



City of Richmond
Urban Development Division

Report to Committee

To Council - Jan 26, 2004
To Planning - Jan 20, 2004
Date: December 19, 2003
File: 8060 - 20 - 7639
XC 4045 - 20 - each Area Plan

To: Planning Committee

From: Terry Crowe
Manager, Policy Planning

Re: **UPDATE TO AREA PLANS & ADMINISTRATIVE AMENDMENTS**

Staff Recommendation

1. That Bylaw No. 7639, which amends Official Community Plan Bylaw No. 7100, by substituting the following Area Plans for the existing Area Plans:

- City Centre as Schedule 2.10;
- City Centre(St. Albans Sub-Area) as Schedule 2.10A;
- City Centre(Acheson Bennett Sub-Area) as Schedule 2.10B;
- City Centre(McLennan North Sub-Area) as Schedule 2.10C;
- City Centre(McLennan South Sub-Area) as Schedule 2.10D;
- East Richmond(McLennan Sub-Area) as Schedule 2.13A; and
- Hamilton as Schedule 2.14;

be introduced and given first reading.

2. That Bylaw No. 7639, having been considered in conjunction with:

- the City's Financial Plan and Capital Program;
- the Greater Vancouver Regional District Solid Waste and Liquid Waste Management Plans;

is hereby deemed to be consistent with said program and plans, in accordance with Section 882(3)(a) of the Local Government Act.

2. That Bylaw No. 7639, having been considered in conjunction with Section 882(3)(c) of the Local Government Act, be referred to the Land Reserve Commission for comment and response by February 13th, 2004.

3. That Bylaw No. 7639 having been considered in accordance with the City Policy on Consultation During OCP Development, is hereby deemed not to require further consultation.

Terry Crowe
Manager, Policy Planning

TC:jmb
Att.

FOR ORIGINATING DIVISION USE ONLY

CONCURRENCE OF GENERAL MANAGER

Staff Report

Origin

This report presents seven updated Area Plans for approval by Council:

- 2.10 City Centre;
- 2.10A City Centre (St. Albans);
- 2.10B City Centre (Acheson Bennett Sub-Area);
- 2.10C City Centre (McLennan North Sub-Area);
- 2.10D City Centre (McLennan South Sub-Area);
- 2.13A East Richmond (McLennan Sub-Area); and
- 2.14 Hamilton.

This Area Plan update work is primarily a reformatting exercise following the adoption of the new Richmond Official Community Plan in 1999. Six Sub-Area Plans were updated and approved by Council in 2001 and another four in 2002. The proposed seven Area Plans are contained in the grey binder labelled "Schedule 1 to Bylaw 7639".

A black binder containing the original Area Plans with margin notes indicating the detailed changes is available for viewing in the Councillors' reading Room or from the Policy Planning Department.

Findings of Fact

1. AREA PLANS UPDATE

There are both format and small content changes proposed to the Area Plans. The format changes that are proposed to be consistent with the new OCP are:

- a portrait rather than a landscape orientation;
- a revised Table of Contents;
- revised headings, page layout, headers and footers; and
- re-organizing the Development Permit guidelines to follow a consistent format.

Changes to the content of the Area Plans are proposed to:

- correct grammatical errors;
- remove out of date information;
- remove implementation sections;
- eliminate acknowledgement sections;
- change minor wording at the request of the Agricultural Land Commission and the Vancouver Airport.

Consultation

Both the Vancouver Airport Authority (YVR) and the Agricultural Land Commission (ALC) were provided with copies of the pertinent draft Area Plans for comment as per the City's OCP Consultation Policy No. 5039.

YVR provided comments as shown on **Attachment 1** with the City's response on **Attachment 2**. Text changes were made related to "noise level". No text was added regarding building height or obstacle limitation zones as this Area Plan update process is primarily limited to a re-formatting exercise and the building height issues is currently being reviewed separately.

The Agricultural Land Commission provided comments (**Attachment 3**) and the City responded (**Attachment 4**). As a result of their request the ALR boundary will be made more clear on the Land Use Map however no specific statements will be added to the City Centre Plan as Area Plans do not generally identify requirements of other jurisdictions.

Financial Impact

None.

Conclusion

With the new OCP adopted in March 1999 it has been necessary to update the 17 Area Plans. The first updated set of six Area Plans was approved in February 2001 and four Area Plans were updated in 2002. The attached seven plans are the final plans and complete the update process.



Jenny Beran, MCIP
Planner, Urban Development

JMB:cas



Vancouver International Airport Authority
 Administration de l'aéroport international de Vancouver
 P.O. Box 23750
 Airport Postal Outlet
 Richmond, B.C. Canada V7B 1Y7
 Website: www.yvr.ca

7 November 2003

Ms. Jenny Beran
 Planner, Urban Development
 CITY OF RICHMOND
 6911 No. 3 Road
 Richmond, BC V6Y 2C1

Via Fax: (604) 276-4177

Dear Ms. Beran:

RE: City Centre and McLennan Area Plans

Thank you for your letter dated 14 October 2003, in which you requested comment from the Airport Authority on the final round of edits to the sub-area plans for the City Centre and McLennan areas. I am pleased to offer the following comments and we appreciate your continued efforts to incorporate our comments into the area plan review process.

In both sub-area plans (page 13 of the City Centre Area Plan, and page 4 of the McLennan Area Plan), the Noise Exposure Forecast (NEF) is incorrectly referred to as a "noise level" in the text. The correct reference should be "...therefore parts of the area are subject to 30 NEF or above".

While both area plans make no specific mention of building height, we note that portions of the land within the sub-areas, especially City Centre, is located within obstacle limitation zones for the north and south runways at Vancouver International Airport. Quite simply, this zoning protects airspace to ensure that aircraft have safe routes into and out of the airport. The obstacle limitation zones are designed to prevent the airport's runways from becoming unusable by the growth of obstacles around the airport, and specifically there are three protected surfaces to be reviewed before any structure (buildings, towers, poles, trees, etc.) is located within 15 km or greater of the airport. These surfaces are: the Outer Surface and Take-off/Approach Surfaces through which no objects may protrude; and, the Take-Off Flight Path Area. A detailed description of each surface is provided below.

- The Outer Surface restricts objects to a maximum elevation of 47m for a radius of 4 km around the airport.
- The Take-off/Approach Surface extends to a minimum of 15 km along the extended centre line of each runway starting at a width of 150m at the runway threshold and diverging on each side at a rate of 15% and at a recommended slope of 1.66% for the first 3 km and thereafter a required slope of 2.0%.
- The Take-off Flight Path Area, while not formally zoned, protects for aircraft engine-out take-off performance and extends along the extended centre line of each runway

from the departure end of the runway upwards at a slope of 1.2% at a width starting at 180m and diverging each side at a rate of 12.5%. This is the most restrictive of all the zones that normally governs obstacle height.

As a note, any evaluation of proposed new obstacles must consider both the final height of the obstacle and how that obstacle will be built to that height (i.e. crane heights).

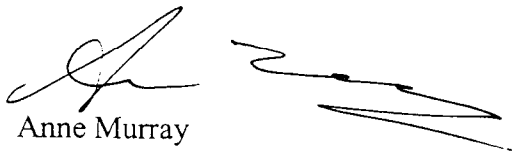
As the obstacle limitation zones are an important factor for safe aircraft operations and to allow continued growth of air traffic at Vancouver International Airport, we request that a reference to the above be included to page 33 Section 8.2.2 Massing & Height of the City Centre sub-area plan.

We also note that the City Centre area plan references parks and natural areas (page 17). The Airport Authority has a comprehensive wildlife management program to minimize the interaction between wildlife (birds) and aircraft. While green space may be important to the liveability of an area, given the location of City Centre, we stress the importance of addressing wildlife management issues during the design and development of these spaces to minimize the attraction of certain types of wildlife that could pose a safety hazard to aircraft operating to and from the airport.

Lastly, as a general observation, we note that all illustrations including all or portions of Sea Island do not include or accurately depict the current runway configurations at YVR, and should be corrected. We believe that an accurate illustration is important to the reader's understanding of possible arrival and departure paths over the various areas of Richmond, and therefore enabling more reasonable interpretation of the area's liveable environment, as YVR will continue to be a significant part of Richmond's urban landscape.

Trusting all comments are well received, I thank you once again for including us in your review process and providing us with this opportunity to comment. Should you have any questions regarding our comments, please feel free to contact Mark Christopher Cheng at (604) 276-6366.

Sincerely,



Anne Murray
Vice President
Community and Environmental Affairs
Vancouver International Airport Authority



City of Richmond

6911 No.3 Road, Richmond, BC V6Y 2C1
 Telephone (604) 276-4000
www.city.richmond.bc.ca

December 11, 2003

Urban Development Division
 Fax: (604) 276-4177

Anne Murray
 Vice President, Community and Environmental Affairs
 Vancouver International Airport Authority
 P.O. Box 23750 A.P.O.
 Richmond, BC V7B 1Y7

Dear Ms. Murray:

Re: City Centre and McLennan Area Plan Updates

Thank you for your letter dated November 7, 2003 outlining YVR's response to the City of Richmond's submission to you of two draft Area Plans for review (City Centre and East Richmond (McLennan)). Your letter and this response by the City will be provided to Council when they consider the adoption of these area plans. The following italicised points respond to the points in your letter.

Noise Level

YVR requests correction to terminology "noise level".

Requested change to be made to both City Centre and East Richmond (McLennan) Plans.

Building Height

YVR has noted that neither plan specifically mentions building height and requests that reference to the obstacle limitation zones be made in the City Centre Area Plan.

As this Area Plan update process is primarily limited to a re-formatting exercise, staff have not added any reference to building height or obstacle limitation zones. Such references would require more consideration and constitute a revised policy direction.

Parks and Natural Areas

YVR notes that while green space is important, wildlife management issues are also important to consider. No action requested.

Illustrations of Current Runway Configurations

YVR requests that the illustrations reflect current runway configurations. *The illustrations will be updated to reflect current runway configurations.*

For clarification of any of these points please call me at 604-276-4212.

Regards,

Jenny Beran, MCIP
 Planner, Urban Development
 JMB:cas



Agricultural Land Commission
 133-4940 Canada Way
 Burnaby, British Columbia V5G 4K6
 Tel: 604-660-7000
 Fax: 604-660-7033
 www.alc.gov.bc.ca

28 October 2003

URBAN DEVELOPMENT

Reply to the attention of Tony Pellett

City of Richmond
 6911 No. 3 Road
 Richmond BC V6Y 2C1

Attention: Jenny Beran *Planner, Urban Development*

Re: Richmond OCP Area and Sub-Area Plan updates — our file #O-32237

In response to your letter of 15 October 2003, the Provincial Agricultural Land Commission (the "Commission") has had an opportunity to review

1. the proposed Hamilton Area Plan,
2. the proposed East Richmond Area McLennan Sub-Area Plan,
3. the proposed City Centre Area McLennan South Sub-Area Plan,
4. the proposed City Centre Area McLennan North Sub-Area Plan and
5. the proposed City Centre Area Plan.

When the Commission reviews a planning bylaw (or a planning document intended to be adopted by bylaw), the opportunity exists to deal with any issues which may arise with respect to Section 46 of the *Agricultural Land Commission Act* (the "Act"). Section 46(2) states "A local government must ensure that its bylaws are consistent with this Act, the regulations and the orders of the Commission". "Orders of the Commission" include decisions made by resolution, thus the Commission has an opportunity to consider whether a bylaw which may technically be inconsistent with the Act and regulations makes sense from the perspective of balancing community need with the preservation of agricultural land and encouragement of agriculture. The Commission can refuse to consent to the "inconsistent" bylaw, the Commission can pass a resolution consenting to the bylaw (i.e. making it "consistent") or the Commission can pass a resolution consenting to the bylaw subject to modifications (i.e. making it consistent only after those modifications have been made). The Commission may also make suggestions where an issue does not result in "inconsistency" but where the bylaw could benefit from alternative wording or map designations to improve its relationship with agricultural interests.

By Resolution #509/2003, the Commission has consented to the first four bylaws listed above.

The Commission has one concern with the proposed City Centre Area Plan, which does not make it plain that part of the area (*Section 3*) is in the agricultural land reserve (ALR). The Commission does not object to the *Park* designation, given that the regulations under our Act allow

- "biodiversity conservation, passive recreation, heritage, wildlife and scenery viewing purposes, as long as the area occupied by any associated buildings and structures does not exceed 100 m² for each parcel" and
- "use of an open land park established by a local government" for any of those purposes.

The Commission's concern is that the text calling for development of Federal lands in *Section 3* with "major athletic facilities" is not balanced with any text statement which advises the reader that if the land ceases to be under Federal authority, it will become subject to the land use restrictions of our Act and regulations.

... 2

City of Richmond
28 October 2003 — page 2

By Resolution #509/2003, the Commission has consented to the proposed City Centre Area Plan subject to the addition of a text statement which acknowledges that *Section 03-4-6* is in the ALR and will become subject to the land use restrictions of the ALC Act and regulations in the event it ceases to be under Federal authority.

Yours truly

PROVINCIAL AGRICULTURAL LAND COMMISSION

per:

A handwritten signature in black ink, appearing to read 'K.B. Miller', written over the word 'per:'.

K.B. Miller, Chief Executive Officer

cc: Regional Agrologist Dave Melnychuk, MAFF Abbotsford



City of Richmond

6911 No. 3 Road, Richmond, BC V6Y 2C1

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October 15, 2003

File: -

Urban Development Division

Fax: (604) 276-4177

K.B. Miller
Chief Executive Officer
Land Reserve Commission
133 - 4940 Canada Way
Burnaby, BC V5G 4K6

Dear Mr. Miller:

Re: Area Plan Updates City of Richmond

Thank you for your letter dated October 28th, 2003 outlining ALC's response to the City of Richmond's submission to you of five draft Area Plans for review (City Centre, McLennan North, McLennan South, East Richmond and Hamilton). Your letter and this response by the City will be provided to Council when they consider the adoption of these area plans.

The Commission requests that the City Centre Area Plan be amended with a text statement to make it clear that "Section 3-4-6 is in the ALR and will become subject to the land use restrictions of the ALC Act and regulations in the event it ceases to be under Federal authority".

In response to the concern noted, the Land use Map in the Area Plan will be amended to show the ALR boundary (as will the Hamilton Plan). Consistent with other Area Plans which contain land in the ALR, no specific statements will be added to the City Centre Plan as Area Plans do not generally identify requirements of other jurisdictions.

For clarification on any of these points please call me at 604-276-4212.

Yours truly,

Jenny Beran, MCIP
Planner, Urban Development

JMB:cas



**Richmond Official Community Plan Bylaw 7100
Amendment Bylaw 7639**

The Council of the City of Richmond, enacts as follows:

1. Richmond Official Community Plan Bylaw 7100 is amended by:

a) Deleting:

Schedule 2 to Bylaw 7100 Table of Contents;
Schedule 2.10 City Centre;
Schedule 2.10A City Centre (St. Albans);
Schedule 2.10B City Centre (Acheson Bennett Sub-Area);
Schedule 2.10C City Centre (McLennan North Sub-Area);
Schedule 2.10D City Centre (McLennan South Sub-Area);
Schedule 2.13A East Richmond (McLennan Sub-Area); and
Schedule 2.14 Hamilton; and

substituting:

Schedule 2 to Bylaw 7100 Table of Contents;
Schedule 2.10 City Centre;
Schedule 2.10A City Centre (St. Albans);
Schedule 2.10B City Centre (Acheson Bennett Sub-Area);
Schedule 2.10C City Centre (McLennan North Sub-Area);
Schedule 2.10D City Centre (McLennan South Sub-Area);
Schedule 2.13A East Richmond (McLennan Sub-Area); and
Schedule 2.14 Hamilton.

which are attached as Schedule 1 to this Bylaw; and

2. This Bylaw may be cited as “**Richmond Official Community Plan Bylaw 7100, Amendment Bylaw 7639**”.

FIRST READING

PUBLIC HEARING

SECOND READING

THIRD READING

ADOPTED

JAN 26 2014

CITY OF RICHMOND
APPROVED for content by originating dept <i>TZ</i>
APPROVED for legality by Solicitor <i>[Signature]</i>

MAYOR

CITY CLERK

Richmond Official Community Plan



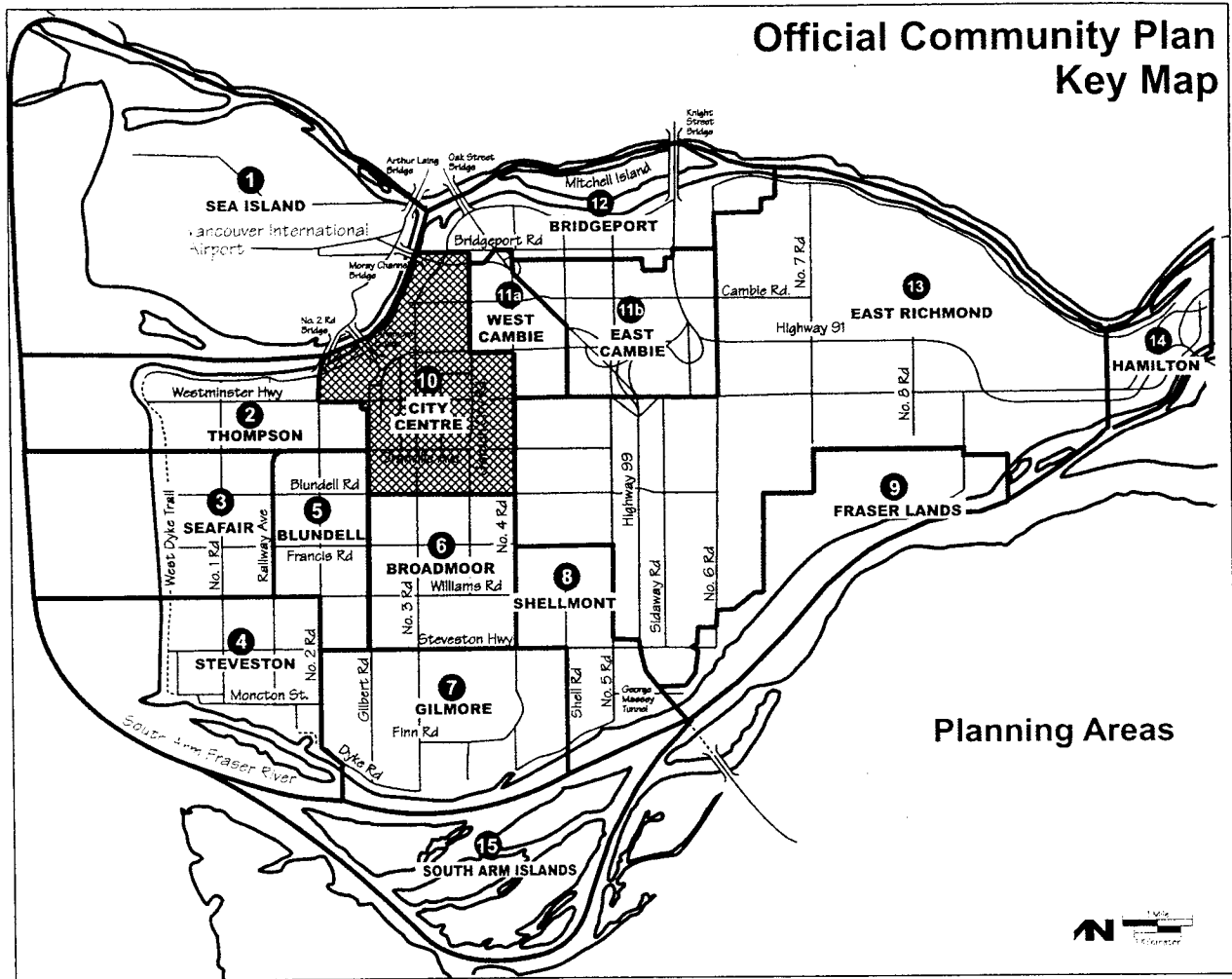
City of Richmond

CITY CENTRE AREA PLAN

Bylaw 7100 Schedule 2.10



KEY MAP



PLAN AREA MAP

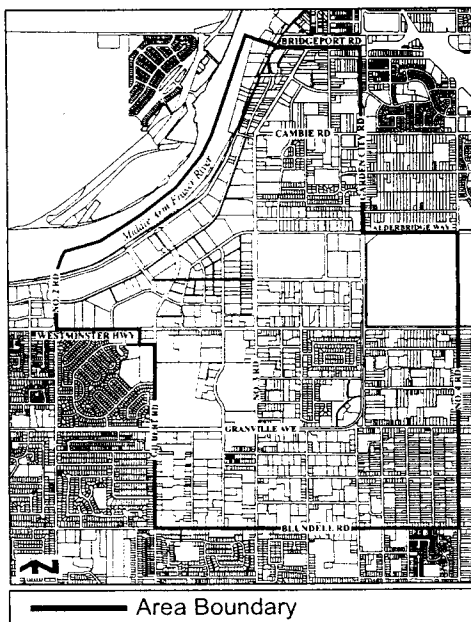


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PLAN INTERPRETATION

What is the Official Community Plan (OCP)?

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

How is the Plan organized?

The OCP (Bylaw 7100) is comprised of:

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

Area Plans refer to the 15 areas that have been identified within Richmond for planning purposes (see Key Maps).

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

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

Plan Precedence

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

Changes to this Document

This Plan may be amended from time to time. Please check with the City's Urban Development Division 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.

1.0 PLAN OVERVIEW

Between now and 2011, as many as 27,000 new residents will choose to live in Richmond's City Centre, bringing the area's population to approximately 60,000. Over the same period, City Centre jobs are expected to grow from 32,000 to 48,000. This expected growth raises many questions. How can we manage this change? How should the face of Richmond's City Centre look tomorrow? And, how can we ensure the City Centre will be a great place to live, work, and play?

1.1 PURPOSE

The City Centre Area is Richmond's urban focus and has long been a key centre for business, culture, recreation, entertainment, government, shopping, education, and housing. This plan applies to the area shown on the Plan Area Map, and provides the goal, objectives, policies, and guidelines for the development of this important area. This information is supplemented by sub-area plans that provide more detailed information regarding four of the City Centre's sixteen neighbourhoods (e.g. St. Albans Sub-Area, Acheson Bennett Sub-Area, McLennan North Sub-Area, and McLennan South Sub-Area).

The City Centre Area Plan was adopted in 1995 and set the stage for the accelerated redevelopment of what was largely a suburban centre. The plan aims to establish the City Centre as Richmond's downtown, a "regional town centre", and a "complete community" that offers a broad range of opportunities to live, work, and play in a distinct, high-quality, urban environment. To help achieve this and protect Richmond's stable single-family neighbourhoods, the OCP directs that 50% of Richmond's residential growth should occur in the City Centre between 1995 and 2021. This will push the area's population to roughly double to 60,000, and require that a broad range of housing, recreation, jobs, services, transit, and other amenities be developed to keep pace.

The first eight years of the plan saw enormous changes take place in the City Centre, including the opening up of the McLennan North and South neighbourhoods for development, acquisition of the McLennan North community park/school site, establishment of the 98 B-Line (e.g. bus service in dedicated lanes) on No. 3 Road, realignment of Hazelbridge Way and the establishment of other key road links, development of a significant number of high-rise residential and hotel buildings, and reconstruction of City Hall. Important shifts in traditional retail forms have also begun, including the introduction of live/work units, residential towers on the Richmond Centre shopping centre property, and multi-storey, streetfront retail at Aberdeen Centre.

The next stage of development is expected to see these trends continue, together with the establishment of a Richmond-Airport-Vancouver rapid transit line, opening up of the City Centre's riverfront as a "premier urban-recreational waterfront" and focus for the downtown, development of higher-density business park uses in and around the core, and introduction of an increasing range of innovative housing options. These changes and other, under the guidance of the area plan, will continue to shape the City Centre and ensure that it matures into a livable, appealing, and viable urban centre for the benefit of Richmond and the region.

1.2 VISION

The plan provides for development of the City Centre as the urban core of Richmond, making the city a more "complete community" in the region. It is based upon and seeks to continue long-standing Richmond traditions of community spirit and involvement. Therefore, the plan works toward:

1. **Bringing people together** in the City Centre by providing living, working, and playing opportunities suitable for a broad range of ages, incomes, cultures, and lifestyles, through the community's:
 - Enhancement as the "heart" of the city;
 - Emphasis on housing and the needs of residents;
 - Development as four distinct, yet complementary, districts and the "community of neighbourhoods" within them.
2. **Building a people-friendly place** that is safe, recognizable, visually pleasing, and easy to move around in, through the community's:
 - Public participation and partnership in its planning, development, and daily life;
 - Responsiveness to human needs and human scale;

- Pedestrian- and transit-oriented design approach.
3. **Fostering a prosperous City Centre** with a range of work choices and business and personal services convenient to residents and employees, through the community's:
 - Role as a key commercial and service centre for Richmond;
 - Diversified economic base which continues to make a distinct regional contribution;
 - Availability of quality jobs in an attractive and affordable setting, well linked to the rest of Richmond, Vancouver and the region.
 4. **Taking care of the environment**, both natural and built, through the community's:
 - Encouragement of sustainable land use and development practices;
 - Less car-dependent lifestyles;
 - "Garden city" concept.

Vision Summary Table

	Jobs & Business	Housing & Design	Transportation
1. Bringing People Together	<ul style="list-style-type: none"> Richmond's key urban business and civic centre Significant resident – employee base Strong local-serving business community 	<ul style="list-style-type: none"> 24 hour life Residential and mixed use development throughout most areas A range of housing/lifestyles choices Attractive neighbourhoods built on the special opportunities inherent in each of the City Centre's districts 	<ul style="list-style-type: none"> LRT link with Vancouver Improved transit links to all of Richmond Variety of transit modes link residential neighbourhoods and business
2. Building a People Friendly Place	<ul style="list-style-type: none"> Business investment and cooperative community partnerships Attractive urban development at a human scale Job concentration close to residents and transit 	<ul style="list-style-type: none"> Community building through "neighbourhood-focused" design Walkable and safe neighbourhoods Neighbourhood centres providing for community and local commercial uses and social interaction Emphasis on grade-oriented housing in the form of low-rise apartments and townhouses 	<ul style="list-style-type: none"> Barrier-free access throughout Smaller city blocks Pedestrian-friendly street design Sensitive areas protected from traffic Regional light rail transit linking City Centre districts Neighbourhood scale shuttle bus services
3. Fostering a Prosperous City Centre	<ul style="list-style-type: none"> "Niche markets" built on the strengths of the City Centre's districts and Richmond's economic advantages (ie. Airport, regional retail) Strong network of communication systems Effective transportation network providing strong linkages and a range of services Richmond's highly educated workforce specialized skills 	<ul style="list-style-type: none"> A range of housing suitable to a variety of residents, workers, and income levels Residential concentrations support local business Housing supply paced to complement business and population growth 	<ul style="list-style-type: none"> LRT link with Vancouver Improved regional, city, and local transit networks Improved airport links Parking strategy for commercial areas
4. Take Care of the Environment	<ul style="list-style-type: none"> Higher density and mixed use development "Clean" land uses Trip reductions and alternatives to single-occupancy automobiles promoted 	<ul style="list-style-type: none"> Shops, jobs, and transit convenient to residents Multiple-family housing emphasized "Green" neighbourhoods 	<ul style="list-style-type: none"> Transit- and pedestrian-oriented land use development Cycling and walking opportunities enhanced Sharing of non-residential parking facilities

Vision Summary Table – con't

	Parks & Open Space	Community Facilities & Services	Urban Development & Conservation
1. Bringing People Together	<ul style="list-style-type: none"> • Opportunities for City-wide celebrations and gatherings • Major City-serving athletic facilities • Extensive park/open space network serves residents, workers, and visitors 	<ul style="list-style-type: none"> • Centre of premier arts, entertainment, education, and health facilities • Seat of civic government • Neighbourhood facilities 	<ul style="list-style-type: none"> • The City Centre is the focus of Richmond's sustainable initiatives
2. Building a People Friendly Place	<ul style="list-style-type: none"> • Everyone within a 5-10 minute walk of public park or open space • Parks augmented with "privately owned/publicly accessible" open space • Parks scaled to local users 	<ul style="list-style-type: none"> • Accessible civic government • Services tailored to city, community, and neighbourhood users • Multi-purpose and "community" school facilities promoted 	<ul style="list-style-type: none"> • Infrastructure paced to meet needs of development • Public/private partnership aimed at sustainable development practices • A more attractive and livable urban environment
3. Fostering a Prosperous City Centre	<ul style="list-style-type: none"> • High quality image • Attractive "green" setting • High amenity community 	<ul style="list-style-type: none"> • Major civic, medical, and government facilities anchor related private sector uses • High quality facilities and services attractive to workers and their families • High amenity image 	<ul style="list-style-type: none"> • Technological advancements encouraged • High quality services and environment • Prudent cost recovery programs
4. Take Care of the Environment	<ul style="list-style-type: none"> • "Greening" of parks, open spaces, and roof tops throughout • Park-like streets and trails • City-serving facilities convenient to transit • Sustainable operation and maintenance practices 	<ul style="list-style-type: none"> • Facilities and services within walking distance of users • Intensive programming and use of facilities • Flexible design for multi-purpose use 	<ul style="list-style-type: none"> • Reductions in environmental impacts and solid waste • Increased public awareness and commitment • Resource conservation, including our natural and built heritage

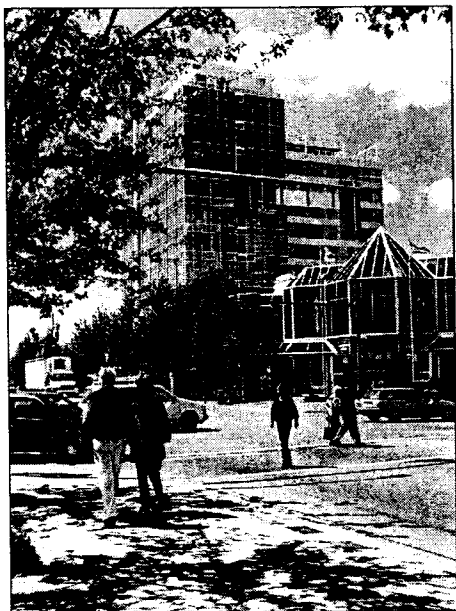
1.3 GOAL

The goal of this plan is to achieve a City Centre for Richmond capable of accommodating a major portion of the city's population and employment increase over the next two decades, and offering a sustainable combination of social well-being, a strong economy, and a livable environment.

2.0 JOBS & BUSINESS

ISSUE:

Economic strength is a key goal of the City Centre plan and is recognized as essential to quality of life. The City Centre has traditionally been the commercial heart of Richmond, providing jobs and services for residents, workers, and visitors. As the number of people living and visiting here increases, the opportunities for working and doing business here will also increase.



No. 3 Road and Westminster Highway

In addition to its existing strengths in personal and visitor services (retailing, entertainment, hotel and related personal services), general business services, specialized medical services, government and non-profit services, the City Centre is extremely well-positioned geographically. Its strategic location means that major economic centres including the airport, downtown Vancouver, Metrotown, and the U.S. border are easily accessible. Within Richmond, the City Centre is situated at the heart of the "golden triangle" including the airport, Bridgeport, and Cambie. This "triangle" accounts for 75% of all Richmond jobs, with the City Centre accommodating the single largest concentration of 43%.

The challenge for the future is to build on the City Centre's existing strengths and manage changes related to a maturing economy and growing resident, worker, and visitor populations towards enhanced livability. Desired changes include improvements to the quality of the natural and built environments, diversification of the economic base to include high value-added jobs and activities, and enhanced links and connections which are people and environment friendly and effective for business.

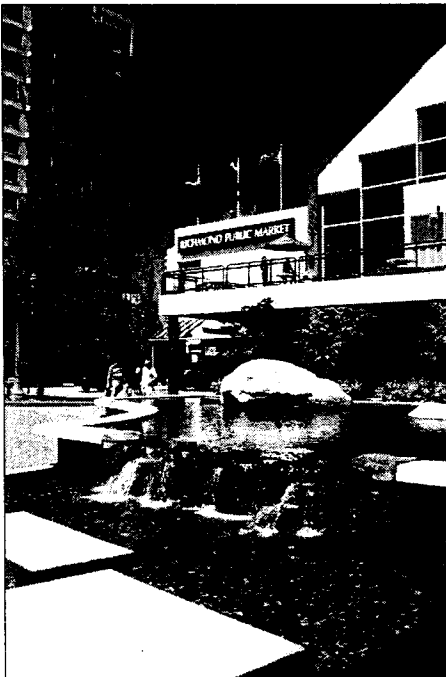
OBJECTIVE 1:

To achieve a prosperous City Centre based on strong foundations of distinct economic activities, increased resident populations, and a continuing role as Richmond's urban heart.

POLICIES:

Quality of Life

- a) Support the continuing development of the City Centre as a quality place to live, work, and visit, as the basis of prosperity and competitiveness in the future.
- b) Enhance the natural and built environment through:
 - Greening and increase of amenity and leisure opportunities in the City Centre;
 - Improvement of streetscapes including the reduction of extensive parking lots;
 - Development that is urban, attractive, and people friendly, oriented to street fronts along smaller blocks with opportunities for mixed uses; and
 - Increased housing opportunities for workers to live close by.
- c) Complement land use activities in the City Centre with an effective circulation system and a strong network of connections to major destinations locally, city-wide, and regionally, including:
 - A parking management strategy for key commercial areas;
 - A traffic management plan to reinforce pedestrian movement while accommodating automobile and truck access;
 - Improved transit service linking key commercial areas within and to the City Centre;
 - Enhanced road links to the airport;
 - Rapid transit to Downtown Vancouver, complementing pedestrian streetscapes and linking key commercial areas in the City Centre; and
 - Advanced communication technologies (e.g. fiberoptic cabling).
- d) Promote business and cooperative partnerships to strengthen Richmond's community resources, including those between:
 - Industry and non-profit research;
 - Local business and education (e.g. STARS or Science Technology Awareness Richmond Society);



Richmond Public Market

- Businesses in an area (e.g. BIAs or business improvement area associations);
- Local businesses and neighbourhood groups;
- International and local business; and
- Culturally diverse business groups.

Personal and Visitor Services

- e) Reinforce Richmond's maturing personal and visitor services through the support and development of City Centre strengths in regional and specialty retailing, entertainment, and hotel.
- f) Consolidate and strengthen retail activity in the City Centre by encouraging it to cluster and develop in a complementary manner to surrounding land uses as population and business activity intensify over the next 15 to 20 years:
 - Reinforce auto-oriented retail north of Alderbridge Way to take advantage of highway access, and to direct traffic away from residences in the core area;
 - Support the development of street-front retail in the Downtown as an opportunity and complementary use to residences and offices by encouraging retail continuity along key routes and enhancing the pedestrian environment; and
 - Strengthen the regional shopping centres with supportive mixed use development.
- g) Support the continuing development in the City Centre of entertainment and hotel facilities serving workers, residents, and visitors, through:
 - Support of the Richmond Visitors' strategy;
 - Recognition and enhancement of destination areas through beautification of the natural and built environment and support of business improvement area associations;
 - Provision of recreation opportunities including parks and open space throughout commercial areas;
 - Recognition of the contribution and operational needs of the restaurant and catering business; and
 - Establishment of leisure and complementary commercial uses along the riverfront.

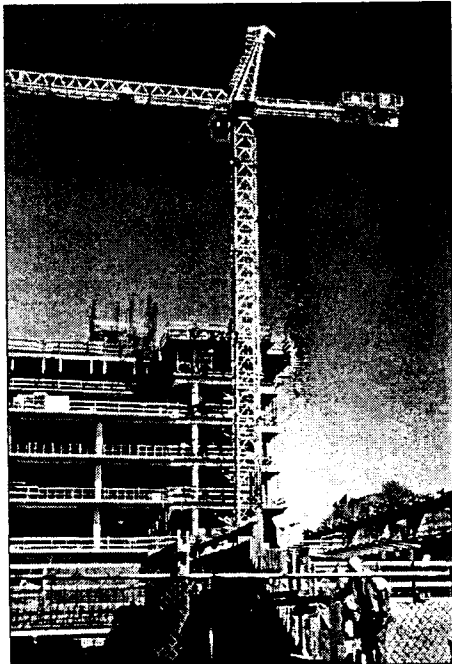


No. 3 Road & Westminster Highway

Office

- h) Recognize and strengthen office activities as a significant source of employment and a critical service activity for Richmond businesses, households, and the airport:
 - Reinforce the emerging development of a medical precinct around the Richmond Hospital;

- Anchor office development in Brighthouse by encouraging public sector employment to locate in the vicinity of the civic precinct;
- Reinforce the emerging cluster of private sector office development around the Westminster and No. 3 Road crossroad, and resolve area development issues through partnership forums, e.g.:
 - (i) Marketing of prestige address;
 - (ii) Access and traffic management; and
 - (iii) Supportive actions that the City can pursue; and
- Encourage office development in other commercial and mixed use locations where it would complement the range of services provided.



Growth and jobs in the City Centre

Industry

- i) Recognize and reinforce established strengths and emerging opportunities in industrial activities which support Richmond businesses and households, and which contribute to quality job creation in the City Centre.
- j) Reinforce West Dinsmore as a vibrant industrial area for businesses with airport or regional and international market links, by:
 - Strengthening convenient land links to the airport;
 - Affirming the current business park zoning; and
 - Establishing a buffer north of the rail line to ensure neighbourliness with future development.
- k) Encourage development of the portion of South Aberdeen bounded by Hazelbridge Way, Cambie Road, Garden City Way, and the properties along the south side of Leslie Road (excluding the area designated for institutional use) as a mixed-use area providing for high-tech and other light industries and office uses, together with a limited amount of commercial, educational, amenity, and service uses by:
 - Allowing for a mix of low- and medium-density developments;
 - In mixed-use projects, typically limiting uses other than light industry and office to the ground floor;.
 - Where possible, fronting retail, restaurant, educational, and service uses onto Hazelbridge Way and, to a lesser degree, Cambie Road to enhance these streets as interesting, pedestrian-friendly environments;
 - Improving and extending local roads and arterial linkages to ensure convenient access and circulation; and
 - Taking steps to minimize disruption to existing residences as the area's land uses gradually change over time.

- l) Support the orderly transition of uses in East Dinsmore to more intensive urban business park uses providing quality jobs and benefiting from the unique riverfront location and proximity of urban services, amenities, and the airport, by:
 - Supporting market shifts of auto-oriented retail northward to South Aberdeen and Bridgeport; and
 - Preparing an area plan in consultation with affected property owners, interested business groups, and the airport, to include consideration of:
 - (i) improvements to infrastructure, including streetscapes, access roads, parking management, land links to the airport, green links to the riverfront, and parks and open space;
 - (ii) phasing of development to minimize disruption to existing auto-oriented retailers;
 - (iii) subdivision patterns which support smaller single users seeking prominent addresses or exposure; and
 - (iv) marketing of East Dinsmore as a high quality urban business park.

3.0 NEIGHBOURHOODS & HOUSING

ISSUE:

Land use objectives of past community plans for the City Centre area have identified the provision of new housing as key, and have resulted in an increasing range of housing choices being made available. This, together with the area's more urban lifestyle and easy access to jobs, transit, shops, and services, has contributed to steady population growth reaching 33,000 in 2003.

Continued residential growth, in balance with growth in jobs, is important for the City Centre's, and Richmond's, development as a complete community. This continued growth will require the establishment of strong neighbourhoods that reflect Richmond's commitment to community life, diversity, and a garden city tradition. It will also require housing that is responsive to the special needs of its residents, many of whom, for example, have lower incomes than Richmond's average.

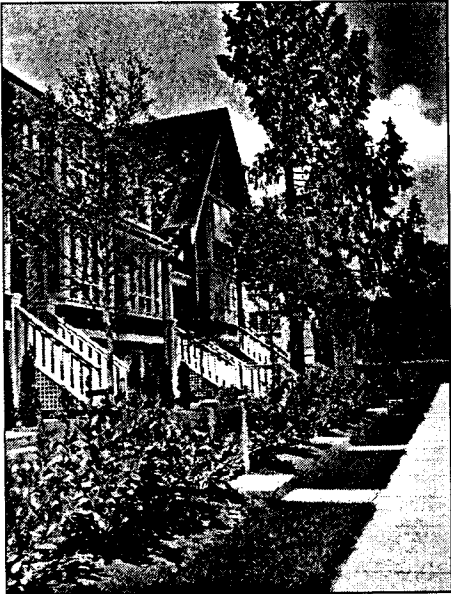
OBJECTIVE 1:

To achieve a complete community by balancing the City Centre's role as an economic centre through the creation and reinforcement of strong neighbourhoods and the development of a broad range of housing to meet the needs of a sizable and diverse resident population.

POLICIES:

Neighbourhoods

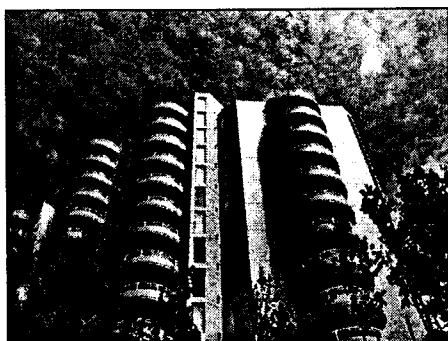
- a) Encourage strong, highly livable City Centre neighbourhoods which are organized at a human scale, promote community interaction and distinct identity, and integrate natural landscaping and a sense of safety and security into the surroundings.
- b) Reinforce the City Centre's growth as a series of distinct neighbourhoods, each of which has a community focus and local commercial services within a comfortable 10-minute walking distance (approximately 600 m or 2,000 ft.) from residences.
- c) Build complete neighbourhoods having access to daily living services such as local village-like centres with shopping, leisure, educational, and other facilities.
- d) Promote a variety of neighbourhoods to meet the population's diverse life-stage and lifestyle needs, and to respond to local physical and historical characteristics.
- e) Promote neighbourhood development which complement district characters, including:
 - **Downtown:** a mix of multi-family housing forms including higher-density mixed use and high-rise in an urban setting;
 - **Southeast:** predominantly lower-rise housing including multi and single-family in a green, park-like setting; and
 - **Aberdeen:** a mix of low-rise, mid-rise, and water-borne multi-family housing uniquely situated near the river, airport, and Aberdeen commercial areas.
- f) Reinforce Richmond's garden city tradition through the "greening" of neighbourhoods.
- g) Enhance community interaction by promoting neighbourhood-focused development which achieves:
 - A friendly scale of housing development based on smaller blocks;
 - Improved local circulation through the creation of co-ordinated street networks around smaller blocks; and
 - Ground-oriented housing related to the public realm.



Livable neighbourhoods



Pedestrian-friendly streets



Diverse housing in City Centre

- h) Reinforce neighbourhood connections through:
 - A pedestrian-oriented approach that provides access to local neighbourhood centres (discussed in policy b) above) within a quarter-mile radius; and
 - The establishment and strengthening of local transit, cycling, and pedestrian links between residential areas.
- i) Limit through traffic in residential areas.

Housing

- j) Promote the development of housing which meets the needs of a growing City Centre population distinguished by diverse demographic and income characteristics.
- k) Provide sufficient housing capacity to meet the accommodation needs of the City Centre population for the next 15 to 20 years by designating residential zones with appropriate zoning and land use guidelines.
- l) Reinforce the Downtown and Southeast districts as the main residential areas in the City Centre.
- m) Build flexibility into the housing stock to meet the needs of a broad range of people over time, by promoting:
 - The development of housing with characteristics that are widely desired, e.g. at-grade and ground-oriented housing units;
 - The development of a range of housing unit sizes and types;
 - The development of universal housing according to the provisions of Richmond's Universal Design Guidelines for User-Friendly Housing; and
 - The provision of special needs housing which assist independent living in a community setting, (e.g. congregate housing).
- n) Encourage private investment in tenures besides simple ownership, especially rental housing, and support senior government policies in this regard.
- o) Accommodate residential hotels in zones which permit commercial uses.
- p) Pace housing development to coincide with population increases, and promote housing development in a variety of neighbourhoods in each time period to provide choice and diversity.
- q) Provide for the infrastructure needs of new housing development according to the timing priorities identified through policy p above.

Affordable Housing

- r) Promote the development of a range of affordable housing in the City Centre to meet the needs of the expected unique demographic and income mix of residents.

- s) Support and complement the City of Richmond's affordable housing policies and strategy.
- t) Encourage the development of affordable and universally accessible housing by taking advantage of special opportunities in the City Centre provided by zoning, rezoning, density bonusing, public/private/non-profit partnerships, and the use of innovative approaches.
- u) Encourage contributions to the AHSR (Affordable Housing Statutory Reserve) Fund for Richmond, and make funds available for affordable housing development in the City Centre.
- v) Monitor the amount of affordable housing developed in the City Centre relative to City targets, and provide appropriate options for Council action.

ISSUE:

The City Centre is in close proximity to the Vancouver International Airport and therefore parts of the area are subject to 30 NEF or above.¹

OBJECTIVE 2:

To ensure that new building is in accordance with standards and agreements.

- a) Require builders of new residential buildings to comply with Canada Mortgage and Housing Corporation's guidelines for noise mitigation.
- b) Through rezoning and subdivision applications, require restrictive covenants to hire professionals qualified in acoustics to determine and implement noise mitigation measures.

¹ The Noise Exposure Forecast (NEF) is the official measurement used in Canada for airport noise assessment. The NEF is calculated (or modelled) by time-averaging aircraft operations considering aircraft fleet mix, flight distances, runway utilization, flight path, and time of day, together with flight frequency and level of background noise. The NEF was designed to encourage compatible land uses in the vicinity of the airport by anticipating human annoyance to airport operations at various NEF levels. Figure 5, 2015 NEF Planning Contours, is provided as a guide for future development. It should be noted, however, that these contours and their implications may change over time. People within areas affected by aircraft operations should contact the Vancouver International Airport Authority to ensure this information is up to date prior to acting on it.

4.0 TRANSPORTATION

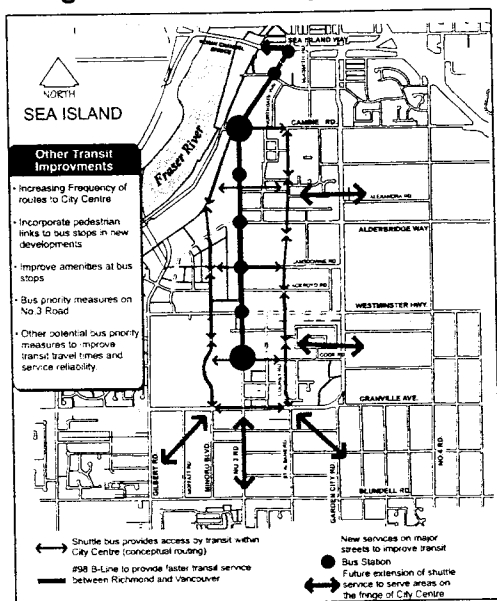
ISSUE:

The City Centre's transportation system is integral to the effective organization and functioning of the downtown as a civic, economic, and residential centre, and a highly livable, prosperous, and people-friendly place. Over the years, while Richmond has experienced substantial development, it has remained primarily dependent on transportation by car. Only recently, as awareness of environmental impacts and the alternative transportation opportunities has increased, has it become feasible to emphasize other modes such as transit, cycling, and walking. The objective and challenge of the City Centre plan, therefore, is to promote a better understanding that land use and transportation are mutually dependent and supportive of the downtown, and to improve the balance among all of the area's modes of transportation.

