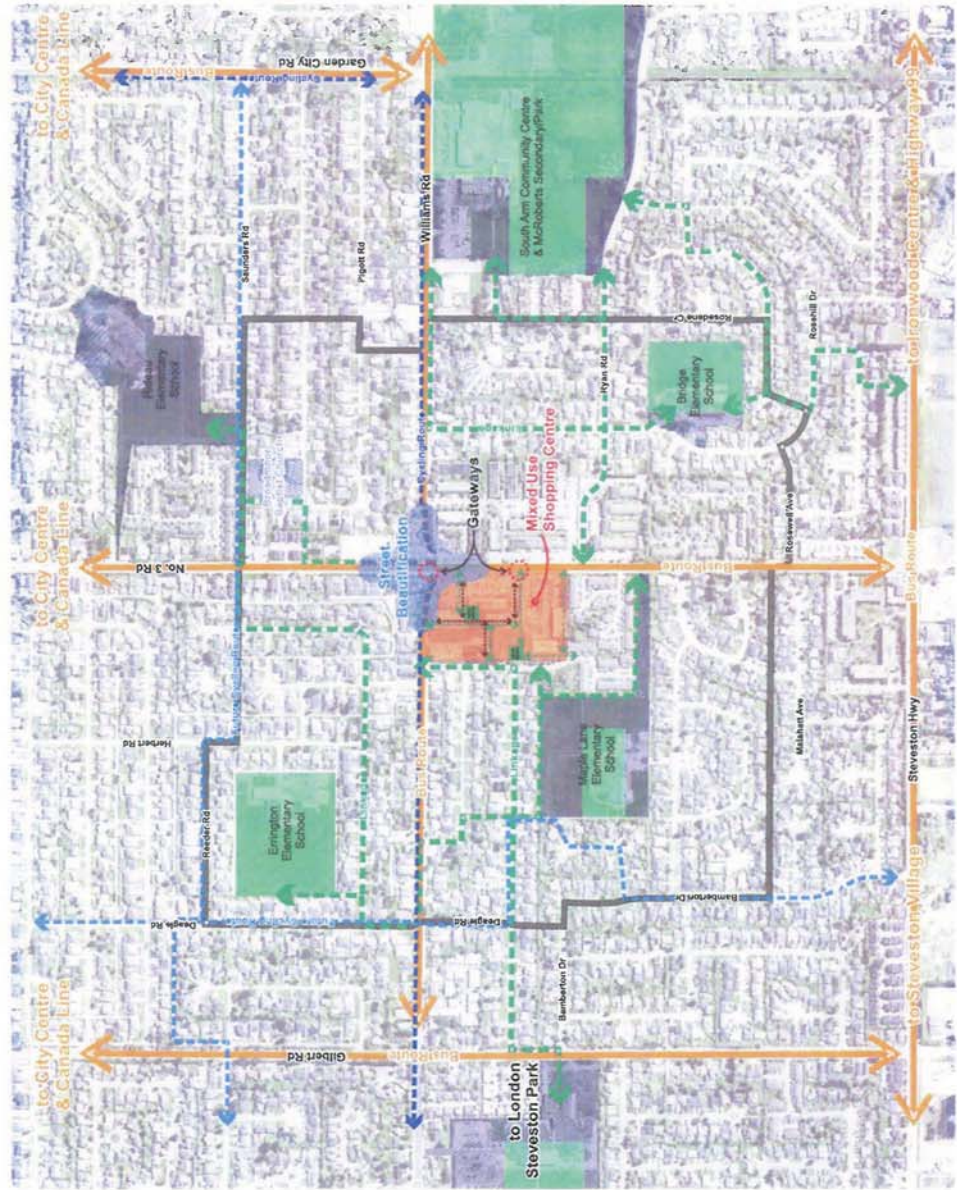
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6



1. Public meeting places, 2. Safer and more pleasant pedestrian environment, 3. More housing choice of mixed use buildings, 4. Street beautification, 5. Car, pedestrian and bike improvements, 6. More stores and services close by