OBJECTIVE 1:

To achieve a highly livable and prosperous City Centre supported by a transportation system consisting of movement networks, linkages, and services which are people friendly, effective for business, and environmentally sensitive in their design, development, and operation.

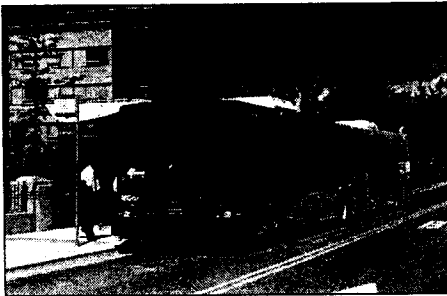
Long Term Transit Improvements



POLICIES:

Transit

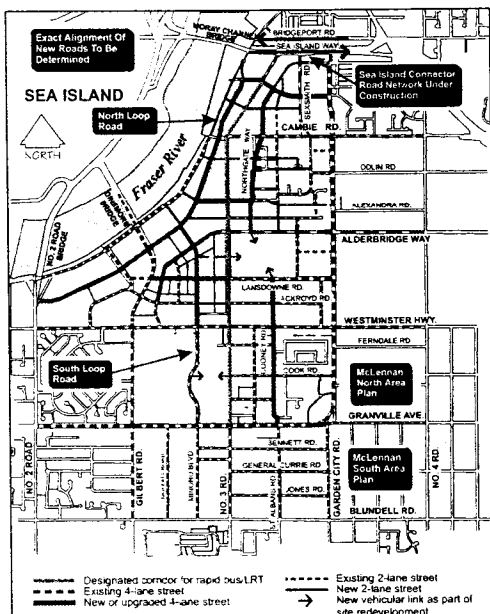
- Reinforce the City Centre as a key business and population centre through local, Richmond-wide, and regional transit connections and service which are enhanced and improved to function as a prime mode of travel.
- Promote the enhancement and use of public transit connections for local, Richmond-wide, and regional travel through:
 - Improvements to bus routes and the frequency of operation;
 - Design and development of on-street facilities which provide for the comfort and convenience of passengers; and



Transit opportunities

- Design and development of bus movement facilities (such as high occupancy vehicle lanes and bus exchanges) which recognize and integrate buses as an urban transport priority and a complementary part of the streetscape.
- c) Enhance the public transit opportunities for convenient local travel within the City Centre through the use of frequent and flexible shuttle bus services which connect local destinations and gathering areas (e.g. parkades, shopping areas, employment areas, community facilities, hotels).
- d) Integrate the planning and accommodation of light rail transit into the development of a well-linked and accessible City Centre:
 - Recognize light rail transit as an important regional link to Downtown Vancouver as well as a significant opportunity to enhance direct links between key business areas within the City Centre;
 - Select a light rail transit alignment that connects key business areas in the City Centre and is easy and conveniently linked to local bus and shuttle services and road networks; and
 - Support the use of conventional light rail transit which can operate at grade and complement the high-amenity, pedestrian character of the Downtown district.

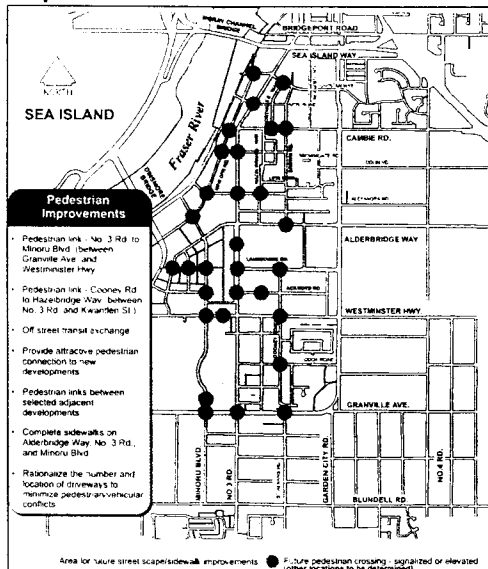
Long Term Road Network Plan



Street Network

- e) Reinforce and strengthen the City Centre street network system to support and complement the development of major urban residential areas, the establishment of a highly pedestrian Downtown, the intensification of commercial and service activities, and the increased traffic to major business centres outside the City Centre.
- f) Promote safe and convenient movement of people and goods using traffic management techniques such as:
 - Bypass road systems that divert through vehicular traffic around the City Centre perimeter;
 - Loop road systems with pedestrian-scale cross roads to provide convenient local circulation and access in busy commercial areas;
 - Direct and convenient land links to the airport, and Bridgeport and Cambie commercial areas; and
 - Road standards and improvements designed and developed exclusively to support the special urban character of the City Centre.
- g) Enhance the livability of residential areas by diverting through traffic from, and discouraging speeding and shortcutting in, residential neighbourhoods.

Long Term Pedestrian Facility Improvements



- h) Promote pedestrian opportunity and attractiveness through:

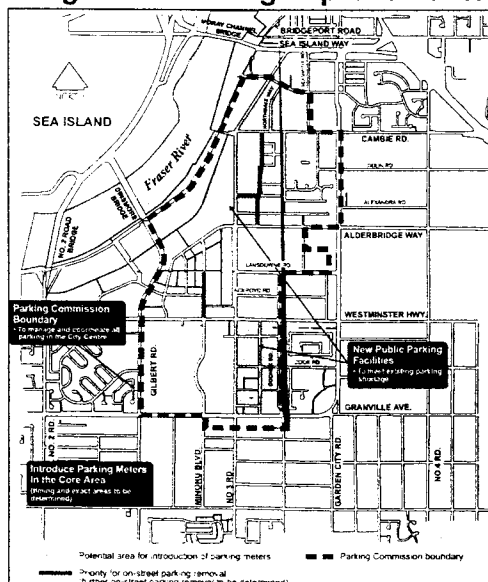
- The support of streetfront development effectively serviced with lane systems;
- The provision of pedestrian amenities along streets and sidewalks;
- The design of streets and streetscapes to accommodate and encourage gatherings, civic functions, and public ceremonies and celebrations;
- Convenient and frequent location of transit stops;
- Barrier-free access for the disabled, bicycles, children, etc.; and
- The reduction of frequent driveway interruptions along sidewalks.

Parking

- i) Enhance livability and economic viability in the City Centre by consolidating and managing parking to use limited land more effectively, complement the evolving high amenity urban environment, improve convenience and access, and reduce congestion.
- j) Improve the pedestrian's roadside environment by reducing the use of extensive surface parking lots and encouraging their coordinated management for effective use.
- k) Enhance business and pedestrian opportunity and calm traffic through the effective use of on-street curb parking.
- l) Ensure that the needs of the mobility impaired are met through adequate parking, drop-off, and pick-up facilities and convenient building access.
- m) Support and complement the highly pedestrian and urban character of the Downtown through a parking management strategy which:

- Consolidates parking into multi-level structures, designed and situated to provide safe and easy access and to complement and support the surrounding land use and development;
- Coordinates parking to provide opportunities for shared facilities and operation; and
- Provides for flexible use and programming such as rooftops with landscaping and recreational opportunities.

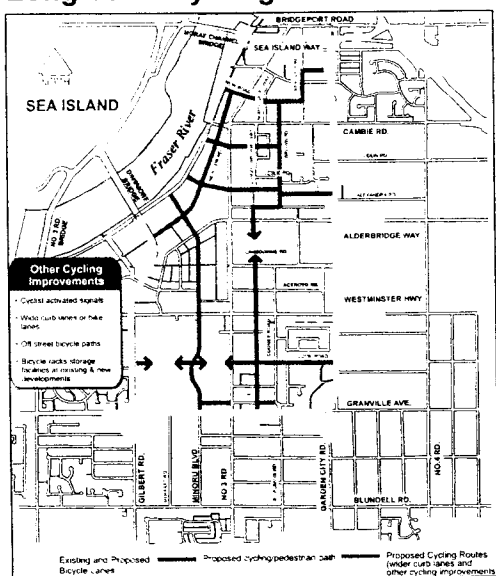
Long Term Parking Improvements



Bicycles

- n) Promote the City Centre's people- and environment-friendly approach to transportation by integrating cycling into the mainstream of urban transportation.

Long Term Cycling Network



- o) Increase the opportunities for safe and convenient cycling on streets by developing a road network that is bicycle friendly, with exclusive bike lanes on commuter roads, enhanced curb lanes on main roads, and shared lanes on all other roads in the City Centre.
- p) Promote the provision of bicycle storage facilities in and around public and multi-tenanted buildings and facilities, and at convenient locations on sidewalks.
- q) Integrate the needs of cyclists in the design and development of parks and open spaces.

5.0 NATURAL & HUMAN ENVIRONMENT

5.1 PARKS & OPEN SPACE

ISSUE:

As the City Centre develops, parks and open spaces are key to the community's quality of life. At present, the City Centre has 44.7 ha (107.2 ac.) in developed parkland, 1.9 km (1.2 miles) in dyke trail, 13.9 ha (33.3 ac.) in undeveloped parkland, and 6.1 ha (15 ac.) available for use as a riverfront park. These lands predominantly cater to the needs of the city overall, leaving community and neighbourhood needs under-served. As the City Centre takes shape it will be important to redress this imbalance and ensure that the parks and open space system caters to the interests and aspirations of all users, be they residents, workers, or visitors. This will require special attention be paid to three distinct user-based park types, and the network that connects them, including: city parks; City Centre community parks; and, local neighbourhood-serving parks.

Furthermore, given the City Centre's expected residential and employment growth, it is likely that the need for park space and programs will strain City resources. Innovative measures are required to ensure that the City Centre's quality of life is not compromised. This will mean exploring ways to provide for: more intense use of parks and facilities; year-round park use; greater park safety and comfort; universal accessibility; and, public and private funding and support.

OBJECTIVE 1:

To promote development of the City Centre as a "garden city" community where cooperative public processes support the timely provision of a system of high quality, urban parks and open spaces designed to meet the diverse needs of residents, workers, and visitors.

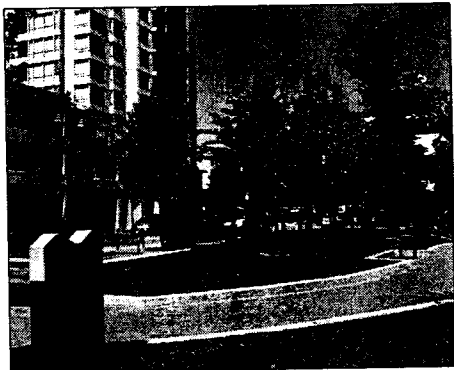
POLICIES:

Partnerships

- a) Enhance the City's ability to deliver a high quality parks and open space experience in the City Centre through partnerships in planning, development, and operations.
- b) Promote an active public role in the planning of parks and open spaces, and the standards by which they are designed and delivered, through processes which encourage public discussion, input, and initiatives by special interests and local citizens.
- c) Promote alternative parks funding and support measures complementary to City initiatives, including investment, donation, acquisition, development, and operation of parks by senior government, non-profit, corporate, and private interests.
- d) Promote the development of privately-owned/publicly-accessible (POPA) open spaces in the form of plazas, parkettes, community gardens, public amenities, and landscape features tailored to the needs of local users.
- e) Encourage and enforce the creation of usable open space and the "greening" of private development, paying special attention to rooftops, surface parking lots, and grade-level areas adjacent to residential, retail, and public uses.

User-Based Parks

- f) Locate, design, develop, and operate City Centre parks based on three distinct user groups and their needs: city-level, community-level, and neighbourhood-level.



Lang Park



Minoru Park

- g) Establish city-level parks which will provide special facilities, public art, landscape and cultural features, and places to gather and celebrate which reinforce the community's role as the "heart" of Richmond. This should include, but not be limited to:
 - Development of the Federal lands in Section 03-4-6 with major athletic facilities; and
 - Enhancement of the riverfront with a 6.1 ha (15 ac.) park and recreational water uses, along with complementary upland uses and facilities.
- h) Establish community-level parks, including Minoru and McLennan North, which enhance community identity and provide for a range of passive and active recreational opportunities in highly visible and accessible settings, situated within a 10 to 20 minute walk (1.5 km or less) of residents.
- i) Establish neighbourhood-level parks which enhance local identity and create an intimate setting providing for the social and recreational needs of individual neighbourhoods and smaller local areas, within a 5 to 10 minute walk (0.5 km or less) of residents and workers.

Parks and Open Space Network

- j) Establish a comprehensive parks and open space network providing "green" and convenient linkages for pedestrians and cyclists between the City Centre's various parks and recreation opportunities, and between residential neighbourhoods, employment centres, transit, and other destinations.
- k) Establish a "green necklace" around the Downtown district, linking key City Centre parks, including Minoru, Brighthouse, McLennan, and the Federal lands in Section 03-4-6, via linear open spaces and special "green" streets to the riverfront, other City Centre districts, and adjacent communities.
- l) Promote development of a riverfront trail system enhancing pedestrian and cycling opportunities via the dyke and upland areas, and providing linkages to Sea Island, Bridgeport, and Dover Crossing.
- m) Establish an urban trails network throughout the City Centre, incorporating public right-of-ways and privately established linkages, along with pedestrian- and cyclist-friendly design, furnishing, "greening" of the community's street system, and beautification of key streets including but not limited to No. 3 Road.
- n) Promote the integration of complementary community facilities, schools, and public amenities with City Centre parks and open spaces.

Planning, Development, and Operation

- o) Encourage a flexible and sustainable approach to the design and programming of parks and open space.
- p) Promote a multi-purpose approach to the design and programming of existing and new parks and open spaces which enhances year-round social and recreational opportunities and adaptability to changing community needs.
- q) Promote the development of well maintained park and open space environments which enhance safety and a sense of security without compromising user needs of comfort.
- r) Promote park planning, development, and operation practices which are environmentally sensitive, including the retention and enhancement of trees, vegetation, and water features as integral parts of the community's parks and open space network.

5.2 RESOURCE PROTECTION

ISSUE:

The concept of a “complete community”, upon which the City Centre Area Plan is based, like the concept of a “sustainable community”, seeks to achieve a balance between social, economic, and environmental factors to enhance the quality of life enjoyed today and far into the future. Achieving this goal will require conscientious and coordinated efforts.

OBJECTIVE 2:

To promote increased public and private sector commitment to sustainable urban development and environmental conservation practices within the City Centre and their timely and cost effective implementation.

POLICIES:

- a) Enhance the natural and built environment through the promotion of coordinated public and private initiatives designed to encourage common directions for regulatory controls and market factors influencing City Centre development.
- b) Promote a range of public programs designed to increase environmental awareness, provide for public input and discussion, and encourage special initiatives by the City, the development industry, special interests, corporate groups, and individuals which advance local commitment to sustainable development practices.

- c) Through the development regulation processes, promote and enforce the application and advancement of energy, soil, vegetation, water, and heritage conservation measures in land use and site planning, building design, construction, and operation of all uses throughout the City Centre.

6.0 COMMUNITY FACILITIES & SERVICES

ISSUE:

Richmond's City Centre has many of the elements that one associates with an urban area. It has housing and jobs, shopping, City Hall, a college, a theatre, a library, the courts, and a hospital. Yet, the area is just taking the first steps towards becoming an urban city centre of which Richmond can be proud. One of the most important factors affecting this evolution will be the balance achieved between the City Centre's dual roles as a "civic focus" for Richmond as a whole, and as a "complete community" providing a place for people to live and work. This balance requires the establishment of an array of community facilities and services tailored to meet its users' present and future needs.

City-serving facilities are already well represented in the area by the Civic Precinct and premier arts, culture, medicine, library, education, and recreation facilities. However, community facilities and services catering exclusively to City Centre residents and workers are limited. With significant residential and employment growth expected and trends indicating a diverse population mix, community facilities and services need to be provided to promote and serve the needs of the new neighbourhoods and distinct populations.

Lastly, just as the City must redress the balance of the City Centre's community resources, it must find creative ways to provide for those resources. As the City Centre evolves, the pace of urban development will require expenditures for community facilities and services which will exceed available City assets. A cooperative process which encourages "partnerships" between the City and other levels of government, private sector investment, and community enterprise can serve to reduce the City's financial responsibility for community facilities and services, while fostering a greater sense of public ownership and belonging.

OBJECTIVE 1:

To enhance the City Centre as a highly livable place and the civic focus of Richmond through a cooperative public process aimed at the timely provision of a range of community facilities and services which meet the diverse needs of residents, workers, and visitors.

POLICIES:

Partnership in Planning, Development and Operation

- a) Enhance the City's ability to deliver a range of high quality community facilities and services by encouraging a flexible approach to design and programming, and establishing a broad base of public, corporate, and community support and commitment.
- b) Promote a strong and active public role in the provision of community facilities and services, including their standards and delivery, through public discussions and processes that involve those affected.
- c) Complement City initiatives for the development and operation of community facilities and services through the promotion of alternative funding and support measures, including investment, donation and acquisition of community facilities by senior government, non-profit, corporate, and private interests.
- d) Promote a flexible, multi-purpose approach to the design and use of existing and new community spaces to encourage opportunities for community interaction, sharing, and responsiveness to changing community needs.
- e) Promote a responsive approach to ensuring that the programming of various community facilities cater to specific needs of City Centre residents and workers.
- f) Encourage the establishment of City Centre neighbourhoods through the provision of community facilities and services that integrate resource development and management into day-to-day development processes and city services, as a highly effective way for the City and the community to influence the natural and built environment. Together with educational and partnership programs, this strategy provides for cooperative, timely and cost-effective advancements toward sustainable urban living.



City Hall

Facility and Service Types

- g) Recognize and support the City Centre's communities through the provision of community facilities that are visibly located, universally accessible, and user-friendly in the development of three distinct levels of services:
- "City-Level";
 - "Community-Level"; and
 - "Neighbourhood-Level".
- h) Reinforce the image and role of the City Centre as the civic "heart" of Richmond by enhancing it as the city's preferred location for premier arts, cultural, entertainment, recreational, medical, and educational uses and the seat of city government. Promote facilities and services including, but not limited to:

- *Arts/Culture*

Establish a variety of arts and cultural spaces and programs, including the establishment of a Public Art strategy for the promotion, funding, and placement of art and art events in the public realm.

- *City Hall*

Establish City Hall as an important "anchor" for the City Centre, and promote its premises for public use.

- *Civic Precinct*

Develop a multi-purpose civic precinct integrating valued community functions and uses within an evolving high quality, mixed use, pedestrian-oriented environment.

- *Education*

Promote the development of major college, adult education, and similar facilities in convenient, visible locations along well served cycling and transit routes.

- *Recreation*

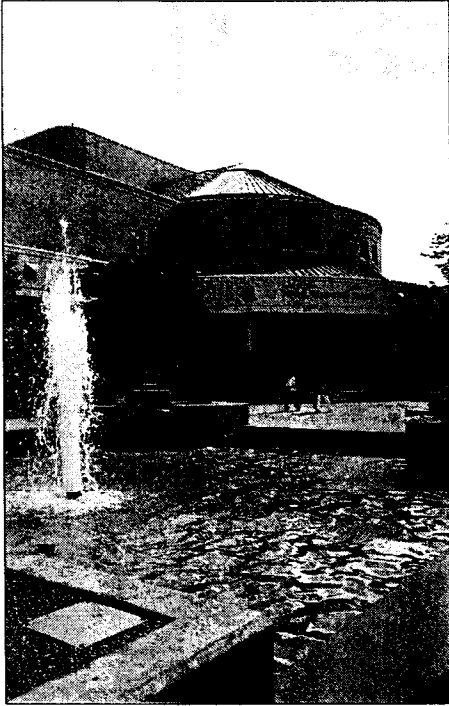
Promote the development of major City-wide recreational facilities within the City Centre, giving specific attention to opportunities presented by the MOT lands, riverfront, and large commercial centres.

- *Health Care*

Enhance the effectiveness of community-based health services through the provision and expansion of health care and related facilities and services within the City Centre.



Kwantlen College



Richmond Library and Cultural Centre

- *Library*
Enhance Richmond-wide library facilities and services within the City Centre.
- *Youth*
Establish a youth facility and related services that reflect the special role and opportunities of the City Centre for Richmond's youth.
- i) Enhance development of the City Centre as a "complete community", through the provision of community facilities and services which help to strengthen and unify the local area. Promote facilities and services including, but not limited to:
 - *Community Centre*
Develop multi-purpose community centres within a "comfortable walking distance" (no more than 1.0-1.5 km or about 15 minutes) of the majority of the City Centre's resident and worker population.
 - *Education*
Promote the use of schools as multi-purpose facilities supporting the educational, recreational, and social needs of the community at large.
 - *Health Care*
Establish community-based health care facilities and services tailored to the City Centre's population and growth characteristics.
 - *Library*
Ensure that an appropriate level of library services are available to meet the diverse population needs in the City Centre.
 - *Safety*
Promote a community-based strategy for the provision of safety and emergency facilities and services.

7.0 CITY INFRASTRUCTURE

ISSUE:

City infrastructure, utilities, and services are an integral part of urban development in the City Centre. Water, sanitary sewer, storm drainage, sidewalks, street lighting, solid waste removal, recycling, hydro, telephone, etc. must be continually upgraded and extended in cooperation with public and private interests as new development occurs. As the City Centre continues to evolve as the focal point of Richmond and home to a growing number of residents and businesses, infrastructure, utilities, and services will have to keep pace and do so in a manner that is sustainable, innovative, and cost-effective.



High quality public infrastructure

OBJECTIVE 1:

To enhance community liveability by improving public utilities, infrastructure, and services in a manner which is cost-effective, environmentally sound, and paced with new development and population growth.

POLICIES:

- a) Support the recommendations of the Greater Vancouver Regional District Solid Waste Management Plan with regard to:
 - (i) New and expanded initiatives, including promotion, education, and enforcement, for reuse, reduction, and recycling in the residential, commercial, and industrial sectors;
 - (ii) Improved regulation and enforcement of demolition, land clearing, and construction waste reduction, disposal, recovery, and management; and
 - (iii) Market development and sponsorship for secondary materials.
- b) Coordinate the planning, development, and operation of City services (including sanitary sewer, stormwater drainage, and watermain systems) and public and private utilities with community objectives for urban character, amenity, and mix of uses, and promote advancements and innovations in the standards by which infrastructure is designed, developed, delivered, and maintained.
- c) Promote and enforce reductions in resource usage and degradation through programs for monitoring, reporting, and education.

- d) Provide adequate capacity, and related management strategies and systems, to meet both the immediate needs and projected growth of the City Centre over the next 20 to 30 years.
- e) Sequence implementation to coincide with and support local growth and changes in land use and development character encouraged by community goals and objectives.
- f) Develop and operate services and their associated facilities to minimize impacts, actual and perceived, on local livability and to complement local urban character and community identity.
- g) Prescribe development and maintenance cost recovery guidelines, including targets for private development, which are practical and affordable to both the City and the private sector.

8.0 DEVELOPMENT PERMIT GUIDELINES

8.1 APPLICATION & INTENT

8.1.1 DEVELOPMENT PERMIT AREA

These guidelines apply to the City Centre Area and are a supplement to the Development Permit Guidelines contained in Schedule 1 of the OCP. The latter describes general criteria for new development all across Richmond, while the City Centre Area Plan Guidelines prescribe criteria specific to the City Centre. Developers seeking Development Permit approval must adhere to both of the aforementioned sets of guidelines.

It is the intent of these Development Permit Guidelines to support the goal, objectives, and policies of the plan by building upon past achievements and strengths of the City Centre. The guidelines identify basic development standards to be applied across the entire community, as well as measures appropriate to specific land uses. Through these means, the guidelines seek to increase awareness of the immediate and overall environment, preserve and enhance successful and valued elements of the community's physical structure, and introduce new elements considered appropriate to the development and maintenance of:

- a) A special Richmond character, enhanced by the distinct qualities and opportunities of its developing districts and neighbourhoods;
- b) A high standard of livability, in both residential and non-residential areas;
- c) A high standard of development, incorporating energy efficient site planning and building design; and
- d) A high quality public realm, including public streets and lanes, parks and other open spaces, and the publicly accessible parts of buildings.

These guidelines do not require literal interpretation, in whole or in part. They will, however, be taken into account in the consideration of Development Permit applications. The Development Permit Panel may, at its discretion, recommend refusal or require modification to a Development Permit application proposal for failure to meet the standards of these guidelines, in whole or in part.

Exemptions to the Development Permit process can be found in the OCP (Schedule 1 of the Bylaw).

8.1.2 JUSTIFICATION

The development policies for the City Centre Area are aimed at creating a high-amenity core for Richmond, surrounded by commercial, industrial, and service uses, and by medium- and high-density residential uses. The redevelopment of all these land uses merits site-by-site consideration regarding form and character, in order to achieve desired environmental objectives for this important area of Richmond.

8.2 DEVELOPMENT PERMIT GUIDELINES

8.2.1 SETTLEMENT PATTERNS

It is the objective of these guidelines to promote coherent city- and built-form patterns which contribute to the establishment of a strong, diverse, and pedestrian- and transit-oriented urban environment.

City Form

- a) New development should seek to enhance and reinforce the City Centre's "skeleton" and key organizational elements through the introduction of a finer grain and more urban scale of development.
 - New development should work with existing physical patterns, property ownership, land use, and roads, and promote:
 - (i) Incremental "infill" and land use intensification; and
 - (ii) Re-integration of poorly connected areas and uses.
 - An "interactive" City Centre should be promoted, putting people close to each other, transit, and the uses they require, through:
 - (i) The introduction of smaller "walkable" city and development blocks, based on traditional urban street, lane, open space, and built form patterns;
 - (ii) Expansion of the local street grid via enhanced pedestrian and cycling routes, open space linkages, and private and publicly-accessible streets; and

- (iii) Increased densities in higher amenity areas, accompanied by an emphasis on measures designed to support the vitality of the public realm.
- New development should support the City Centre's growth as a cohesive, yet diverse, community through both:
 - (i) Reinforcement of strong community-wide linkages (ie. major open space linkages); and
 - (ii) Recognition and enhancement of distinctive local/neighbourhood characteristics (ie. buildings types, landscape features, uses, etc.).

Mix of Uses

- b) New development should support a mix of uses within each district and neighbourhood, as a means to vitalize and diversify the community as a whole and to enable neighbourhood areas to better serve the needs of local residents and workers.
 - More densely developed and highly visible areas of the City Centre should be developed with a mix of uses, including:
 - (i) Uses which encourage the highest occasional pedestrian traffic (ie. retail) at grade and along important pedestrian routes;
 - (ii) Uses with more limited pedestrian traffic (ie. banks) near grade or along secondary pedestrian routes; and
 - (iii) Uses with restricted public access (ie. residential and office) located above grade or away from important pedestrian areas.
 - Less densely developed and residential neighbourhoods in the City Centre should provide for a mix of uses through the grouping of public uses to create or reinforce local focal points and residential "main street" in locations enjoying a high level of accessibility and visibility for users.
 - Uses associated with building servicing and motor vehicle activity, including truck loading and waste storage and removal, should be situated above grade or be screened from view by street-oriented uses, and be located so as to avoid conflict with pedestrian activities.

Promoting Streets for Pedestrian Activity

- c) New development should promote the street as the primary public space for pedestrians and discourage alternatives which displace street activity and vitality.
 - Emphasize street-oriented development which provides direct access from the sidewalk and, in important pedestrian areas and residential neighbourhoods, grade-level uses which animate the street (parking, for example, should be discouraged along pedestrian street frontages whenever possible).
 - Design and site publicly-accessible open spaces to:
 - (i) Integrate them with the street-oriented pedestrian system;
 - (ii) Reinforce strong visual and physical connections with adjacent streets; and
 - (iii) Provide continuity of landscape treatments and local uses.
 - Discourage elevated public walkways and bridges and, where suitable alternative open space opportunities exist, above-grade publicly-accessible open spaces.
 - Provide for outdoor dining, street vendors, and retail displays in areas of high pedestrian activity.
 - Design certain streets, malls, and public-accessible open spaces as places where noisy activities such as bands, festivals and parades, late night outdoor restaurants and shopping, and outdoor markets can occur without disturbing quiet areas and sensitive uses.

Social and Cultural Features

- d) New development should contribute to a high standard of social and cultural amenity in the City Centre.
 - Special urban design and landscape features, such as public art, should be encouraged to enhance local character/heritage, especially in high pedestrian activity areas.
 - Where possible, and where need can be demonstrated, private development should incorporate community facilities, such as:
 - (i) Day care centres, multi-purpose spaces, and community policing offices;
 - (ii) Cultural facilities, including cinemas, theatres, and community halls and exhibition spaces; and

- (iii) Recreational amenities and sports facilities, including racquet courts, gymnasias, exercise and jogging areas, and swimming pools.

Natural, Built, and Human Heritage

- e) New development should contribute to the conservation and enhancement of heritage resources, environmentally sensitive areas and valued landscapes (Figure 1), along with personal and cultural histories.
 - Retain and re-use historic and/or culturally-significant structures in ways which respect the unique value and opportunity of each.
 - Encourage the protection and enhancement of significant landscape features, including trees and water courses, through the sensitive design and infill of new development.
 - Enhance public enjoyment and awareness of local natural and man-made features (i.e. the riverfront), and provide complementary amenities (i.e. trails and signage).
 - Encourage a variety of opportunities to respect, honour, and celebrate the heritage of the City Centre and its people.

Safety in Design

- f) New development, including buildings, landscaping, open spaces, and streets, should be designed to provide and maintain a safe and secure environment, with particular attention to the needs of women, children, and persons with limited abilities.
 - Provide "surveillance" opportunities, allowing the public to easily view what is happening around them during the course of everyday activities. For example:
 - (i) Cluster residential units, shared tenant facilities, and semi-private areas to encourage neighbour-to-neighbour surveillance;
 - (ii) Design landscapes and circulation routes to allow clear, unobstructed views of surrounding areas (ie. elevator lobbies made clearly visible and easily accessible from the public street);
 - (iii) Eliminate entrapment spots, and incorporate barriers which permit visual access without loss of privacy (ie. glazing in lobby doors and stairwells);

- (iv) Encourage "eyes on the street" with windows, front doors, and activity generators (ie. playgrounds and seating); and
 - (v) Encourage a mix of uses to ensure that someone is always present.
- Encourage "territoriality", leading people to naturally "defend" not only their private spaces, but semi-private and public spaces also. For example:
 - (i) Design symbolic barriers through landscape (eg. changes in paving, vegetation, or grade);
 - (ii) Provide separate lobbies and circulation for retail, office, residential, and hotel uses; and
 - (iii) Design spaces around buildings which encourage residents to congregate (eg. provide fountains, seating, or playgrounds).
- Provide effective lighting of buildings, open spaces, streets, and pedestrian circulation aimed at discouraging crime, reducing the fear of crime, and preventing accidents, For example:
 - (i) Provide vandal resistant light fixtures that are easy to maintain and operate;
 - (ii) Avoid glare and reduce shadows; and
 - (iii) Illuminate entry points, and set light levels to provide for a comfortable transition between neighbouring locations.
- Tighten up security on potential crime targets. For example:
 - (i) Provide good lighting and public telephones in isolated areas;
 - (ii) Make improvements to neighbouring off-site and on-site spaces which do not promote public safety and security;
 - (iii) Pay particular attention to the design and operation of parking facilities, both surface and multi-level, to ensure their convenient and safe use; and
 - (iv) Secure residential parking separate from public parking.

8.2.2 MASSING & HEIGHT

New development should seek to promote a coherent "vocabulary" for the City Centre which is expressive of its varied uses and roles, yet unified by its "human scale".

a) Building Scale

- Low-rise development, in the form of independent low-rise buildings and "podium" buildings supporting mid-rise and high-rise structures, should predominate throughout the City Centre, providing for the community's:
 - (i) Development of a cohesive urban environment;
 - (ii) Incremental growth; and
 - (iii) Complementary built-form relationship with the rest of Richmond.
- Mid- and high-rise development should be promoted selectively in the City Centre to provide for:
 - (i) Increased concentrations of people and land uses in specific locations;
 - (ii) Enhanced opportunities to enjoy distant views of the water and mountains;
 - (iii) Improved grade-level sunlight access and open space opportunities in more densely developed areas; and
 - (iv) Development of a distinctive and attractive skyline, and its comfortable transition with neighbouring communities.
- Towers should be designed to minimize shadowing, view, and privacy impacts; provide for a comfortable transition with adjacent streets and development; and conceal on-site parking through:
 - (i) "Slim" profiles and compact floor plates, especially in residential areas where it is preferable that floor plates above an elevation of approximately 21.0 m (68.9 ft.) from grade be limited to a maximum size of approximately 600 m² (6,458.6 ft²) gross;
 - (ii) Low-rise "podium" buildings of a scale and character in keeping with the local area;
 - (iii) Tower setbacks of at least 4.5 m (14.8 ft.) from the face of low-rise "podium" buildings;

- (iv) Where appropriate, mid-rise terracing between towers and low-rise "podium" buildings;
- (v) Spacing of at least 24.0 m (78.7 ft.) between towers; and
- (vi) Staggered spacing of towers and units such that primary private views are directed past neighbouring high-rise developments.

Sun and Shade

- b) The heights, massing, and siting of new development should not detract from the availability of sunlight to the public realm and private open spaces in general, and to parks and important pedestrian streets and open spaces in particular.
 - Public Realm - Maximize opportunities for people to enjoy the sun, given permitted development densities, building heights, and setbacks. Furthermore:
 - (i) On designated streets as specified in Figure 2 (Streets Subject to Sunlight Standards), there should be a minimum of 3 to 5 hours of sunlight (around solar noon) on at least one sidewalk during the period of March 21 to September 21; and
 - (ii) On any park, significant open space, or pedestrian linkage, adequate sun light should be provided to allow for its full public use and, wherever possible, year-round outdoor activity.
 - Semi-Private Open Spaces (both at-grade and above) - Maximize sunlight during high use periods of the day between March 21 and September 21 including:
 - (i) For non-residential uses - Lunch period (10 am to 2 pm); and
 - (ii) For residential use - All day, but especially the lunch period (10 am to 2 pm) and late afternoon (4 pm to early evening).
 - Private Residential Open Space - Ensure that 75% of dwelling units AND their private outdoor spaces receive direct sunlight every day of the year.

8.2.3 ARCHITECTURAL ELEMENTS

New development throughout the City Centre should emphasize a "human approach" to design related to the comfort of people and the amenity afforded them by the urban environment.

Weather Protection

- a) New development should provide attractive, durable pedestrian weather protection integrated with publicly-accessible frontages to enhance the relationship of buildings with adjacent streets and public areas, and to encourage pedestrian activity.
 - Weather protection is strongly promoted throughout the City Centre where:
 - (i) Retail uses are encouraged at grade;
 - (ii) Common entries to multiple-family residential buildings front a public sidewalk or open space;
 - (iii) Pedestrian activity and local character is enhanced;
 - (iv) Transit stops exist or are contemplated;
 - (v) Barriers, such as parking lots, make access between public uses and transit or public streets difficult;
 - (vi) Theatres or other places for public gathering are in the vicinity; or
 - (vii) A "gap" can be filled, improving the continuity of the local weather protection system (including "gaps" created by public open spaces).
 - Weather protection and its continuity is actively promoted in the "Special Pedestrian Area", and is required along buildings fronting "Designated Streets", as indicated in Figure 3 (Special Pedestrian Weather Protection).
 - Types of weather protection encouraged include:
 - (i) Fabric awnings as special features and in areas where their colourful, festive look and seasonal use as sunshades are supportive of local character or activities; and

- (ii) Canopies and arcades, particularly in higher-density mixed-use and residential neighbourhoods. (Canopies and arcades are considered permanent structures and may not extend into public street right-of-ways. Furthermore, their design should ensure good daylighting to protected areas through their proportion of height to depth and special measures such as glass roof panels. Canopies should be a minimum of 1.8 m (5.9 ft.) clear deep and 2.74 m (9.0 ft.) clear high. Arcades should be a minimum of 2.5 m (8.2 ft.) clear deep and 4.5 m (13.8 ft.) clear high.)

Wind and Pedestrian Comfort

- b) New development should seek to protect pedestrians in general, and high activity pedestrian areas in particular, from the negative effects of the prevailing easterly wind, local wind conditions, and site-generated wind conditions.
 - Design sites, buildings, and associated landscaped areas to minimize wind induced by buildings, and its impact on both the public and private realms.
 - Provide areas of calm and wind mitigating measures to enhance enjoyment of the outdoors, and to extend the seasonal duration of outdoor activities, including socializing, shopping, and dining.

Noise

- c) New development throughout the City Centre should ensure that sensitive indoor and outdoor uses are buffered or removed from the noise impacts of aircraft and vehicular traffic through design and construction measures.
 - New single- and multiple-family housing (including mixed-use developments) constructed within the area indicated in Figure 4 (Areas Where Noise Insulation May Be Required), and requiring rezoning or subdivision approval, must be insulated against noise to Canada Mortgage and Housing Corporation (CMHC) standards for indoor noise, as determined by a registered professional qualified in acoustics.
 - The 2015 NEF Planning Contours map, Figure 5, shall form the basis for specifying aircraft noise mitigation procedures throughout the City Centre.

Public Views and Vistas

- d) New development should enhance, preserve, and, where possible, contribute to the creation of significant public views, vistas, and focal points.

- Protect distant views to natural features, including the north shore mountain panorama, Mt. Baker, and the islands as seen from:
 - (i) City centre streets, in general, and key corridors in particular, including No. 3 Road, Gilbert Road, and Garden City Road;
 - (ii) Community parks (i.e. Minoru looking north, and McLennan looking north and east) and other publicly accessible open spaces;
 - (iii) The riverfront; and
 - (iv) Newly created at- and above-grade, publicly-accessible vantage points.
 - Enhance near-and middle-distant views through the undergrounding of utility wires, and development of special features and landmark elements reinforcing local character, identity, and location within the community. For example, situate tall or distinctive buildings or landscape elements at "street-ends" and visual focal points such as, intersections along River Road and intersections at Cambie/No. 3 Road, Garden City/Granville, Alderbridge/Westminster, Lansdowne/Cooney, Buswell/Westminster, and Hazelbridge/Northgate/Cambie.
 - Encourage development of a distinctive City Centre skyline visible from the surrounding region, and from key City Centre approaches such as Granville Street/Arthur Laing Bridge south-bound and Westminster Highway west-bound.
 - Enhance near views of the landscape and streetscape.
 - Protect private views through the siting of low-rise buildings and towers to create and maintain view corridors between buildings.
 - Incorporate special night lighting to enhance key distant-, middle-, and near-views, and views to the City Centre's skyline.
- e) **Building Elements**
- Roofs:
 - (i) Ensure that roof tops which are visible from surrounding towers are designed to enhance views through:
 - Their development as usable, landscaped open spaces;
 - Use of sloped roof forms and visually interesting, high quality roofing materials;

- The integration of vents, mechanical rooms and equipment, and elevator penthouses into architectural roof treatments, or their screening with materials and finishes compatible with the overall building design; and
- Where upper decks of parking are unroofed, landscaping, as described in Section 8.2.5b;
- (ii) Where higher-density residential or mixed-uses are developed, the roofs of low-rise "podium" buildings should be landscaped and made accessible to residents as usable common (and private) outdoor space. Where roof space allows, access is good, and alternative public open spaces are limited, lower-level roof should also be developed to provide open space for non-residential tenants, or the public; and
- (iii) The upper floors and roofs of towers should be sculpted to enhance the City Centre skyline.
- Entrances:
 - (i) Entrances should animate the street, provide separate and distinct identities for businesses and residents, and reinforce a scale and rhythm to the street complementary to local uses, pedestrian activities, street tree planting, and landscaping;
 - (ii) Main entries to shops and building lobbies should open directly onto sidewalks and/or public open space areas. Where entries are set back from the sidewalk, they should be highly visible, clear-glazed, and easily recognizable and accessible from the street;
 - (iii) Retail entries should be designed to enhance pedestrian interest, to complement neighbourhood character and the identity of individual developments and to provide for the personal expression of individual stores and businesses; and
 - (iv) Residential building entries should be:
 - Clearly addressed with large numbers visible from the street;
 - Distinct from other entries and lobbies;

- Convenient and safely accessed from the street (ie. direct access, good lighting, good surveillance between elevators/lobby/street, audio-visual door signal/intercom);
 - Provided with convenient indoor waiting areas and outdoor pedestrian weather protection; and
 - Designed to accommodate easy access by wheelchair, the visually impaired, and people with reduced manual dexterity and/or strength (including children).
- Exterior Walls and Finishes:
 - (i) Lower floors of buildings will be important in shaping the public realm and defining the quality and character of the pedestrian environment, and as such should:
 - Reinforce continuous street edge definition by incorporating low-rise street wall buildings, structures, and landscaping;
 - Employ devices such as changes in material, cornice lines, and changes in fenestration to achieve a comfortable pedestrian scale;
 - Provide richer detailing, high quality, durable materials, and special lighting, which enhance the pedestrian's "close-up" view;
 - Incorporate retail display windows and outdoor displays and weather protection;
 - Coordinate hard landscaping of the sidewalk area with ground floor building materials, and City landscaping and street furnishings; and
 - Provide commercial facade treatments which are inviting to pedestrians and avoid the impersonal look typically associated with the use of large expanses of glass, mirrored surfaces, and blank walls;
 - (ii) Interior sidewalls, created as a result of construction/redevelopment phasing, should be designed to complement the overall appearance of development, and should not appear temporary or unfinished; and

- (iii) Lanes will provide important "first impressions" for visitors to many developments, as well as being a regular experience for tenants and providing for garbage and service uses. As such, design of lanes should:
 - Incorporate quality finishes and materials complementary to overall project design;
 - Screen garbage facilities and related uses;
 - Provide for appropriate street lighting, complete with decorative poles and luminaires consistent with the City Centre's standards; and
 - Include landscape materials, complete with necessary space, soil depth, and irrigation.

8.2.4 LANDSCAPE ELEMENTS

It is the objective of these guidelines to promote development of the City Centre's public realm as a green and pedestrian-oriented environment.

Pedestrian Amenity

- a) New development should ensure that streetfronts and public open spaces are comfortable and attractive to pedestrians.
 - Provide high quality, coordinated improvements to sidewalks, boulevards, and related publicly-accessible right-of-ways and open spaces, including seating, bike racks, lighting, weather protection, bus shelters, water features, and other furnishing and related features complementary to local character, pedestrian activity, and City furnishings and features.
 - Restrict driveway crossings of sidewalks and, where crossings are needed, use measures to ensure that such crossings do not inconvenience or endanger pedestrians or the mobility impaired, and do not limit the provision of street trees, landscaping, or furnishings.
 - Underground utility wires, and conceal related equipment so as to not impact the appearance or use of pedestrian areas.
 - Locate building ventilation systems to minimize noise and exhaust in pedestrian areas.

- Locate and design entrances to buildings and complexes such that they are clearly visible, front public streets, and are directly accessible from sidewalks or other public areas with minimal changes in grade.

Universal Accessibility

- b) New development should be based on the premise that a well-designed environment addressing the needs of people with disabilities can also be a better environment for everyone.
- Building designs shall incorporate features which address the functional needs of persons who are mobility impaired, visually impaired, and have reduced manual dexterity or strength. For example, building entries should be:
 - (i) Clearly addressed with large numbers visible from the street;
 - (ii) Directly accessed from the street without stairs;
 - (iii) Provided with level areas measuring at least 1.5 m x 1.5 m (5.0 ft. x 5.0 ft.) both inside and outside doorways; and
 - (iv) Provided with weather protection, exterior lighting, and power assisted door openers.
 - Site designs shall similarly seek to integrate features which accommodate persons of varying ability levels including, for example:
 - (i) Drinking fountains which accommodate wheelchair users (ie. maximum of 0.76 m/2.5 ft. high and allowing both hand and foot operation) and companion animals;
 - (ii) Seating in public areas which provide for:
 - Minimum seat depth of 40 cm (16 in.) without backrests, or minimum seat depth of 35 cm (14 in.) where backrests at least 30 cm (12 in.) high are provided;
 - Features designed to allow a wheelchair to sit alongside fixed seating or, where tables are provided, allow a wheelchair to pull up to each table;
 - Minimum of 5% of all seating in public areas to be provided with backrests; and
 - (iii) Typical maximum walkway slope of 1:20.

- Building and site design features which segregate mobility impaired circulation/areas/uses from typical public usage are discouraged, except where required due to reasons of safety or significant space limitations. For example, ramps are discouraged in favour of more gentle grade changes and alternative design approaches, but, when required, ramps should be:
 - (i) 1:12 maximum slope;
 - (ii) 0.9 m (3.0 ft.) maximum length; and
 - (iii) Single level only, with slip-resistant surfaces.

Publicly-Accessible Open Space Treatment

- c) New development should ensure that publicly-accessible open spaces, including plazas, are designed to be accessible and amenable to the public at all times of the day and the year.
 - Open spaces, especially in higher density areas, should have well defined edges animated by public or residential uses, thereby enhancing their:
 - (i) Use by local residents and workers;
 - (ii) Safety and security; and
 - (iii) Urban image and role.
 - Provide for a southern orientation, wherever possible.
 - Provide direct access from an adjoining public sidewalk along at least 50% of the open space's total length of frontage and, along its remaining frontage (in order to allow maximum visibility from the street) no wall, berm, or combination of the two may be constructed averaging higher than 1.0 m (3.3 ft.) above the curb of the nearest adjoining street. (Note: In special situations where street wall continuity is important and other open spaces exist nearby, the frontage an open space can occupy may be restricted.)
 - Situate finished grades no more than 1.0 m (3.3 ft.) above or below the curb level of the nearest adjoining street, unless the open space is:
 - (i) 1,000 m² (10,764.3 ft²) in size or larger; or
 - (ii) Designed to provide an attractive, convenient, and accessible pedestrian route, either connecting two public streets or connecting a public street with major pedestrian destination.

- Ensure that access for the mobility impaired (including people with baby strollers) is provided via at least one path of travel, with a minimum clear width of 1.5 m (4.9 ft.), to each of the following:
 - (i) The major portion of the open space;
 - (ii) Any building lobby accessible to the open space; and
 - (iii) Any use that may be present on, or adjacent to, the open space.
- Remove overhead obstructions, except for features, equipment, and appurtenances normally found in public parks, such as public art, water features, arbors, trellises, trees, planting, public telephones, lighting, weather protection, kiosks (to a maximum size of 14.0 m²/150.1 ft² and 1-storey), and temporary exhibitions.
- Where a linear open space extends across a site and connects two public streets, ensure a minimum width of 12.0 m (39.4 ft.) is accommodated.
- Where a building wall adjoining an open space extends for 30.0 m (98.4 ft.) or more, ensure that wall is limited to a maximum height of 11.0 m (36.1 ft.), above which the building must be set back not less than 4.5 m (14.8 ft.) from the face of the lower-rise wall.
- Where an open air cafe is provided, it shall not occupy more than 30% of the total area of a publicly-accessible open space, and shall be permanently unenclosed and open to the sky (except for temporary fabric roofs or umbrellas).

Streetscape Treatment

- d) New development should contribute to the development of a strongly public and pleasing streetscape.
 - Buildings should be set back from streets and open spaces in a manner which promotes continuity of local street definition, landscape, and character, and accommodates desirable local levels and types of pedestrian activity. For example:

- (i) Where streets are intended to provide "recreational" pedestrian routes (ie. Garden City Road between McLennan Park and the future athletic facility at the MOT lands), or where a double row of trees is desirable, building setbacks of up to 6.0 m (19.7 ft.) are appropriate and the development of related street-fronting, publicly-accessible green open spaces is encouraged;
 - (ii) Along high-density residential streets, building setbacks of 3.5 m to 6.0 m (11.5-19.7 ft.) are encouraged to provide for "display gardens" and semi-private entry transition areas;
 - (iii) In lower-density residential areas, building setbacks of 6.0 m (19.7 ft.) are typically appropriate;
 - (iv) Along high-density mixed use streets, where pedestrian-oriented retail and similar non-residential uses are at-grade, building setbacks of 3.0 m (9.8 ft.) are commonly required for use as sidewalk, display, and outdoor seating areas (to be provided "open to the sky" or in the form of arcades); and
 - (iv) Along high-density mixed use streets, where pedestrian-oriented retail and similar non-residential uses are at-grade, building setbacks of 3.0 m (9.8 ft.) are commonly required for use as sidewalk, display, and outdoor seating areas (to be provided "open to the sky" or in the form of arcades).
- "Display gardens" should be provided in high-density areas adjacent to grade-level residential uses and inaccessible office uses, as a visual amenity for the street and privacy buffer.
 - (i) The display garden should be edged by a curb or wall constructed of stone, concrete, or brick material and be detailed to relate to the building design. The edge wall should be 0.15 m to 0.45 m (0.5-1.5 ft.) in height. a low metal railing may be installed on top of the wall, but should permit a clear view through to the garden and reach a maximum height above grade no greater than 1.0 m (3.3 ft.).
 - (ii) Soft landscaping should be provided to create year-round variety and visual interest within a generally formal pattern.

- Street edge treatments should be provided which are complementary to the typical sidewalk, boulevard, and tree planting treatments to be installed throughout the City Centre, including:
 - (i) Typical City Centre Sidewalk Improvements as indicated in Figure 6 for high-density and high-pedestrian traffic areas, and as indicated in Figure 6, but with grassed boulevards and no tree grates in lower density and low-pedestrian traffic areas. (Note: Where a double row of trees is to be planted or special conditions exist, paving, boulevard, and tree planting treatments may vary from the typical.)
 - (ii) Tree planting along all streets, typically to be:
 - Columnar in shape in retail and high-density areas, and of a broader, spreading shape elsewhere;
 - Of a size, type, and method of planting to be specified by the City;
 - Spaced at approximately 9.0 m (29.5 ft.) intervals; and
 - Planted in a single row, adjacent to the curb, along both sides of the street, except where special conditions exist or where a second parallel row of trees of equal spacing is to be planted on private property, as indicated in Figure 7 (Planting of Street Trees and Double Rows).

8.2.5 PARKING & SERVICES

It is the objective of these guidelines to minimize disruptions to the safety and attractiveness of the public realm caused by parking and related services through measures which promote the integration of facilities with new development and its coordination with off-site opportunities.

Lanes

- a) New development should retain or expand existing lanes and, where appropriate, create new lanes to facilitate service functions. Where service lanes do not exist, the internalization of service functions within blocks is promoted, as follows:
 - Access should typically be provided from secondary streets;

- Driveways that cross pedestrian routes should be consolidated to reduce disruption to pedestrian movement, to maintain pedestrian safety on sidewalks, to reduce duplication of vehicular routes, and to provide for more coherent vehicular circulation; and
- Automobile and service entrances should be consolidated and integrated into the facade design to reduce vehicular crossings of pedestrian routes and limit the impact of these elements on building appearance.

Visual Impact

- b) New development should seek to minimize the visual impact of parking lots and structures and attempt to ameliorate the impact of existing lots and structures.
- Require that multi-level parking structures:
 - (i) Not front public streets at grade; and
 - (ii) In the case of above grade parking, provide non-parking uses or special facade treatments along street frontages to enhance the building's appearance, animation, and character.
 - Require that surface parking lots throughout the City Centre be situated to the rear of buildings, such that it is screened from public streets; except in the case of Automobile-Oriented Commercial and Industrial uses in the Aberdeen District (developed to a density of 0.5 Floor Area Ratio or less) where surface parking may be situated between a building and the adjacent public street, when:
 - (i) Maximum building setback is 40.0 m (131.2 ft.);
 - (ii) Pedestrian weather protection is provided connecting the building with the adjacent public street (and transit stop, where one exists or is contemplated); and
 - (iv) Special paving and landscape measures are provided to further enhance the pedestrian environment.
 - Require landscaping, fencing, and other appropriate treatments for surface parking lots in order to improve the appearance of lots along public streets and contribute to the continuity of the street edge, provided that safety and security of the public inside the lot and on public streets is maintained.

- All surface parking lots must have sufficient trees planted so that within 10 years 70% of the surface area of the lot is shaded in summer. All rooftop parking structures must have sufficient trees planted and overhead planting so that within five years 70% of the surface area of the lot is shaded in summer and at least 50% of the surface area of the lot is concealed from views from above year-round.
- The size of any single surface parking lot or the aggregate total area of adjacent surface parking lots under one or more ownerships shall be 0.25 ha (0.6 ac.), except in the case of Automobile-Oriented Commercial and Industrial uses in the Aberdeen District where it shall be 1.21 ha (3.0 ac.), unless divided by a publicly-accessible street or building.

Parking Reduction Opportunities

- c) New development should seek to limit parking needs through sharing of parking facilities and coordination with off-site opportunities.
- Projects with a mix of uses should seek to reduce parking needs where the varied parking demand for proximate non-residential uses and residential visitor demand allows joint use of a single parking facility.
 - Residential projects with a high percentage of small units and good access to transit and public services should seek to limit the number of parking spaces provided to reflect the more limited parking demand of such development.
 - On-street parking should be retained and, where feasible, additional on-street parking should be accommodated, especially in areas where high demand for short term parking exists.

Bicycle Parking and end-of-Trip Facilities

- d) New development throughout the City Centre should accommodate the bicycle parking and end-of-trip facility needs of multiple-family residential dwellers, workers, and visitors.
- CLASS 1 Parking:
Secured, long-term bicycle parking shall be provided for the use of residential and non-residential tenants in the form of waterproof bicycle lockers, or bicycle rooms complete with bicycle racks.
 - (i) Parking facilities shall: be at-grade; have uniform 160 lux (min.) lighting which yields true colours; and, be within sight of building entry, elevator, and/or security.

- (ii) Bicycle rooms shall provide: lockable door(s) with window(s); tamperproof, motion-activated security lighting; an unobstructed view of each room from its entry; and, facilities for no more than 20 bicycles per room (enabling owners to identify one another).
- (iii) Bicycle lockers shall: be constructed of solid, opaque, weather-proof and theft resistant material, with no exposed fittings or connectors; have lockable doors which open to the full height and width of each locker; be grouped together; not be located at the head of parking spaces; and, have clear minimum dimensions of:

Length	1.80 m (5.91 ft.)
End Width at Door	0.60 m (1.97 ft.)
End Width Opposite Door	0.22 m (0.72 ft.)
Height	1.20 m (3.94 ft.)

- CLASS 2 Parking:

Unsecured, short-term bicycle parking shall be provided for visitors in the form of bicycle racks located within 15.0 m (49.2 ft.) of a principal building entry.

- (i) Parking shall be situated in well lit locations, clearly visible from principal building entries and/or public roads.
- (ii) Bicycle racks shall be made of sturdy, theft-resistant material, securely anchored to the floor or ground.
- (iii) Bicycle racks shall be designed to support the bicycle frame, not the wheels, and allow both the frame and the front wheel to be locked to the rack with a U-style lock.

- Parking Spaces Required:

The following bicycle parking requirements identify the number of parking spaces required for each 100 m² (1,076.43 ft²) of gross leasable area of building, or portion thereof; except for Residential Use, which identifies the number of parking spaces required for each dwelling unit.

- (i) Residential Use in Multiple-Family Dwellings and Mixed Commercial/Residential Buildings:

CLASS 1	1.5
CLASS 2	0.2

(ii) Food Catering Establishment, Retail, and Neighbourhood Pub:

CLASS 1	0.8
CLASS 2	0.8

(iii) Office:

CLASS 1	0.27
CLASS 2	0.27

- End-of-Trip Facilities shall be provided in association with CLASS 1 bicycle parking serving non-residential uses, and shall include showers, toilets, grooming stations, and clothing lockers.

(i) End-of-trip facilities shall be situated convenient to CLASS 1 bicycle parking, building entry areas, elevator lobbies, and, where they exist, complementary recreational facilities.

(ii) Grooming stations shall include: mirror; electrical outlet; counter space with a minimum depth of 0.45 m (1.5 ft.) and minimum width of 0.9 m (3.0 ft.); and, seating.

(iii) The number of showers, toilets, grooming stations, and wash basins shall be as follows:

No. of CLASS 1 Parking Spaces	No. of Showers, Toilets, and Grooming Stations	No. of Wash Basins
0-3	0	0
4-29	1/gender	1/gender
30-64	2/gender	2/gender
65-94	3/gender	2/gender
95-129	4/gender	2/gender
130-159	5/gender	3/gender
160-194	6/gender	3/gender
195+	6 plus 1 for each additional increment of 30 bike spaces	3 plus 1 for each additional increment of 65 bike spaces

(iv) Clothing lockers, measuring a minimum of 0.3 m (1.0 ft.) wide, 0.55 m (1.8 ft.) deep, and 1.8 m (5.9 ft.) high, shall be situated convenient to showers, toilets, grooming stations, and wash basins, and shall be provided at the rate of 1.4 lockers for each required CLASS 1 bicycle parking space. (If lockers are situated in a location which cannot be accessed by both men and women, the ratio of clothing lockers should be increased to 1.0 times the required number of CLASS 1 bicycle parking spaces for EACH gender).

Loading

- e) New development shall ensure that loading, garbage, and recycling facilities and operations will not interfere with necessary lane, road, and sidewalk activities, and will minimize any negative visual or physical impacts on adjacent uses.
 - Placement of loading spaces, garbage, and recycling uses fully within the building served, and accessed via operable garage doors, is preferred throughout the City Centre, and is required where a building has no lane access.
 - Alternatively, loading spaces may be located at-grade open to the lane, but should be solidly roofed to avoid noise and visual impacts on uses above.
 - Similarly, recycling and garbage facilities may be situated on a lane, but should be fully enclosed by a roof and side/rear walls, and be screened from the lane as much as is possible.

8.3 ADDITIONAL DEVELOPMENT PERMIT GUIDELINES: LAND USE – SPECIFIC GUIDELINES

8.3.1 RESIDENTIAL

It is the objective of these guidelines to support the directions provided under the City's Development Guidelines for Multiple Family Residential Areas contained in Schedule 1 of this Bylaw, and the Affordable Housing Strategy, and to supplement those directions based on future neighbourhood and sub-area plans, City policies, and the following:

- a) **General Multiple-Family Guidelines**
 - Apartment buildings should contain no more than 90 units, or should be designed with no more than 90 units sharing one entrance; and, should be designed so that residents can easily identify their own grouping of units. Townhouses should be designed in clusters of 25 units or less, and should have less than six units in a row.
 - New development should promote the provision of individual grade-level entries to residential units wherever possible, and intimate courtyards, landscape features, and/or special weather protection at common building entries.

- Each dwelling unit should have a near-, middle-, and distant-view. Special views, such as the mountains or riverfront, should be taken advantage of wherever possible.
- Sunlight should not be blocked for a minimum of 75% of dwellings in each development on every day of the year.
- Townhouse units should have a minimum private outdoor space of 37 m² (398.3 ft²) in area and 9.0 m (29.5 ft.) in depth. (The depth may, however, be reduced where adequate privacy screening is provided.) Apartment units should have a minimum private outdoor space of 6.0 m² (64.6 ft²) in area and 1.8 m (5.9 ft.) in depth, with larger-than-minimum spaces being strongly encouraged. Furthermore, an area of shelter and privacy should be provided within each private outdoor space. In the case of apartment units, for example, it is suggested that half of the minimum required outdoor space be recessed behind the building face.
- Traffic noise should be screened from residential units in order to maintain a maximum ambient indoor sound level of 35 dBA. Where private outdoor space is adjacent to arterial roads, buildings should be setback and/or other noise mitigating measures should be utilized, such as fencing, berming, and landscaping.

Universal Housing Design

- b) New development should accommodate the functional needs of residents of all ages and abilities.
- All outdoor and indoor common areas should be wheelchair accessible, and incorporate measures for those with low vision.
 - At least one elevator in each building should accommodate a prone stretcher.
 - Manoeuvring spaces in kitchens, bathrooms, bedrooms, and hallways should accommodate wheelchairs.
 - All doorways, including those within units and those accessing private outdoor areas, should permit easy wheelchair use.
 - Floor surfaces should be slip resistant and non-glare.
 - All locks latches, handles, closers, and controls should be easy to read, reach, grasp, and use.
 - Counters, cupboards, sinks, tubs, and showers should be well lit and easy to use.

- Additional electrical features, such as phone jacks and electrical outlets, should be provided to allow the use of remote controls, computers, and security devices.

Housing Families with Children

- c) New development should ensure a high standard of residential livability throughout the City Centre, paying particular attention to the special needs of households with children.
 - Sites selected for housing families with children should be:
 - (i) Within convenient walking distance of schools, recreational amenities, and community services;
 - (ii) Protected from incompatible uses, including traffic impacts; and
 - (iii) Conducive to family housing development requirements, such as outdoor play space.
 - In higher-density areas, there should be a sufficient number of family units per project, situated within convenient proximity to each other, to:
 - (i) Provide children peers to play with;
 - (ii) Encourage a sense of community; and
 - (iii) Support provision of adequate and appropriate outdoor and indoor family-oriented amenities.
 - The amount and design of common open space should ensure that the on-site demands of both children and adults are appropriately accommodated.
 - The size and design of indoor common amenity spaces should take into account the special needs of families with children, such as indoor play.

8.3.2 RETAIL

It is the object of these guidelines to ensure that retail uses contribute to a high standard of livability and the pedestrianisation of the City Centre.

Important Pedestrian Retail Areas

- a) New development should reinforce the establishment of mixed-use areas providing special retail focal points (ranging from Brighthouse Village to local neighbourhood "main streets"), which promote the pedestrianisation of the City Centre and enhance its urban amenity.
 - Outdoor retail display, restaurant, and related activities are encouraged.

- (i) Outdoor uses, related to the adjacent retail store and restaurant frontages, are encouraged within the first 2.0 m (6.6 ft.) of the sidewalk adjacent to the retail frontage, space permitting.
 - (ii) Outdoor restaurants are permitted to provide enclosures, no greater than 1.0 m (3.3 ft.) in height, to create temporary "outdoor dining rooms" designed to enhance local character.
- Festive and interesting forms of pedestrian-oriented lighting are encouraged, contributing to the character of the street.
 - (i) Lighting provided on privately-owned lands in the streetscape should be integral with the architecture and supportive of local character.
 - (ii) Use of free-standing pole lighting should typically be restricted to City-owned street lighting and pedestrian luminaires used in association with linear open space routes.
 - (iii) Lighting of streets, businesses, and outdoor areas should support a safe and secure environment for evening and late night public enjoyment.
 - (iv) Lighting should minimize impact on sensitive neighbouring uses (i.e. residential).
- Development of small scale retail shop fronts designed to provide visual diversity, reinforce a human scale, and enhance pedestrian interest is encouraged.
 - (i) Small, individual store fronts should predominate, having an average width of 7.6 m (25 ft.), and a maximum width of 15.2 m (50 ft.).
 - (ii) Where a large tenancy is planned, its retail frontage should be limited as for smaller shops and its additional area should be concealed behind smaller retail frontages.
 - (iii) Where pedestrian amenities such as a courtyard, covered entry area, resting place, or other features of pedestrian interest are provided the maximum frontage width may be relaxed.
 - (iv) Display windows and individualized tenancy design should be used to enhance pedestrian interest.

- Continuous weather protection supporting year-round use of busy pedestrian areas should be provided. (Section 8.2.3a)
- Low-rise (3 to 4 storeys) street walls providing strong street definition, and supporting retail continuity and pedestrian scale should be developed throughout (with or without towers above).

Indoor Pedestrian Retail Systems

- b) New development should ensure that the vitality and success of any indoor pedestrian retail systems is complementary to that of the City Centre's outdoor, street-oriented pedestrian system through:
- Development of new indoor multi-tenant retail malls only in areas where automobile-oriented commercial uses are encouraged under the plan, or where provision of an indoor, mid-block pedestrian linkage is desirable;
 - Extension of existing indoor, multi-tenant retail malls only where the adjacent street-oriented pedestrian realm is comfortable and diverse, and the pedestrian traffic along the indoor and outdoor routes is sufficient to maintain active environments for both;
 - Development of a minimum of 60% of the street frontage of any property supporting an indoor multi-tenant retail mall with street-oriented uses which are complementary to local character and directly accessible from the sidewalk; and
 - Public hours of mall access which coincide with the hours of public transit operation such that malls may provide effective pedestrian linkages between local destinations, residential areas, and related uses.

Neighbourhood "Main Streets"

- c) New development should seek to reinforce or establish neighbourhood-oriented centres providing for the daily shopping, business, and community needs of residents in a mixed-use setting complementary to local neighbourhood character.
- The role of a "main street" is to provide the primary commercial focus for a neighbourhood at least 0.8 km (0.5 mi.) in diameter through:
 - (i) Provision of at least 1,200 m² (12,917.1 ft²) of commercial and related uses; and

- (ii) Good linkages with, and a role which is complementary to, neighbouring "main streets" and other commercial areas. For example, where a significant commercial concentration exists within or on the periphery of a neighbourhood, elements and uses should be encouraged within or adjacent to that concentration which would enhance its neighbourhood function, rather than establishing a separate neighbourhood "main street".
- Neighbourhood "main street" must seek a balance between pedestrian and automobile comfort, visibility, and accessibility, through:
 - (i) Strong linkages with the neighbourhood, adjacent areas, and complementary centres and uses, via transit and pedestrian/cycling routes;
 - (ii) Good vehicular access and visibility from a major arterial; and
 - (iii) Pedestrian weather protection linking transit with retail and community uses.
- Development should provide for a mix of uses arranged vertically with:
 - (i) Retail and public uses at grade and residential uses above;
 - (ii) Off-street parking situated above grade and/or to the rear of public "main street" and residential uses; and
 - (iii) Office uses at or above grade, where they are complementary to the role of the "main street" and do not impair retail continuity or vitality of the street.
- Development should reinforce the image of the neighbourhood "main street" as a pedestrian-oriented, community focal point through:
 - (i) Orientation and continuity of small shops, "anchor" stores and community services, and significant public uses at grade;
 - (ii) Strong street edge definition;
 - (iii) Pedestrian scaled building facades (typically 3-4 storeys) articulated to enhance visual interest;
 - (iv) Provision of neighbourhood gathering places;

- (v) Development of special open space, landscape, street furnishing, and landmark features; and
- (vi) High quality, durable building materials which enhance the character and coherence of the local area.

Local Commercial

- d) New development should seek to be responsive to the distinct needs and opportunities of the City Centre's residential neighbourhoods through the spot development of local commercial uses which may be:
 - No more than 375 m² (4,036.6 ft²) in size, per development;
 - Clustered, with an aggregate total area of no more than 1,200 m² (12,917.1 ft²);
 - Established to provide one or more public uses which serve to reinforce or enhance nearby community uses (ie. a cafe adjacent to a "neighbourhood house");
 - Provided to enhance neighbourhood identity and amenity by augmenting general commercial uses with neighbourhood-oriented use(s); and
 - Provided to enhance local character and residential diversity (ie. artist's live-work studios).

8.3.3 AMENITY SPACE

It is the objective of these guidelines to promote the development of indoor amenity space, for the public, non-residential tenants, and residents, which is well suited to the special needs of its various users.

Public Space

- a) Where new development provides Public Amenity Space, as defined under Zoning and Development Bylaw 5300 Division 100:
 - Consolidate its development in one location, either dedicated to a single use or adaptable to multiple uses (as required by the City at the time of development);
 - Ensure the shape of the facility, the configuration of spaces within the facility, and the location of the facility are tailored to its intended use(s);
 - Situate the facility to encourage public use and provide for convenient public access (ie. in a highly-visible, grade-level location fronting a pedestrian-oriented street or open space);

- Wherever possible, provide direct public access from the facility to the outdoors, and convenient access to bicycle parking, vehicle parking, and passenger drop-off areas;
- Ensure that barrier-free access is provided to and throughout the facility;
- Wherever possible, provide access to outdoor open space for use by facility users; and
- Ensure that exterior windows extend for a length equal to, or greater than, 20% of the perimeter of the facility.

Semi-Private Space

- b) Amenity space for the common use of project tenants, either residential or non-residential, shall be:
- Accommodated as indoor space within each phase of construction;
 - Designed and operated to meet the special needs of tenants within the project as a whole and, more specifically, the phase of construction in which the space is situated;
 - Provided at a minimum ratio of:
 - (i) For residential uses:

2 m² (21.5 ft²) per bedroom, such that a multi-purpose/meeting room (complete with washroom and kitchen facilities) can be provided capable of accommodating 40% of the estimated adult population. Other indoor spaces such as exercise rooms, workshops, indoor children's play space, or a youth lounge should also be considered. (In addition to indoor space, a minimum of 4 m² (43.1 ft²) of outdoor amenity space shall be provided per bedroom.); and
 - (ii) For all other uses:

1 m² (10.76 ft²) per 100 m² (1,076.43 ft²) of gross leasable building area; and
 - The amount, distribution, and design of indoor, and outdoor, residential amenity space should ensure that the on-site needs of children, youth, adults, and seniors are appropriately accommodated.

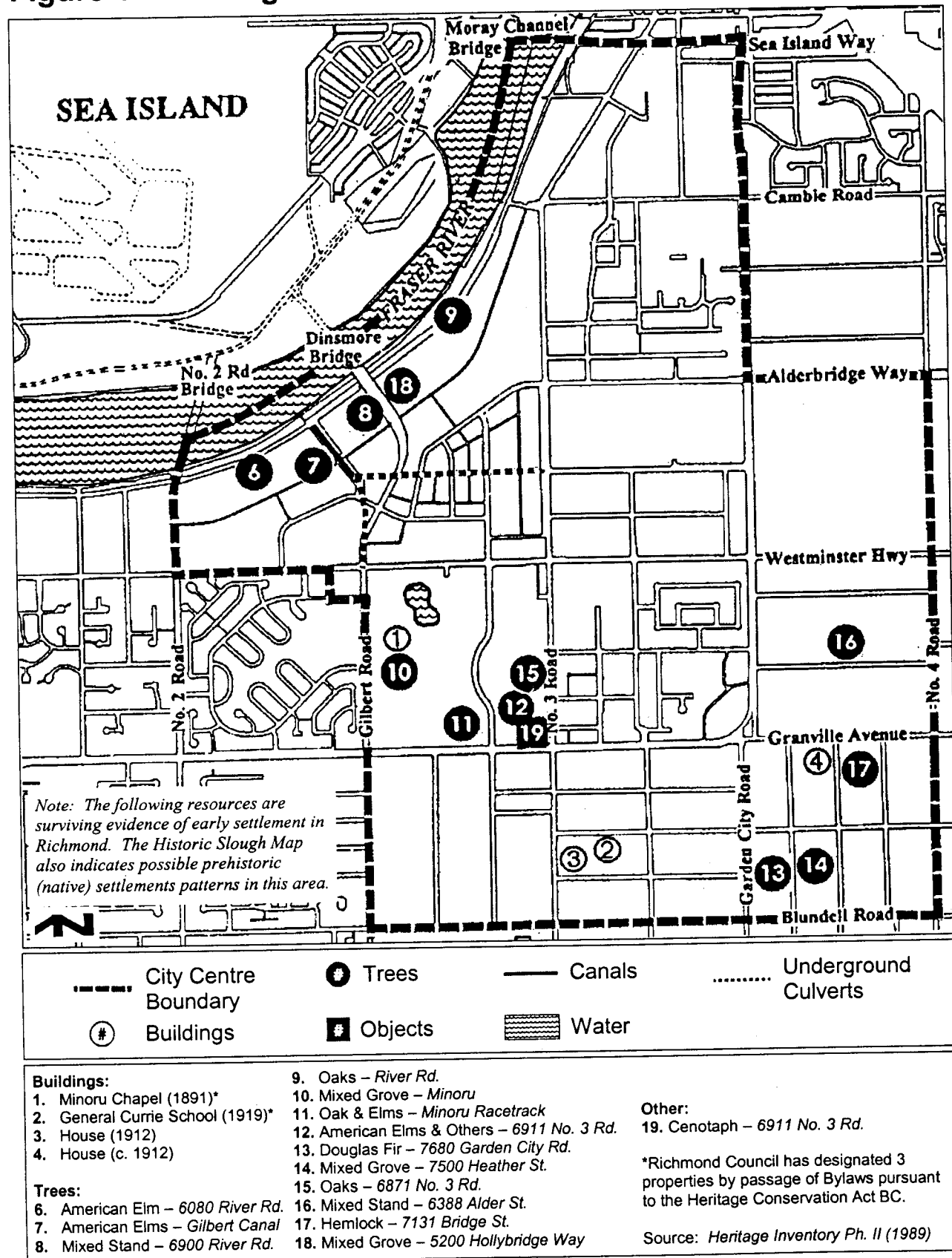
Figure 1 – Heritage Resources

Figure 2 – Streets Subject to Sunlight Standards

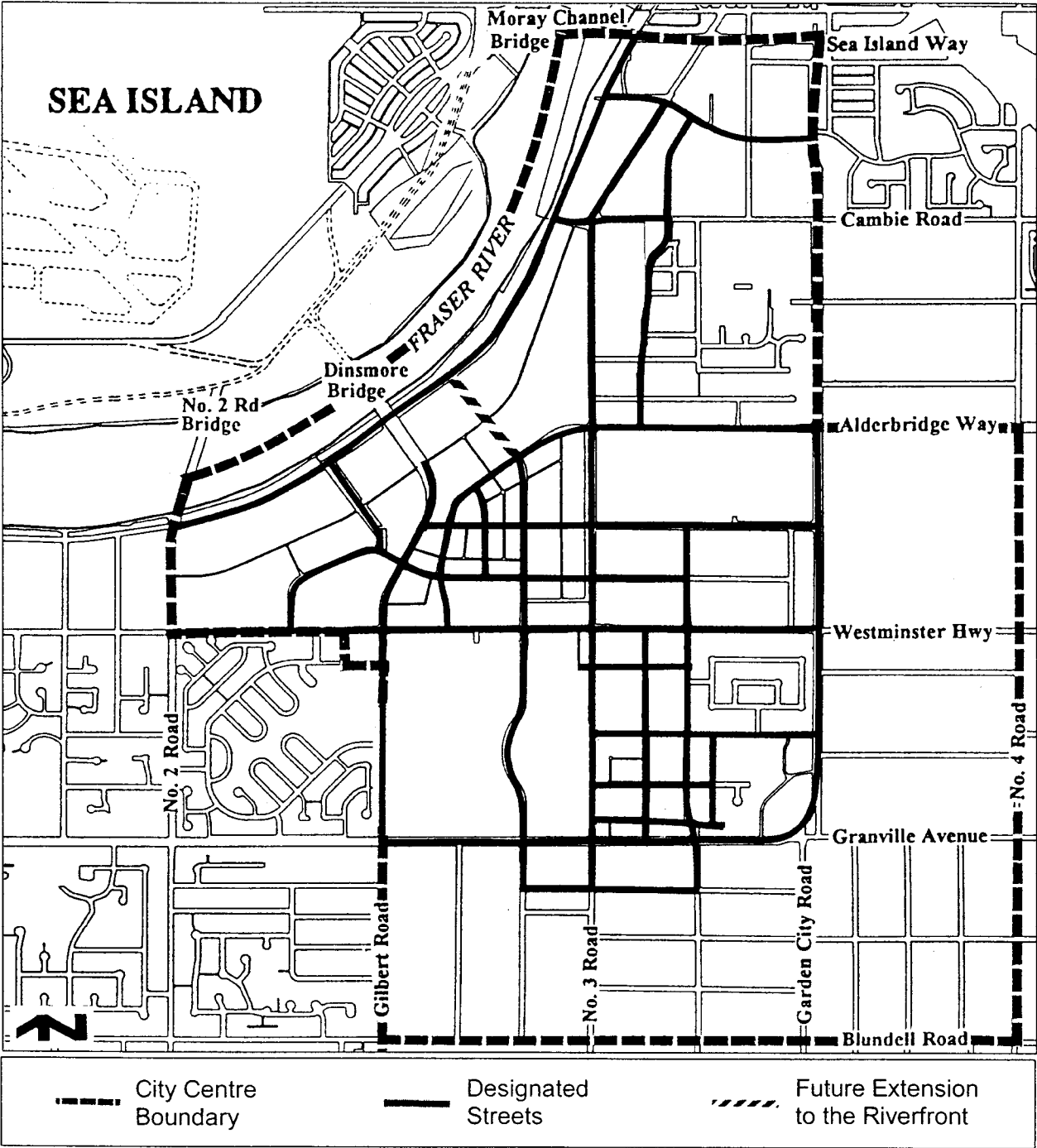


Figure 3 – Special Pedestrian Weather Protection

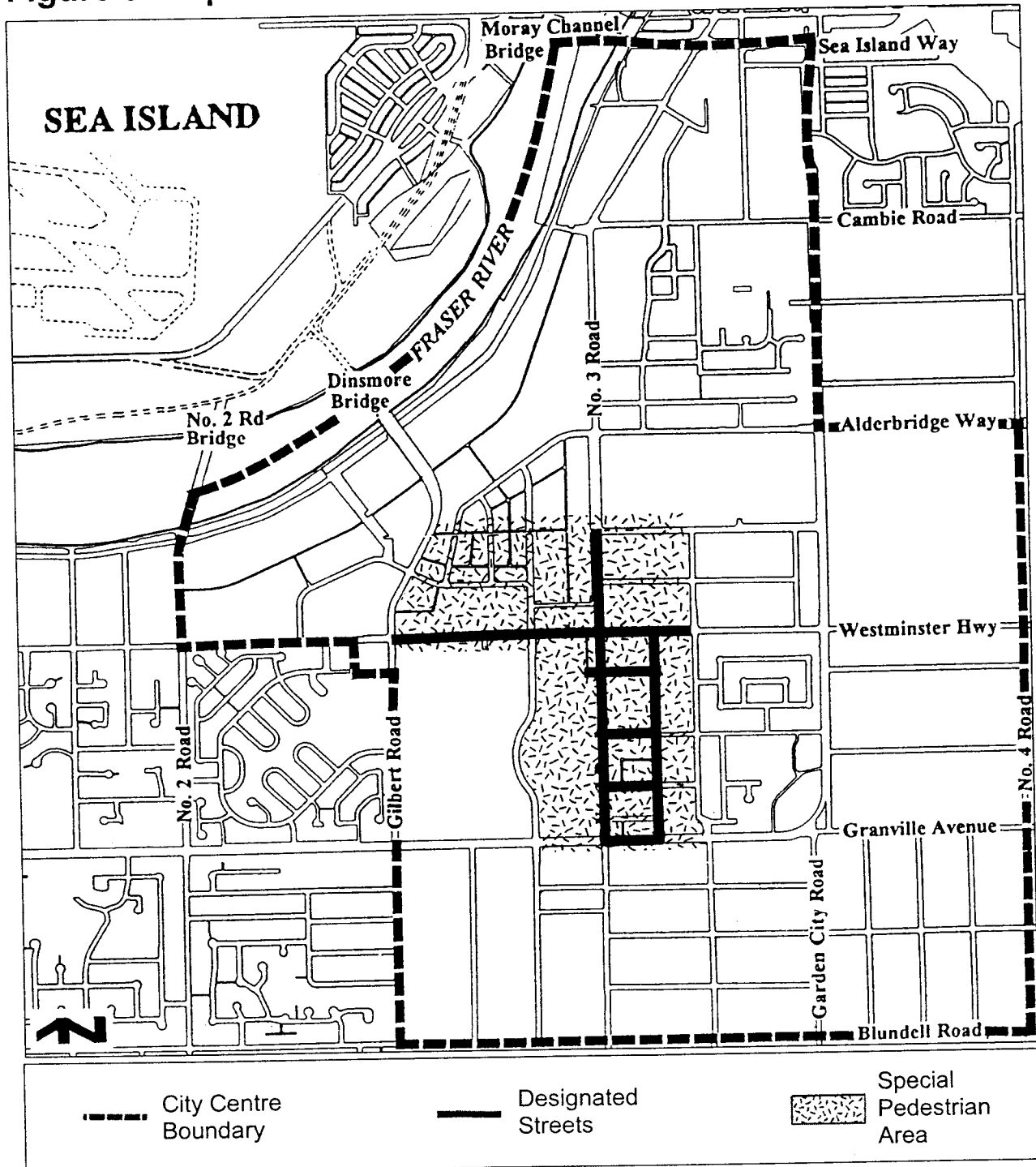


Figure 4 – Areas Where Noise Insulation May Be Required

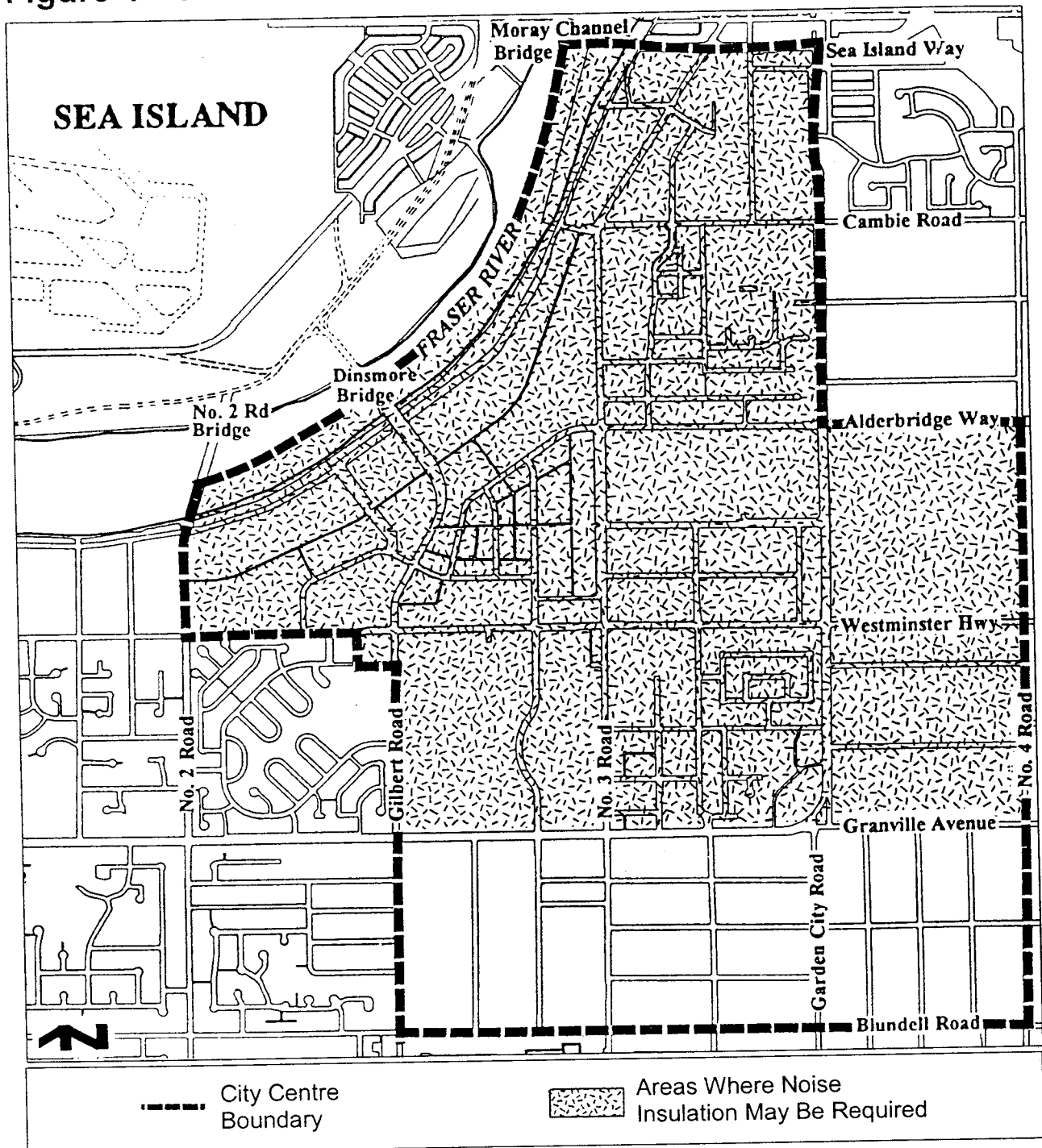
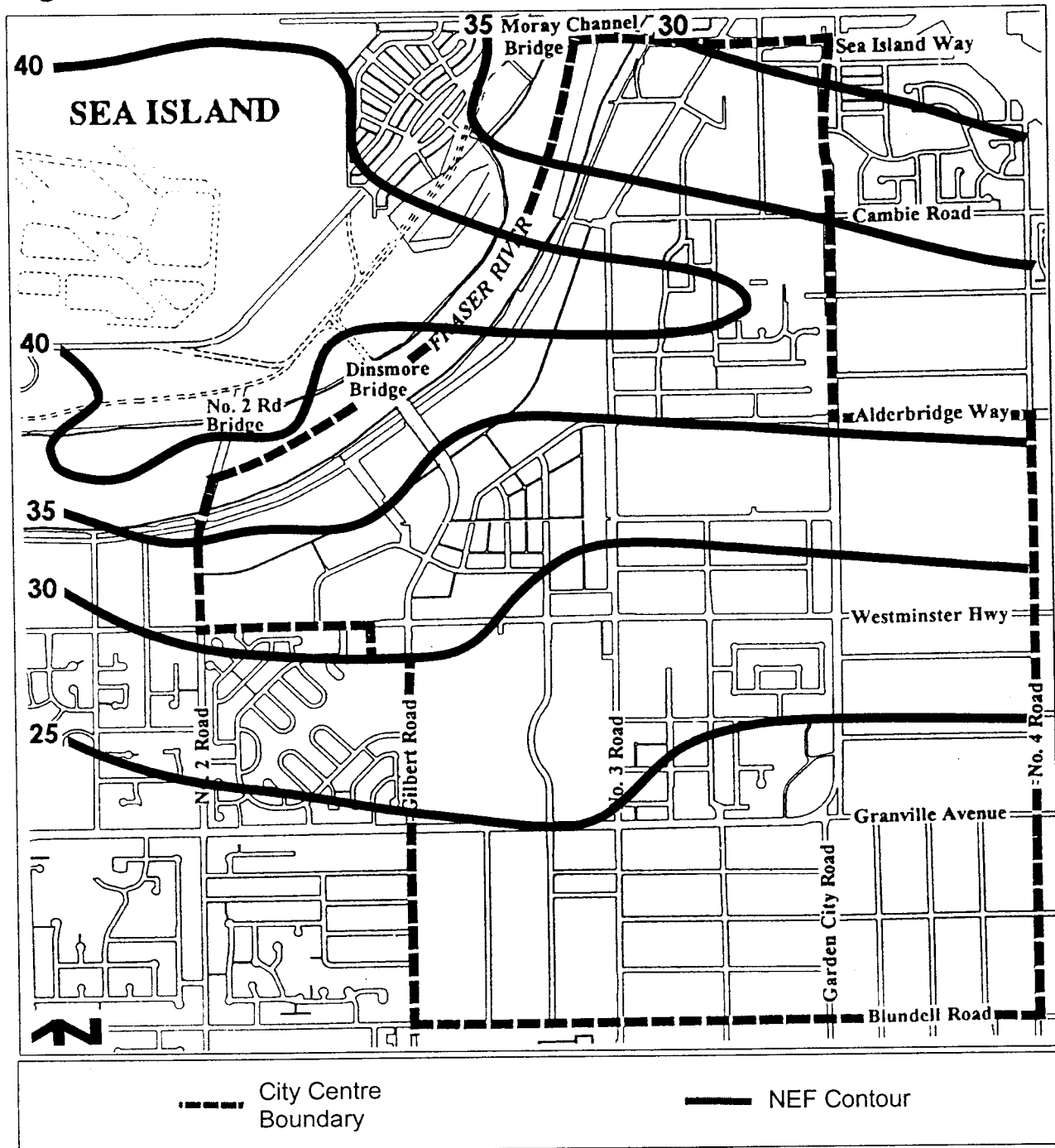


Figure 5 – 2015 NEF Planning Contours¹

¹ The Noise Exposure Forecast (NEF) is the official measurement used in Canada for airport noise assessment. The NEF is calculated (or modelled) by time-averaging aircraft operations considering aircraft fleet mix, flight distances, runway utilization, flight path, and time of day, together with flight frequency and level of background noise. The NEF was designed to encourage compatible land uses in the vicinity of the airport by anticipating human annoyance to airport operations at various NEF levels. Figure 5, 2015 NEF Planning Contours, is provided as a guide for future development. It should be noted, however, that these contours and their implications may change over time. People within areas affected by aircraft operations should contact the Vancouver International Airport Authority to ensure this information is up to date prior to acting on it.