Towards a sustainable community  
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# A future Neighbourhood Centre – what does it look like? (OUTER CORE)



1. More ground-oriented housing choices (e.g. coach houses, granny flats, duplex, triplexes and townhouses), 2. Neighbourhood linkages, pathways and walking routes, 3. Safe pedestrian crossings, 4. Neighbourhood traffic calming

*Towards a sustainable community*  
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## Thank you for attending our open house

Don't forget to complete the survey by **Friday, November 5, 2010**, as your input is important to us. You can drop it off in the drop box at the meeting tonight or fill it out online at [www.letstalkrichmond.ca](http://www.letstalkrichmond.ca)

### Next steps

Using your feedback, City staff will compile the results and develop an overall OCP Concept for Council in January 2011. We will put the 2041 OCP Housing/Neighbourhood Survey results on the website in November 2010 at [www.letstalkrichmond.ca](http://www.letstalkrichmond.ca).

We will be having a third round of public open houses in 2011. Open House ads will be placed in the Richmond newspapers and online to let you know when they will be.

### Third round open houses

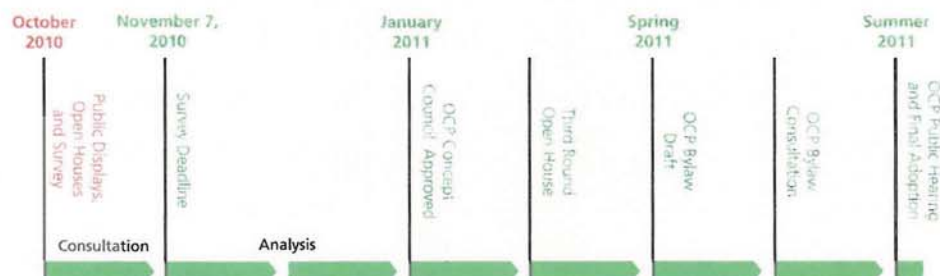
At the third round open houses, we will show:

- the results of the 2041 OCP Housing/Neighbourhood Centre Survey;
- the preliminary OCP Concept.

OCP concept will show:

- the OCP Vision;
- transportation concepts for outside the City Centre;
- results from the OCP studies (Employment Lands, ESA Management Strategy, social planning);
- some possible draft park and community amenity locations.

### OCP public consultation timeline



### For more information

For more information, please call 604-276-4188 or visit [www.letstalkrichmond.ca](http://www.letstalkrichmond.ca).

Don't forget to complete the survey. Your answers will help us in the next phase of the OCP update



# Ripple effect...

Healthy neighbourhoods → healthy people



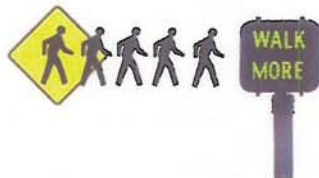
## People are healthier:

- Physically fit, lower incidence of chronic diseases & obesity
- Connected to the community, better health
- Fewer injuries as a result of less driving



## People make healthy choices that are enabled by healthy neighbourhood design:

- People walk, cycle, transit to stores, park, recreation, work, etc.
- People socialize & interact in neighbourhood places
- People are connected, & are involved in neighbourhood life



## Healthy neighbourhoods 'on the ground':

- Neighbourhoods are compactly developed & mixed-use
- Different types of housing to meet diverse needs
- Connected streets & routes to access amenities, stores, parks
- Streets that are designed to accommodate walking & cycling
- Transit routes with viable and frequent service



## Planning policies and decisions for complete and healthy neighbourhoods:

- OCP policies, land use designations, zoning, development guidelines and standards, infrastructure investments

Images are from *Healthy Places and Spaces* by  
(top to bottom): A Drusilla, Mike Licht NotionsCapital.com,  
Billie Giles Corti, TPG Town Planning and Urban Design.