Figure 6 – Typical City Centre Sidewalk Improvement: Plan

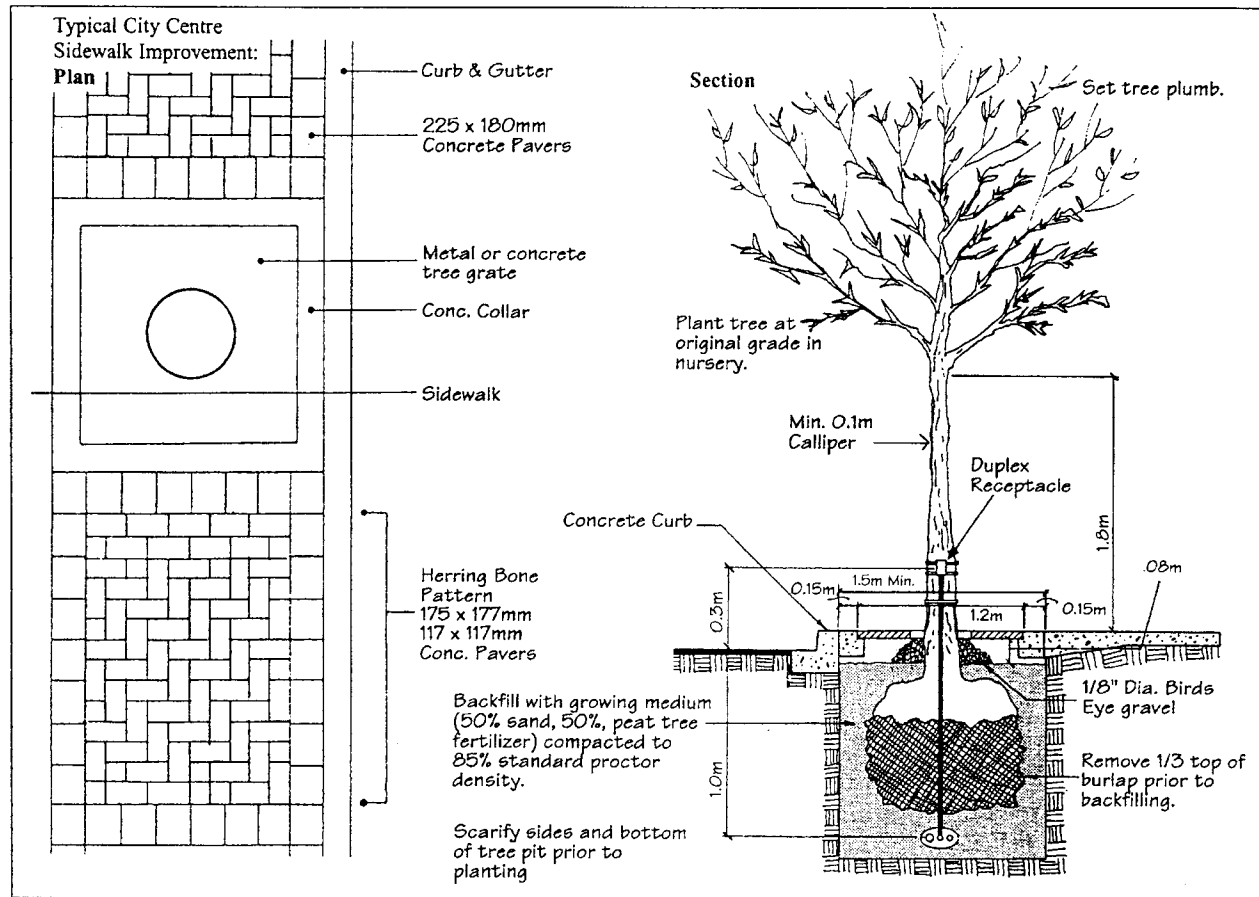
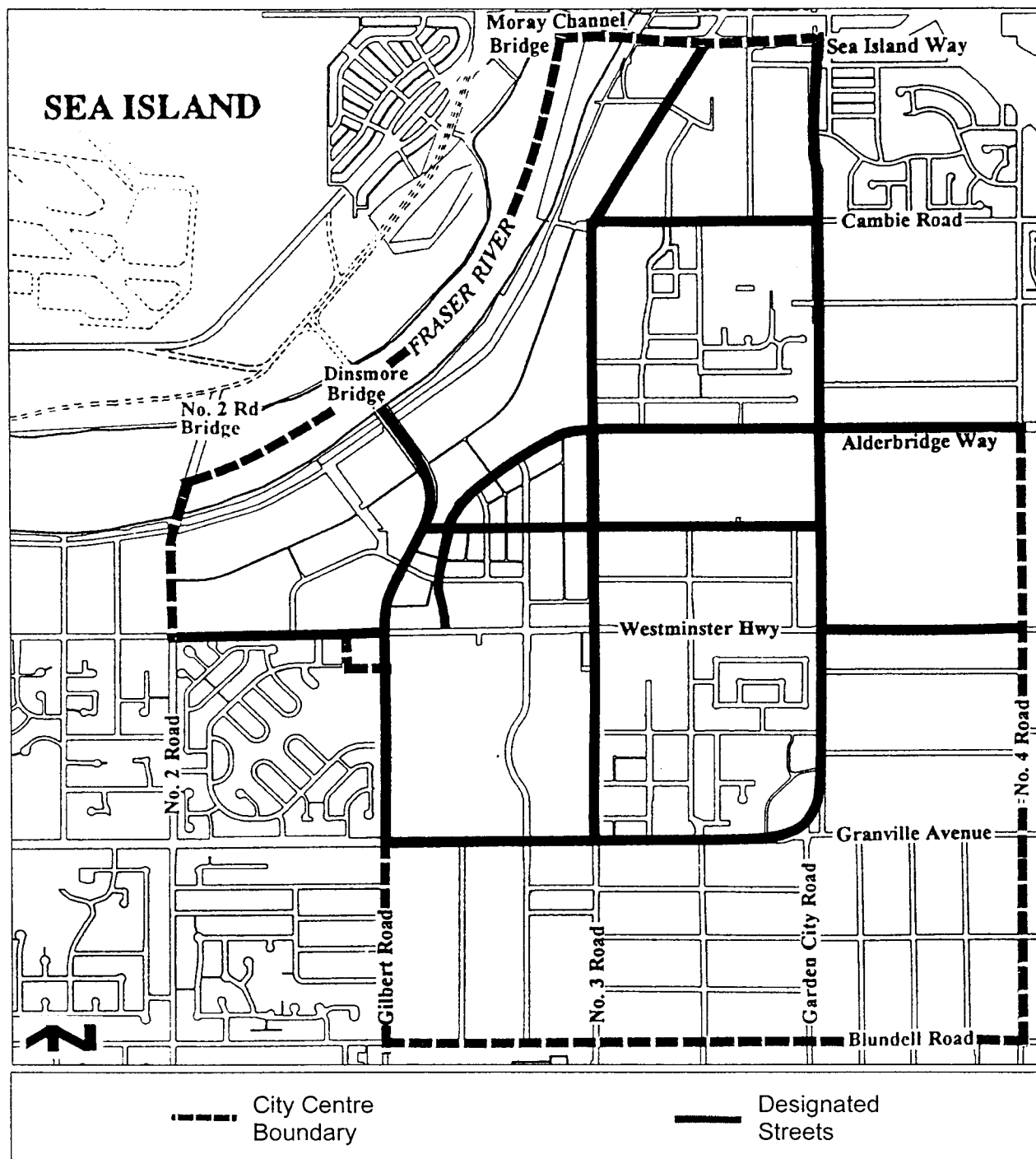
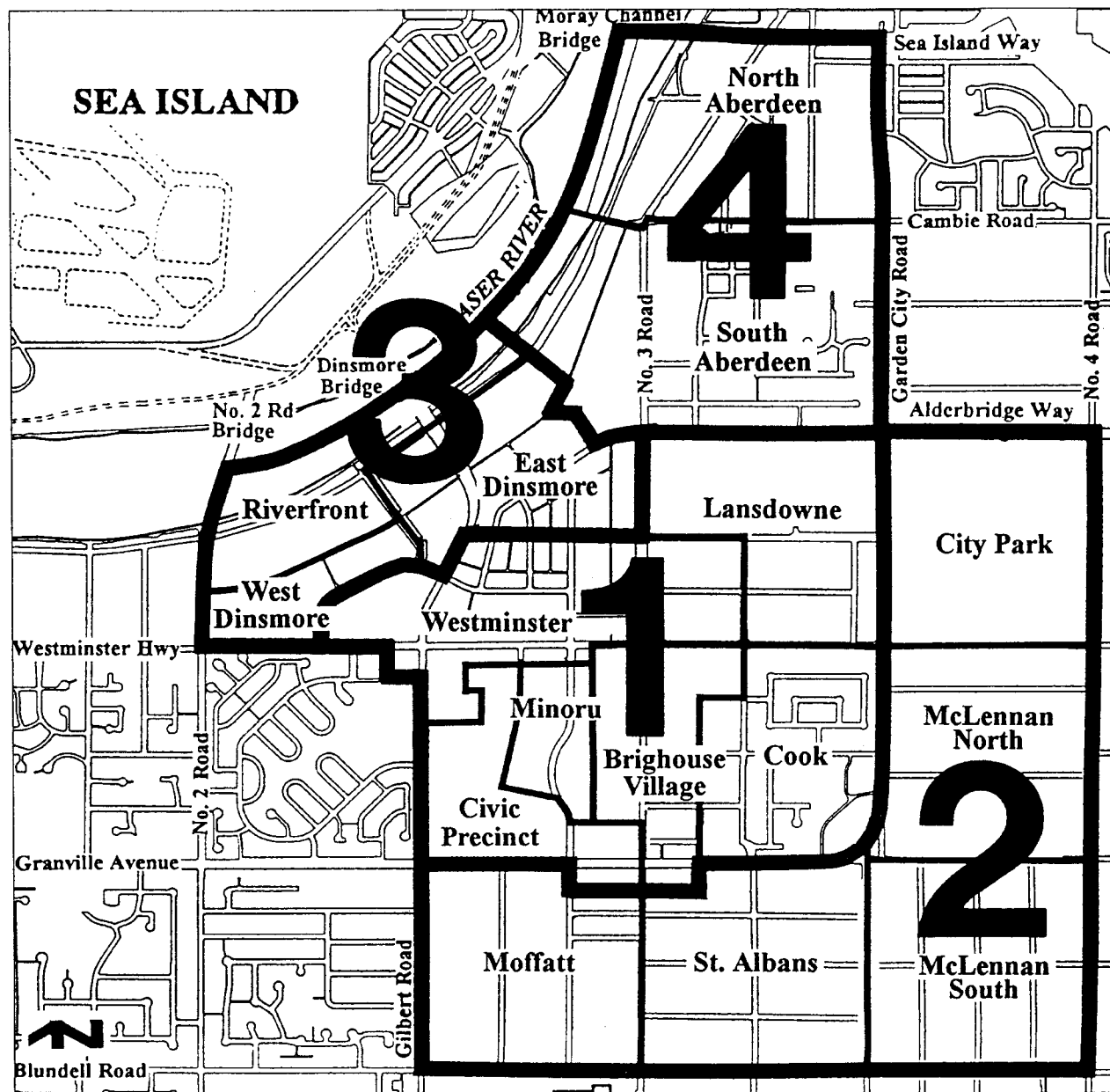


Figure 7 – Planting of Street Trees in Double Rows

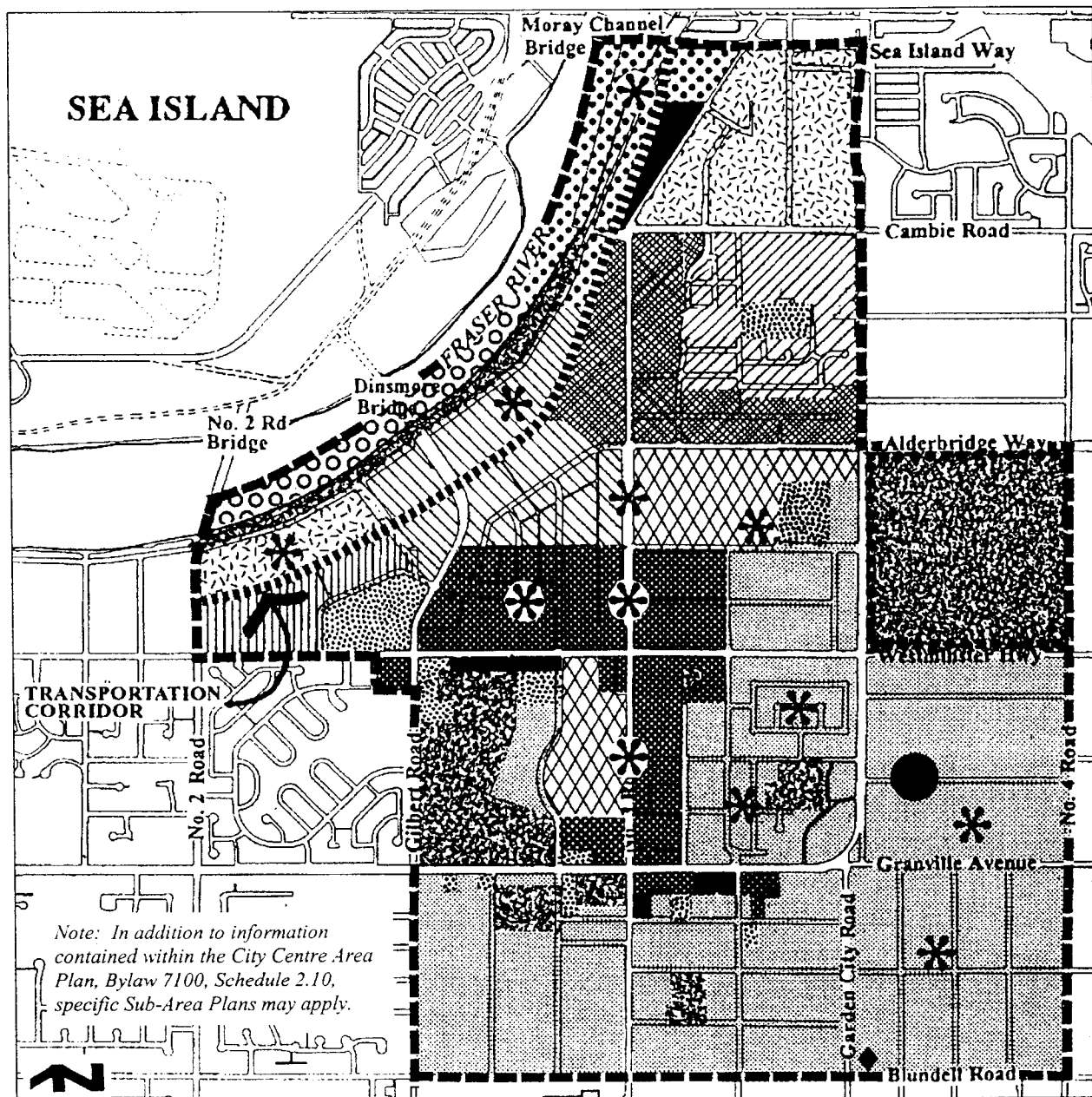


City Centre District and Local Area Boundaries Map



1	DOWNTOWN	2	SOUTHEAST	3	DINSMORE	4	ABERDEEN
1.1	Brighthouse Village	2.1	Moffatt	3.1	Riverfront	4.1	North Aberdeen
1.2	Westminster	2.2	St. Albans	3.2	West Dinsmore	4.2	South Aberdeen
1.3	Lansdowne	2.3	McLennan South	3.3	East Dinsmore		
1.4	Cook	2.4	McLennan North				
1.5	Minoru	2.5	City Park				
1.6	Civic Precinct						

Land Use Map



Residential	Auto-Oriented Commercial	Programmed Recreational Water Area	Detailed Land Use Study Required
Mixed Use - High Density	Urban Business Park	Park	Neighbourhood Pub
Mixed Use - Shopping Centre	Business Park	Park - Configuration and Location to be determined	Agricultural Land Reserve Boundary
Mixed Use - Specialty	Mix Use - Light Industry	Transportation Corridor	Neighbourhood Centre Configuration and Location to be determined
Mixed Use - Riverfront	Institutional		

DEFINITIONS

APPENDIX 1

Schedule 1 of the OCP contains a definitions section which applies to the entire OCP. The following definitions apply to this area only.

Alternative Energy Technologies	Energy sources such as solar, wind, propane or geo-thermal, that provide alternatives to more common fossil fuel and hydroelectric energy sources.
City Centre	Refers to the study area of this plan.
Core Area (also Urban Core or Downtown Core)	The area of the Downtown District of the City Centre where higher density, mixed use development is encouraged, contributing to the establishment of a central focus for the City Centre and Richmond.
Housing - At Grade	Housing units of one or more storeys that have their own private entrance and private outdoor area at ground level.
Multi-Purpose Community Space (also Multi-Purpose Facilities or Multi-Purpose Space)	Constitutes space provided in a public or private building for use by the community which is designed to accommodate a variety of activities and/or uses.
Parking Corporation	Public or privately owned agencies that administer and operate off-street parking facilities.
Public Uses	Land uses that encourage interaction and require public access. For example, restaurants, retail uses and community buildings.
Road - Fire Lanes	Vehicular access routes provided in multi-family residential areas to allow access by fire trucks.
Secondary Materials	Material that technically can be reused as a raw material in the manufacture of new products.
Sustainability (also Sustainable Development)	Sustainable development is development that meets the needs of the present without compromising the ability of future generations to meet their own needs.
Land Use Map Definitions	
*Commercial - Auto-Oriented	An area of lower density retail development, typically accessed by automobile, which provides for shopping, personal services, business, and entertainment uses.
*Light Industry	Industry which is wholly enclosed within a building or buildings, except for the outside storage of commercial vehicles, recreational vehicles and boats, and which is not offensive by reason of smoke, noise, vibration, dirt, glare, odour, or electrical interference.
*Mixed Use - High Density	An area of higher density development which provides for residential, office, commercial, entertainment, and personal service uses, along with amenity and community uses.

*Mixed Use – Light Industry	A low- to medium-density area where the development of high-tech and other light industries and office uses are encouraged, together with a limited amount of commercial, educational, amenity, and service uses.
*Mixed Use - Riverfront	An area of lower- to medium-density development adjacent to and on the river which provides for residential, boating, and recreational uses, plus a limited amount and range of river-oriented commercial uses.
*Mixed Use - Shopping Centre	A mix of residential, office and typical shopping centre (retail/entertainment) uses along with complementary amenity and community uses.
*Mixed Use - Specialty	An area of low- to medium-density development which encourages the introduction of residential, community, and pedestrian-oriented uses into a predominantly automobile-oriented commercial area in order to improve the relationship of this area with its neighbours and to enhance the public amenity and livability of the area.
*Neighbourhood Centre	An area in which the daily shopping business and/or social needs of residents in the vicinity can be accommodated along with multi-family residential development in a form and density complementary to the surrounding neighbourhood.
Park	An area of City-owned public open space that may include public facilities such as recreation centres, schools, etc.
*Programmed Recreational Water Area	An area of the Middle Arm of the Fraser River identified for water-oriented recreational activities such as paddling, kayaking, and rowing, along with related uses, facilities, and/or programs, but excluding swimming.
*Residential	Housing and uses associated with residential neighbourhoods including: single-family, two-family; and multiple-family housing, childcare facilities; group homes; community uses; and, home occupation. Local commercial uses of no more than 375 m ² (4,036 ft ²) may be provided as part of a residential development where they will complement adjacent uses, be conveniently accessible by local roads and pedestrian routes, and enhance the character of the neighbourhood.
Transportation Corridor	An area to be reserved for future use as part of the City Centre's movement network for automobiles, transit, bicycles, and/or pedestrians.
*Urban Business Park	An area of high density light industrial development which provides for advanced technology industry; industry with a significant component of research and development activity; compatible and complementary commercial uses; and, complementary light industrial uses.

*Private and public institutions such as education facilities, places of worship, assembly buildings, childcare facilities, and charitable services are permitted in all designated areas as shown.

Richmond Official Community Plan

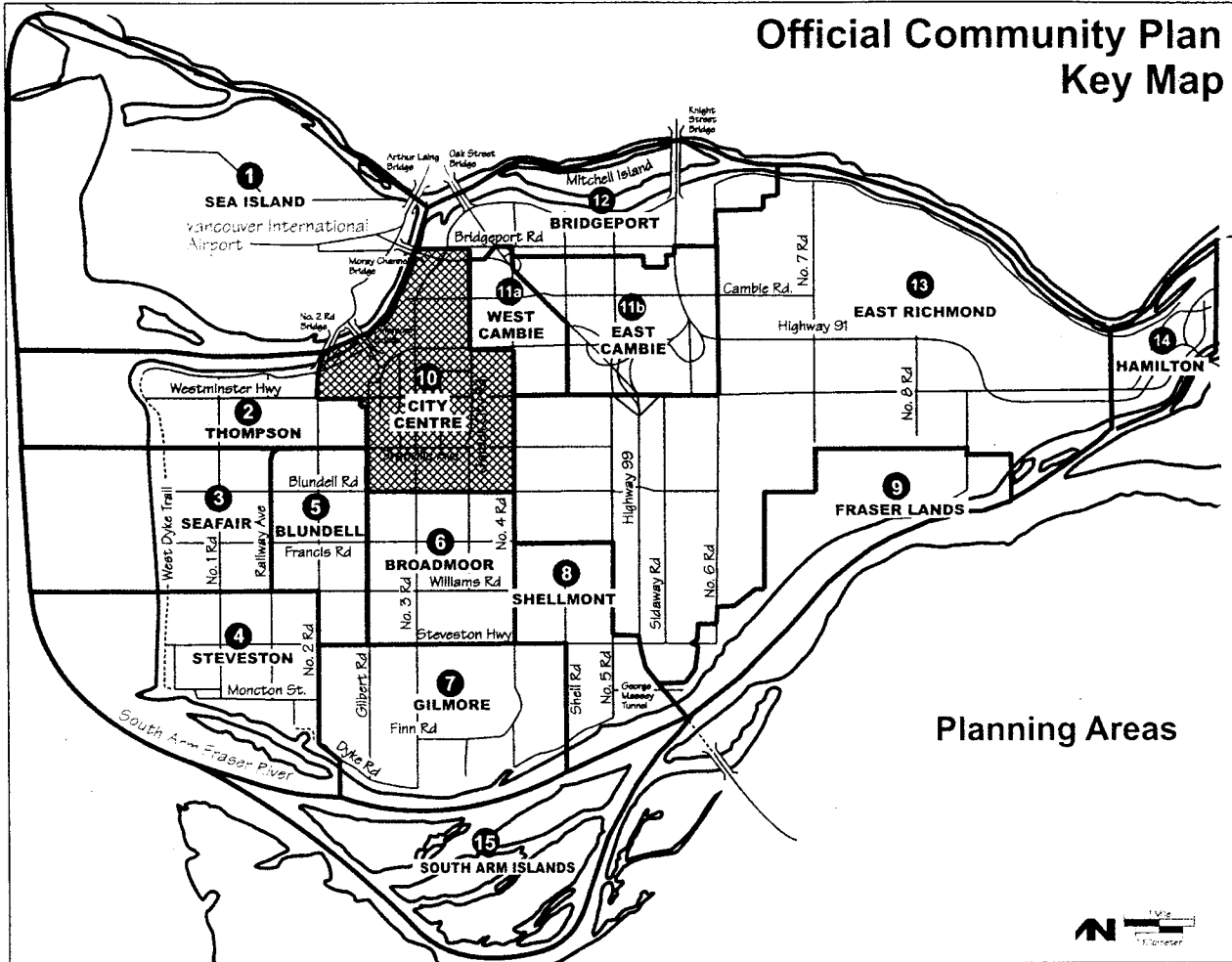


City of Richmond

CITY CENTRE AREA ST. ALBANS SUB-AREA PLAN Bylaw 7100 Schedule 2.10A



KEY MAP



PLAN AREA MAP

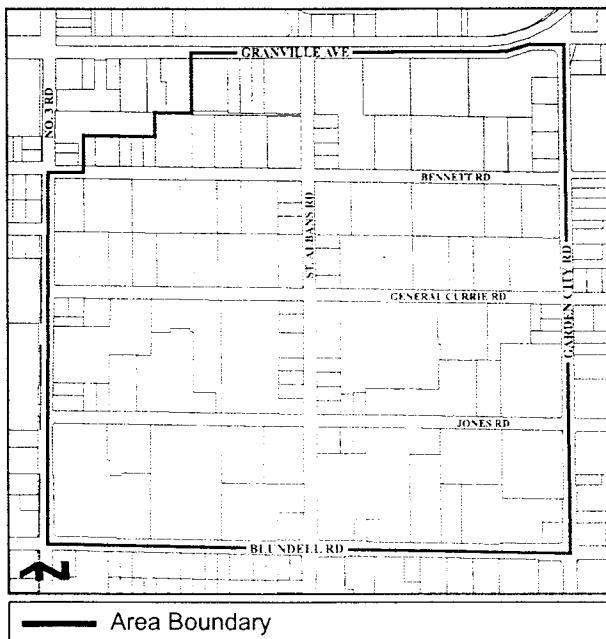


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PLAN INTERPRETATION

What is the Official Community Plan (OCP)?

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Definitions

See OCP Schedule 1.

1.0 PLAN OVERVIEW

1.1 PURPOSE

The St. Albans Sub-Area is one of five medium-density residential neighbourhoods in the Southeast District of the City Centre. This plan applies to the area shown on the Plan Area Map, and provides the goal, objectives, and policies for development in this area.

The St. Albans Sub-Area Plan was adopted in 1989 and set the stage for the transformation of what was then a large-lot single-family area. The plan aims to establish St. Albans as a downtown residential neighbourhood. Since 1989, the area has redeveloped with four-storey apartment buildings (over parking) and townhouses. In addition, roads and services were upgraded, a new elementary school was constructed and expanded, and the neighbourhood's old one room school was restored as a local landmark.

Since adoption of the plan, sites for large-scale projects in St. Albans have become very limited, and developers are shifting their attention to smaller projects and redevelopment opportunities. Future development in St. Albans is expected to include the replacement of the low-density commercial strip along Granville Avenue with higher-density residential and mixed-use projects; multiple-family "infill" housing on remnant single-family lots; the densification of the area's institutional properties; and, the gradual introduction of new forms of innovative, multiple-family housing. In addition, the City and developers have begun to take steps to enhance the area's streetscape and develop a network of mid-block pedestrian links. These changes and others, under the guidance of the sub-area plan, will continue to shape the St. Albans area as it matures into one of Richmond's key downtown residential neighbourhoods.

1.2 GOALS

The goal of this plan is to:

- Provide for residential housing opportunities at medium densities in support of Council's goals and objectives for the City Centre Area.

2.0 JOBS & BUSINESS

ISSUE:

The commercial needs of St. Albans residents are well served by the adjacent downtown core and the existing shopping centre to the area's southeast. In addition, a small commercial area near the intersection of St. Albans Road and Granville Avenue also serves the neighbourhood. Any significant expansion of commercial uses beyond this area seems unwarranted and could compromise local objectives for enhancing the quality of the residential environment.

OBJECTIVE 1:

To limit commercial development within St. Albans in order to reinforce it as a primarily residential neighbourhood.

POLICIES:

- a) Encourage mixed-use development around the intersection of St. Albans Road and Granville Avenue that will complement local objectives for a high-quality, high-amenity, residential neighbourhood.

3.0 NEIGHBOURHOODS & HOUSING

ISSUE:

The Official Community Plan for the City Centre Area (Schedule 2.10 to Bylaw No. 7100) contains policies that aim to achieve a "complete community" by balancing the City Centre's economic activities with strong residential neighbourhoods. The location of St. Albans makes it an attractive urban residential address as it offers residents easy access to downtown amenities without all the hustle and bustle. In a strategic location such as this, it is the City's objective to ensure that the neighbourhood will be attractive to a sizeable and diverse resident population. This requires that careful attention be paid to both the area's mix of housing options and the quality of the residential environment.

OBJECTIVE 1:

To provide a range of housing types and tenures for a variety of households and age groups.

POLICIES:

- a) Permit a range of multi-family housing according to the Land Use Map for the St. Albans Sub-Area;
- b) Permit the construction of special needs and assisted housing for seniors, disabled persons, and those on limited incomes;
- c) Prohibit the subdivision of lots which result in building sites which have a street frontage of less than 15 percent of the perimeter of the lot;
- d) Ensure that development projects adjacent to “locked-in lots” are sited so that a sufficient amount of land is available to create a lot with dimensions meeting the minimum requirements for multiple-family development. For the purpose of this policy, a “locked-in lot” is defined as a parcel, composed of one or more contiguous lots, that has no practical opportunity for expansion, and is smaller than the minimum lot size typically required under the City of Richmond’s multiple-family zoning districts.

4.0 TRANSPORTATION

ISSUE:

As a City Centre neighbourhood, St. Albans is confronted with two key transportation challenges:

Firstly, development in St. Albans must be consistent with broader City Centre transportation objectives. Most importantly, the section line roads defining the perimeter of the St. Albans area are key routes providing access to and around Richmond’s downtown. As such, measures should be taken to ensure that properties fronting these roads are accessed from within the quarter section. For example, in the case of properties fronting Granville Avenue, west of St. Albans Road, the City is working to establish a rear lane.

The second challenge facing the St. Albans area relates to finding suitable ways to mitigate the impacts of non-local traffic on the quality of its residential environment, while at the same time accommodating growth.

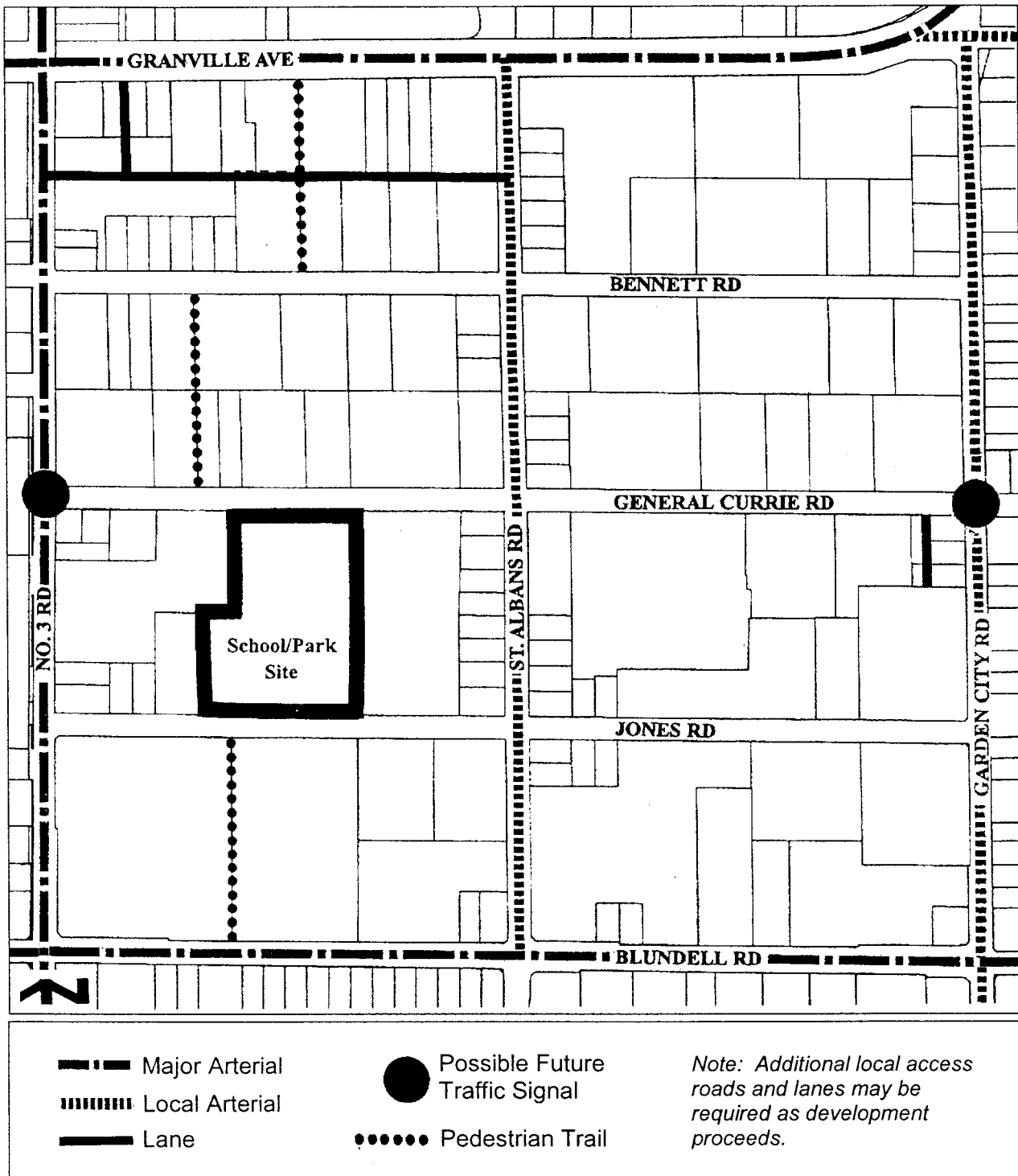
OBJECTIVE 1:

To provide an efficient transportation system which serves the area.

POLICIES:

- a) Maintain the integrity of perimeter arterial roads by providing traffic access to new development from roads within the St. Albans Sub-Area;
- b) Develop a transportation system consistent with the St. Albans Circulation Plan Map;
- c) Accommodate pedestrians on roads throughout the St. Albans Sub-Area with adequate sidewalks and crosswalks (e.g. to current City Centre standards);
- d) Encourage developers to provide a right-of-way for lane access between the commercial properties fronting on Granville Avenue and the residential properties fronting on Bennett Road, from St. Albans Road to No. 3 Road, as development occurs.

Circulation Plan



5.0 NATURAL & HUMAN ENVIRONMENT

ISSUE:

As St. Albans redevelops and densifies, its population will grow and the need for public open space will increase. Based on population projections for St. Albans, it is estimated that as much as 4.05 ha (10 ac.) of land will be required for this purpose (in addition to private and semi-private outdoor spaces on private properties), of which 2.2 ha (5.4 ac.) are provided at the General Currie School/Park site. The remainder will likely take the form of trails and “pocket parks” on private property. To date, a “pocket park” has been provided for public use by a private developer on the north side of Bennett Road (west of St. Albans Road), and a trail is well underway that will eventually link Granville Avenue with Blundell Road via the school/park. In addition, the City has “reclaimed” portions of General Currie and Jones Roads to expand the school/park, create a more attractive pedestrian-friendly streetscape, and calm traffic. These and other innovative measures together with a high degree of cooperation between the City, residents, and developers will continue to be required in order to achieve the area’s public open space targets and further enhance the appearance and liveability of the St. Albans area.

OBJECTIVE 1:

To provide open space and parks for the benefit of area residents.

POLICIES:

- a) Maintain and enhance the 2.2 ha (5.4 ac.) General Currie school/park site as the neighbourhood’s primary public open space and focal point for community gatherings and activities;
- b) Encourage developers to accommodate the open space needs of small children and adults where medium density residential redevelopment occurs, by incorporating on-site areas with landscaping and benches;
- c) Promote the development of privately-owned/publicly-accessible (POPA) open spaces in the form of plazas, trails, pocket parks, community gardens, public amenities, and landscape features tailored to the needs of area residents;

6.0 COMMUNITY FACILITIES & SERVICES

ISSUE:

While many community service needs for St. Albans can be handled by facilities outside the sub-area, as the population increases, there will be a demand to meet more of these needs within the neighbourhood. The demand for childcare facilities, for example, will likely increase as will the need for services geared to seniors, disabled persons and other groups who find medium density housing near the commercial core of Richmond a desirable living environment.

OBJECTIVE 1:

To ensure that neighbourhood facilities and services are made available to residents of the area.

POLICIES:

- a) Encourage the Richmond School Board to retain the General Currie School site for an elementary school to serve children in the St. Albans Sub-Area catchment area;
- b) Encourage the provision of additional space for childcare;
- c) Encourage the provision of amenities for families, senior citizens and those with special needs within the neighbourhood;
- d) Encourage the retention of existing church sites within St. Albans, and work with those institutions to help enhance their role in the neighbourhood and their long-term social, cultural, and economic viability.

ISSUE:

The City has established a Heritage Program with the aim of preserving and protecting significant structures, sites, and landscapes for future generations. To reduce the risks of losing any heritage resources valued by the community, this plan sets out policies to identify and encourage the preservation of significant resources.

OBJECTIVE 2:

Encourage conservation of significant heritage resources in the St. Albans Sub-Area.

POLICIES:

- a) Encourage preservation and conversion of heritage structures for useful purposes in keeping with plans for the surrounding area;
- b) Maintain the heritage designation status of the General Currie School building.

7.0 CITY INFRASTRUCTURE

Refer to the City Infrastructure section of the Official Community Plan.

8.0 DEVELOPMENT PERMIT GUIDELINES

Refer to the City Infrastructure section of the Official Community Plan.

Richmond Official Community Plan

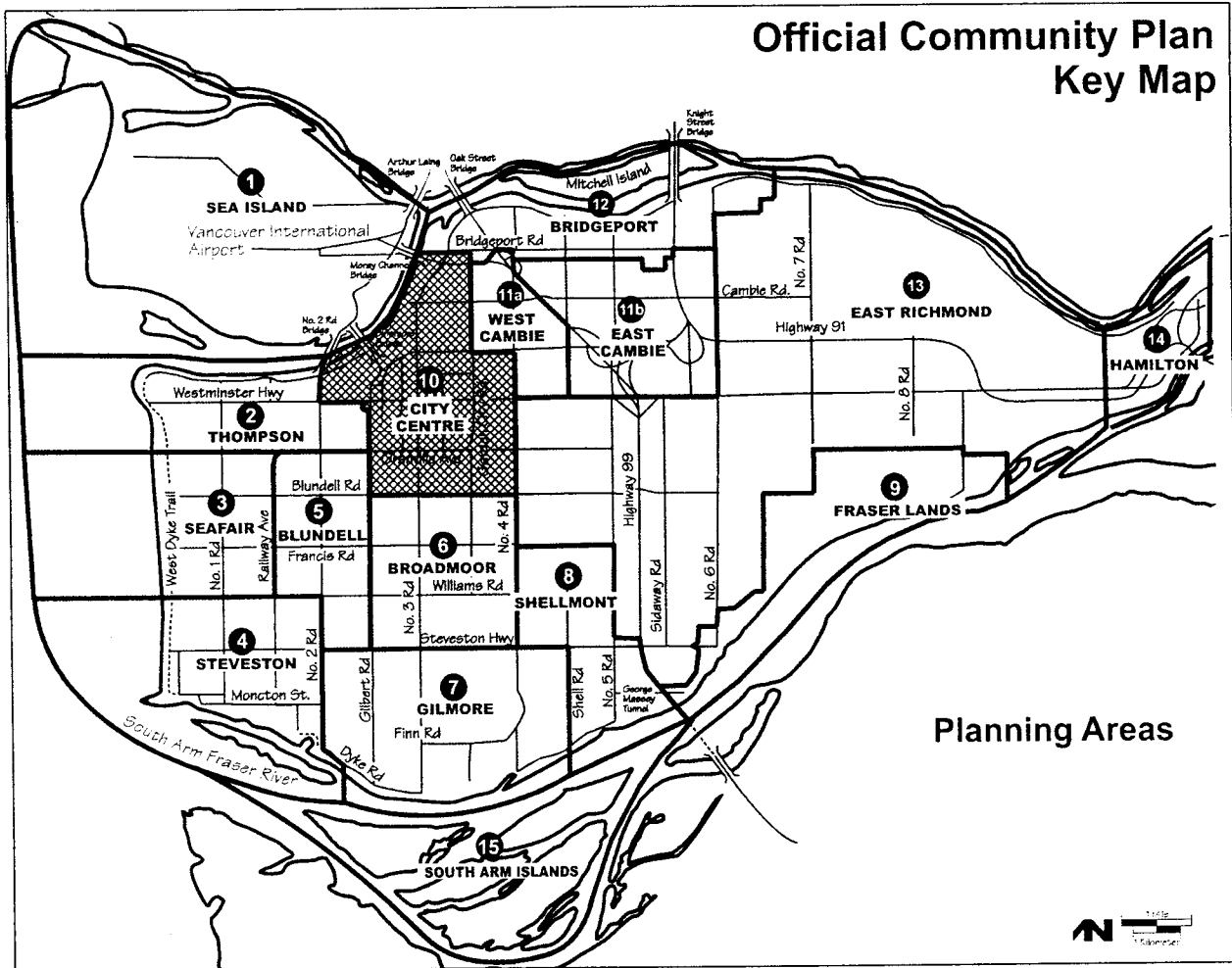


City of Richmond

CITY CENTRE AREA ACHESON BENNETT SUB-AREA PLAN Bylaw 7100 Schedule 2.10B



KEY MAP



PLAN AREA MAP

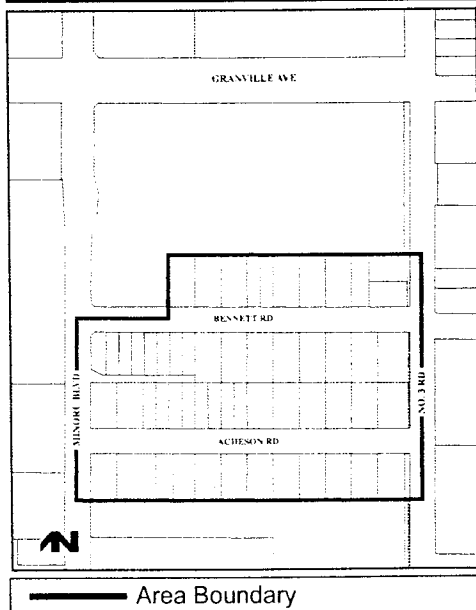


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Definitions

See OCP Schedule 1.

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1.1 PURPOSE

The Acheson Bennett Sub-Area is one of five medium-density residential neighbourhoods in the Southeast District of City Centre. This plan applies to the area shown on the Plan Area Map, and provides the goal, objectives, policies, and guidelines for development in this area.

The Acheson Bennett Sub-Area Plan was adopted in 1995 and set the stage for the transformation of a conventional single-family neighbourhood into one more in keeping with its desirable City Centre location and Richmond's objectives for providing a diverse range of high-quality housing opportunities in its downtown. To achieve this, the plan promotes the introduction of smaller lots and small-scale multiple-family development, together with transportation, open space, and streetscape improvements.

Over the first eight years of the plan, a number of lots were subdivided, implementation of a new lane and streetscape improvements were begun, traffic calming features were installed, and a variety of single-family, duplex, and multiple-family projects were built. Continued development, under the guidance of the Sub-Area Plan, is expected to see these changes continue, together with the introduction of increasingly innovative housing forms, as the Acheson Bennett area matures into a distinct urban-residential neighbourhood.

1.2 GOAL

The goal of the Acheson Bennett plan is to encourage the development of a residential area with a variety of housing types having a single-family neighbourhood character.

2.0 JOBS & BUSINESS

See OCP.

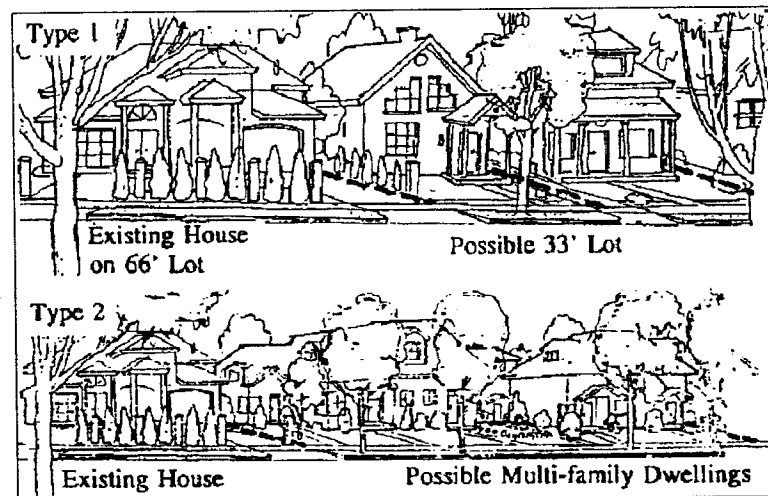
3.0 NEIGHBOURHOODS & HOUSING

OBJECTIVE 1:

The primary objective of the plan is to provide a mix of compatible housing types as per the Land Use Map. This is to be achieved by:

POLICIES:

- a) Allowing low to medium density, maximum 2½ storeys. *(The expected maximum growth would be about 185 dwelling units.);*
- b) Permitting single-family, townhouses, small multi-family, or conversion of existing houses to suites;
- c) Allowing subdivision to smaller lots;
- d) Encouraging some smaller, affordable units for rent, sale, or cooperative tenancy.
- e) Creating a comprehensive residential zone for this area, with a density bonus for affordable housing and amenity areas. The maximum density including the bonus should be 28.6 units per acre and a maximum floor area ratio of 0.7.



Mixed residential

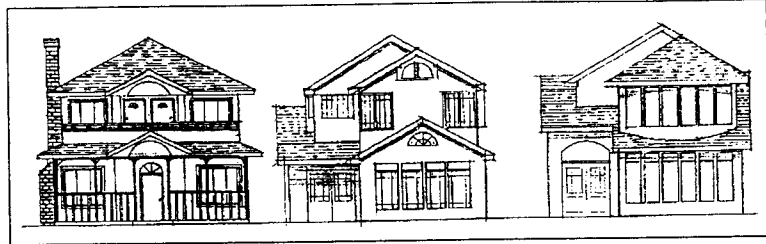
OBJECTIVE 2:

The single-family character of the neighbourhood should be retained by:

POLICIES:

- a) Promoting small-scale redevelopment which enables existing residents and the next generation to remain in the neighbourhood. Assembling several lots for wholesale demolition and redevelopment is to be discouraged;

- b) Adopting form and character guidelines which preserve single-family design features, and requiring Development Permits for all non-single-family developments, as detailed in Development Permit Guidelines contained in this plan.



Single-Family character

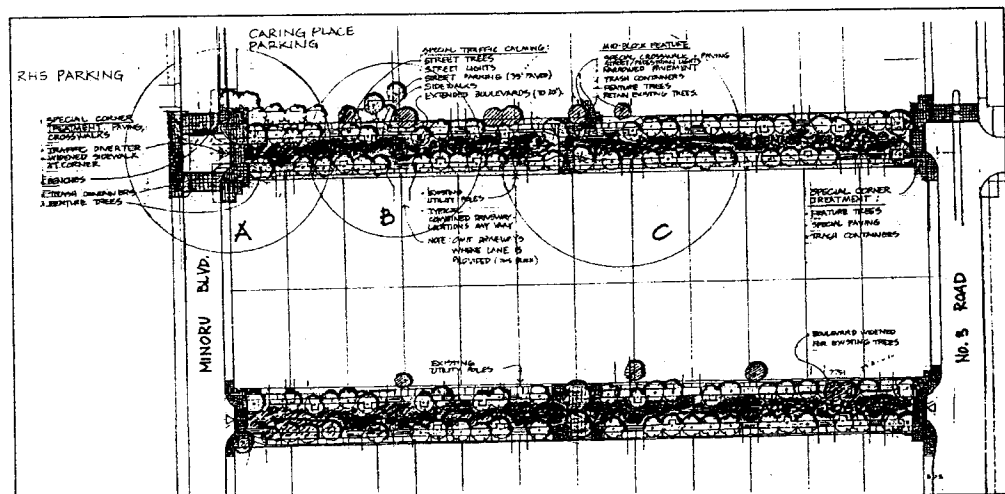
4.0 TRANSPORTATION

OBJECTIVE 1:

The residential setting should be enhanced and non-local vehicle traffic on residential streets discouraged by:

POLICIES:

- Adding sidewalks, crosswalks and other amenities to encourage pedestrian and bicycle traffic;
- Installing traffic diverters at intersections and widening boulevards to discourage and slow down vehicle traffic;
- Providing on-street parking to buffer pedestrians and to slow down traffic;
- Providing a rear lane to reduce truck movement on Bennett Road and Acheson Road;
- Providing complementary public realm improvements (see diagram, Concept Plan for Public Improvements).



Public improvements concept

5.0 NATURAL & HUMAN ENVIRONMENT

OBJECTIVE 1:

As the population in the neighbourhood grows, more care should be taken to ensure good health and environmental quality by:

POLICIES:

- a) Planting boulevard trees and retaining healthy existing trees;
- b) Installing attractive pedestrian-scale street lights;
- c) Adding benches and trash containers;
- d) Providing access for persons with disabilities on sidewalks and in buildings;
- e) Assuring direct sunlight in residences by adopting guidelines for multi-family residential development;
- f) Limiting the width and number of driveways and thereby increasing the amount of green space.

OBJECTIVE 2:

Enhance open space in the neighbourhood and areas adjacent to it by:

POLICIES:

- a) Encouraging the Parks Department to work with neighbourhood residents to assure there are some neighbourhood facilities and programs in local schools or parks for use by neighbourhood residents, especially children;
- b) Improving visual access to Brighthouse Park by opening up views and access from new multi-family housing along the north side of Bennett Road;
- c) Planting boulevards and front yards to enhance the "Garden City" image.

6.0 COMMUNITY FACILITIES & SERVICES

See OCP.

7.0 CITY INFRASTRUCTURE

See OCP.

8.0 DEVELOPMENT PERMIT GUIDELINES

8.1 APPLICATION AND INTENT

8.1.1 DEVELOPMENT PERMIT AREA

This section contains Development Permit Guidelines which apply to multi-family developments in the Acheson Bennett Sub-Area.

The purpose of the guidelines is to supplement the City-wide guidelines contained within the Official Community Plan (OCP) with specific guidelines aimed at supporting a special character within the Acheson Bennett Sub-Area.

It is intended that these guidelines be used in conjunction with the City's more general Development Permit Guidelines located in the OCP (Schedule 1 of this Bylaw).

Neither set of guidelines requires literal interpretation, in whole or in part. They will, however, be taken into account in consideration of Development Permit applications, and the Development Permit Panel may, at its discretion, refuse or require modification to an application for failure to meet the spirit of these guidelines and/or the standards they prescribe.

Exemptions to the Development Permit process can be found in the OCP (Schedule 1 of the Bylaw).

8.1.2 JUSTIFICATION

It is the objective of these guidelines to promote a co-ordinated approach to multi-family housing in order to fulfill the sub-area plan goals and objectives and respect the area's existing single-family housing.

8.2 DEVELOPMENT PERMIT GUIDELINES

8.2.1 SETTLEMENT PATTERNS

- a) The form character, scale and siting of new buildings should be compatible with the predominant character and scale of the surrounding single-family neighbourhood;
- b) Each dwelling unit should have adequate views and sunlight from south, east or west aspects;

- c) Each project should have some units which are designed to be both affordable and accessible to disabled persons, wherever possible;
- d) The character of new multi-family architecture should be similar to traditional single-family home architecture.

8.2.2 MASSING AND HEIGHT

- a) The design of a new building should contribute to the positive characteristic of the street frontage, and should include sloped roofs, landscaped front yards, predominant front doors and ample space between buildings;
- b) Roof forms should be sloped and carefully detailed, or partially flat roofs or decks should be landscaped.

8.2.3 ARCHITECTURAL ELEMENTS

- a) Entrances to each unit should be clearly defined, numbered and visible from the street;
- b) Windows should have residential character and detailing;
- c) Traffic noise should be minimized by special acoustic treatments for units adjacent to No. 3 Road.

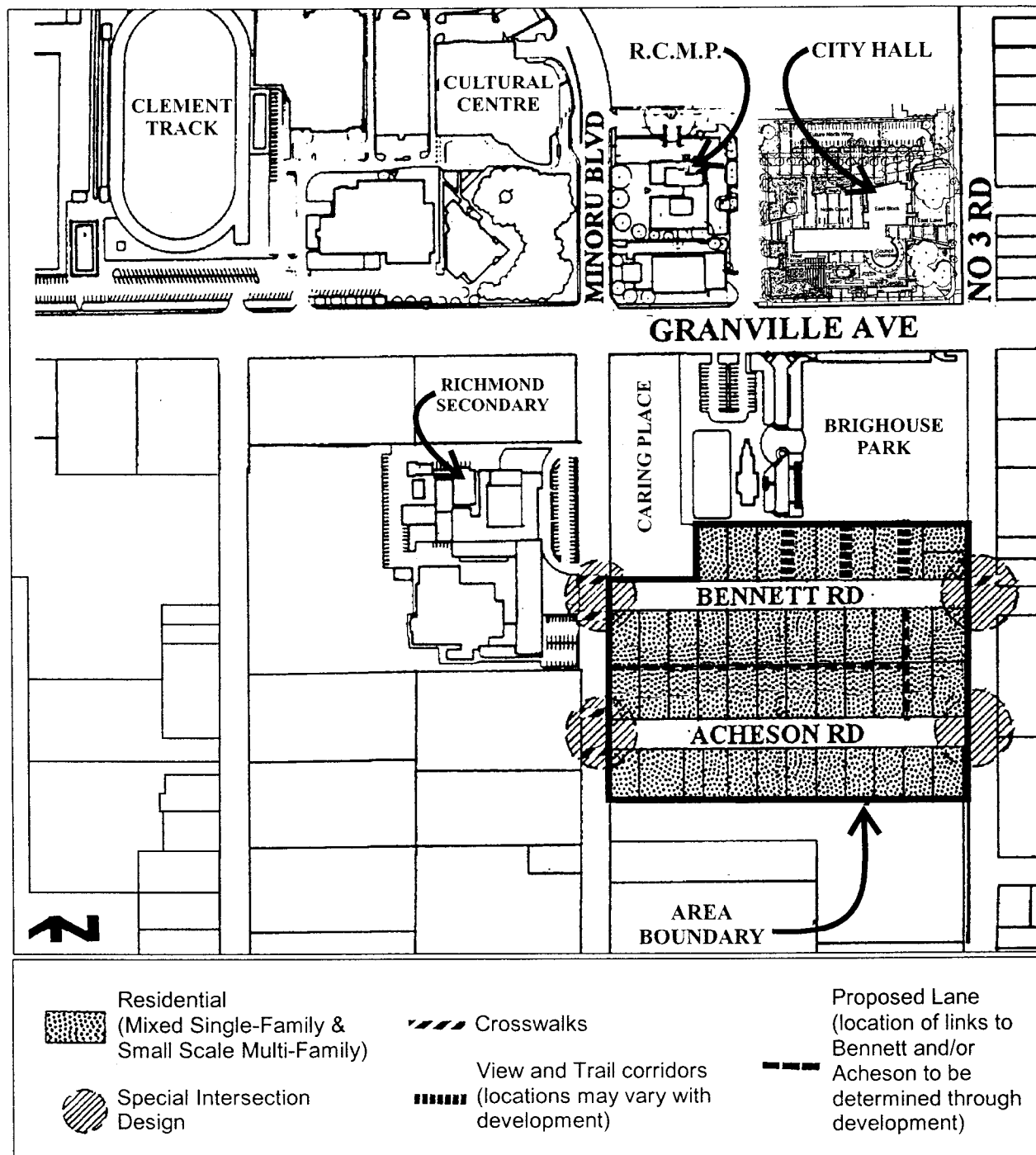
8.2.4 LANDSCAPE ELEMENTS

- a) New development should be designed to enhance public views of Brighthouse Park and to visually integrate semi-private open spaces on adjacent lots;
- b) Each dwelling unit should have a private patio or balcony and well-defined, safe semi-private space;
- c) Each development should have adequate, well-defined circulation, parking and access;
- d) Landscaping should be residential in character and should pay special attention to front yard quality, including presentation of mature trees;
- e) Front yards should not be used for parking, and fences in front yards should be limited to 1.1 m (3 ft. 6 in.) in height;
- f) Common amenities to be shared by all households should be provided in each development of three or more units.

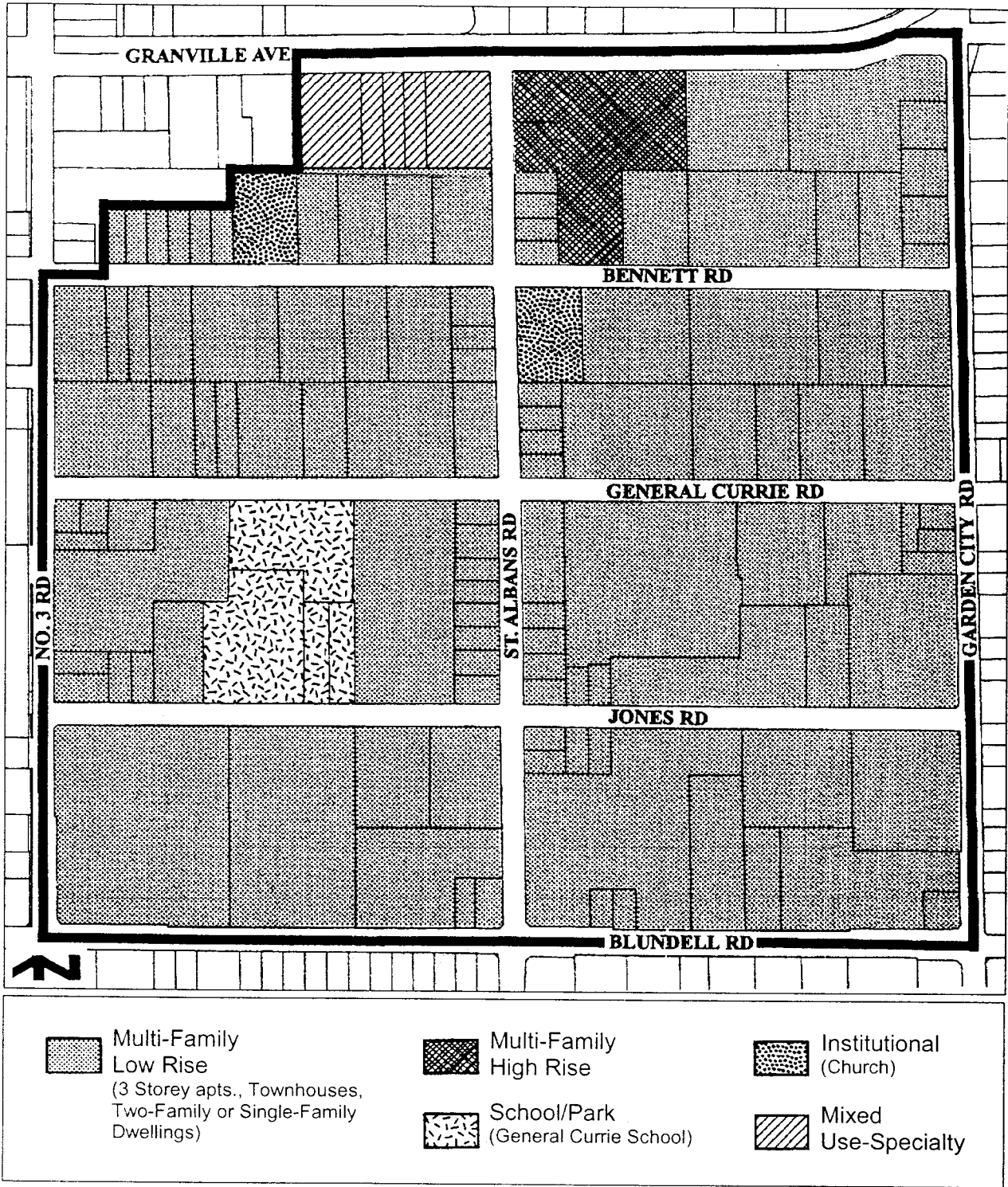
8.2.5 PARKING AND SERVICES

- a) Fire access, garbage and recycling facilities, mail and deliveries should be provided for, to the satisfaction of the relevant authorities;
- b) Resident parking should be covered or screened from the street, and access driveways should be limited to 3 m (10 ft.) width, and should be combined wherever possible.

Land Use Map



Land Use Map



Richmond Official Community Plan

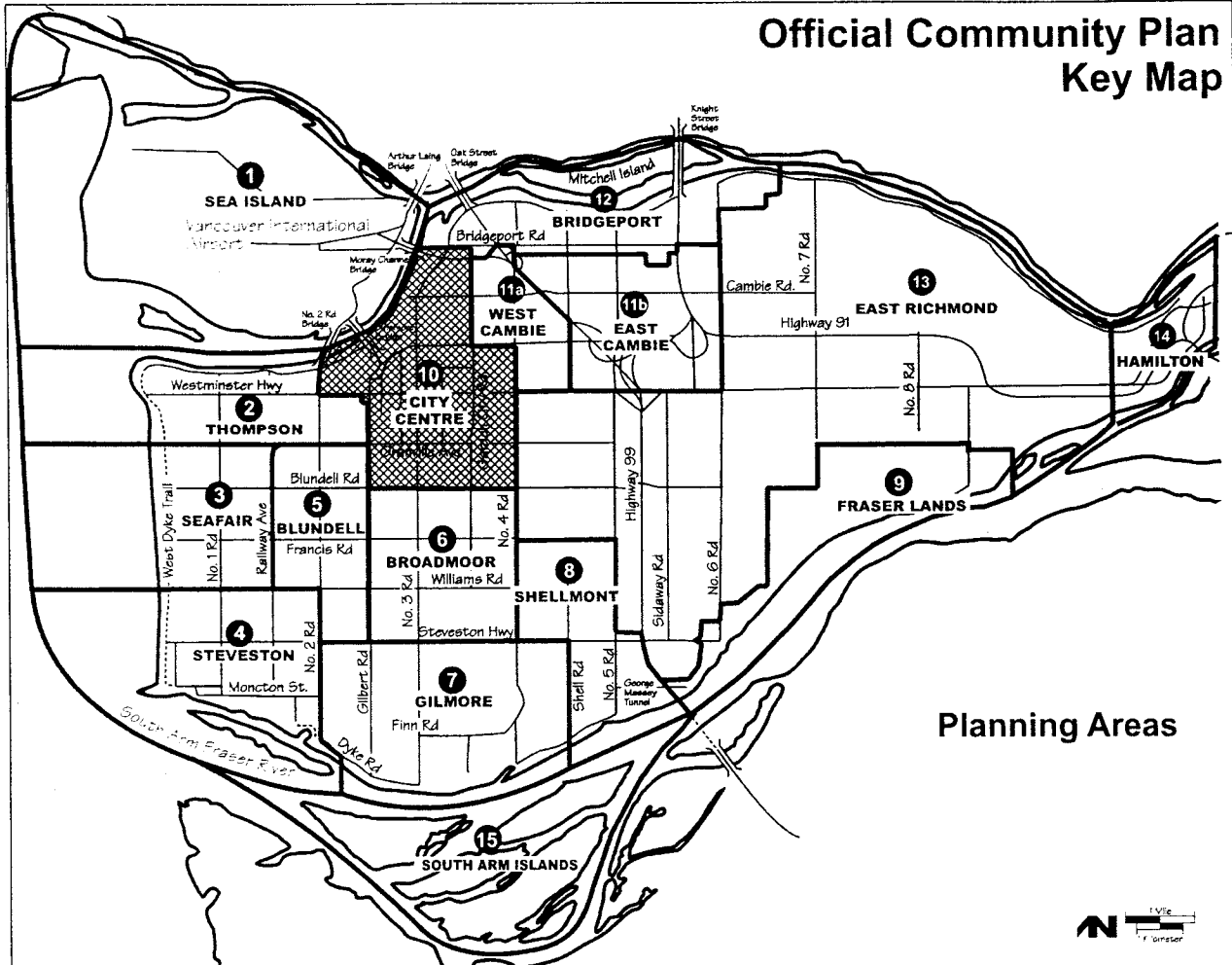


City of Richmond

CITY CENTRE AREA McLENNAN NORTH SUB-AREA PLAN Bylaw 7100 Schedule 2.10C



KEY MAP



PLAN AREA MAP

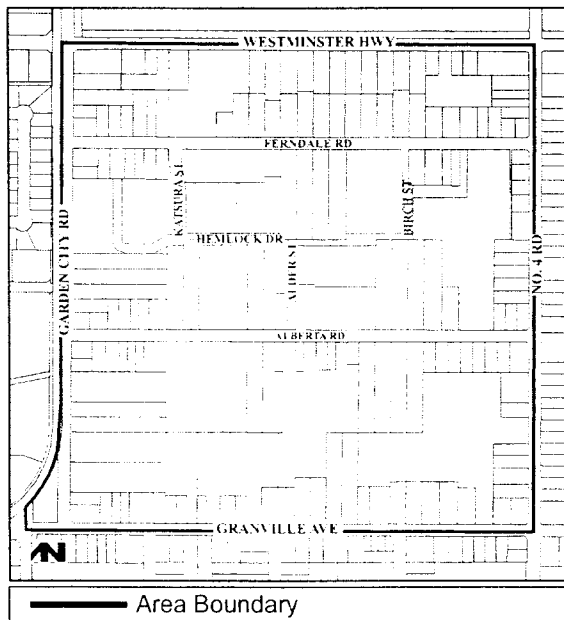


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Definitions

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.

1.0 PLAN OVERVIEW

1.1 PURPOSE

The McLennan North Sub-Area is one of five medium-density residential neighbourhoods in the Southeast District of the City Centre. This plan applies to the area shown on the Plan Area Map, and provides the vision, goals, objectives, policies and guidelines for the development of this area.

The McLennan North Sub-Area Plan was adopted in 1996 and sets the stage for the transformation of what was then a large-lot, semi-rural, single-family area. The plan, together with the City Centre Area Plan upon which it is based, aims to establish McLennan North as a:

- Distinct downtown residential neighbourhood;
- Focus for City Centre park, school, and recreational development; and
- “Complete community” that locates housing within an easy walk of parks, shops, service, amenities, transit, and jobs.

Over the past seven years, sanitary sewers have been installed; an elementary and secondary school have been constructed; land has been secured for community and neighbourhood park development and a first phase – an arboretum – has been constructed; new road right-of-ways have been established and existing roads have been upgraded; and a number of townhouse and high-rise apartment projects have been completed or are under construction. Over this period, most development activity has been focused on large parcels in the southern portion of the neighbourhood, but attention is beginning to shift to the north and to infill opportunities. Extensive redevelopment is still ahead for McLennan North and will include, among other things, the completion of the community and neighbourhood parks, the introduction of low- and mid-rise apartment buildings, and the establishment of a mixed-use, neighbourhood centre. These changes and others, under the guidance of the Sub-Area Plan, will continue to shape the McLennan North area as it matures into one of Richmond’s key downtown residential neighbourhoods.

1.2 VISION

Development of McLennan North will see:

- The neighbourhood adopt a strong role in the City Centre, reinforced by the establishment of its mixed use area (e.g. around Cook and Alberta Roads) as a “gateway” to the community park/school site and a focus for public amenities, activities, and significant landscape features;
- It becomes a distinct and unified residential neighbourhood reinforced by its:
 - i) Mixed use centre;
 - ii) Strong visual and physical links with the community park;
 - iii) Network of small blocks;
 - iv) Hierarchy of public open spaces; and
 - v) Intimate, human-scaled environment;
- Varied housing clusters established across the neighbourhood (i.e. a townhouse cluster, a low-rise apartment cluster, etc.), oriented to neighbourhood “anchors” (i.e. landmarks, parks, amenities, etc.);
- The establishment of a distinct, “green”, park-like environment and complementary residential character throughout the neighbourhood;
- The establishment of the public realm as the focus of community life for residents and the discouragement of things that could dissipate its activity/vitality.

1.3 GOALS

The goal of this plan is to achieve a highly liveable, urban neighbourhood in a park-like setting, capable of accommodating a major portion of the City's population by 2021 by:

- a) **Promoting a broad range of "grade-oriented" urban housing** opportunities to meet the needs of a diverse and sizeable resident population;
- b) **Striving to achieve a "complete" neighbourhood** where residents are within a 10 minute walk (approximately 600 m or 2,000 ft.) of daily social, recreational, and community services, such as small-scaled commercial facilities, schools, open spaces, public transit, and other community amenities;
- c) **Helping to preserve the environment** by promoting alternative forms of transportation, such as walking and cycling, through the provision of trails and bike paths, and by locating the highest concentrations of the population in the western portion of the neighbourhood near the City Centre's business district;

- d) ***Reinforcing Richmond's "Garden City" tradition*** through the "greening" of streets and the provision of open spaces throughout the neighbourhood;
- e) ***Promoting the development of a "people-friendly" neighbourhood*** that is safe, recognizable, visually pleasing, and easy to move around in, through:
 - The development of grade-oriented housing related to the public realm;
 - An improved local circulation system with well-lit, coordinated street networks around smaller blocks;
 - The limiting of through travelling traffic on local streets;
 - The preservation of view corridors and the creation of visual focal points;
- f) ***Promoting land use compatibility*** by ensuring that the type and scale of new housing development is sensitively integrated with the surrounding neighbourhoods;
- g) ***Preserving the area's natural resources*** by encouraging the preservation and incorporation of mature trees and landscaping into open spaces and development sites;
- h) ***Establishing a highly visible and accessible community park*** which provides a range of passive and active recreation opportunities.

2.0 JOBS & BUSINESS

ISSUE:

The downtown core will satisfy many of the commercial needs of McLennan North residents. However, convenient access to neighbourhood-oriented commercial uses (i.e. corner store, video store, medical/dental offices, etc.) is lacking, as are commercial services geared to the needs of community school/park users (i.e. coffee shop, skate/bike rental, daycare, etc.). In addition, the provision of an area of commercial uses, together with complementary amenities, could contribute to McLennan North's establishment as a distinct and identifiable, City Centre neighbourhood.

OBJECTIVE 1:

To encourage limited commercial uses and complementary amenities to enhance McLennan North's liveability and its identity as a distinct neighbourhood at the "gateway" to the community park.

POLICIES:

- a) Encourage mixed residential/retail/community uses as per the Land Use Map;
- b) Ensure that development of the mixed use area provides for both the needs of residents and community park/school users;
- c) Promote a high quality of development and a distinctive character in the mixed use area that is complementary to the surrounding residential neighbourhood and community park;
- d) Orient noisy uses away from sensitive adjacent residential development.

3.0 NEIGHBOURHOODS & HOUSING

3.1 RESIDENTIAL LAND USE

ISSUE:

As Richmond's City Centre grows, there is an opportunity to transform McLennan North from an area with predominately single-family homes on large lots, to a distinct and highly-livable urban neighbourhood which provides a range of housing options with easy access to employment centres, transit, shops and services.

Future trends continue to suggest that a wide variety of at-grade and ground-oriented housing types are needed to meet the housing needs of a sizable and diverse population.

In order to meet these needs, this plan prescribes a mix of housing types, including single-family houses, townhouses and apartments.

As shown on the Land Use Map, there is a gradual transition in housing form and density from west to east. Taller apartment buildings, up to 45 m (147.63 ft.) in height, are deliberately located along Garden City Road and in the north-west portion of the neighbourhood to create a prominent visual gateway into the neighbourhood and to house the largest concentration of the residents close to transit routes and the downtown core. Mid-rise apartments stepping down to low-rise apartments and townhouses are situated directly to the east and south of the taller buildings. Low-density townhouses and a variety of innovative single-family and two-family dwelling housing forms are located in the eastern portion of the neighbourhood to minimize the impacts on the agricultural area along the east side of No. 4 Road.

Although townhouses and single-family homes will be primarily developed in the eastern portion of the neighbourhood and around portions of the community park, they will also be integrated with the apartments in the western portion of the neighbourhood to provide a high quality streetscape.

Wherever possible, existing trees and mature vegetation will be preserved and incorporated into new developments as part of the area's streetscapes.

OBJECTIVE 1:

To provide a range of grade and ground-oriented housing types for a variety of household and age groups.

POLICIES:

- a) Allow development such that a mixture of housing types are provided as per the Land Use Map;
- b) Encourage the development of affordable and universally accessible housing by taking advantage of special opportunities in the neighbourhood provided by zoning, rezoning, density bonusing, public/private/non-profit partnerships, and the use of other innovative approaches;
- c) Consider increasing the densities indicated on the Land Use Map where affordable housing and/or specialized housing is provided for people with disabilities; amenities are provided or conserved; and where community facilities and services (mentioned in Section 6.0 of this plan) are provided;
- d) Designate all multiple-family housing sites as Development Permit Areas and ensure that Development Permits issued for multiple-family development comply with the Development Permit Guidelines included in Section 8.0 of this plan.

4.0 TRANSPORTATION

ISSUE:

An effective circulation plan is key to creating a functional and "people-friendly" neighbourhood. Similar to many neighbourhoods in the City, the existing streets in McLennan North are organized around long blocks, creating a strong dependence on the car as the main mode of transportation. Although the car will continue to be an important part of the system, there are many social and environmental reasons for promoting the use of other modes of transportation (i.e. public transit, walking, cycling, etc.) as urban densification increases.

This plan seeks to improve the balance between different modes of transportation and increasing liveability by creating a well-connected traffic circulation system organized around small, "walkable" blocks protected from through traffic. The pedestrian experience along the roads will be further enhanced through the provision of generous landscaped boulevards and traffic calming measures.

This plan also strives to make the public transit system more convenient and accessible by introducing a local shuttle bus system linking McLennan North with the downtown core.

OBJECTIVE 1:

To provide a safe and efficient people-friendly transportation network for pedestrians, cyclists and vehicles.

POLICIES:

- a) Provide a hierarchy of roads as indicated on the Land Use Map;
- b) Ensure that the pedestrian experience is enhanced wherever possible in the neighbourhood by designing roads that have wide sidewalks with landscaped boulevards to accommodate pedestrians and people in wheelchairs;
- c) Ensure that the dimensions of all development blocks within the neighbourhood are between 60 m and 180 m (196.9 ft. and 590.6 ft.) in length and between 50 m and 90 m (160 ft. and 295.3 ft.) in depth;
- d) Construct roads to separate the development blocks cited above in (c);

- e) Promote the provision of pedestrian/cyclist pathways to separate the development blocks and provide convenient linkages where the development of vehicular streets cited above in (4) are impractical;
- f) Close Alberta Road at Garden City Way;
- g) Provide an extension of Cook Road at Garden City Way and connect it through to Alberta Road;
- h) Restrict direct private access to the sub-area from Westminster Highway.

OBJECTIVE 2:

To promote the enhancement and use of public transit within and beyond the neighbourhood.

POLICIES:

- a) Improve the provision of public transit services to McLennan North residents, including multi-destination services accessible to physically challenged users;
- b) Liaise with BC Transit for the provision of frequent and flexible shuttle bus services within and beyond the neighbourhood connecting to the other City Centre neighbourhoods and destinations, such as shopping and employment centres;
- c) Ensure that the shuttle bus route within the neighbourhood is easily accessible by residents within the area and the neighbourhood to the south, providing direct and convenient access to the community park and school sites;
- d) Design and develop on-street bus stops which provide for the comfort and convenience of passengers;
- e) Locate a bus stop within the area designated for “mixed residential/retail/community uses” on the Land Use Map.

5.0 NATURAL & HUMAN ENVIRONMENT

As the City Centre develops, a well-connected and highly accessible parks and open space system is key to the community's quality of life. Four levels of open spaces will need to be provided to meet the needs of both McLennan North and other City Centre users.

A highly accessible and visible community park which will enhance community identity and serve the active and passive recreational needs of both McLennan North residents and City Centre users in general, will be located in the southern portion of the neighbourhood. The provision of the large community park will help to address the current imbalance of parks in the City Centre area. In a more intimate setting, two smaller neighbourhood parks are needed to help create strong and cohesive neighbourhoods where the social and recreational needs of local residents are met.

The neighbourhood park located in the higher density portion of the neighbourhood will function as a "backyard" for future residents with a limited amount of private outdoor space. The other neighbourhood park will be located in the lower density portion of the neighbourhood where it is anticipated that families with children needing a place to play in close view and proximity of their homes will choose to live. Both of these neighbourhood parks will need to be large enough to accommodate informal family and junior play.

In the higher density portion of the neighbourhood, small, privately-owned/publicly-accessible open spaces (POPAS), such as seating areas and simple children's play areas are required as part of multiple-family developments to provide special places for neighbourhood interaction and to help "green" the area. As well, particular attention is required to ensure that useable private open space and specialized landscaping is provided to create an attractive streetscape and to meet the daily open space needs of residents.

Strong connections to the open spaces throughout the neighbourhood will be primarily achieved by providing streets with generous boulevards, large trees, wide pedestrian walkways, and traffic calming measures.

OBJECTIVE 1:

To provide a parks network, incorporating a large combined community park/school site, together with a variety of other public parks and open spaces, designed to serve both City Centre-level needs and the neighbourhood-level needs of McLennan North residents.

POLICIES:

- a) Designate the areas shown on the Land Use Map as "community park" and "school" as the central location and focus for:

- An elementary school, a secondary school, associated high-quality sport facilities and playing fields suitable for junior and senior level play, and playgrounds, with a minimum total site area of 83,000 m² (20.5 ac) and minimum frontages of 168 m (551 ft.) along Granville Avenue, 84 m (276 ft.) along No. 4 Road, and 104 m (341 ft.) along Alberta Road;
 - Family recreation, informal play, and passive recreation opportunities (in the western portion of the area);
 - Buildings and facilities for community recreation, community services, and major events;
 - Continuous east-west, tree-lined, pedestrian/bicycle routes from Garden City Road to No. 4 Road, linked with park/school facilities and residential dwellings adjacent to the park/school site;
 - Major north-south, tree-lined, pedestrian/bicycle routes linking McLennan North with McLennan South (typically aligned with street ends), supplemented by a variety of smaller linkages providing convenient access via residential projects ringing the park/school site;
 - Arrival plazas around the perimeter of the site where walkways and streets provide important pedestrian access points;
 - A variety of landscapes, including decorative gardens;
 - Lighting, furnishings, signage, public art, and parking;
- b) Designate a public trail for pedestrians and recreational cyclists, at least 5.0 m (16.4 ft.) wide, along the east side of Garden City Road (as shown on the Land Use Map) in order to contribute to the establishment of a "green necklace" linking the City Centre's major open spaces, and provide for:
- A paved trail surface of no less than 3.0 m (9.8 ft.) in width;
 - Rest stops, interpretive nodes, points of interest, and signage;
 - Pedestrian-oriented lighting designed for safety and security;
 - Landscaping and furnishings;
 - Trail head parking;
- c) Designate two neighbourhood-level park sites (as shown on the Land Use Map), each of which should be designed to be distinct and be of at least 0.71 ha (1.75 ac.) in size, rectangular in shape, and bounded on three sides by public roads and on the fourth by a public walkway, in order to provide for:
- Family recreation, informal play, and passive recreation opportunities;

- Play fields for junior-level play and informal use by local residents;
 - Traditional and creative play areas;
 - Lighting designed for safety and security, not for play fields;
 - Decorative gardens, landscaping, tree planting, public art, and furnishings;
 - Residential units fronting and framing the park on all sides, to help animate the space and provide surveillance;
- d) Establish an urban trails network and strong pedestrian linkages between public open spaces, public uses, and community focal points by emphasizing the development of a "green", pedestrian-friendly street network, and reinforcing it with linear connections in key locations for the exclusive use of pedestrians and bicycles.

OBJECTIVE 2:

To promote development of open spaces and landscape contributing to the establishment of a park-like environment throughout the McLennan North community.

POLICIES:

- a) Promote the development of a "town square" environment throughout McLennan North's mixed-use area (as shown on the Land Use Map) which provides the symbolic "gateway" to the community park, and opportunity for residents to meet informally while doing daily errands and activities. This "town square" environment should be achieved through the provision of:
- Public art and other features identifying the area as a distinct place and "gateway" to the community park;
 - Convenient pedestrian street crossings, especially adjacent to retail, park, and community uses;
 - On-street parking;
 - Pedestrian lighting, seating, and furnishings;
 - Outdoor public seating areas along the streets in association with restaurants;
 - Special sidewalk, street, and open space treatments that serve to calm traffic, promote a park-like feeling, and visually and physically expand the square;
 - An arrival plaza at the community park;
 - Retail, restaurant, community, and related uses at grade opening onto and animating Cook Road with linkages to the community park, in combination with urban, townhouse-style residential frontages and entries;

- b) Promote the development of **privately-owned/publicly-accessible open spaces** as highly-visible, passive, landscaped areas in the form of pedestrian/cyclist pathways and expanded sidewalk/boulevard areas along the sides of public streets to contribute to the "greening" of the community and to provide public amenities, such as seating, public art, community gardens, and simple children's play equipment;
- c) Encourage and enforce the creation of usable open space and the "greening" of private development, paying special attention to the roofs of parking structures, the roofs of low and mid-rise buildings in the medium and high-density areas, vehicular circulation and surface parking areas, and grade-level areas adjacent to residential, commercial, and community uses;
- d) Encourage the retention and incorporation of mature trees and landscaping, and significant landscape features in open spaces;
- e) Encourage the use of a consistent style and colour of pedestrian lighting and street furnishings throughout McLennan North's community park and trail system, residential areas, and mixed-use area.

6.0 COMMUNITY FACILITIES & SERVICES

ISSUE:

Community facilities and services play an integral role in improving liveability and reinforcing local identity and a sense of place. Most of the city-level arts, cultural, medical, police, civic, and recreational community facilities and commercial services are provided in the downtown area of the City Centre. As the McLennan North Area evolves, more neighbourhood-level facilities and services will need to be provided to serve the new residential population within a short walking distance. In addition, City Centre-level facilities may be required to complement the role of the community park.

Facilities envisioned include, among other things, the area's already constructed elementary and high schools, a large gymnasium space in the elementary school for both student and community use, affordable small scale childcare facilities, and "before" and "after" school childcare services.

It is expected that the pace of urban development will require expenditures for community facilities and services which will exceed available City assets. A cooperative process which encourages "partnerships" between the City and private sector investment can serve to reduce the City's financial responsibility for community facilities and services.

OBJECTIVE 1:

To ensure that a range of neighbourhood facilities and services are made available within the sub-area.

POLICIES:

- a) Encourage the provision of private amenity space in the sub-area;
- b) Encourage the provision of childcare facilities in the sub-area that comply with the Provincial Childcare Regulations;
- c) Continue discussions with the Richmond School Board regarding the most appropriate location for "before" and "after" school childcare;
- d) Promote a "**community school**" concept within the area's elementary and high school to enhance the role of these schools as social-cultural focal points;
- e) Encourage the provision of a minimum of 464.5 m² (5,000 ft²) of multi-purpose community facility space in the neighbourhood;
- f) Allow a mixed residential/commercial development with community space in the area designated for "mixed-use" on the Land Use Map;
- g) Encourage the Richmond Health Board to establish community-based health services tailored to the sub-area's population characteristics;
- h) Promote community-based crime prevention, emergency preparedness and community watch programs in the sub-area.

7.0 CITY INFRASTRUCTURE

ISSUE:

Public utilities play an important role in an area's quality of life. When the plan was adopted for McLennan North, the neighbourhood was serviced by septic tank systems and most of its storm drainage was handled by open ditches. Since then, sanitary and storm sewers have been installed, existing roads have begun to be upgraded and new roads have been constructed. New development will see improvements continued and full services extended to properties throughout the neighbourhood.

OBJECTIVE 1:

Enhance community liveability by improving public utilities in a manner which is cost-effective, environmentally sound, and paced with new development/population growth.

POLICIES:

- a) Permit the establishment of new housing only with the full range of urban utilities and services;
- b) Provide improvements along Alberta Road and the Cook extension with funding from the City's existing Development Cost Charge Program;
- c) Facilitate additional utility improvements to those areas that undergo redevelopment.

8.0 DEVELOPMENT PERMIT GUIDELINES

8.1 APPLICATION & INTENT

8.1.1 DEVELOPMENT PERMIT AREA

These guidelines apply to the McLennan North Sub-Area of Richmond's City Centre and are a supplement to the City Centre Area Plan Development Permit Guidelines and the Development Permit Guidelines contained in Schedule 1 of the OCP. The latter prescribe the general criteria for new development, while the McLennan North Sub-Area Guidelines prescribe character and form of development criteria specific to the McLennan North Sub-Area. Developers seeking Development Permit approval must adhere to all three of the aforementioned sets of guidelines.

It is intended that, together, these Development Permit Guidelines will:

- a) Encourage a broader understanding of the issues facing development;
- b) Contribute to residential livability and the establishment of a distinctive character and rich public realm;
- c) Provide the basis for preparation and approval of development proposals in the McLennan North Sub-Area.

These guidelines do not require literal interpretation, in whole or in part. They will, however, be taken into account in the consideration of Development Permit Applications. The Development Permit Panel may, at its discretion, refuse or require modification to a Development Permit Application proposal for failure to meet the standards of these guidelines, in whole or in part.

Exemptions to the Development Permit process can be found in the OCP (Schedule 1 of the Bylaw).

8.1.2 JUSTIFICATION

The Development Permit Guidelines set out below are designed to support the goals, objectives, and policies of the McLennan North Sub-Area Plan and to contribute to the creation of a high-amenity residential community made up of a series of low-medium-and high-density neighbourhoods, focused around a high-quality open space network, public amenities, and a large community park. The scope of proposed redevelopment merits site-by-site consideration regarding form and character in order to achieve desired environmental objectives for this important area of the City Centre.

8.2 DEVELOPMENT PERMIT GUIDELINES

8.2.1 SETTLEMENT PATTERNS

- a) Promote development of a distinctive, unifying urban character for McLennan North, based upon the human-scaled of its buildings, a regular pattern of small blocks defined by narrow landscaped roads and walkways, attention to pedestrian amenity and activity, and integration with the natural environment;
- b) Promote development that will distinguish McLennan North as an unique urban residential neighbourhood characterized by the careful attention paid to the design of its public realm and its lush “green” pedestrian-friendly character; and
- c) Develop the "Gateway Precinct", incorporating McLennan North's mixed-use area and adjacent park and residential development, as the primary community focal point and park entry.

8.2.2 MASSING & HEIGHT

- a) Encourage consistent massing and architectural rhythm along each block, with shifts in scale, density, and form typically happening across lanes or rear property lines; and
- b) Encourage street wall development which helps to define streets and public spaces through:
 - i) In the mixed-use area along Cook Road and adjacent to the “town square” - Consistent height of 10 m to 12 m (32.8 ft. to 39.4 ft.) and approximately four-storeys and building setbacks of 2 m (6.6 ft.), with little or no interruptions;

- ii) In the high-density residential area - A similar approach to (i), above, but with increased building setbacks (typically 4 m (13.1 ft.)) and, where interruptions of 4 m (13.1 ft.) or more occur (i.e. gaps between buildings or street-fronting courtyards), the buildings shall be joined visually by "bridging" elements (i.e. gateways, decorative fencing, terraces, pergolas, etc.);
- iii) In the medium-density residential area - Lower height (approximately three-storeys), and more frequent interruptions and use of "bridging" elements to reinforce a consistent setback line; and
- iv) In the lower-density multiple-family residential areas - Consistent setbacks and building heights, regular, small gaps between buildings, and building forms which strongly orient to adjacent streets and public open spaces, EXCEPT adjacent to the community park/school site and the tree-lined trails around its perimeter, where more varied setbacks (including open U-shaped configurations) and building heights are encouraged, coupled with significant tree planting and areas of lawn, ground cover, shrubs, and annual plantings designed to convey a less formal character, enhance views, and soften the transition between the public open space and adjacent residential uses.

8.2.3 ARCHITECTURAL ELEMENTS

- a) **Streetscapes** should be characterized by:
 - i) Individual grade-level residential units fronting all publicly-accessible walkways, trails, and streets (excluding Garden City Road, Westminster Highway, and No. 4 Road) such that their front doors are typically both visible and accessible;
 - ii) Front stairs, stoops, gateways, porches, and weather protection employed to enhance the residential quality of unit and building entries, the visibility of such entries, a comfortable architectural rhythm along the street, and a human scale;
 - iii) Public seating, art, and clear, pedestrian-oriented signage at the common entry to multiple-family residential buildings;
 - iv) Grade-level units which are no more than 2 m (6.6 ft.) above the grade of adjacent public sidewalks and walkways;

- v) All garage structures and parking typically situated to the rear or beneath buildings, with vehicular access from lanes or, where lane access is not possible, from streets via narrow driveways, no wider than 4 m (13.1 ft.) for low-density residential uses requiring limited access and 6 m (19.7 ft.) for all other uses;
 - vi) Townhouse projects should not have vehicle gates, apartment parking may have gates, but visitor parking areas must be accessible at all times;
 - vii) Building facades which are typically recessed at least 2 m (6.6 ft.) where they project above the height of their lower-level street walls and, where buildings exceed 18 m (50.1 ft.) in height, facades which are recessed at least 10 m (32.8 ft.) where they project above their lower-level street walls;
 - viii) Signage which has a pedestrian-scale and orientation, consistent with the formal, park-like character of the area (i.e. no back-lit acrylic signs or permanent, free-standing commercial signage); and
 - ix) Within the “Gateway Precinct”:
 - Shop windows and entries, outdoor restaurant seating, pedestrian weather protection, pedestrian-oriented signage, bicycle racks, and public seating concentrated along the south side of Cook Road and leading to the community park;
 - Urban, townhouse-style residential frontages, with individual unit entries, along both sides of Cook Road and around the town square (interrupted only where required by grade-level retail/public uses); and
 - Structured parking which is completely concealed from Cook Road, adjacent streets, and the community park by residential/retail/community uses (except for limited garage entries).
- b) **Roofscape** should be punctuated by special features which enhance the skyline and provide local landmarks, but should typically be characterized by:
- i) Towers which conceal roof-top mechanical equipment, either within their upper floors or within slope-roofed structures, consistent in form, material, and detailing with the tower and its base building;
 - ii) Lower-level roofs which are typically either sloped (20° minimum) or developed as usable, landscaped open space (i.e. terraces or roof-decks); and

- iii) Parking structure roofs which are either concealed within residential development or developed as usable, landscaped open space.
- c) **Windows** should help to reinforce a human-scale and quality through the use of:
 - i) Bay windows, window boxes, balconies, and similar projections;
 - ii) Well-defined window frames and sills;
 - iii) A variety of window types/sizes designed to enhance the relationship between residential units and adjacent public spaces; and
 - iv) Clear glazing (i.e. untinted).
- d) **Materials** used in buildings, signage, walkway/driveway paving, and associated landscape structures should typically be:
 - i) Natural, such as brick, wood (i.e. siding, shingles, etc.), stone, and concrete, or heavily-textured stucco (not patterned);
 - ii) Used in combination (i.e. two or more materials) where buildings exceed two-storeys;
 - iii) Of muted colours (i.e. as in the "heritage series" of many paint manufacturers) and complementary to the natural materials used; and
 - iv) Highlighted with vivid colours (i.e. unit front doors, retail awnings, outdoor furnishings, etc.).

8.2.4 LANDSCAPE ELEMENTS

- a) **Landscape theme** throughout the McLennan North community should promote a formal, park-like feeling with:
 - i) Deciduous trees planted in single or double rows (at 9 m (29.5 ft.) to 12 m (39.4 ft.) on centre) along all circulation routes;
 - ii) Planting of a variety of street-tree types (many which will mature to be tall in height and form canopies over pedestrian walkways and streets), selected to enhance the special qualities of areas within McLennan North (i.e. poplars along No. 4 Road to reflect the area's agricultural edge);
 - iii) An emphasis on planting and ground cover which will provide seasonal colour and is evergreen, lush, varied in shape, and low maintenance;
 - iv) Broad grass boulevards (up to 4 m (13.1 ft.) wide) along all public streets;
 - v) Pedestrian-scale street lighting and furnishings in public areas which are consistent in style and colour with that of the community park;

- vi) An emphasis on the use of soft landscaping (i.e. lawns, trees, and plant material) throughout the community, except in very high-use pedestrian areas (i.e. adjacent to shops) where decorative paving should be used in combination with attractive furnishings, pedestrian-oriented lighting, generous tree planting, and special landscape features (i.e. hanging flower baskets, fountains, etc.);
 - vii) Grassed areas which are defined with formal edges in the form of paths, low walls, changes in grade, rows of trees, and planting;
 - viii) Attractive, durable, and easily maintained paving treatments applied consistently on sidewalks and pedestrian pathways;
 - ix) Streets which have narrow driving lanes, on-street parking, curb-extensions at intersections, community notice boards, public seating, and other furnishings situated to take best advantage of views, sun, and informal, day-to-day meeting places for residents; and
 - x) Within the “Gateway Precinct” a pedestrian route directly linking the focus of the mixed-use area with the high-density area to the north, either in the form of a street lined with double rows of trees, or a 4 m (13.1 ft.) wide pedestrian walkway lined with deciduous trees and framed by buildings set 14 m (45.9 ft.) apart face-to-face.
- b) **Streetscapes** and property frontages adjacent to public trails should be designed such that:
- i) Private properties are landscaped with significant planting and a low wall, hedge, open fence, or change in grade (typically 0.9 m (3.0 ft.) maximum) to help define the edge of the adjacent sidewalk/trail;
 - ii) Neighbouring properties adopt complementary landscape approaches in defining the sidewalk/trail edge (i.e. such that the walls/fences of adjacent properties align and are of a similar scale, character, and materials);
 - iii) Grade-level residential units typically have individual paths leading from the public sidewalk or trail to individual private front doors, EXCEPT adjacent to the community park/school site where several dwellings or a small residential project may share a single path connected to the public trail;

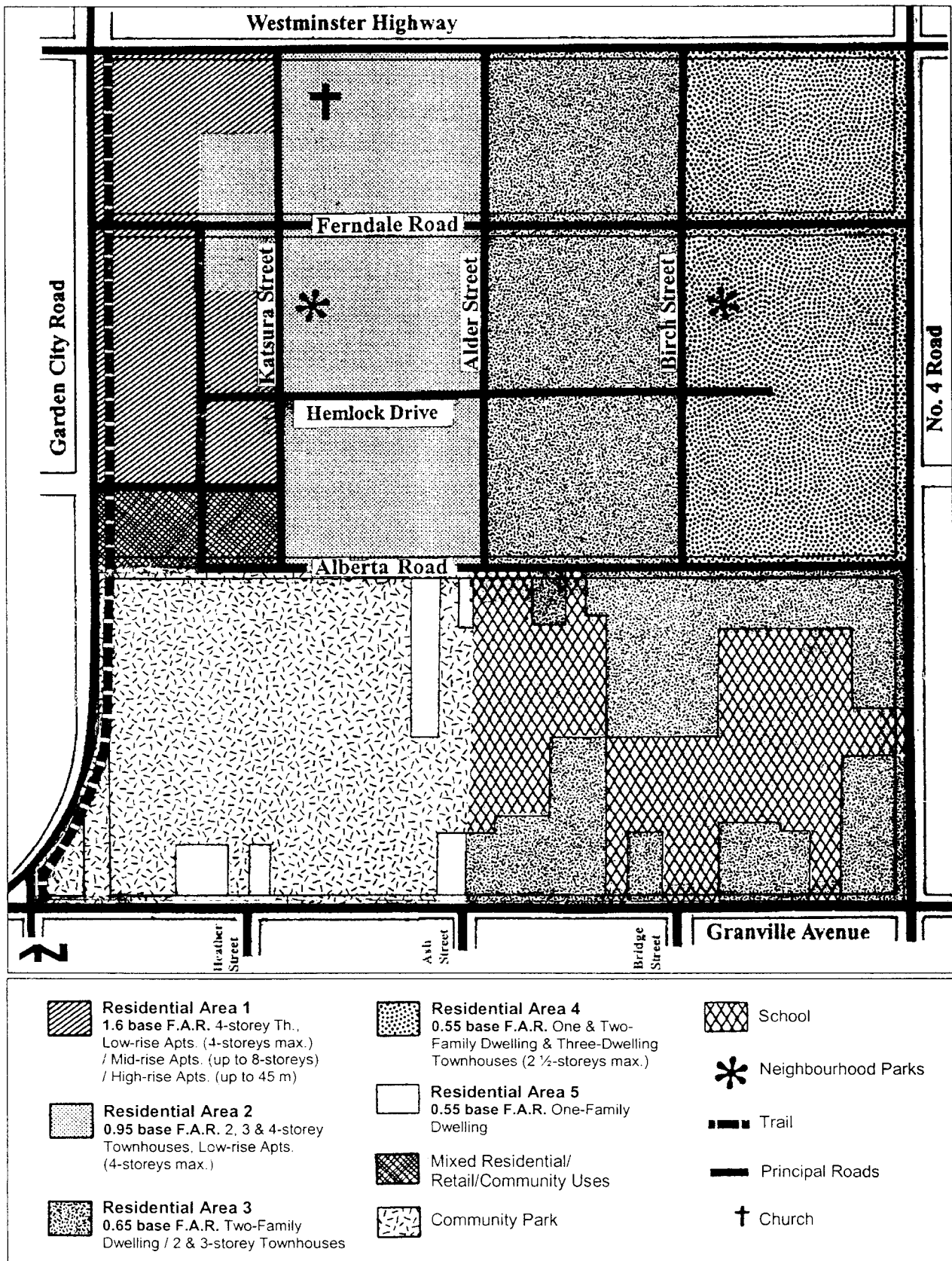
- iv) Private residential yards are landscaped to ensure that those spaces are made usable and private (without the use of high fences), while also enhancing the trail/streetscape through the use of changes in grade (0.6m (2.0 ft.) to 1.2 m (3.9 ft.) in height), layers of planting, open structures/fences, shade trees, and amenities such as benches (eg. a low wall and open metal gate at the sidewalk/trail could frame raised annual beds, backed by decorative shrubs, and behind that a slightly taller hedge around an enclosed patio);
- v) Building frontages along rear lanes:
 - Incorporate quality finishes and materials complementary to overall project design;
 - Screen garbage facilities and related uses;
 - Provide for appropriate street lighting, complete with decorative poles and luminaries, consistent with McLennan North standards;
 - Include trees and plant materials, complete with necessary space, soil depth, and irrigation;
 - Include trees planted on-site, along the property line, at a maximum spacing of 12 m (39.4 ft.) on centre; and
- vi) Along Garden City Road, Westminster Highway, and No. 4 Road, buildings are:
 - Set back a minimum of 10 m (32.8 ft.) (excluding parking below finished grade);
 - Sited to present an informal, irregular edge to the street;
 - Landscaped with a combination of rolling green lawns and ground cover near the street, changing to denser, taller vegetation (i.e. hedges) near the building, with trees (some of which will mature to be tall in height) placed informally in the landscape;
 - Raised approximately 2.4 m (7.9 ft.) to 3 m (9.8 ft.) above street level, on top of structured parking, with the ground plane being bermed up from the sidewalk to meet the lowest residential level except where existing trees are to be retained;
 - Screened with hedges, trees, and tall, dense planting set 3 m (9.8 ft.) to 4.5 m (14.8 ft.) off the property line where no structured parking is provided;

- Typically accessed via one pedestrian path, clearly signed and illuminated for public convenience and safety, rather than having multiple individual unit entries accessing the public sidewalk; and
 - Serviced (including parking access) from rear lanes or streets.
- c) Pedestrian paths and trails for the exclusive use of pedestrians and bicycles should:
- Include a minimum 3 m (9.8 ft.) wide walkway, typically situated a minimum 4.5 m (14.8 ft) from adjacent building faces, EXCEPT in the case of public trails around the perimeter of the community park/school site, where buildings should have more generous setbacks;
 - Have a maximum length of 70 m (229.7 ft.) (as measured between public streets or open spaces), except where the space between adjacent building faces is less than 9 m (29.5 ft.), in which case, the maximum walkway length should be 15 m (49.2 ft.);
 - Be open to the sky, except that portions of buildings or pedestrian bridges may pass overhead where they have a minimum clear height above finished grade of 5 m (16.4 ft.) and cover a maximum walkway length of 5 m (16.4 ft.);
 - Be easily accessible, well-lit and signed, and provide good surveillance from adjacent properties; and
 - Wherever possible, be landscaped with trees and plant material, complimentary to adjacent streets and open spaces, and be bounded at grade by residential or community uses with direct access to the walkway.
- d) Semi-Private open spaces for the common use of building occupants should be:
- Clearly defined for the exclusive use of building/complex occupants through the use of changes in grade, low walls or fences, planting, or siting within the confines of the building;
 - Situated and designed to maximize resident access, surveillance, and enjoyment; and
 - Landscaped with substantial trees, planting, and features appropriate to a range of ages and interests, including families with children.

8.2.5 PARKING & SERVICES

- a) On-site parking should be concealed from all public streets by residential or mixed-use development and should be typically accessed from a rear lane or via limited number of driveways, all of which must be designed to minimize impact on the visual and physical amenity of the streetscape; and
- b) Limit surface parking and typically provide it as "on-street parking" along the side of a publicly-accessible street or lane which has been designed as an integral part of the McLennan North circulation network and meets the design, lighting, and signage standards of public roads.

Land Use Map



DEFINITIONS

APPENDIX 1

Note: Schedule 1 of the OCP contains a definitions section which applies to the entire OCP. The following definitions apply to this area only.

Community School

A school where extra-curricular activities take place that can involve various groups and individuals within the community.

Multi-Purpose Community Space

Constitutes space provided in a public or private building for use by the community which is designed to accommodate a variety of activities and/or users.

Principal Roads

The public roads in the area providing the main circulation structure.

Richmond Official Community Plan

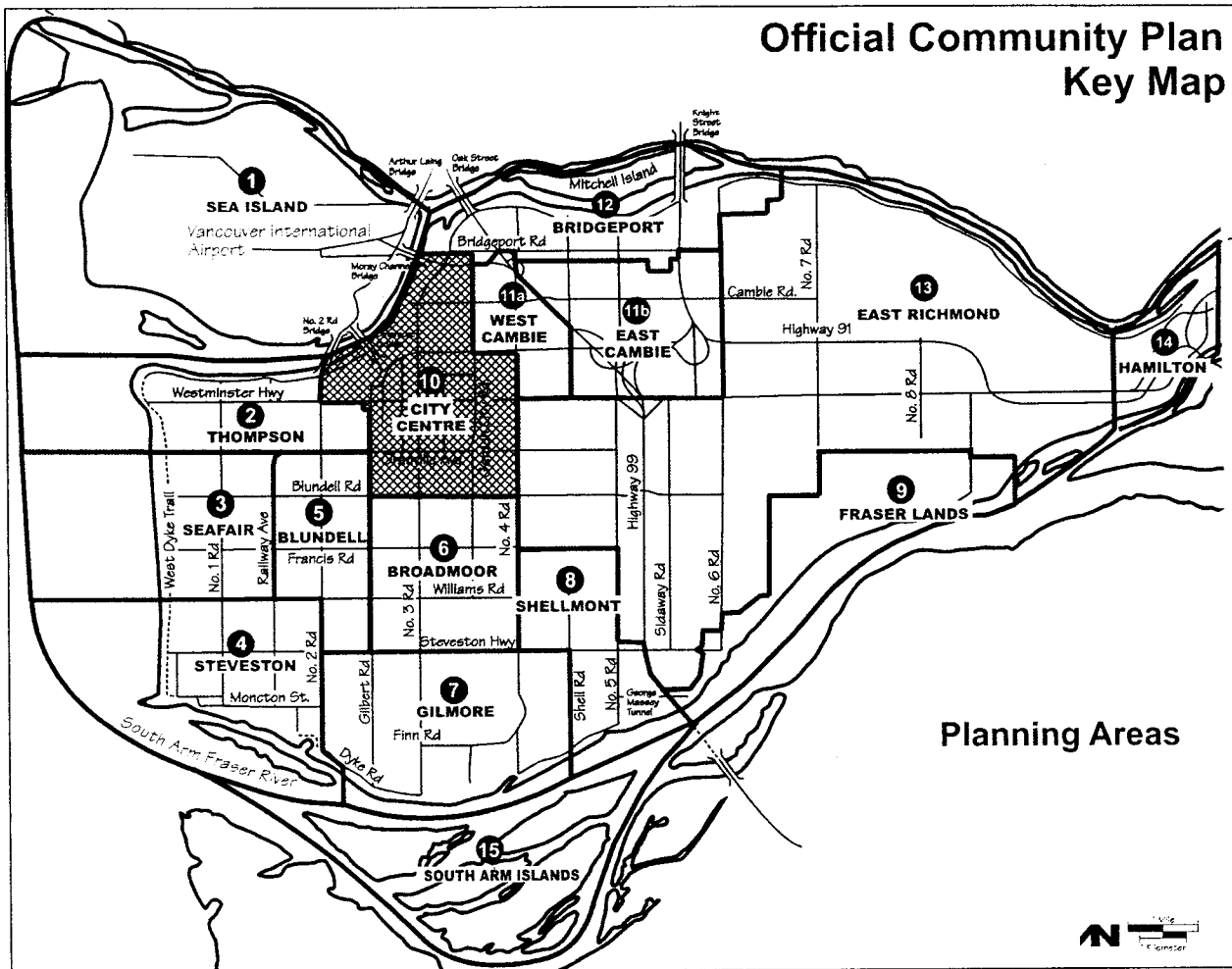


City of Richmond

CITY CENTRE AREA McLENNAN SOUTH SUB-AREA PLAN Bylaw 7100 Schedule 2.10D



KEY MAP



PLAN AREA MAP

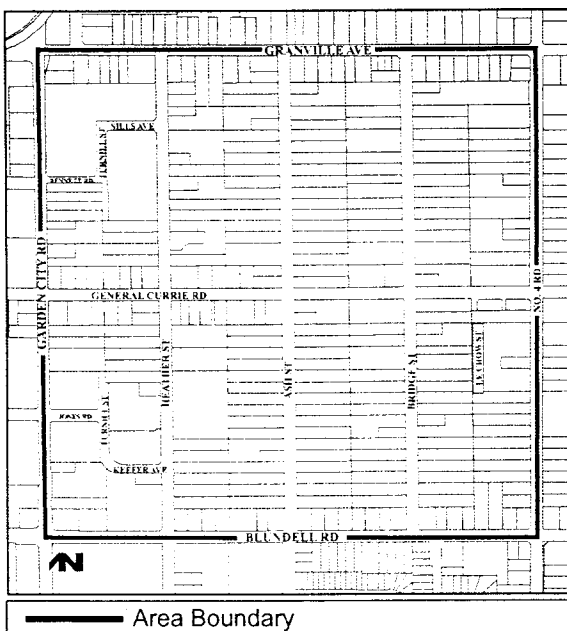


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PLAN INTERPRETATION

What is the Official Community Plan (OCP)?

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

How is the Plan organized?

The OCP (Bylaw 7100) is comprised of:

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

Area Plans refer to the 15 areas that have been identified within Richmond for planning purposes (see Key Maps).

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

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

Plan Precedence

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

Changes to this Document

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

Definitions

See OCP Schedule 1.

1.0 PLAN OVERVIEW

1.1 PURPOSE

The McLennan South Sub-Area is one of five medium-density residential neighbourhoods in the Southeast District of the City Centre. This plan applies to the area shown on the Plan Area Map, and provides the goals, objectives, policies and guidelines for development in this area.

The McLennan South Sub-Area Plan was adopted in 1996 and set the stage for the transformation of what was then a semi-rural single-family area into an important City Centre residential neighbourhood. The plan aims to respect many of the area's features, including its traditional single-family character and mature landscape, while providing opportunities for a variety of housing types, a new school, and a neighbourhood park.

Over the first seven years of the plan, sanitary and storm sewers were installed; land for a neighbourhood park and elementary school was acquired (including a designated area of heritage trees); new road right-of-ways were secured and existing roads were upgraded; and a number of townhouse projects were completed. Extensive redevelopment is still ahead for McLennan South and will include, among other things, construction of the neighbourhood park and school, the introduction of new single-family homes on smaller lots, traffic calming, and streetscape improvements. These changes and others, under the guidance of the Sub-Area Plan, will continue to shape McLennan South as it matures into one of Richmond's key City Centre residential neighbourhoods.

1.2 GOALS

The goal of this plan is to achieve a highly livable City Centre neighbourhood that maintains, enhances and improves the existing McLennan South quality of life, and manages change for the benefit of current and future residents by:

- a) Promoting a country-estate, human-scale residential character distinct to McLennan South as a neighbourhood predominantly oriented to families with children by:
 - Setting aside a large part of the neighbourhood for single-family houses only to preserve McLennan South's single-family history and encourage stability for established residents;

- Limiting development to 2½ to 3 storeys in height throughout most of the neighbourhood, except along Garden City Road and the western portions of Granville Avenue and Blundell Road where it may rise to 3 storeys over parking (e.g. a total of 4 storeys maximum as measured from the elevation of the adjacent street); and
 - Encouraging people-friendly, neighbourly housing compatible with McLennan South's country-estate character through Development Guidelines.
- b) Creating a lush, natural landscape to complement and continue McLennan South's unique natural environment in both public and private development by:
- Greening streets, boulevards, walkways and open spaces;
 - Creating a neighbourhood park which preserves landscape features, such as the heritage woodlot;
 - Retaining and replanting mature trees wherever possible; and
 - Creating Landscape Guidelines which promote a natural look characteristic of McLennan South, and limiting or avoiding a manicured look.
- c) Enhancing the sense of spaciousness, openness, tranquillity, and pedestrian safety through:
- A circulation system that provides more connections within the neighbourhood by building on the existing grid street pattern and avoids increasing traffic on existing streets;
 - The introduction of lanes to promote a continuous tree-lined streetscape un-interrupted by driveways;
 - The use of traffic calming devices to deter speeding and through traffic; and
 - Curb and lighting improvements to promote safety, walkability, and barrier-free movement.
- d) Enhance the ability of residents to conduct daily living activities in and around the neighbourhood by providing for access to and development of a range of community facilities and services, e.g. schools, daycare, convenience stores, etc.
- e) Improve the level of urban services and utilities by providing options for and facilitating utility improvements in development and non-development situations.

2.0 JOBS & BUSINESS

ISSUE:

Agricultural Land Reserve

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

Areas, such as McLennan South, that abut the Agricultural Land Reserve can impact both the supply and viability of Richmond's farm lands. As such, developers in McLennan South should refer to the Policies, Objectives and Development Permit Guidelines for Agriculture outlined in Schedule 1 of the Official Community Plan.

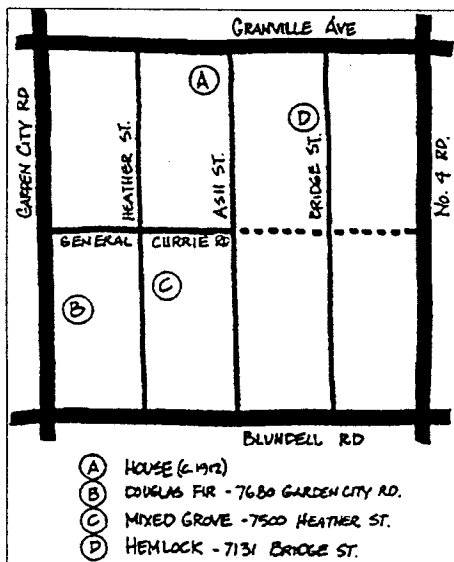
3.0 NEIGHBOURHOODS & HOUSING

ISSUE:

As a City Centre community with many older detached homes and large lots, McLennan South has significant redevelopment potential. It also has many unique assets which should not be sacrificed just for the sake of change. Thus, it is important to plan for housing in a way that builds on strengths while allowing some redevelopment paced to minimize disruption. While pursuing such a strategy, however, McLennan South's locational context, along with transportation and park initiatives, must also be considered. The housing objective and policies should balance these factors by: enhancing McLennan South's family orientation and neighbourhood stability; reinforcing its unique character; and respecting its locational context.

Family Orientation and Stability

McLennan South residents value the community's family orientation and its sense of community, based on stability and the presence of long-time residents. They have requested single-family, duplex/triplex and townhouse development to house families and preserve valued neighbourhood qualities. Residents also wish to pace change. Many of these aims will be realized through appropriate land use, density and building height policies. They will also be achieved through policies that support and enhance neighbourhood character.



Heritage resources

Source: "City Centre Area Plan Bylaw"

A Unique Character

Reinforcing McLennan South's unique character will be an important challenge for this plan. Residents were clear that urban residential development, which has a massive, block-scale apartment look with sparse landscaping, is contradictory to McLennan South's character, and have identified several *elements that distinguish their community* and give it a "country-estate" character. These include: *a single-family character; the combination of wide open spaces punctuated with dense vegetation; and buildings that nestle into, rather than dominate the landscape and the visual framing of homes by tall, mature trees.* Currently, many of these effects are facilitated through large back yards and 0.2 ha (0.5 ac.) lots, as well as ditch habitats. Another valued legacy is the existence of several stands of heritage trees with a heritage woodlot located in the area designated for park (see map).

Under an urban context and several physical limitations, this desired character is difficult to apply uniformly over the whole neighbourhood. Rather, the same fundamental relationship of building and landscape is achieved in smaller areas within the neighbourhood, with each area displaying a special quality based on its opportunities and constraints. The Residential Character Areas map in the Development Permit Guidelines section, shows the character areas which emerge out of this approach, with the Guidelines outlining them in further detail.

Overall, the emphasis on landscape and the integration of buildings into it, provides an image similar to the traditional New England or European village, where buildings are grouped around a central green and further surrounded by common fields and even wilderness. This image is helpful in creating a uniform character throughout the community, in preventing sharp distinctions between single and multiple-family areas, and setting an example for new single-family development which achieves a better transition between older, single-level bungalows and newer 2½ storey homes.

Locational Context, Parks and Traffic Initiatives

While reinforcing desired character elements, it is critical to ensure that they blend together. The elements should also complement and work with adjacent areas and features, and with other policy initiatives.

Neighbouring influences, acting as destination points, transition edges or highly visible intersections include:

- The proposed new community park immediately north of Granville Avenue with elementary and high schools, playing fields and passive recreation areas;
- The Agricultural Land Reserve east of No. 4 Road;

- The Garden City Shopping Centre just south of Blundell Road;
- The St. Alban's neighbourhood west of Garden City Road; and
- The corner of Garden City Road and Granville Avenue.

Parks and traffic initiatives that will influence McLennan South's character include:

- The introduction of new roads and lanes to create smaller blocks and facilitate development of new housing; and
- The creation of a 4.9 ha (12 ac.) neighbourhood park which incorporates a heritage woodlot, a passive recreation area, and a focal point through community uses such as an elementary school.

Under this context, supporting the desired character will require a strategy at the broad level of maximizing opportunities for open spaces and landscaping (using streets as linear greenways and visually expanding them through front yard setbacks, treating the public and private realms in a mutually reinforcing manner, retaining stands of mature trees, etc.), and, at a more specific level, refining the architectural and landscape characteristics to suit the smaller areas that result from changes in land use, role and site characteristics.

OBJECTIVE 1:

To provide a range of housing choices conducive to family living while reinforcing and enhancing the country-estate character, stability and strong community ties that exist in McLennan South.

POLICIES:

Family Orientation and Stability

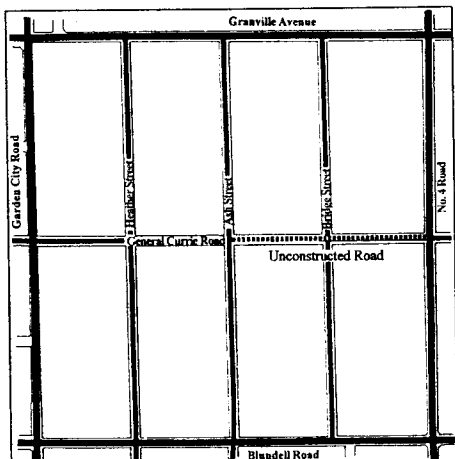
- a) Help maintain stability and reduce pressure on long-time residents to leave the community. Retain a large area of single-family dwellings between Ash Street and Bridge Street.
- b) Encourage families and enable older residents to age-in-place by providing for a mix of housing types to accommodate a variety of households, especially for families with children. In addition to single-family, this mix will include the following housing forms:
 - 3-storey townhouses over parking (to a maximum of 4 storeys as measured from the elevation of the adjacent street) along the outside edges of the western half of the neighbourhood;
 - A mix of 2, 2½, and 3 storey townhouses in the inner portion of the western half of the neighbourhood; and

- Mixed clusters of single-family, duplex, and triplex housing forms in the eastern half of the neighbourhood.
- c) Recognize that affordability is a key issue for families with children, as well as many seniors. Promote the development of reasonably-priced and barrier-free housing. Take advantage of special opportunities provided by zoning, rezoning, density bonusing, public/private/non-profit partnerships, and the use of innovative approaches.

Unique Character

- d) Retain or reproduce elements that provide a "country-estate" quality. Establish distinct character areas within McLennan South, with each demonstrating one or more of these desired elements. Develop specific street setback and density requirements for each area, and, for multiple-family areas, establish Development Permit Guidelines to enhance each area's unique qualities.
- e) Create smooth transitions between character areas and their adjacent neighbourhoods through Development Permit Guidelines that address the following types of connection:
- Borders with other communities, such as St. Albans or McLennan North;
 - Connections between character areas; and
 - Neighbourhood to park linkages.
- f) Unify desired character elements throughout McLennan South. Establish consistent street tree planting and greening schemes; create Development Permit Guidelines that reinforce the small scale appearance of all buildings throughout the community; and develop bylaws that limit front yard fences to low heights or prohibit them entirely.

4.0 TRANSPORTATION



1996 road network

ISSUE:

Getting to and from McLennan South, and moving around within the community is relatively convenient. The community is bounded by four major roads (Granville Avenue, Blundell Road, Garden City Road, and No. 4 Road). It is accessed internally by three north-south roads (connecting to Granville Avenue and Blundell Road) and one east-west road (connecting to Garden City Road). Residents can access transit service to Vancouver at bus stops on Garden City Road. However, vehicle and pedestrian mobility could be enhanced. For example, the community's local streets are very narrow and, under current conditions, can be awkward and potentially hazardous for strolling pedestrians, cyclists and wheelchair users. Many vehicles use the quiet residential streets to bypass difficult intersections along major arterial roads, posing noise and safety problems for neighbours. East-west connections in the neighbourhood are poor. And, while transit access to Vancouver is available nearby, access to other parts of the City Centre and elsewhere in Richmond is still limited.

This plan proposes to improve circulation in McLennan South by strengthening connections; establishing the street network to promote good community design and interaction in an enhanced pedestrian environment; and reducing the need for, and physical impact of the automobile.

OBJECTIVE 1:

This plan proposes to improve circulation in McLennan South by strengthening connections; establishing the street network to promote good community design and interaction in an enhanced pedestrian environment; and reducing the need for, and physical impact of the automobile.

POLICIES:

General Improvements to Circulation in McLennan South

- a) Make circulation more efficient. Reduce reliance on Heather, Ash and Bridge Streets while improving east-west connections. Develop a road network that makes it easier for residents to reach targeted destinations within the community and to exit the community at the most functional point for reaching destinations outside the community.

Using Streets to Promote Good Urban Design

- b) Recognize that streets play an important role in urban design by establishing the size of city blocks, creating view corridors, and providing space for residents to walk and gather informally. Retain the grid system currently in place to create view corridors and a sense of openness; and foster the development of smaller blocks to create a more human scale built and pedestrian environment.
- c) Use streets to help reinforce a sense of community and neighbourhood identity. Develop a street character concept with modest pavement widths, varying sidewalk and boulevard treatments depending on the size and function of the street.

Managing the Car

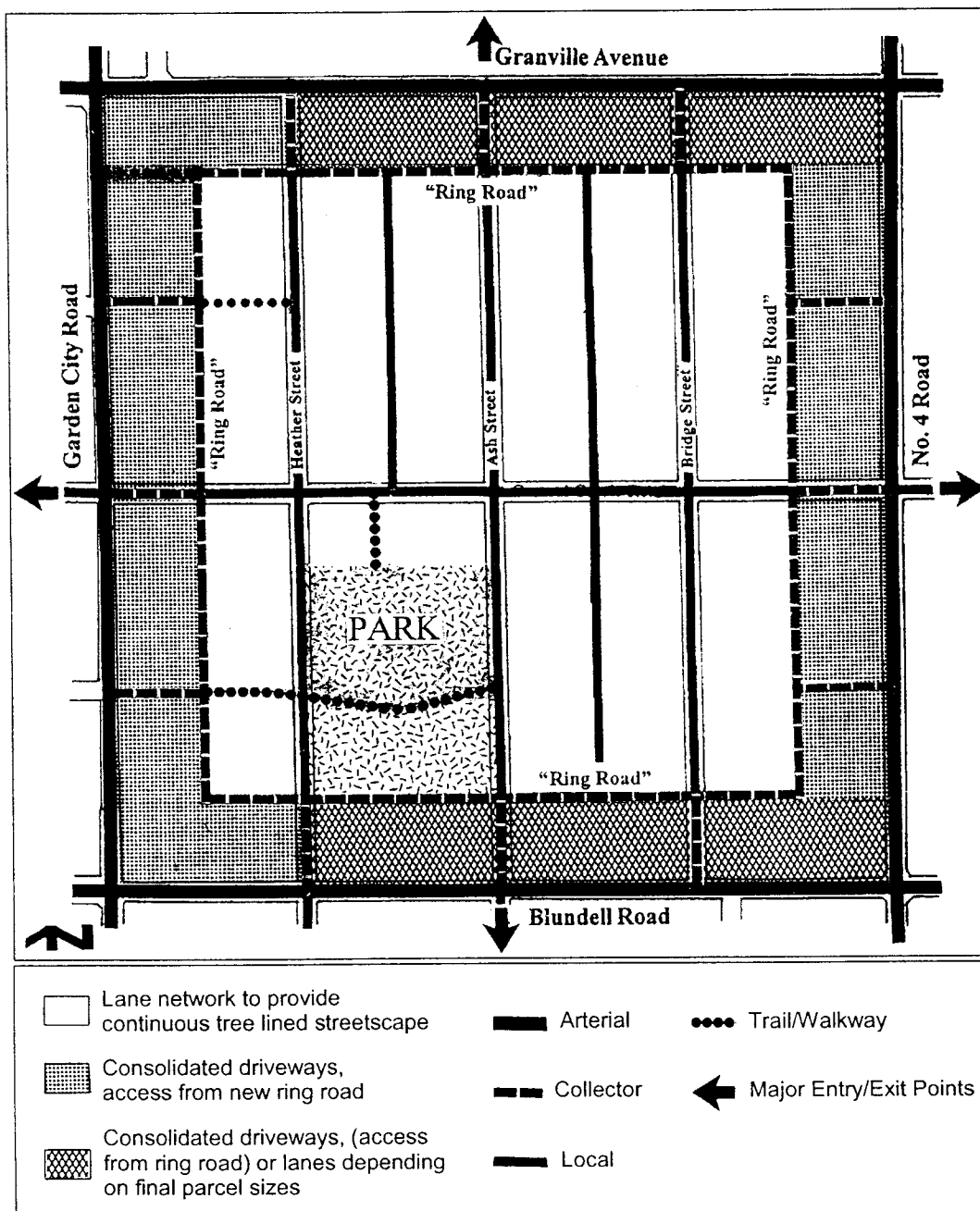
- d) Develop a program to reduce speeding and manage traffic flow on local and collector streets.
- e) Reduce the visual impact of the car. In single-family areas, place garages behind new homes and provide access through lanes. In multiple-family developments, also move garages away from the street; discourage driveway access onto section arterial roads; provide access through lanes; and reduce the number and size of access driveways and encourage the use of driveways shared between developments.

Improve Mobility Choices and the Experience of Non-Automobile Users

- f) Provide sidewalks and greenways including special landscape strips with clusters of many different trees and plants to keep the natural look and avoid a manicured look.
- g) Enhance the presence of nature that can be enjoyed by non-vehicular travellers (as well as those in cars).
- h) Ensure safe connections to other communities and to neighbouring schools by providing crosswalks at major arterials as required, through the City's Annual Crosswalk Program.
- i) Enhance access for people with disabilities and pedestrians with special needs (e.g. child strollers) by providing wheelchair ramps at intersections, designed to standards specified in the City Centre Area Plan.
- j) Continue to provide good transit service to Vancouver, and support the City Centre Area Plan policy of encouraging the eventual provision of light rapid transit access from Richmond to Vancouver.

- k) Improve local transit service by encouraging BC Transit to provide mini-bus service from McLennan South to McLennan North and other City Centre destinations. Ensure that road standards of potential routes are developed to the required standard for accommodating mini-buses, and transit stops are designed to be user-friendly with particular attention for people with disabilities.
- l) Encourage cycling as a means of travel by calming automobile traffic within McLennan South and supporting the City Centre policies and programs for bicycles.

Circulation Map



5.0 NATURAL & HUMAN ENVIRONMENT

ISSUE:

The natural environment and parks are the building blocks of a livable community, and an important ingredient in creating a strong neighbourhood character.

The natural environment plays a critical role in community health. Plants and trees act as the lungs of a community, filtering out air pollutants, and they provide bird and insect habitats. In McLennan South, nature also helps to define the community, and set it apart from neighbouring areas. This plan aims to keep and enhance McLennan South's natural features to promote environmental health and enhance community identity.

Parks provide space for residents to walk, play and gather; they can help reinforce local character and become community focal points, and they can also provide opportunities for retaining treasured natural features. The McLennan South Plan aims to provide a neighbourhood park up to 4.9 ha (12 ac.) in size, which will include a large area of heritage trees and provision for an elementary school site of up to 1.6 ha (4 ac.).

OBJECTIVE 1:

To maintain and enhance McLennan South's informal style of natural features and open spaces in a way that promotes environmental health and strengthens community identity.

POLICIES:

Enhancing the Presence of Nature

- a) Keep McLennan South's streetscapes green:
 - Edge all streets and paths with greenery so they continue to function as "greenways"; use varied landscape treatment (e.g. single row of trees, double rows of trees, informal clusters of trees and plants) to complement the street function and local character;
 - Visually embellish greenways through complementary treatment of front yard landscaping on multiple-family properties. Frame buildings with plants and trees; encourage the use of building filigree (embellishing building facades with climbing plants such as ivy or clematis); and vary the treatment of front setbacks and yards according to the specific requirements of individual character areas (refer to Section 4.0); and

- Reduce the presence of asphalt driveways; where driveways occur, promote alternative paving materials, planting, and site planning to visually integrate the driveway into the streetscape.
- b) Augment public greenways through a variety of strategically-located Privately-Owned, Publicly-Accessible Open Spaces (POPAS) to create and preserve natural landscape features, focal points, and walkways. Along the ring road, use existing mature vegetation to determine appropriate locations of POPAS
- c) Generally promote tree retention and planting in townhouse, duplex and triplex developments, and require greenspaces that mimic desired qualities of single-family back yards. These qualities include openness, combined with natural and semi-private spaces, and selective planting of taller deciduous and conifer trees. Along arterials, heavy landscaping is promoted in front yards to reinforce McLennan South's character and identity.
- d) Encourage residents of the large single-family area to retain and enhance vegetation in their own back yards.
- e) Create and preserve green spaces as natural habitat areas throughout the neighbourhood, and promote the use of native plant materials.

Park Provision

- f) Provide a neighbourhood park, approximately 4.9 ha (12 ac.) in size, in the southwestern part of the neighbourhood, and preserve the existing heritage woodlot as a natural habitat area within the park. Strive to enhance the natural habitat function in the rest of the park.
- g) Develop the more northern, roughly two-thirds of the park primarily for passive recreational use, and the remainder for active community use, including an elementary school.
- h) Make the neighbourhood park open to the street (not hidden behind buildings) along its east, west and south edges to enhance safety and the community's sense of open space. Separate passive areas of the park from housing and structures, such as schools, using complementary landscape treatments, including walkways.
- i) Encourage pedestrian connections to the park. Connect multi-family areas to the park using walkways.

6.0 COMMUNITY FACILITIES & SERVICES

ISSUE:

McLennan South is situated within walking distance of a range of community facilities and services including City Hall, the Library and Cultural Centre, Richmond Centre Mall, and commercial services along No. 3 Road; the new community park in the McLennan North neighbourhood just north of Granville Avenue containing new elementary and high schools, as well as playing fields; the church at Heather Street and Granville Avenue; and the Garden City Shopping Centre immediately to the south at Blundell Road. As a result, the plan only provides for a single convenience commercial site, to be situated along Garden City Road. As the neighbourhood grows to capacity, an elementary school will be needed, and can be accommodated on the southern 1.6 ha (4 ac.) of the 4.9 ha (12 ac.) park site. In the meantime, McLennan South children will attend surrounding schools (Anderson, Debeck, Garden City, and General Currie) and the plan will promote safe connections to them.

In a neighbourhood friendly to families with children, daycare is an important community resource. The Richmond Childcare Needs Assessment Report (July, 1995) recommends that affordable childcare facilities responsive to community needs be developed in neighbourhoods such as McLennan South.

As McLennan South evolves into a distinct City Centre neighbourhood with its own population characteristics, provision of services, such as health and safety should be tailored to the community.

OBJECTIVE 1:

To ensure a range of community facilities and services tailored to community needs are made available within and around the neighbourhood.

POLICIES:

Childcare

- a) Promote the development of childcare facilities that is affordable, responsive to the community's needs, and complies with Provincial Childcare Regulations. Use density bonusing and partnerships with non-profit and private sector organizations.

Schools

- b) Encourage the Richmond School Board to include the needs of McLennan South school children in its planned school capacity, with the ultimate objective of an elementary school within McLennan South itself.
- c) Improve connections and traffic safety measures between McLennan South and the surrounding elementary schools.

Amenity Space

- d) Encourage the provision of private amenity space generally and a minimum of 464.5 m² (5,000 ft²) of community facility space close to the neighbourhood park.

Health

- e) Encourage the Richmond Health Board to establish community-based health services tailored to the neighbourhood population characteristics.

Safety

- f) Promote community-based crime prevention, emergency preparedness and community watch programs in the neighbourhood.

Library

- g) Encourage the Richmond Public Library Board to provide library services to keep pace with the neighbourhood's development.

Church

- h) Retain the church at Heather Street and Granville Avenue.

Commercial Services

- i) Allow convenience commercial services to be situated along Garden City Road, at the intersection of Granville Avenue and/or General Currie Road, provided that the commercial use:
 - Is no more than 375 m² (4036.6 ft²) in size, per development;
 - Is located at grade;
 - Fronts on to an arterial road;
 - Enhances community identity and amenity with neighbourhood-oriented uses, e.g. convenience store; and
 - Enhances local residential character.
- j) Retain the neighbourhood pub at Garden City Road and Blundell Avenue.

7.0 CITY INFRASTRUCTURE

ISSUE:

When the McLennan South Sub-Area Plan was adopted, it was one of the few urban areas in Richmond still serviced by septic tanks and ditches. A major objective identified by the community through the planning process was the provision of sanitary and storm sewers. Since then, these services have been provided to all of the area's existing properties, and are being extended, as required, to new development as it proceeds.

In addition, through the planning process it was noted that area residents have experienced storm water drainage difficulties, particularly when new houses are built next to existing ones. This situation is not uncommon in Richmond, but it can be more noticeable in areas such as McLennan South that have peat soils. Drainage can, however, be improved by installing perimeter drainage on individual properties.

OBJECTIVE 1:

Residents have experienced storm water drainage difficulties, particularly when new houses are built next door. Overall, storm water drainage is affected by ground water level conditions throughout Lulu Island. However, in McLennan South where peat soils are present, drainage can be improved by installing perimeter drainage on individual properties.

POLICIES:

Sanitary Sewers

- a) Provide pump stations and forcemains as the basic infrastructure necessary to facilitate a sanitary sewer system in the neighbourhood.
- b) Require the installation of sanitary sewers with new development.
- c) Install sanitary laterals to facilitate sanitary sewer hook-ups for the historic single-family area in conjunction with reconstruction of existing roads (Ash Street and Bridge Street).
- d) Cost-share with developers to provide sanitary sewers for single-family houses (located in multi-family areas) close to new development sites.
- e) Facilitate the provision of sanitary sewers through Local Improvement Programs initiated by private property owners.

Other Utilities

- f) Require the provision of the full range of urban utilities and services with new development.
- g) Provide for full upgrading of the existing roads (Heather Street, Ash Street, Bridge Street, and General Currie Road), with funding from the City's existing Development Cost Charge Program.
- h) Promote the undergrounding of utility wires and cables.
- i) Encourage construction techniques that minimize negative impacts on neighbours.
- j) Continue to require the installation of perimeter storm water drainage on individual properties with new development, and promote the benefits of having a functional perimeter storm water drainage system for all properties.

8.0 DEVELOPMENT PERMIT GUIDELINES

8.1 APPLICATION & INTENT

8.1.1 DEVELOPMENT PERMIT AREA

This section contains Development Permit Guidelines which apply to the McLennan South sub-area in the City Centre Planning Area.

The purpose of the guidelines is to supplement the City Centre Area Plan Guidelines and the City-wide guidelines contained within the OCP with specific guidelines aimed at supporting a special character within the McLennan South area.

It is intended that these guidelines be used in conjunction with the City's more general Development Permit Guidelines located in the OCP (Schedule 1 of this Bylaw).

Neither set of guidelines requires literal interpretation, in whole or in part. They will, however, be taken into account in consideration of Development Permit applications, and the Development Permit Panel may, at its discretion, refuse or require modification to an application for failure to meet the spirit of these guidelines and/or the standards they prescribe.

Exemptions to the Development Permit process can be found in the OCP (Schedule 1 of the Bylaw).

8.1.2 JUSTIFICATION

It is the intent of these guidelines to support the goals, objectives, and policies of the McLennan South Sub-Area Plan aimed at the creation of a distinct, high-amenity, City Centre residential neighbourhood. The scope of proposed redevelopment merits site-by-site consideration of form and character in order to achieve this objective.

8.2 GENERAL DEVELOPMENT PERMIT GUIDELINES



Front yard landscape features create a transition

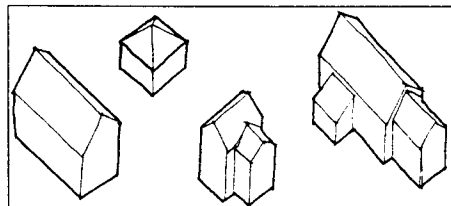
8.2.1 SETTLEMENT PATTERNS

- a) Promote the development of a green, human-scaled residential community with a "country-estate" character, focussed around a local park.

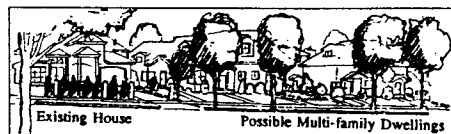
- b) Promote the development of distinct character areas within the McLennan South neighbourhood related to the various location-specific housing types and forms encouraged by the plan.
- c) Ensure that the scale and form of McLennan South's character areas are complementary and that the transitions between character areas are attractively managed through the use of shifts in building scale, form, height, setbacks, and special landscape features and treatments.



Tall coniferous trees provide a year-round backdrop for residences



Vary the design to include more than one building form or scale on each site



A smooth internal conversion can be achieved by using typical single-family forms and massing in the design of new multi-family dwelling

8.2.2 MASSING & HEIGHT

- a) Promote a single family-residential scale and character throughout the neighbourhood, and continue the legacy of buildings nestling into, rather than imposing or intruding on, the landscape through the appropriate treatment of building elements, materials, and hues.
- b) Achieve a smooth transition as McLennan South redevelops through the use of typical single-family forms and massing in the design of new multi-family dwellings.
- c) Use distance and green landscape to soften the transition between different housing forms, including:
 - Where this transition occurs along the ring road, wider setbacks; and
 - Along entry roads, local streets, and rear yards, setbacks of 6 m (19.7 ft.).
- d) The apparent scale of multi-family developments should be reduced in a number of ways, including:
 - Vary the design to include more than one building form on each site, sharing common architectural elements, especially for developments of 10 or more units;
 - Break up the apparent length of individual buildings by creating smaller components that express strong unit identity with direct grade access;
 - Reduce the apparent height of buildings with architectural treatment that promotes recognition of individual storeys and avoids the appearance of sheer blank walls. Such treatment might include (but is not limited to) the use of: trim; more intense colour accents; secondary roof elements; building recesses; and stepped building forms emphasizing lowered height on ends with fronts; and
 - Large projecting balconies are not permitted along the streetfront, as they emphasize building bulk. Recessed balconies will be permitted in some specified character areas.

8.2.3 ARCHITECTURAL ELEMENTS

Roof Treatment



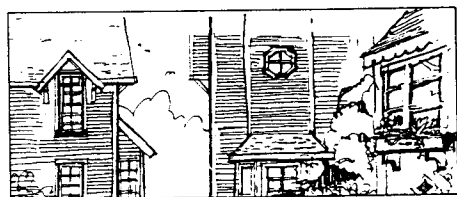
Recessed balconies



Create varied sloped – roof forms with frequent additive elements such as gables and dormers



Prominent main entries



Windows should be residential scale

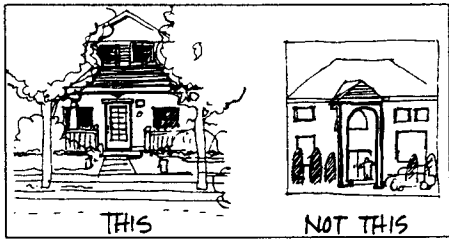
a) As extensive landscaping is encouraged, the roofscape will become one of the more noticeable building elements. To address this, create a varied roofscape with an emphasis on pitched roofs:

- Pitched roof peaks (recommended slope of 2:1), should be visible from the street, with flat elements hidden from street view;
- Decorative elements close to the roof should emphasize and complement the roof pitch visible from the street;
- Where appropriate, but particularly for buildings over two-storeys, the roof pitch can be re-emphasized at the ground floor level with secondary roofs over entrances and/or other openings; and
- Roofing material should emphasize natural or west-coast produced materials, such as cedar. Metal roofs are discouraged and the use of roof tiles should be avoided.

Windows

b) Windows should be operable, of residential scale, with multiple panels, and should add to the sense of neighbourliness, safety, and security by providing visual interest and surveillance:

- Reinforce the smaller components of buildings which express strong unit identity through appropriate window placement;
- Use bay windows, window boxes, small balconies, and similar features to avoid a flat, box-like building;
- Windows, used singly or in combination, should be apparent at eye level and should be clear-glazed (untinted) to reinforce the sense of surveillance over the street;
- Windows should be visually prominent, separated from the building face and defined with colour, trim/shutters, or other decoration; and
- Traditional window treatment should be used where visible from the street. Skylights, plastic bubble windows, tinted glaze, and other non-traditional windows, should not be used in prominent locations on the buildings that are visible from the street.



Residential entries should be visible from the sidewalk, at grade, and be part of a single-storey element

Entrances

- c) In McLennan South, entrances should be used to reinforce and achieve a human-scale and pedestrian-friendly environment. Individual developments should have:
- Front doors with direct grade access to reinforce unit identity, which should be accessible to disabled persons;
 - Entrances recognizable and clearly visible from the street;
 - Architectural treatment of unit entrances should reinforce proximity to grade level and avoid two-storey features; and
 - Except for units fronting arterials, exterior staircases visible to the street should be minimized to reinforce direct grade relationship of dwellings.

Materials

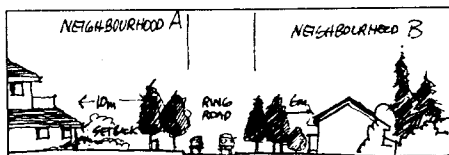
- d) In keeping with the McLennan South approach of nestling buildings into, rather than intruding on the landscape, materials used should be high-quality, with an emphasis on natural materials, such as wood and stone.
- Natural materials are preferred, however, alternative materials can be used, providing that they replicate a high quality, natural look; however, trim should still be wood; and
 - Materials which are obviously synthetic (e.g. plexiglass, glass block) should not be used on the exterior of buildings and other structures.

Colours

- e) Colour plays an important role in defining the building and its features, contributing to the look and scale of the streetscape and, in McLennan South, blending into the naturalistic landscape:
- Muted colours (as in the "heritage series" of many paint manufacturers) which complement natural materials should be used;
 - Unless otherwise specified for a particular sub-area, colours, covering large expanses of building surface (e.g. 50% or more) which draw attention to the building, are to be avoided;
 - Intense colours can be used as accents to emphasize openings, layering, or detailing in a sensitive manner; and
 - Colour can be varied to visually reinforce the creation of smaller components or to reduce the apparent width or height of a building.

8.2.4 LANDSCAPE ELEMENTS

Entries



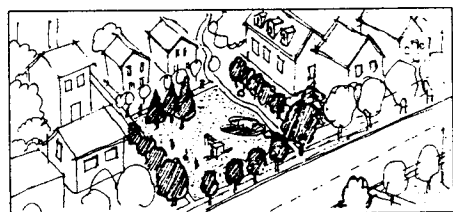
Setbacks and landscaping provide transition between neighbourhoods



Landscaping can screen private yards and low fences can define the edges of front yards



Preserve woodlots



*Plan open spaces and walkways with landscaping **FIRST**, then group buildings around the spaces*

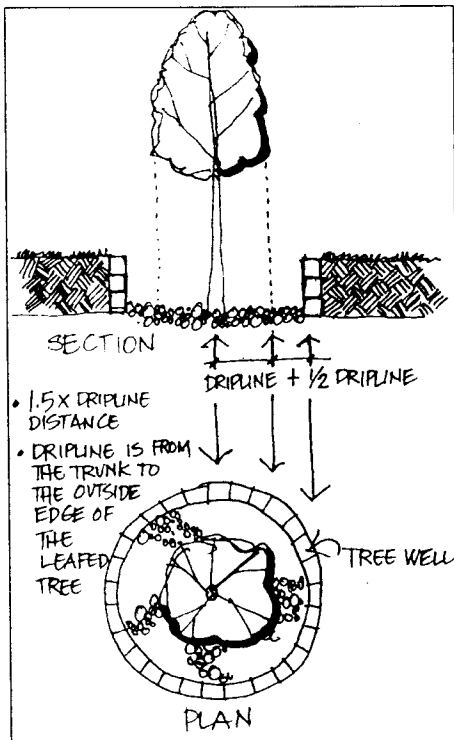
- a) Use front yard landscaping features to create a sense of transition between neighbourhoods that face each other across a street, particularly where the adjacent neighbourhood is a single-family neighbourhood. Appropriate features might include (but would not be limited to): roofed pedestrian entry portals; trellises; and small entry courts edged with ornamental trees, shrubs and plants. There should be no locked vehicle or pedestrian gates. Parking garages may be secured by a keyed, monitored entry-gate system.

Fencing and Common Open Space

- b) Fencing between adjacent development parcels is generally not encouraged. Rather, these areas should be treated as semi-public access walkway or shared common open space. Along rear yards that do not face a street, fencing up to 1.5 m (4.9 ft.) in height is generally permitted if set back 2 m (6.6 ft.) or more from the property line. In front yards and some side yards, fencing is specific to character area. Generally, front fencing is permitted up to 1 m (3.3 ft.) and side fencing, where permitted, may reach up to 2 m (6.6 ft.) in height, but should not extend into the front yard.

Tree Preservation and Planting

- c) Sustain and enhance McLennan South's distinct landscape by preserving woodlots and hedgerows containing mature trees and under-storey vegetation, particularly where opportunities exist for this vegetation to frame new buildings.
- d) Create a continuous sense of lush vegetation by balancing deciduous species with evergreen vegetation in a manner that promotes the creation of wildlife habitat using native plant material.
- e) Plan open spaces and walkways with landscaping first, then group buildings around the spaces. A detailed survey of existing trees and vegetation should be conducted following the requirements set out in the City of Richmond's Bulletins, "Tree Survey Guidelines for Rezoning", "Subdivision and Non-ESA Related Development Permit Applications" and "Protection of Existing Trees During Construction".
- f) Provide tree wells and/or creative grading of the ground away from vegetation to facilitate retention of existing trees and woodlot/hedgerow vegetation.
- g) Where tree wells are to be constructed, these tree wells should be a minimum distance of 1.5 times the distance from the trunk of the tree to the drip line.



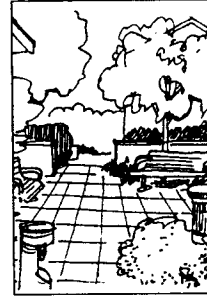
Common Open Space

- h) Special effort should be taken to create and coordinate the retention of contiguous existing mature vegetation on adjacent properties.
- i) Privately-Owned, Publicly-Accessible Open Spaces (POPAS) are encouraged at highly visible locations, such as intersections and the vicinity of the park, as well as to preserve significant stands of mature trees and vegetation.

Three Different Types of POPA's



Existing vegetation



Urban amenities



Play areas

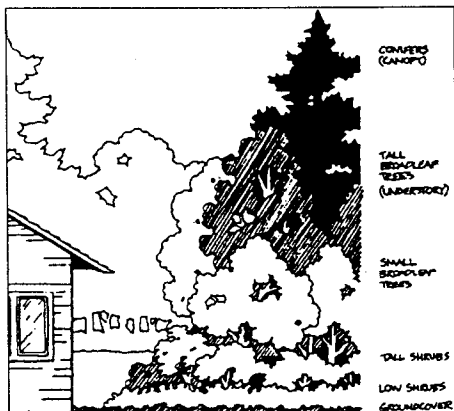
- j) Private residential front yards should be landscaped to ensure that those spaces are usable and practical, while also enhancing the streetscape of the neighbourhood.

Retaining Walls

- k) Where permitted, retaining walls at street level should be no higher than a maximum of 1 m, except where it also acts as a tree well to retain mature trees.

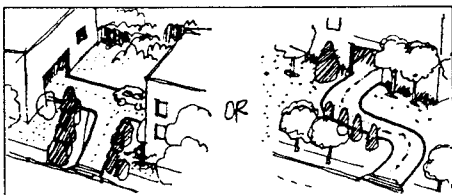
Water and Habitat

- l) Wherever possible, landscape plans should enhance, expand or create wildlife habitat such as ponds, wetlands, native aquatic and terrestrial plants, and hedgerows. Traditional Richmond peat bog plants are recommended. Refer to Caring for Wildlife at Home by Naturescape B.C. (1995), and the Richmond Environmentally Sensitive Area Criteria Manual.



Edges, where one type of habitat meets another

Source: Naturescape BC – Caring for Wildlife Habitat at Home



Parking garage entrances should be screened by careful site planning and landscaping

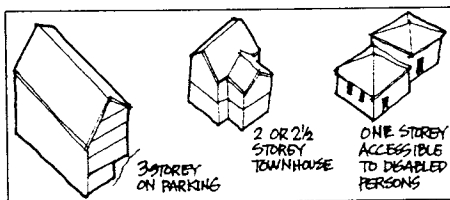
8.2.5 PARKING & SERVICES

- a) Any hard surface area, including building footprint and driveways, should be planned and designed to maximize retention of existing woodlots or specimen trees. Existing mature trees and vegetation corridors should be incorporated wherever possible, into the design of external streetscapes and internal private landscapes.

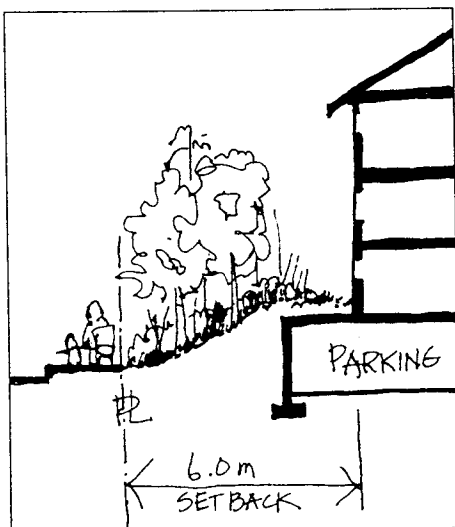
- b) Promote the use of lanes for vehicular access to properties. Where lanes are not provided, screen parking entrances from street view through the use of strategically placed trees, shrubs, trellises and other appropriate landscape elements, alternate paving materials (e.g. stamped concrete grey pavers) rather than asphalt should be used to soften the visual impact of driveways.
- c) Driveway access to arterials or entry roads is discouraged.

8.3 ADDITIONAL DEVELOPMENT PERMIT GUIDELINES: CHARACTER AREA GUIDELINES

The McLennan South Sub-Area contains a number of “character areas” related to the various location-specific housing types and forms encouraged by the plan. The purpose of these additional Development Permit Guidelines is to provide supplemental guidance in the development of each area. The Character Area Key Map at the end of this document shows the boundaries of each area and the area name corresponding to the relevant Character Area Guidelines.



This neighbourhood is expected to consist of three basic dwelling types



Bermed landscaping to conceal parking and help reduce scale of building

8.3.1 NEIGHBOURHOOD A

Neighbourhood Character

This neighbourhood is expected to consist of three building types:

- Three-storey townhouse dwellings situated on top of covered parking;
- Two or 2½ storey townhouses; and
- One or two-storey grade-level units (universally accessible to disabled persons).

Neighbourhood A provides a village aspect, comprised of the community's more intense clusters of family-oriented homes. It also includes a densely wooded component, reinforcing the strong connection with nature. These two elements are combined in a way that blends the built form with the landscaping instead of dominating it, so that landscaping and greenways become a focus.

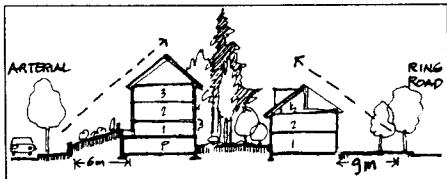
Intent of Specific Guidelines

- a) To reinforce and make apparent the neighbourhood's village-like and wooded qualities.
- b) To address the challenges posed by:
 - The higher permitted densities contrasted with the need to achieve both a strong landscaping element, as well as compatibility with the single-family character desired by residents;
 - The need to create a sense of entry; and

- The need to complement the St. Alban's edge of Garden City Road while contributing to McLennan South's unique overall identity.

- To ensure that Neighbourhood A blends with the other McLennan South neighbourhoods.

8.3.1.1 SETTLEMENT PATTERNS



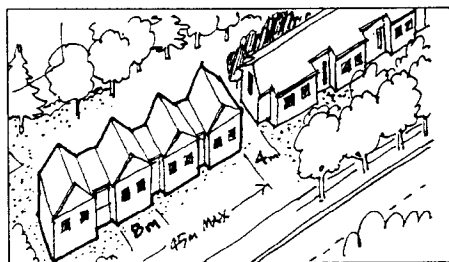
Street setback (yards) and height step-backs help provide a transition



Screen neighbourhood pub with hedge and fence

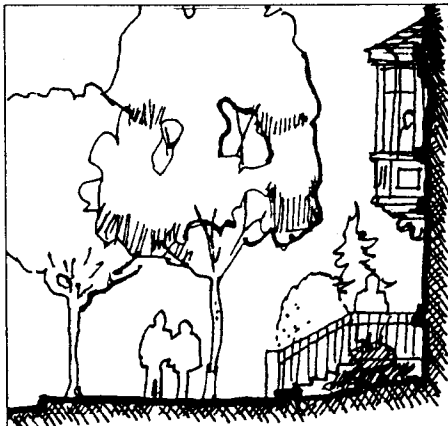
- Provide a 6 m (19.7 ft.) setback from the property line along all arterial roads.
- Conceal parking structures along arterial roads through earth berming, and landscaping on the bermed portion.
- Create a smooth transition to Neighbourhood B1 by providing a 9 m (29.5 ft.) front setback along the ring road, and by providing a height step-back. Front entries and living space are to be provided in the two-storey portion shown in the diagram. Parking structures will not be permitted within 16 m (52.5 ft.) of the ring road.
- Create a smooth transition to Neighbourhood C2 by providing a height step-back (see illustration). Parking structures will not be permitted within 13 m (42.7 ft.) of the entrance roads from Garden City Road.
- Provide a smooth transition to the neighbourhood pub. Screen from adjacent properties with a combination of hedging (minimum 2 m (6.6 ft.) width) and fencing. Ensure that lighting does not impact adjacent properties.

8.3.1.2 MASSING & HEIGHT

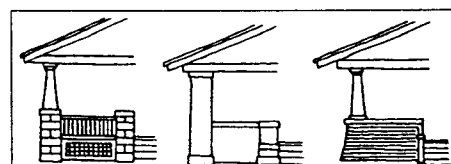
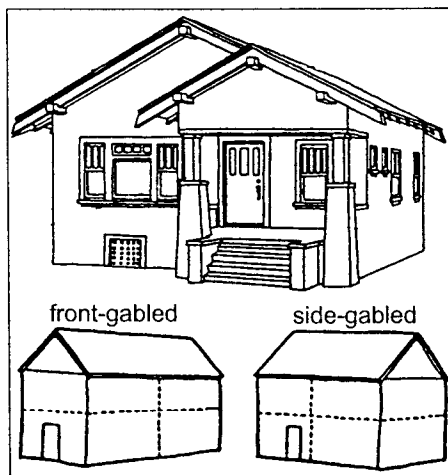


To create a sense of transparency, provide spaces between buildings

- Prevent overshadowing and domination of the built environment over the natural realm. Along all streets, provide a minimum space of 4 m (13.1 ft.) between buildings to create a sense of transparency on private property. Further heighten that transparency, and break up the building facade by limiting maximum building width to 45 m (147.6 ft.), and recessing large buildings (over 20 m (65.6 ft.) wide) approximately every 8 m (26.2 ft.), to a width of 2 m (6.6 ft.) and a depth of at least 2 m (6.6 ft.). Landscape features should be placed within or in front of the recess.



Provide exterior staircases to the first habitable level



Some typical porch supports and porch railings

8.3.1.3 ARCHITECTURAL ELEMENTS

Entrances, Porches, Stairs

- a) Strengthen the relationship between dwellings and the streetscape along arterial roads by providing exterior staircases up to the first habitable level. At least one staircase on each site should lead directly to the street level.
- b) The pattern and style of staircases and accents provide desired opportunities for varied and creative expression. Such staircases should enhance individual buildings and should be accented with traditional materials, such as natural wood or iron railing. More contemporary accents, such as polished metal, may also be considered in certain contexts.
- c) Along arterials only, where earth berming has been used, staircases may project into the front setback, provided that the steps are made of stone or concrete and are designed to blend into the berm. There should ideally be at least 5 m (16.4 ft.) between staircases.

Balconies, Patios (Private Open Space)

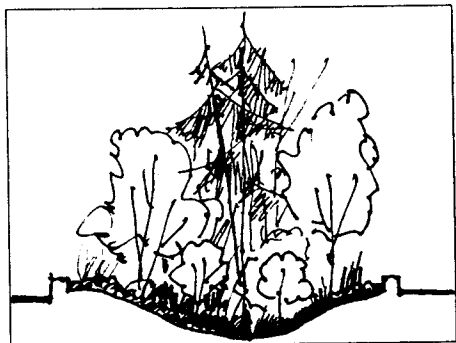
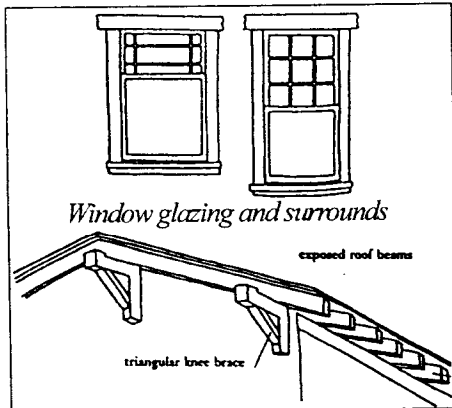
- d) As a general rule, balconies are discouraged; however, along arterial roads, balconies are encouraged in recessed form on the third habitable storey.

Materials

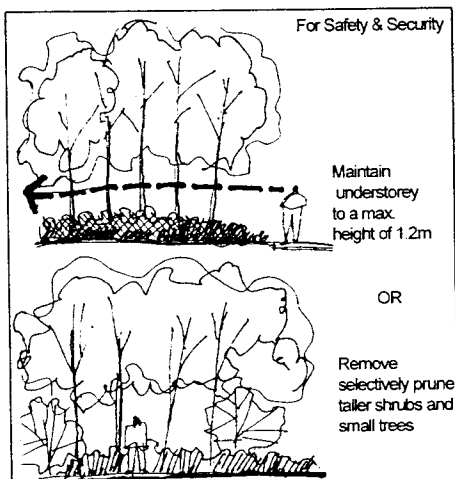
- e) The use of brick is discouraged, and the use of stucco should be minimized. Also see General Architectural Guidelines.

Heritage Building Form

- f) Neighbourhood A contains a heritage-listed dwelling at 7011 Ash Street, near the intersection of Granville Avenue and Ash Street. Developments which encompass this house, or are nearby, should be designed in a manner which is compatible in form and character to the heritage building. Specifically, development should emulate the craftsman style bungalow, which includes the following identifying features:
 - Simple box massing finished with wood shingles or narrow horizontal clapboard;
 - Roof forms that are end gabled or, where cross-gabled, with a large central dormer. Roofs should be of moderate to steep pitch, and over-emphasized through the use of large overhangs;



Retain and enhance small islands of natural areas



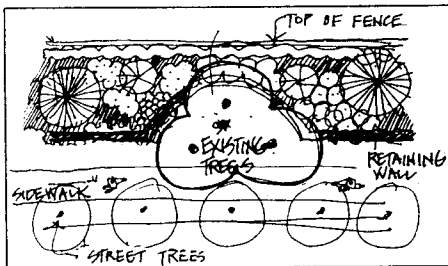
- Simple voids and projections to enliven the basic box, without subordinating the original wall plane. These could include inset or projecting porches, either full or partial width, with a roof supported by solid bases and square columns at the corners. Column bases may continue to ground level without a break at the porch floor level;
- Limited amounts of window area relative to wall and simple rectangular shapes. Window placement on the front facade should be geometrically ordered. Doors should be panelled with windows and may be flanked with entry sidelights; and
- Decorative detailing expressed in the wood trim and structural elements. Provide emphasis by exposing elements and contrasting their colour. Such elements might include: roof joists, heavy beam and columns in porch structure, heavy balustrades and window casing frames and mullion balustrades.

8.3.1.4 LANDSCAPE ELEMENTS

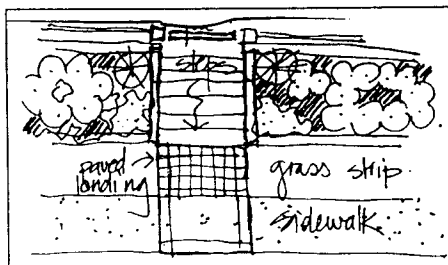
Plant Materials and Open Spaces

- a) Large growing evergreen trees should be irregularly spaced at not more than one per each 20 m (65.6 ft.) of frontage on Garden City Road and the ring road.
- b) Plant a minimum of 60% of the landscape with evergreen plants, including trees, shrubs and groundcover. Group plantings in masses except where creating or retaining woodlots and hedgerows. Use vegetation to accent exterior staircases and integrate them with other landscaping on the property.
- c) For seasonal effect, plant masses of flower bulbs that naturalize and need minimum maintenance, such as crocuses, snowdrops and daffodils.
- d) Driveways along the ring road should be lined with tall columnar trees or shrubs.
- e) Ensure that windows and doors remain visible from the street and are not hidden by vegetation.
- f) Soften buildings along the street edge by using filigree, such as climbing ivy, clematis, or forsythia.
- g) A special effort should be made to create Privately-Owned, Publicly-Accessible (POPA) amenity areas along the ring road where existing stands of mature trees or woodlots exist. To ensure safety and security, ensure that sitelines are created through any cluster of tall growing vegetation by selective and judicious pruning of shrubs or multi-stemmed trees and by keeping all other understorey to a maximum 1.2 m (3.9 ft.) in height.
- h) Wherever possible, plant tall columnar trees in side yards.

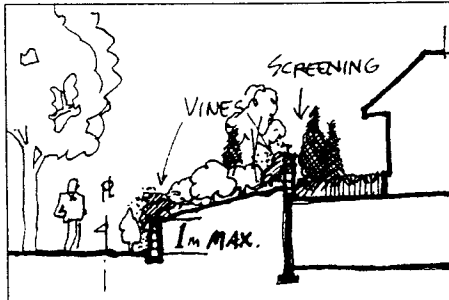
POPA's Made Up of Natural Areas



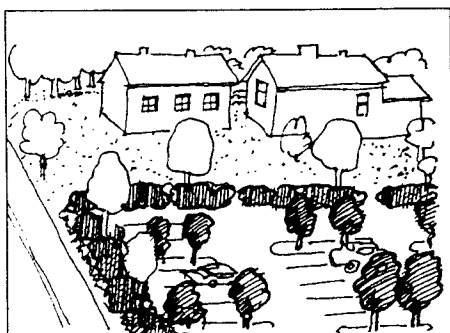
Retaining wall adjusting for existing trees



Retaining wall with steps



Use vines and other vegetation to screen and soften retaining walls



Screen parking with min. 2.0m wide by 1.5m high landscape strip. One tree should be planted for every four cars.

Along Arterial Edges:

- i) To prevent the appearance of buildings dominating the landscape, a general facade of densely layered vegetation is critical in this neighbourhood, particularly along arterial roads where setbacks are shallower and heights are greater. To provide a consistent pattern for landscaping on private property, create a framing effect in the following manner:

- Place very tall, rapid-growing trees behind buildings, but visible from arterial streets as a distant view, framing the buildings in a way that reduces their apparent height. These trees should also be used in side yards to enhance privacy;
- The front landscape edge along arterial streets should be bermed or terraced up to the first level above the parking lot. Vines and ground covers should be used to cascade down a retaining wall. Special effort to retain mature trees should be made by adjusting retaining walls to accommodate the trees; and
- A continuous hedge of low-growing evergreen shrubs should be located at the top of the terrace in front of any fencing to emphasize the wall of greenery and ensure year-round green along Garden City Road.

Retaining Walls, Planter Walls and Fences

- j) Low stone or treated landscape tie retaining walls up to 1 m (3.3 ft.) in height can encroach into the front yard setback, but lower level vegetation, including understorey should be visible above these walls. Vines or other cover should be planted so as to soften retaining walls.
- k) Hedges, close to or on the property line, should be a maximum of 1 m (3.3 ft.) in height. Fences are permitted, but may not encroach into the front yard setback. They are also limited to a maximum of 1 m (3.3 ft.) in height.

8.3.1.5 PARKING & SERVICES

- a) Driveways along the ring road should be lined with tall columnar trees or shrubs.
- b) Vehicle gates are discouraged on the ring road.
- c) To enhance the naturalistic appearance from the street, the first 10 m (32.8 ft.) of any driveway entrance must be treated with grey paving material, rather than asphalt.
- d) Parking should be decked-over where possible, and all decks should be landscaped.
- e) Where surface parking is provided, it should not be visible from any street. Where provided behind buildings, it should be screened with a minimum of 2 m (6.6 ft.) in length x 1.5 m (4.9 ft.) landscape in height planting or trellis strips. Trees should also be planted at a minimum of one tree for every four parking stalls.

8.3.2 NEIGHBOURHOOD B1

Neighbourhood Character

Neighbourhood B1 will be predominantly comprised of 2½ storey townhouse developments. In addition, the area will also include:

- Accessible and adaptable housing (e.g. barrier-free units, etc.), and
- Rowhouse, triplex, duplex, and single-family detached dwellings.

This area is intended to provide a comfortable transition from the larger-scale townhouses permitted in Neighbourhood A and the predominantly single-family residential area in the eastern half of McLennan South. The neighbourhood park will be an important part of this transition. In addition, the transition will be reinforced by the area's mid-range building densities (e.g. between that of Neighbourhood A and the "single-family area") and its varied building heights. Buildings will typically be 2½ storeys high, but may be 3 storeys where impacts on adjacent development are negligible and the additional height provides for greater open space/landscape opportunities, a more interesting, informal, and varied streetscape, and/or other benefits. One and two-storey development may also be encouraged in the neighbourhood as it too will provide variety, while also helping to ensure that a range of housing choices will be available within McLennan South's multiple-family precinct.

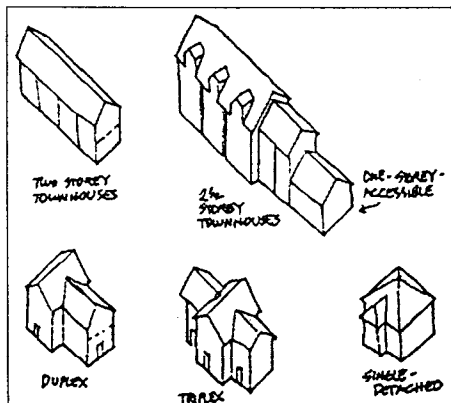
Intent of Specific Guidelines

These guidelines have two main objectives:

- To reinforce and make apparent Neighbourhood B's village-like and wooded qualities, with special emphasis on the park as a neighbourhood focal point; and
- Ensuring that Neighbourhood B **blends** with the other McLennan South neighbourhoods.

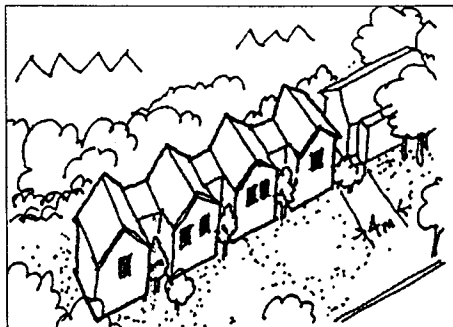
8.3.2.1 SETTLEMENT PATTERNS

- Plant back yards with taller coniferous trees to create a framing and softening effect. Also include these trees in side yards that do not front a public road. Back yard fences, up to 1.5 m (4.9 ft.) in height, will be permitted if set back 1 m (3.3 ft.) from the property line.



Tall coniferous trees provide a year-round backdrop for residences

- b) Along General Currie Road, all buildings should be set back 6 m (19.7 ft.) from the property line. Setbacks along this edge should be treated with more formal landscaping, such as flower beds, ornamental shrubs and smaller trees. Any fences along General Currie Road should be set back 2 m (6.6 ft.) from the property line and limited to 1 m (3.3 ft.) in height.



Create a sense of transparency by providing spaces between buildings

8.3.2.2 MASSING & HEIGHT

- a) Prevent the built form from overshadowing and dominating the natural realm.
- b) Along the proposed ring road, require buildings to be set back 6 m (19.7 ft.) from the property line.
- c) Along all streets, provide a minimum space of 4 m (13.1 ft.) between buildings to create a sense of transparency on private property, and further heighten that transparency by recessing large buildings (over 20 m (65.6 ft.) wide) at 8 m (26.2 ft.) intervals, to a width of 2 m (6.6 ft.) and depth of 2 m (6.6 ft.). Landscape features should be placed within or in front of the recess.
- d) There should be no more than 6 units in a row and 25 in a cluster. End units should be one-storey in height where possible.

8.3.2.3 ARCHITECTURAL ELEMENTS

Materials

- a) The use of brick is discouraged and the use of stucco should be minimized.

8.3.2.4 LANDSCAPE ELEMENTS

Plant Materials

- a) Provide 50% of the landscape in evergreen planting.
- b) Plant one large growing tree per 10.7 m (35 ft.) of frontage and, where possible, plant tall columnar trees in side yards.
- c) Soften buildings along the street edge by using filigree such as climbing ivy, clematis, or forsythia.

Retaining Walls, Planter Walls and Fences

- d) Low stone or treated landscape tie retaining walls up to 1 m (3.3 ft.) in height can encroach into the front yard setback, but lower level vegetation, including understory should be visible above these walls. Vines or other cover should be planted so as to soften retaining walls.
- e) Hedges, close to or on the property line, should be a maximum of 1 m (3.3 ft.) in height. Fences are permitted, but may not encroach into the front yard setback. They are also limited to a maximum of 1 m (3.3 ft.) in height.

8.3.2.5 PARKING & SERVICES

- a) Where surface parking is provided, it should not be visible from any street. Where provided behind buildings, it should be screened with a minimum of 2 m (6.6 ft.) in length x 1.5 m (4.9 ft.) landscape in height planting or trellis strips. Trees should also be planted at a minimum of one tree every four parking stalls (see illustration).

8.3.3 NEIGHBOURHOOD B2

Neighbourhood Character

Neighbourhood B2 will be predominantly comprised of 2½ storey townhouse developments. In addition, the area will also include:

- Accessible and adaptable housing (e.g. barrier-free units, etc.); and
- Rowhouse, triplex, duplex, and single-family detached dwellings.

Like Neighbourhood B1, this neighbourhood is intended to provide a comfortable transition from the larger-scale townhomes permitted in Neighbourhood A and the predominantly single-family residential area in the eastern half of McLennan South. As such, it is intended that 2½ storey buildings predominate, but 1, 2, and 3 storey units will also be encouraged where they contribute to a more interesting and varied streetscape and/or provide other recognizable benefits. Rowhouse forms that can take advantage of shallower parcel depth and orient dwellings to the neighbourhood's public streets (with parking access from the rear) are especially encouraged in this neighbourhood.

Intent of Specific Guidelines

These guidelines have three main objectives:

- a) Enabling Neighbourhood B2 to fulfil its role within McLennan South:
 - Providing variety in the community's village aspect; and
 - Providing interesting contrast to other neighbourhoods.
- b) Ensuring that Neighbourhood B2 blends with the other McLennan South neighbourhoods.
- c) Addressing the challenges posed by the shallow lot depths combined with the townhouse use.

8.3.3.1 SETTLEMENT PATTERNS

- a) Given the unique constraints and role of Neighbourhood B2, here, the built environment may be more prominent than in other neighbourhoods. The wooded aspect will still be represented through the selective planting of taller coniferous trees in side and rear yards.
- b) In Neighbourhood B2, it is also important to provide a consistent streetscape in terms of form, but in this neighbourhood, a greater sense of variety and personality will be achieved through the use of colour and detailing.

8.3.3.2 MASSING & HEIGHT

- a) Prevent overshadowing and domination of the built environment over the natural realm.
 - Along the proposed new road, require buildings to be set back 6 m (19.7 ft.) from the front property line; and
 - Provide a minimum side yard space of 3 m (9.8 ft.) between rows of buildings to create a sense of transparency on private property.

8.3.3.3 ARCHITECTURAL ELEMENTS

Roof Form

- a) New development should incorporate steeply-pitched roofs (a minimum of 45°) with the gable end or dormers or hip roofs facing the street, and incorporate secondary roof forms over entries and porches.

Entrances, Porches and Stairs

- b) Define prominent main entries that incorporate front porches. If stairs are used, ensure that they are solid and robust.
- c) Design porches to be integrated into the facade, rather than appearing "tacked on".
- d) Porches and covered stairs should be at least 2.5 m (8.2 ft.) deep to allow for usability, and may project 2.5 m (8.2 ft.) into the front setback.

Balconies

- e) Balconies should be a minimum of 60% recessed. Balconies should not project into the front setback.

Materials

- f) Use narrow horizontal siding, wood shingles, wood trims and substantial wood window trims. Good quality vinyl-coated aluminium or solid vinyl reproductions of traditional siding materials are acceptable, but trim should still be wood.
- g) Avoid the use of stucco on any large surfaces visible from the street or rear lane.

- h) Use asphalt or cedar shingles on roofs.
- i) Generally, limit the number of finishing materials to two, to avoid an overly busy appearance.
- j) Bright colours that harmonize with those on existing neighbouring buildings are encouraged.

8.3.3.4 LANDSCAPE ELEMENTS

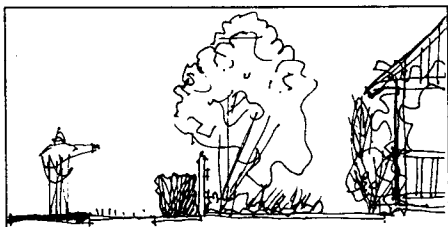
- a) The landscape character of this area is one of colour, seasonal variety, and finer-scale, pedestrian-oriented plantings. It should encourage a sense of neighbourliness.

Plant Materials

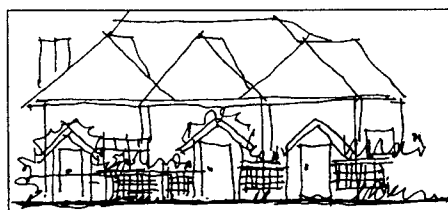
- b) Flowering, deciduous shrubs or small trees should be clustered between units or a minimum of every third unit in the front yards. Recommended species include (but are not limited to): forsythia, dwarf cherry trees, lilacs, and buddleia.
- c) One tall, multi-stemmed tree, such as a vine maple columnar, or a narrow evergreen, should be provided in the front yard at every second unit.
- d) In the back yard, tall, columnar trees should be clustered at the end of every contiguous building footprint, or planted every 20 m (65.6 ft.).
- e) Planting beds in the front yard for perennial or annual flowers is encouraged.
- f) Vines and climbing plants are encouraged at the front of the buildings, particularly along front porches and trellises.

Fences and Hedges

- g) Low flowering or evergreen hedges (such as wild rose, boxwood, laurel) up to 1 m (3.3 ft.) in height are recommended at the front property line. These hedges should be located in front of any fencing provided along the streetscape.
- h) Fences in the front yard should be no higher than 1 m (3.3 ft.) and be of a visually permeable design.



Tall multi-stemmed tree in front of every second unit



Trellis and porches with climbing vines, roses, or ivy

8.3.4 NEIGHBOURHOOD C1

Neighbourhood Character



Cluster of one, two and two-family, coach house and triplex housing

Neighbourhood C1 is envisioned as clusters of one, two and two-family, coach house (one or two units over parking) and triplex housing. It contributes to the pastoral or rural aspect of the community's country-estate character, as well as to the wooded aspect. This neighbourhood has no unique focal point, but places a special emphasis on the horizontal element to create a great sense of openness and a tie to Richmond's agricultural past. It recreates the traditional rural estate dwelling pattern, consisting of a large estate house, surrounded by smaller farm and residential buildings, by permitting only one triplex unit in each cluster, with a number of smaller coach house and single-family units. An unbroken linear border of dense vegetation on the neighbourhood's eastern edge provides a very strong wooded aspect.

Intent of Specific Guidelines

- a) These guidelines have two main objectives:
 - Achieving a pastoral or rural character through the building form and character, the placement of buildings on the site, and the use of specific landscape treatment which makes the open space and wooded aspects visually dominant; and
 - Achieving neighbourly transition to Neighbourhood D westward across the ring road, to the Agricultural Land Reserve eastward across No. 4 Road, and to Neighbourhood C2 at the northern and southern ends.

8.3.4.1 SETTLEMENT PATTERNS

- a) To maintain the predominantly single-family scale of the eastern half of the community, and to further replicate the pattern of traditional rural estate dwellings:
 - Housing should typically be grouped in clusters bordered by trees and green landscaping linked to a contiguous open space network and focused around landscaped courtyards;
 - Housing clusters on large sites should typically include three to four buildings, one of which is a larger "primary building" incorporating three units (or more where they are small and the resulting building complements the scale of the cluster). Clusters on small sites may simply include a larger detached dwelling or duplex with a smaller coach house;

- Building setbacks along public roads should vary to convey an image of informality, provide opportunities to incorporate mature vegetation into new developments, and provide visual interest. As such, building setbacks should be as follows:
 - “Ring road” - 6 m (19.7 ft.) to 9 m (29.5 ft.);
 - No. 4 Road - 9 m (29.5 ft.) to 15 m (49.2 ft.);
 - Entry roads (e.g. access to No. 4 Road) - 6 m (19.7 ft.) or more; and
- Existing single-family homes may not be landlocked without access to the “ring road” or an approved shared driveway access to No. 4 Road.

8.3.4.2 MASSING & HEIGHT

- Buildings should typically be no more than 2 ½ storeys in height, but may be up to 3 storeys where impacts on adjacent development are negligible and the additional height provides for greater open space/landscape opportunities, a more informal and attractive streetscape, and/or other benefits;
 - When viewed from public roads, detached and duplex dwellings should be more visible than larger, “primary buildings”. Where this concept cannot apply, such as in the case of small lots, subtle variations should be incorporated between neighbouring buildings/properties to avoid a repetitive, urban look. Variations could include differences in building setbacks accentuated by large trees and other landscape features; differences in roof style and gable orientation; a mix of homes with large and small porches and some without any; differences in colour; etc.

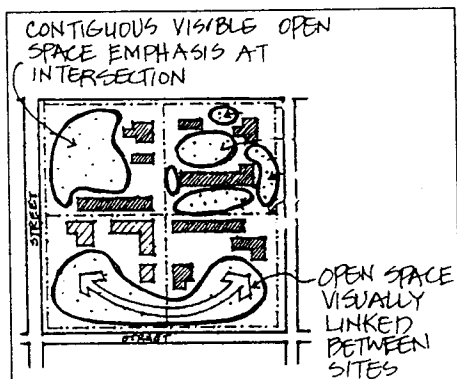
8.3.4.3 ARCHITECTURAL ELEMENTS

Entrances

- In keeping with the image of a housing cluster with a primary dwelling:
 - Front doors to units facing the ring road should each be connected with a pathway that leads to the sidewalk.

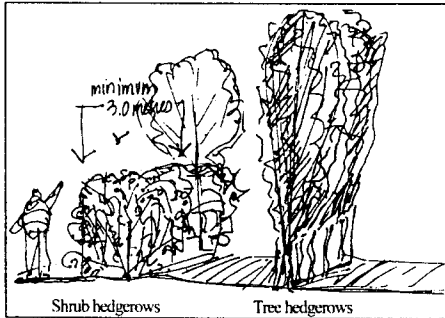
Materials

- To reinforce the rural character of buildings set into the landscape:
 - Wood finishes and earth tone colours should be predominantly used; and
 - Stucco, concrete, and bright colours should be minimized.



8.3.4.4 LANDSCAPE ELEMENTS

Plant Materials



- a) Existing trees and hedgerows should be preserved wherever possible.
- b) Open field or grass areas are encouraged along the ring road, to evoke an image of rural pasture. There should be a minimum of one large-growing tree per dwelling unit such as: oak, london plane, tulip, katsura, or chanticleer pear.
- c) In rear yards, plant one conifer tree per unit.
- d) Along No. 4 Road, plant tall, fast growing trees in the required setback. At the property line, plant a dense hedgerow or shrub border to act as a buffer. Native plants or agriculturally introduced plants are recommended, such as blueberry, elderberry, and salmonberry.

Fencing

- e) A solid fence, of up to 1.2 m (3.9 ft.), should be constructed along No. 4 Road behind the hedgerow to enhance privacy and act as a noise buffer.
- f) Along the ring road, fences are discouraged; however, they will be permitted if they meet the following conditions:
 - Not higher than 1.2 m (3.9 ft.);
 - In the style of a split rail/picket or the equestrian white-painted rail fence; and
 - Set back at least 2 m (6.6 ft.) from the property line.

8.3.4.5 PARKING & SERVICES

- a) Driveways should be minimized (combined with adjacent parcels where possible), with a minimum of 38 m (124.7 ft.) between driveways, and a maximum width of 4 m (13.1 ft.). Paving materials should be grey in colour. Driveways should also be lined with fast-growing columnar trees reminiscent of the agricultural estates
- b) Any surface parking should not be visible from the ring road.

8.3.5 NEIGHBOURHOOD C2

Neighbourhood Character



Similar to Neighbourhood C1, the rural estate dwelling pattern of a primary building, surrounded by smaller buildings is repeated here. However, the generous setbacks found in Neighbourhood C1 are modified to suit the site conditions, resulting in an adapted version of the community's country-estate quality. The wooded aspect is provided through lush vegetation and medium-sized trees along arterial roads. There are two instances where this neighbourhood character emerges: a) at the community's north-eastern edge bounded by Granville Avenue; and b) at the south-eastern edge bounded by Blundell Road. In both instances, the neighbourhoods are situated between the more intense village-estate character of Neighbourhood A and the more pastoral rural-estate character of Neighbourhood C1. In addition, both are located in close proximity to park space, the new community park in McLennan North, and the new neighbourhood park in McLennan South.

Intent of Specific Guidelines

- a) These guidelines have three main objectives:
 - To achieve an adapted version of the rural estate character through building form and character, the placement of buildings on-site, and the use of special landscape treatment to provide screening and maximize the sense of openness;
 - To achieve neighbourly transition across the ring road to single-family houses, across entry roads to Neighbourhoods A and C1, and across arterials to single-family and townhouse dwellings; and
 - To meet the special challenge of lot depths which may be shallower than 30 m (98.4 ft.).

8.3.5.1 SETTLEMENT PATTERNS

- a) To maintain the predominantly single-family scale of the eastern half of the community and to further replicate the pattern of traditional rural estate dwellings:
 - Housing should typically be grouped in clusters bordered by trees and green landscaping linked to a contiguous open space network and focused around landscaped courtyards;
 - Housing clusters on large sites should typically include three to four buildings, one of which is a larger "primary building" incorporating three units (or more where they are small and the resulting building complements the scale of the cluster). Clusters on small sites may simply include a larger detached dwelling or duplex with a smaller coach house;

- When viewed from public roads, detached and duplex dwellings should be more visible than larger, “primary buildings”. Where this concept cannot apply, such as in the case of small lots, subtle variations should be incorporated between neighbouring buildings/properties to avoid a repetitive, urban look. Variations could include differences in building setbacks accentuated by large trees and other landscape features; differences in roof style and gable orientation; a mix of homes with large and small porches and some without any; differences in colour; etc.;
- Buildings should be setback a minimum of 6 m (19.7 ft.) along public roads; and
- Existing single-family homes and small lots may not be landlocked and must be provided with rear lane access where they occur along Blundell Road and shared driveways or rear lanes elsewhere.

8.3.5.2 MASSING & HEIGHT

- a) Buildings should typically be no more than 2 ½ storeys in height, but may be up to 3 storeys where impacts on adjacent development are negligible and the additional height provides for greater open space/landscape opportunities, a more informal and attractive streetscape, and/or other benefits;

8.3.5.3 ARCHITECTURAL ELEMENTS

Entrances

- a) In keeping with the image of a housing cluster with a primary dwelling:
 - Driveways should be minimized, with a minimum of 38 m (124.7 ft.) between driveways, and a maximum width of 4 m (13.1 ft.);
 - Front doors to units facing the ring road should be connected by a pathway that leads to the sidewalk; and
 - Front doors to units facing arterials may either have individual paths leading to the sidewalk or a consolidated path for each housing cluster; front doors with paths leading to the sidewalk must be clearly visible from the street. Consolidated paths must have clear, lighted addresses.

Materials

- b) To reinforce the rural character of buildings set into the landscape:
 - Cedar finishes and earth tone colours should be predominantly used; and

- Stucco, concrete, and bright colours should be minimized.

Walls and Fencing

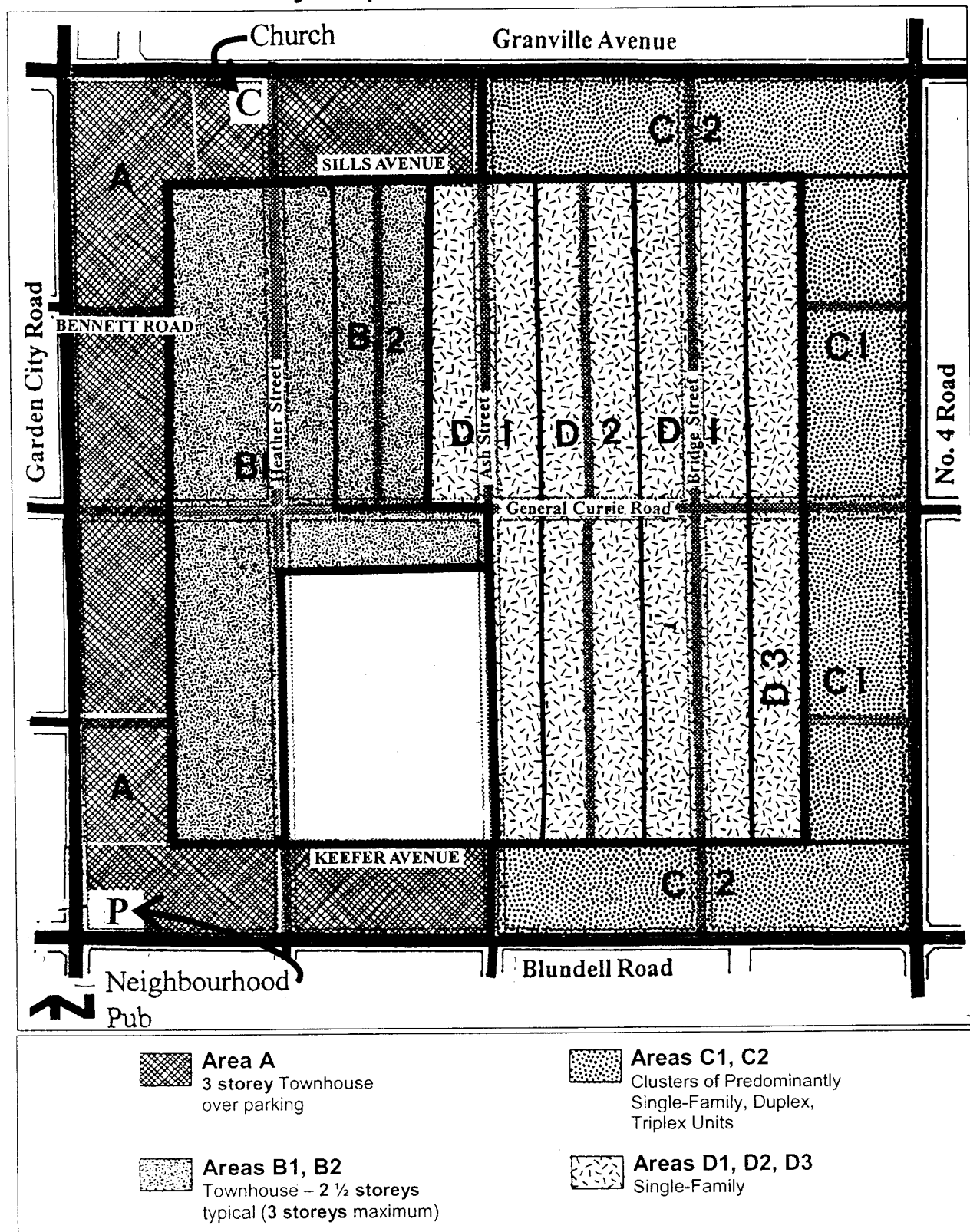
- c) Stone and brick fencing is not recommended on peat soil due to settling. Low solid walls or fences are permitted along arterial roads, but should be set back 1 m (3.3 ft.) from property line and no more than 1 m (3.3 ft.) in height, fronting medium-sized trees and lush vegetation to screen houses for privacy and avoid a walled effect.

8.3.5.4 LANDSCAPE ELEMENTS

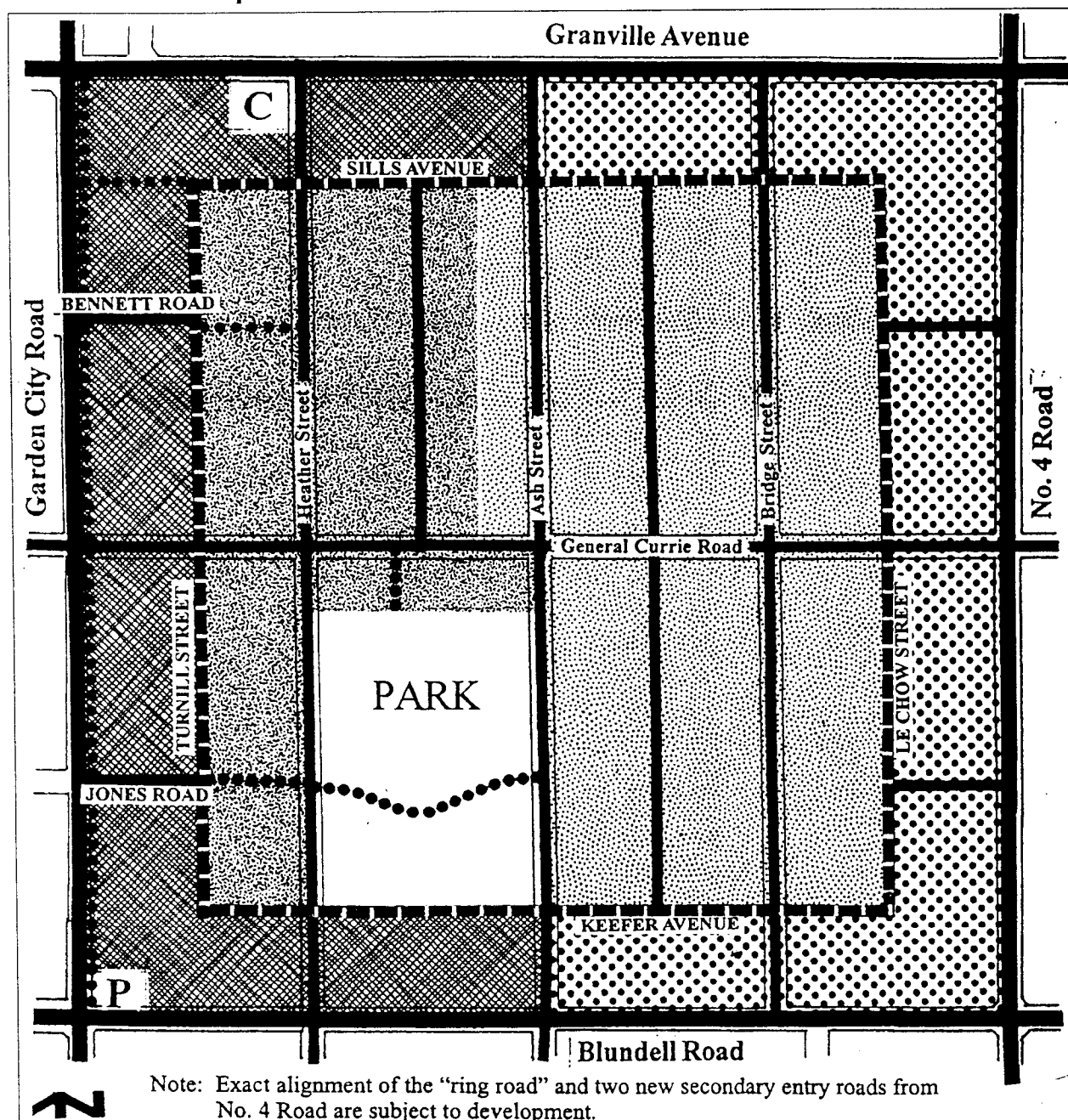
Plant Materials


- a) Existing trees and hedgerows should be preserved wherever possible
- b) There should be a minimum of one large-growing tree per 10 m (32.8 ft.) of lot width, such as: oak, london plane, tulip, katsura, or chanticleer pear
- c) In rear yards, plant one conifer per housing cluster
- d) Along arterials, typically 40% of planting should be broad-leaf evergreens or conifers; see also previous note on Walls and Fencing.


Character Area Key Map





Land Use Map



 Residential, Townhouse up to 3 storeys over 1 parking level, Triplex, Duplex, Single-Family 0.75 base F.A.R.

 Residential, 2 ½ storeys typical (3 storeys maximum) Townhouse, Triplex, Duplex, Single-Family 0.60 base F.A.R.

 Residential, 2 ½ storeys typical (3 storeys maximum), predominantly Triplex, Duplex, Single-Family 0.55 base F.A.R.

 Residential, Historic Single-Family, 2 ½ storeys maximum 0.55 base F.A.R.

 Trail/Walkway

C Church

P Neighbourhood Pub

 Ring Road

Note: Sills Avenue, Le Chow Street, Keefer Avenue, and Turnill Street are commonly referred to as the "ring road".

Richmond Official Community Plan



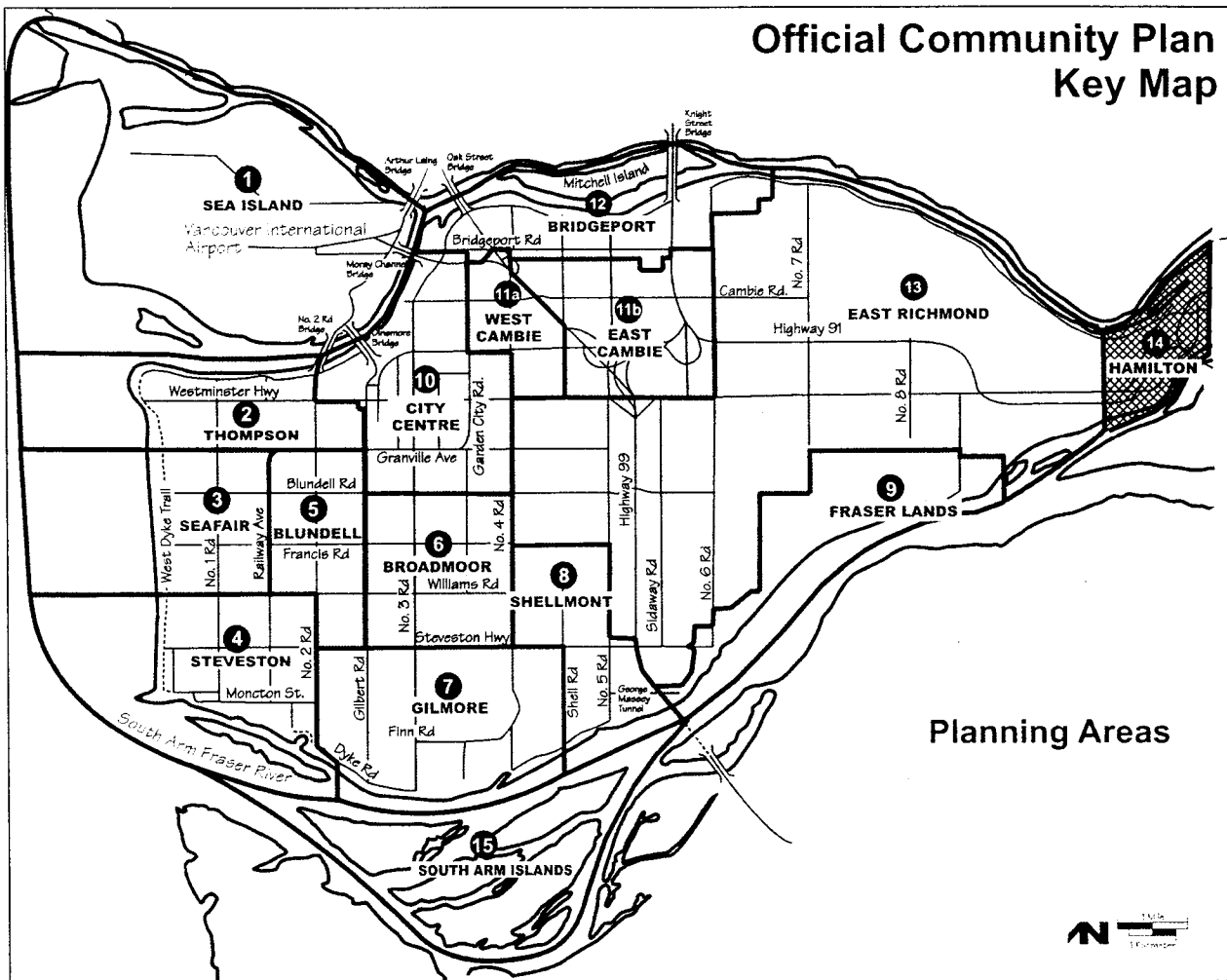
City of Richmond

HAMILTON AREA PLAN

Bylaw 7100 Schedule 2.14



KEY MAP



PLAN AREA MAP

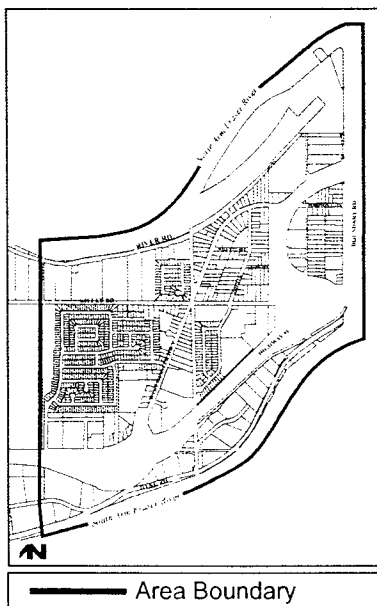


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PLAN INTERPRETATION

What is the Official Community Plan (OCP)?

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

How is the Plan organized?

The OCP (Bylaw 7100) is comprised of:

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

Area Plans refer to the 15 areas that have been identified within Richmond for planning purposes (see Key Maps).

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

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

Plan Precedence

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

Changes to this Document

This Plan may be amended from time to time. Please check with the City's Urban Development Division 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.

1.0 PLAN OVERVIEW

Since the Hamilton Plan was adopted in 1986, Hamilton's population has grown significantly and land use and household characteristics have changed. Growth pressures are expected to continue, owing to: improved road accessibility; comparatively affordable land prices; and growth of the Greater Vancouver region. To ensure that changes are in harmony with community desires, Council directed City staff to update the Hamilton Plan, in consultation with the community.

The consultation process (1994) indicated that residents are concerned about the impact of growth and change on the quality of life in their community. Whereas the previous plan focused on generating sufficient population to support an elementary school and neighbourhood shopping centre, this plan focuses on quality of life improvements, including a growth management strategy contingent on the provision of essential community facilities and services.

1.1 PURPOSE

The purpose of the Hamilton Area Plan is to set out the goals, objectives, policies and development guidelines for the Hamilton Area. The plan intends to guide long-term growth and development in a manner that responds to the community's changing needs.

The plan is a legal document, adopted by bylaw, which guides Council and staff decisions on development and servicing. The plan does not commit Council to specific expenditures as a result of adopting the plan, but Council cannot endorse any actions which are contrary to the plan.

The plan is accompanied by **The Hamilton Implementation Strategy**, which outlines the specific actions required to implement the goals, objectives and policies of the plan. The implementation strategy is adopted by Council Resolution and therefore may be adjusted from time to time, without going through the formal bylaw amendment procedure. The implementation strategy strengthens the OCP document by identifying specific action targets and the approximate time frame for reaching these targets.

1.2 VISION

The vision of this plan is to take a broader approach to community building, seeking to improve the quality of life or "livability" for residents in a sustainable manner.

1.3 GOALS

The goal of this plan is to enhance Hamilton's livability by improving the relationship between residents and their community.

There are five components of this goal:

1. A Distinct and Strong Physical Identity

The location and physical features of a community affect how residents perceive and function there. Hamilton has a distinct physical identity, but may benefit from a stronger focus.

2. Community Social Cohesion

People come together in a community out of common interests and needs. Hamilton's isolation forced early settlers to rely on each other. Recent residents have kept a strong sense of community spirit by co-operating to satisfy common needs. The recent rapid growth of Hamilton means there should be expanded opportunities to maintain the historic strong sense of social cohesion.

3. Access to Community Facilities and Services

Residents in a complete community enjoy good access to a full range of community facilities/services. The ideal situation is for these facilities/services to be located within the local area. However, sometimes it is not possible to provide all these facilities or services locally, in which case provision should be made for residents to access those that are more appropriately located elsewhere.

4. Safe and Secure Living Conditions

In a healthy community, residents must be safe from crime, traffic and natural hazards. In addition, the level of physical services must be adequate to ensure a clean, healthy housing environment.

5. Healthy Natural Environment

A healthy natural environment is one of the basic community building blocks, forming a base for many human activities. Hamilton residents enjoy a unique natural environment with the river on two sides, Queen Canal and the natural area at the western tip of Tree Island. The plan should provide for the preservation of Hamilton's natural environmental resources and for enhancing the recreational opportunities they can provide for residents.

2.0 JOBS & BUSINESS

2.1 COMMERCIAL & INDUSTRY

ISSUE:

Business activities contribute to community livability in many respects, most directly by providing the potential income and tax base for supporting households and community facilities and services. As Hamilton's economy is bound up in the broader Richmond and Metropolitan economies, it plays a role in providing tax revenues and jobs to Richmond residents. There are significant opportunities for enhancing Richmond's industrial base within Hamilton, a crucial function given increasing shortages of regional industrial land.

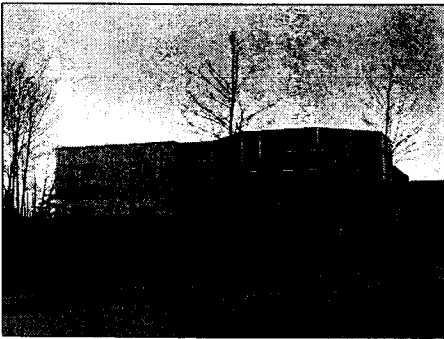


Commercial centre

Besides financially anchoring a community, business activities like shopping and services are a necessary function for residents and help make a community complete. As a small community, Hamilton has a limited ability to support commercial functions for the use of its residents. Hamilton's economy provides local commercial services and shopping at a single shopping centre. The plan seeks to ensure that these services remain viable.

There are other less obvious, but equally important contributions that business activity makes to community livability. For example, the location of businesses and travel patterns to these areas affect the physical structure of the community. Hamilton has three major concentrations of economic activity. Most of the intra-community travel will be between residential neighbourhoods and the shopping centre; whereas travel to and from the other business activity nodes will be more regionally-oriented. These patterns are recognized in the Transportation Section of the Hamilton Area Plan.

Similarly, business activities impact resident safety and the integrity of the natural environment. To ensure compatibility between residential and business activities, the Hamilton Area Plan discourages development of additional residential neighbourhoods adjacent to the current and proposed business parks. The plan also strives to mitigate any existing conflicts between residential and industrial uses along Dyke Road. To help protect the natural environment, the Hamilton Area Plan will encourage attracting new environmentally-clean businesses.



Industrial park development

OBJECTIVE 1:

Ensure that the Hamilton and Richmond economies remain healthy by strengthening Hamilton's existing commercial base and by expanding its light industrial/business park base, while mitigating the impact on existing residential neighbourhoods.

POLICIES:

- a) Recognize Hamilton's role in providing tax revenues and jobs to residents by providing more opportunities for compatible business activities in Hamilton;
- b) Provide opportunities for viable commercial development within the established commercial core to serve the day to day needs of the area residents and workers;
- c) Keep Hamilton's commercial core in its present central location;
- d) Evaluate the need for additional commercial space when the populations of Hamilton and Queensborough grow;
- e) Recognize the physical impact of business activity on Hamilton by acknowledging travel patterns in transportation improvements and by controlling design impacts through design guidelines;
- f) Minimize conflicts between business uses and established residential neighbourhoods;
- g) Promote "clean" business activities with minimal impacts on the natural environment.

2.2 AGRICULTURAL LAND RESERVE

ISSUE:

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

The Hamilton Area has Agricultural Land Reserve (ALR) areas along the west boundary that function as a buffer between single-family development and more intensively farmed areas further west.

Another area of ALR is located between Gilley Road and River Road, east of the Fraserbank Place residential subdivision.

Development along these agricultural areas should also refer to the Policies, Objectives and Development Permit Guidelines for Agriculture outlined in the Official Community Plan.

While the City does not generally support the development of farmlands to accommodate growth, an exception was made in Hamilton in the 1980's in order to make residential lands available to bring the population up to a level needed to support an elementary school and neighbourhood shopping centre. It is no longer necessary to consider removing any more lands from the ALR, particularly when it is considered that there are limits to the population that can be accommodated in Hamilton, given the potential level of community facilities/services, parks and utilities and the fact that the area is in a floodplain.

OBJECTIVE 1:

Protect the farming capabilities of the Agricultural Land Reserve properties north of Gilley Road and west of Oliver Drive.

POLICIES:

- a) Work with the Provincial Agricultural Land Commission in the administration of the Agricultural Land Reserve;
- b) Employ fences, trees and berms to reinforce the boundary between agricultural and other uses;
- c) Encourage non-soil bound agricultural activities for properties along Gilley Road;
- d) Maintain and improve a road system for the safe and efficient movement of agricultural vehicles.

3.0 NEIGHBOURHOODS & HOUSING

3.1 GROWTH MANAGEMENT

ISSUE:

The growth of Hamilton reflects the rapid growth of the Greater Vancouver region. Between 1991 and 2001, Hamilton's population grew from 794 persons to 4,146 persons. This population increase is mainly the result of new development south of Gilley Road in the area known as the Lower Westminster Sub-Area. It is expected that development interest will continue in Hamilton due to forecast regional growth, relatively affordable land prices, and good road accessibility.

Rapid growth in a short space of time can have major impacts on a community. The impact on Hamilton is more pronounced because there are comparatively few community facilities/services and it is somewhat distant from West Richmond, where most of these facilities/services exist.

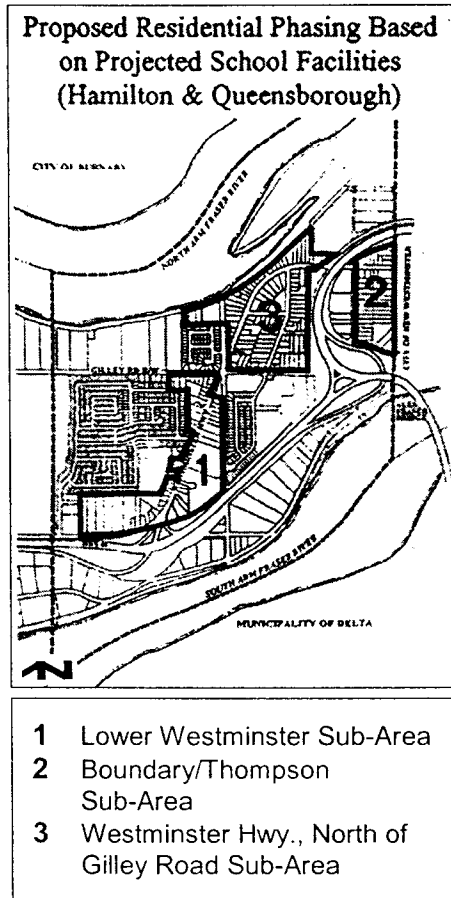
For a community to be truly livable, residents must have access to as full a range of community facilities/services as possible. These include: schools, recreation, health, library, fire and police. The shortage of these facilities/services was one of the main issues raised by Hamilton residents during the public consultation process. Given that Hamilton is underserved in this regard, the pace of new development should be geared to the corresponding increase in the level of community facilities/services, particularly schools.

OBJECTIVE 1:

Ensure that the rate of population growth is consistent with the provision of adequate school and other community facilities/services.

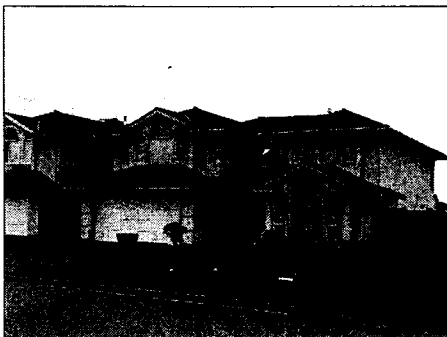
POLICIES:

- a) Phase development to ensure that the projected number of school-aged children can be accommodated within existing or proposed elementary schools in Hamilton or Queensborough (New Westminster);



- b) There are three sub-areas with development potential (see adjacent map) and development should proceed in the following order:
- Phase 1: Lower Westminster Sub-Area
(Westminster Highway between Oliver Drive and Gilley Road);
- Phase 2: Boundary/Thompson Road Sub-Area;
- Phase 3: Westminster Highway, north of Gilley Road Sub-Area;
- c) A detailed development plan should be prepared for each of the three sub-areas or portion thereof, prior to approving any development. These plans may be prepared under the Section 702 process of the Richmond Zoning and Development Bylaw 5300 or outside this process. In either case, the public should be consulted prior to finalizing the development plan.

3.2 HOUSING CHOICE



Single-Family housing development

ISSUE:

Hamilton has traditionally been a family-oriented community and recent trends confirm the continuance of this orientation. Since Hamilton contains some of the City's more affordable residential land prices, it should continue to attract young family home buyers over the next few years, as well as young working couples without children. In addition, Census figures indicate the existence of a significant number of households with adult children living at home and households with adults approaching their senior years.

This diversity of household types, together with the concept of enabling people to "age-in-place", suggests that consideration should be given to meeting the housing needs of a growing diversity of household types, age and income levels in Hamilton. This means that the traditional emphasis on single-family dwellings needs to be balanced by the building of more multiple-family dwellings, particularly townhouses.

OBJECTIVE 1:

Provide a range of housing types and tenures to accommodate various household types, age and income levels.

POLICIES:

- a) Permit a variety of housing forms in Hamilton, including large and small lot single-family dwellings, townhouses, and small apartment buildings;
- b) Encourage a mix of market and non-profit housing for families and seniors.

3.3 NEIGHBOURHOOD CHARACTERISTICS & DESIGN

ISSUE:

Residents have expressed a strong desire to retain and enhance many of the traditional residential characteristics of Hamilton. This includes an emphasis on single-family homes, larger lots, lower building density and mature landscaping. There is a recognition that current market realities and floodproofing requirements now dictate more townhouse developments, but at the same time there is concern about density and design. Residents indicated that if townhouses are to be built, controls are needed to regulate density, design and vehicular access.

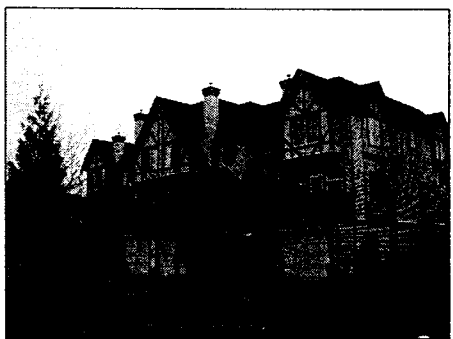
Sub-area plans and Development Permit Guidelines are the two main tools which can be used to address the above concerns.

OBJECTIVE 1:

Ensure that new multiple-family housing is compatible with surrounding residential land uses and are well designed.

POLICIES:

- a) Prepare sub-area plans for each of the three major redevelopment areas shown in the phasing map (i.e. Westminster Highway between Oliver and Gilley; Boundary/Thompson; north of Gilley). These plans should be done before approving any new development and should indicate location of permitted housing forms, density range, landscaping features, open spaces and roads;
- b) Use the Development Permit Guidelines in Section 8.0 to help ensure the design of multiple-family dwellings is compatible with the character and scale of surrounding single-family neighbourhood;
- c) Adopt a bylaw to retain, replace and maintain trees on private property undergoing development.



Recently constructed multiple-family housing

4.0 TRANSPORTATION

ISSUE:

Transportation has many functions in a community. It plays a facilitation role, enabling both people and businesses to perform day to day functions and activities. Transportation helps shape the physical form of the community and can affect the community's social fabric, to the extent that it succeeds in facilitating desired activities. The range of mobility options (i.e. cars, buses, bicycles, walking) used in a community also has environmental and health consequences.

The car has dominated Hamilton's transportation system, constituting the primary means of access within and beyond the community. The car will continue to be an important part of the system, but the community has many reasons for promoting the use of other modes of transportation, including:

- Improved environmental and personal health;
- Increased mobility for those whose physical, age or income limitations prevent them from driving;
- Reduction of noise and traffic impacts within residential neighbourhoods;
- Improving connections between neighbourhoods within Hamilton.

This plan essentially seeks to improve the balance between different modes of transportation, while striving to meet broader livability goals.

OBJECTIVE 1:

Achieve a safe, efficient and integrated mobility system for road vehicles, transit, pedestrians/wheelchair users, and bicycles, in a manner which:

- **Enhances community livability;**
- **Addresses Hamilton's growing transportation needs;**
- **Promotes the efficient use of City resources.**

POLICIES:

- a) Increase the sense of community integration by implementing transportation policies to increase the connections between and within neighbourhoods.
- b) Improve the provision of public transit services to Hamilton residents, including multi-destination services accessible to physically challenged users;

- c) Improve bicycle access from Hamilton to other Richmond and Lower Mainland destinations;
- d) Reduce the impact of traffic on residential neighbourhoods while improving the efficiency and safety of major arterials;
- e) Encourage and facilitate pedestrian circulation and universal accessibility on Hamilton's streets and trails;
- f) Encourage and facilitate cycling on Hamilton's streets and trails;
- g) Recognize the urban design opportunities presented by non-vehicular transportation improvements, by establishing standards for these facilities that reinforce the community's physical identity;
- h) Protect the integrity of the float home communities along Dyke Road by requiring the construction of a Dyke Road bypass road when properties between Dyke Road and Highway 91 are developed for business park/industrial use.

5.0 NATURAL & HUMAN ENVIRONMENT

5.1 THE NATURAL ENVIRONMENT

ISSUE:

The natural environment forms the base of everything we do; thus if the natural environment is healthy, then so is the community. The Hamilton Area Plan seeks to maintain good environmental health and to realize broader livability goals in doing so.

Hamilton has significant environmental resources which contribute to community livability. These include several sensitive waterfront areas, which create an attractive natural context for the community while maintaining environmental health and providing economic value. In addition to two Fraser riverfronts, Hamilton has two drainage canals and smaller drainage ditches that tie into the Fraser River system. These canals accommodate a diversity of plant, bird and insect species; create food for salmon; enhance air and water quality; and provide movement corridors for other wildlife. As part of the Fraser Basin, Hamilton must play its part in protecting its ecology.

Plants and trees in residential neighbourhoods, particularly in older areas, are also key resources for livability. Trees and plants act as the lungs of a community, filtering out air pollutants generated from highway traffic. They provide bird and insect habitats; and help conserve energy by providing shade in hot summers and a windbreak in winter and autumn. They create pleasant surroundings for humans as well as opportunities for playing and learning about nature.

By preserving significant natural resources in Hamilton, the community also gains several non-ecological benefits. Locally-based initiatives for conservation, tree planting and waste-reduction can help increase a sense of neighbouring. And by integrating appropriate natural areas into the mobility system, the Hamilton Area Plan will improve resident access to places and activities. Finally, initiatives to make energy efficient buildings and neighbourhoods will improve physical living conditions and reduce resident utility bills.

OBJECTIVE 1:

Maintain and enhance Hamilton's natural environment for the benefit of the community and the broader Fraser River ecosystem.

POLICIES:

- a) Preserve Hamilton's foreshore environments along with other environmental resources;
- b) Recognize the importance of drainage canals in maintaining a healthy natural environment (ie. wildlife habitat);
- c) Preserve and enhance trees and plants on both public and private property in Hamilton;
- d) Encourage community initiatives aimed at greening the community;
- e) Promote the reduction, reuse and recycling of materials in residential, industrial and commercial settings;
- f) Encourage energy-efficient building and neighbourhood design;
- g) Enhance the use of alternative modes of transportation, including transit, walking, cycling and carpooling (see Transportation Section).

5.2 PARKS & OPEN SPACE

ISSUE:

Given Hamilton's size there are significant natural resources and park space available to its residents. Over the longer term, additional efforts may be made to increase the quantity of park space. Immediate concerns are not directed towards the quantity of natural areas and parks but to their quality and role in enhancing livability by supporting the broad goals of the Hamilton Area Plan.

Parks and open space have a strong impact on the physical identity and environmental health of a community:

- Trails integrate a community through linkages;
- Park design can reinforce or establish community character;
- Open space on private property can reinforce character;
- Parks serve as community and neighbourhood focal points;
- Parks and open space provide areas for wildlife and plant species.

Parks and open space also serve an important community function, and affect residents' capacity to participate in desired activities:

- Parks provide a forum for community social and recreational events;
- The park design process can bring the community together.

Hamilton has many strengths that can be built upon in developing a high calibre of community parks and open space.

OBJECTIVE 1:

Improve resident enjoyment of parks, trails and other forms of open space by enhancing the quality of these resources, strengthening access to them, and providing for new park facilities as required.

POLICIES:

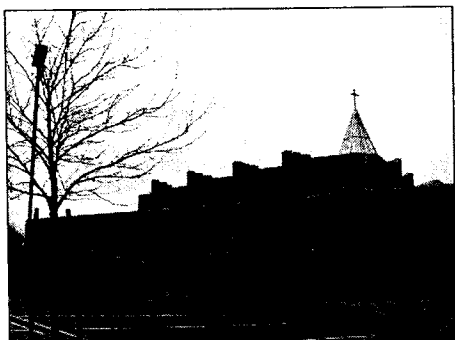
- a) Recognize the role of parks and trails in contributing to Hamilton's distinct sense of place;
- b) Reinforce the role of park development in strengthening community social bonds by promoting a community partnership approach to the park and trail design process;
- c) Provide a variety of recreational opportunities and environments for Hamilton residents;
- d) Encourage a more ecologically-based approach to park design and development;



McLean Park

- e) Provide better and safer access to recreational opportunities and environments by forging a trail system which strengthens linkages between residential areas, parks and other community facilities.

6.0 COMMUNITY FACILITIES & SERVICES



Bethany Baptist Church

ISSUE:

Community facilities and services play an important role in improving and building an area's livability, and the relationship between residents and their community. The design and location of community facilities contributes to the community's overall physical identity, and to residents' sense of place. Facilities also foster social networking and the concept of neighbouring by creating a social focal point.

Better facilities and services enhance resident participation in recreational, educational and social activities, while services such as police and fire protection ensure safe living conditions and secure resident comfort about the neighbourhood and their place of residence. Finally, community facilities can provide a forum for programs which can be designed to improve resident enjoyment of, and access to, the natural environment.

The small population base of Hamilton poses major challenges for the provision of facilities and services. Because the type of facilities found in other parts of Richmond are not feasible here, the City and community must take a more creative approach to meeting the need for facilities.

Such an approach might include sharing with the City of New Westminster and/or alternative funding and support measures including, but not limited to, the donation and acquisition of land and spaces by senior government, non-profit, corporate and private interests. For example, Hamilton Elementary School includes space for community use.

Similarly, this approach would seek to maximize the quality of these facilities and services by promoting shared operations, visible locations, and flexible design to accommodate the activities and services desired by the community. An example is the New Westminster library system use of the Interlink service to connect to the Richmond library system. These measures ensure that facilities provision continues to keep pace with future resident needs and desires.

OBJECTIVE 1:

Increase the level of community facilities and services in Hamilton to meet resident needs.

POLICIES:

- a) Improve resident access to facilities and services in Hamilton by implementing goals outlined in the Transportation Section of this plan;
- b) Ensure that facilities in Hamilton are designed for multi-purpose use, and are visibly located, universally accessible and user-friendly;
- c) Implement community facilities policies in consultation with the community;
- d) Work with community groups to develop recreational and health programs that meet community needs;
- e) Establish any new facilities in or near Hamilton's commercial core, where appropriate, to reinforce this existing physical and activity node;
- f) Ensure that community facilities fit in with the character of the existing neighbourhood;
- g) Improve safety and health services in Hamilton, by promoting a community-based approach to the implementation of City-wide police, fire and health service strategies in Hamilton;
- h) Where feasible, provide these services through multi-purpose facilities.

OBJECTIVE 2:

Encourage creative, partnership-based approaches to providing such services.

POLICIES:

- a) Recognize Hamilton Elementary School as a community school and enhance the role of the school as an important community resource with multi-purpose functions;
- b) Work with the City of New Westminster, Richmond School Board, and other organizations to facilitate sharing needed facilities and services with Queensborough, particularly of educational, safety, health and related services;
- c) Promote community use of spaces in private development for community meetings and day care.



*Hamilton Elementary School and
Community Centre*

7.0 CITY INFRASTRUCTURE

7.1 UTILITIES

Public utilities play an important role in community quality of life. Hamilton's watermain distribution system is adequate for fire protection and drinking water, now and in the future. However, improvements to the sanitary sewer and storm water management facilities have been identified. Several issues and constraints will influence their timing.

7.1.1 SANITARY SEWER

ISSUE:

Hamilton's unstable soils make utility servicing more costly than in other parts of Richmond. Even where the development process provides on-site utilities, the City must provide extra pumping stations to ensure that the entire community system functions. Improvements to date have been provided by developments in the area, with the City contributing to pump station installation.

The older (Single-Family Housing District, Subdivision Area F (R1/F)) residential areas still rely on septic tanks which is an efficient and effective solution for current low residential densities spread over a large area. Many residents on septic tank lots wish to have sanitary sewers installed; however, without large scale redevelopment in the area, the investment would not be cost-effective. Because such redevelopment is not envisioned immediately, sanitary sewers will not be introduced into these older areas prematurely.

7.1.2 STORM WATER MANAGEMENT

ISSUE:

Storm runoff in Hamilton has traditionally been managed through a system of drainage ditches and canals. The system has always worked well, remaining in place in the community's older neighbourhoods. Some isolated pockets require upgrading. Improvements along Westminster Highway have taken place in recent years, and further improvements are scheduled along the remaining portion of Westminster Highway. And, as with sanitary sewers, upgrading the ditches in the large lot areas is not cost effective. On the other hand, a piped system was installed in the newer subdivisions, and this requirement will remain in effect as larger scale development occurs.

OBJECTIVE 1:

Enhance community livability by improving public utilities in a manner which is cost-effective, environmentally sound, and paced with new development/population growth.

POLICIES:

- a) Provide sanitary and storm sewers where economically feasible as new development occurs;
- b) Provide improvements along Westminster Highway, taking advantage of planned road reconstruction, with funding from the City's existing Capital Works Budget;
- c) Facilitate additional utility improvements to those areas that undergo redevelopment;
- d) Keep major canals, including Queen Canal and Boundary Road Canal, as an integral part of Hamilton's drainage system and as natural habitat areas. Ensure that canals continue to function effectively.

7.2 FLOOD PROTECTION

ISSUE:

Hamilton, like the rest of Richmond, is located on the Fraser River floodplain. The Provincial Ministry of Water, Land and Air Protection cautions that the flood hazard in Hamilton is increased by the preponderance of low lying land in the area which creates a "sump" situation, and therefore, other measures besides dykes are needed to minimize the number of people exposed to flood threat or to minimize the damage from any flood.

For the above reasons, the Hamilton Area Plan supports a limited population and housing densities at lower densities, compared with other urban areas in Richmond. In addition, policies are required to ensure that all new development is constructed in a manner that will provide protection against flooding, if the dykes should fail.

Much of Hamilton is characterized by deep peat soils, which is unstable for building foundations. Therefore, developers/builders may need to obtain geotechnical and structural engineering advice before designing and constructing buildings.

OBJECTIVE 1:

Protect life and property from potential flooding and ensure safe foundation conditions.

POLICIES:

- a) Continue to implement the City's floodplain management policies and agreements to ensure, wherever possible, that new development is adequately protected from flooding;
- b) Require, where soil conditions dictate, that developers/builders of all new buildings provide Permits and Licences with building plans based on geotechnical and structural engineering designs, prior to building permit approvals.

8.0 DEVELOPMENT PERMIT GUIDELINES

8.1 APPLICATION & INTENT

These guidelines prescribe the general criteria for new development and the basis for the preparation and approval of development proposals. These guidelines are also intended to encourage an increased awareness of the immediate and overall environment.

The intent of these Development Permit Guidelines is to support the goals, objectives and policies of the plan. The guidelines identify basic development standards to be applied across the entire Hamilton Area, as well as measures appropriate to specific land uses and districts. Through these means, the guidelines seek to preserve and enhance successful and valued elements of the community's physical structure and to introduce new elements considered appropriate to the development and maintenance of:

- a) The special character of Hamilton;
- b) A high standard of livability;
- c) A high standard of development, incorporating energy efficient site planning and building design;
- d) A high quality public realm; including public streets and lanes, parks and other open spaces and the publicly accessible parts of buildings.

8.1.1 DEVELOPMENT PERMIT AREA

This section contains Development Permit Guidelines which apply to lands designated for multi-family, commercial and industrial use in the Hamilton Area Plan.

The purpose of the guidelines is to supplement the city-wide guidelines contained within the Official Community Plan (OCP) with specific guidelines aimed at supporting a special character within the Hamilton area.

It is intended that these guidelines be used in conjunction with the City's more general Development Permit Guidelines located in the OCP (Schedule 1 of this Bylaw).

Neither set of guidelines requires literal interpretation, in whole or in part. They will, however, be taken into account in consideration of Development Permit applications, and the Development Permit Panel may, at its discretion, refuse or require modification to an application for failure to meet the spirit of these guidelines and/or the standards they prescribe.

Exemptions to the Development Permit process can be found in the OCP (Schedule 1 of the Bylaw).

8.1.2 JUSTIFICATION

It is the objective of these guidelines to promote a co-ordinated approach to multi-family housing and commercial and industrial development in order to fulfil the sub-area plan goals and objectives.

The neighbourhood's location, traffic considerations and significant redevelopment potential present issues which need to be addressed through design guidelines.

8.2 DEVELOPMENT PERMIT GUIDELINES

Multiple-Family Residential Sites

A key housing policy of the Richmond Official Community Plan is to carefully integrate new housing into existing neighbourhoods. All multiple-family projects merit site by site consideration of form and character in order to achieve the desired relationship to surrounding areas and to ensure high standards of new building design. A specific objective of the Hamilton Area Plan is to successfully integrate new, small-scale townhouses into a neighbourhood of single-family homes. Accomplishing this objective will require careful attention to the form and character guidelines described here.

Commercial and Industrial Sites

Commercial and industrial activities can, unless carefully designed and controlled, have an impact on adjacent residential areas and parks. In addition, there is a need for amenities to satisfy some of the day-to-day needs of workers if such needs cannot be otherwise met within the immediate area.

8.2.1 SETTLEMENT PATTERNS

Multiple-Family Residential Sites

- a) New development should be designed to enhance public views through to the river and mountains and to visually integrate semi-private open spaces on adjacent lots;
- b) Each dwelling unit should have adequate views and sunlight from south, east or west aspects;

- c) Each development should have adequate, well-defined circulation, parking and access;
- d) Fire access, garbage and recycling facilities, mail and deliveries should be provided for to the satisfaction of the relevant authorities;
- e) Each project should have some units which are designed to be both affordable and accessible to disabled persons, wherever possible;
- f) The siting and design of new buildings and landscapes should minimize wind induced by buildings;
- g) Where possible open space provided on a property should be visually connected to open spaces on adjacent properties.

Commercial and Industrial Sites

- h) Ensure that the design of pedestrian circulation, parking and access facilities is appropriate to the needs of all users;
- i) Minimize the local environmental effects of new development, in particular view blockage and sunshadow;
- j) In large developments (over 2,000 m² floor area), provide amenity space for workers, their families and clients. Amenity space may consist of social, recreational, educational, or cultural facilities, either indoor or outdoor.

8.2.2 ARCHITECTURAL ELEMENTS

Multiple-Family Residential Sites

- a) The form, character, scale and siting of new buildings should be compatible with the predominant character and scale of the surrounding single-family neighbourhood. The design of a new building should contribute to the positive characteristics of the street frontage, and should include sloped roofs, landscaped front yards, predominant front doors and ample space between buildings;
- b) New developments are encouraged to use recycled building materials, where possible;
- c) Entrances to each unit should be clearly defined, numbered and visible from the street;
- d) Traffic noise should be minimized by special acoustic treatment for units adjacent to Westminister Highway;
- e) Resident parking should be covered or screened from the street, and access driveways should be limited to 3 m (10 ft.) width, and should be combined wherever possible;

- f) Orient windows to the south in order to maximize solar gain;
- g) Any exterior stairway must be limited to no more than four steps.

Commercial and Industrial Sites

- h) Ensure that signage is low and grouped so as to be unobtrusive;
- i) Provide lighting which is unobtrusive and in scale with their surroundings.

8.2.3 LANDSCAPE ELEMENTS

Multiple-Family Residential Sites

- a) Each dwelling unit should have a private patio or balcony and well-defined, safe, semi-private space;
- b) Minimize the surface area of black top parking by using alternate treatments;
- c) Landscaping should be residential in character (ie. small scale, ornamental, doesn't shield entry doors) and should pay special attention to front yard quality, including presentation of mature trees;
- d) Front yards should not be used for parking, and fences in front yards should be limited to 1.1 m (3 ft.-6 in.) in height.

Commercial and Industrial Sites

- e) Provide landscaping between residential/open space lands and commercial/industrial lands;
- f) Screen parking from view from adjacent non-commercial/industrial lands;
- g) Screen outdoor storage areas and garbage containers.

8.2.4 FLOODPROOFING

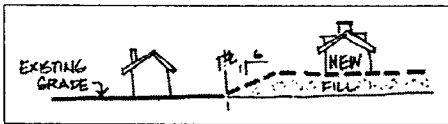
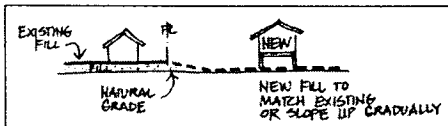
The purpose of these guidelines is to ensure that floodproofing of buildings, where required by bylaw or restrictive covenant, is carried out in a manner which is consistent with the form and character of the community. The BC Ministry of Water, Land and Air Protection may be contacted for publications on floodproofing new residential buildings in BC.

Where floodproofing is legally required in the Hamilton area, the normal minimum habitable floor elevation is 3.5 m (11.5 ft.) geodetic datum. This means that the main living areas of each dwelling must be elevated about one-storey above the natural grade. This may be done by filling the land or elevating the structure.

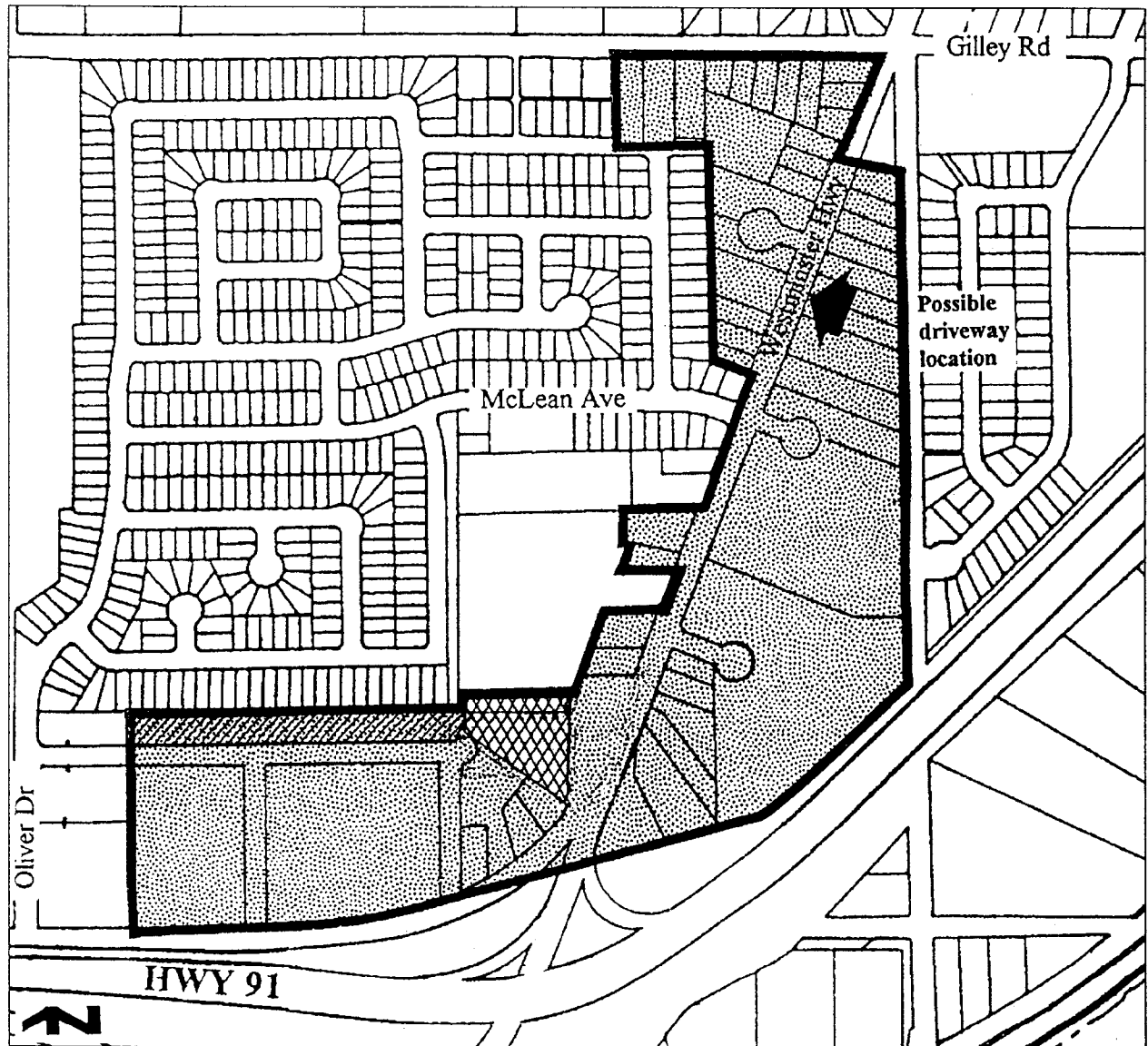
In some cases, floodproofing on adjacent properties may occur at different times and it is important that construction or landfill be carried out in a manner which is sympathetic to the generally residential character of Hamilton. There is concern that large amounts of landfill may cause drainage problems, differential settlement, unsafe slopes, or unsightly edges to properties. In addition, soft soil conditions generally preclude heavy fill under structures for soil engineering reasons. The following guidelines therefore apply.

Guidelines

- a) The preferred method of floodproofing is by raising habitable floors on non-habitable basements or posts rather than filling the land;
- b) Natural grade should be maintained wherever practicable. In some cases, where filling is necessary, it shall be accomplished by matching the grade on adjacent properties, or by changing grade at a slope not to exceed 6:1. Tall retaining walls or steep terraces are to be avoided.



Lower Westminster Sub-Area Land Use Map



Permitted Uses:



Small and Large Lot Single Family Residential; Two Family Residential; Townhouse Residential; & Institutional



Single-Family Residential and/or Duplex Residential Only

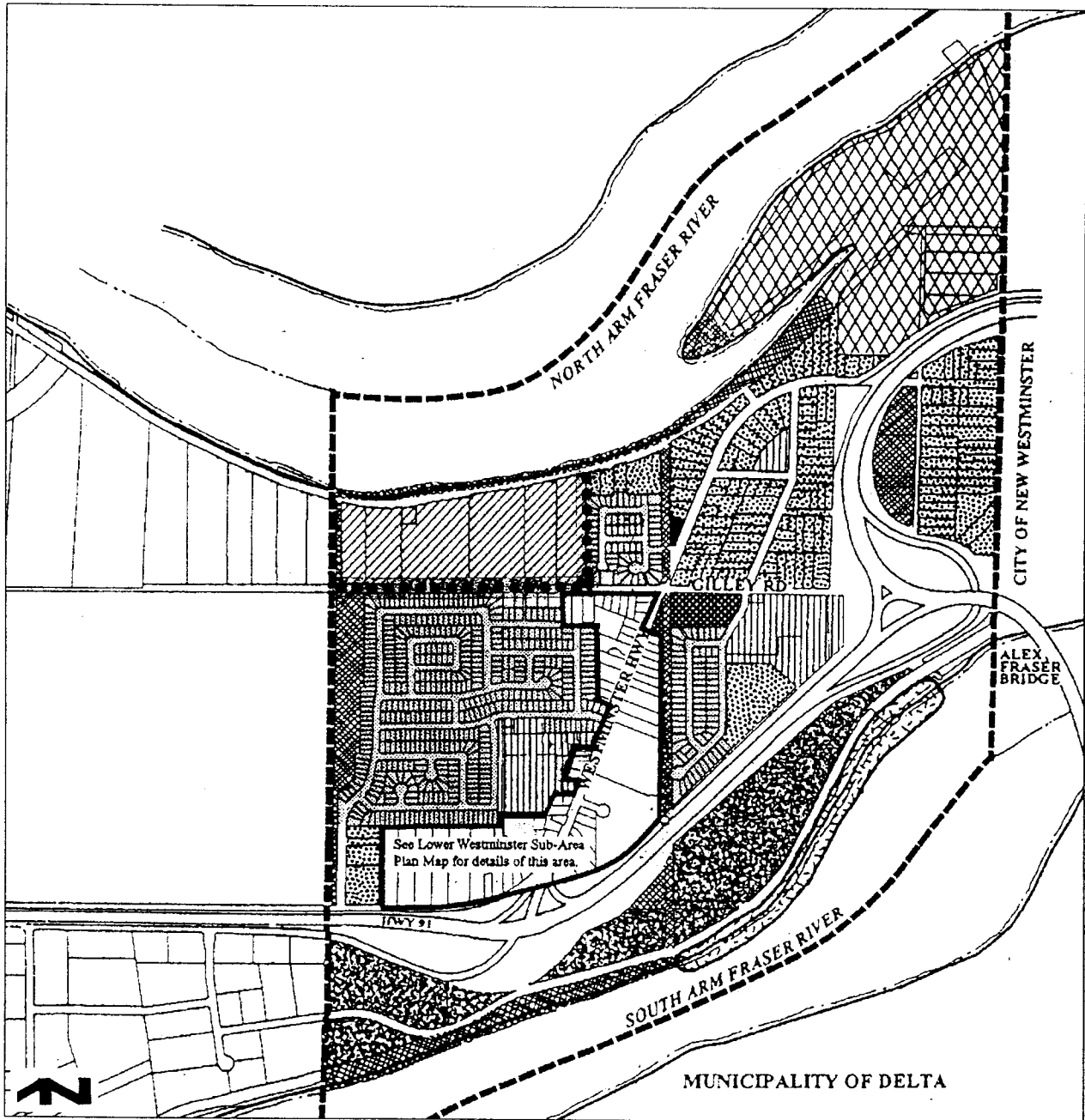


Community Facilities Use

Permitted Density:

A range of 11 to 25 units per acre to a maximum of 700 dwelling units in the sub-area.

Land Use Map



..... Agricultural Land Reserve Boundary	Community Facilities	Residential (Single Family Only)
Agriculture	Industrial	Residential (Mixed Multiple & Single Family)
Assembly	Mixed Use Water Oriented Industrial/Residential	School/Park
Business Park	Natural Areas/Open Space (Public & Private)	Public Open Space & Roads
Commercial		

DEFINITIONS

APPENDIX 1

Schedule 1 of the OCP contains a definitions section which applies to the entire OCP. The following definitions apply to this area only.

Commercial Core	A cluster of the major retail and office activities which serve the community, and which can also act as a nucleus for other community activity.
Community School	A school where extra-curricular activities take place that can involve various groups and individuals within the community.
Density (also FAR)	Density is measured in a variety of ways, including: persons per hectare; units per hectare; and by Floor Area Ratio (FAR). The most common measurement, FAR, is the figure obtained when the total area of the floors of the building on a lot, measured to the outer limits of the building, is divided by the area of the lot.
Design Guidelines	Guidelines used to direct the form and character of open space areas, commercial, industrial, or multiple-family residential development.
Development	Means residential commercial, industrial, and institutional buildings and structures, roads underground services, and parks and open space that exist or may be developed on lands described within this plan.
Development Permit	A permit required in special pre-defined conditions which controls the form and character of a development as set out in the Local Government Act.
Development Phasing	A technique for managing growth which paces the development or redevelopment of neighbourhoods in accordance with the provision of needed community facilities and services.
Development Plan	A detailed plan for development purposes, showing specific, permitted land uses, densities, parks/open spaces and roads. May be used in conjunction with Development Permit Guidelines.
Family-Oriented Neighbourhoods	Residential settings which contain child-friendly features including, but not limited to, amenities such as: play space; safe pedestrian and cycling routes; safe, easy access to schools and parks.
MOT	The British Columbia Ministry of Transportation.
Multi-Purpose Use	The use of a space or building for more than one activity or organization. Buildings with multi-purpose use are generally designed for maximum flexibility to accommodate a variety of user needs and groups, and are increasingly used as a fiscally prudent vehicle for providing several community services together.

Physical Identity	The natural and artificial features of a community that combine to make it unique.
Recyclable Material	Material for which appropriate processing technology exists to create a product which has a beneficial end-use.
Rezoning	An amendment to the Zoning and Development Bylaw which has the effect of transferring land from one zoning district to another zoning district.
Social Cohesion	A sense of strong ties between individuals, created out of shared experiences, interests and needs.
Sustainable	The ability to meet the needs of all people without sacrificing the earth's capacity to sustain life.
Universal Accessibility	A universally accessible environment accommodates the functional needs of everyone: children, adults and seniors, with or without disabilities. By designing spaces for universal accessibility, the needs of people with disabilities can be met while creating a better environment for everyone.
Zoning Bylaw	Legislation which prescribes the permitted land use and density of a specified zone and regulates the use within the zone for Richmond.