



Public Notice is hereby given of a Regular Council Meeting for Public Hearings being held on:

**Monday, November 19, 2012 – 7 p.m.**

**Council Chambers, 1<sup>st</sup> Floor  
Richmond City Hall  
6911 No. 3 Road  
Richmond, BC V6Y 2C1**

## OPENING STATEMENT

### Page

1. **Zoning Amendment Bylaw 8941 (RZ 11-585154)**  
(File Ref. No. 12-8060-20-8941) (REDMS No. 3627862)

### PH-8

See Page **PH-8** for full report

**Location:** 7520 Ash Street

**Applicant:** Benito A. Kho

**Purpose:** To rezone the subject property from “Single Detached (RS1/F)” to “Single Detached (RS2/E)”, to permit subdivision into two lots.

**First Reading:** October 22, 2012

**Order of Business:**

1. Presentation from the applicant.
2. Acknowledgement of written submissions received by the City Clerk since first reading.
3. Submissions from the floor.



Page

**Council Consideration:**

1. Action on second and third readings of Bylaw 8941.



2. **Zoning Amendment Bylaw 8946 (RZ 11-593705)**

(File Ref. No. 12-8060-20-8946) (REDMS No. 3658506)

**PH-24**

See Page **PH-24** for full report

**Location:** 7680 & 7720 Alderbridge Way

**Applicant:** Robert Ciccozzi Architecture Inc.

**Purpose:** To amend the Residential / Limited Commercial (RCL2) zone and rezone the subject property from “Industrial Retail (IR1)” to “Residential / Limited Commercial (RCL2)”, to permit development of a mixed-use development with 237 residential units, 4,370 ft<sup>2</sup> (406 m<sup>2</sup>) of retail floor area within a total floor area of approximately 214,337 ft<sup>2</sup> (19,913 m<sup>2</sup>) in three buildings ranging from 7 to 11 floors connected with a 2-storey podium parkade.

**First Reading:** October 22, 2012

**Order of Business:**

1. Presentation from the applicant.
2. Acknowledgement of written submissions received by the City Clerk since first reading.
3. Submissions from the floor.

**Council Consideration:**

1. Action on second and third readings of Bylaw 8946.



3. **Official Community Plan Amendment Bylaw 9000**

(File Ref. No. 12-8060-20-9000) (REDMS No. 3623292)

**PH-6**

See Page **PH-6** for OCP Index Page

**Location:** All of Richmond

**Applicant:** City of Richmond

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**Purpose:** To repeal the existing 1999 Official Community Plan which is to the year 2021 (Schedule 1 of Bylaw 7100) and replace it with a new 2012 Official Community Plan to the year 2041 (Schedule 1 of Bylaw 9000).

**Note:** There are no changes to the existing Area Plan and Sub-Area Plans (Schedule 2 of Bylaw 7100) such as the City Centre Area Plan, Steveston Area Plan, Hamilton Area Plan or West Cambie Area Plan as part of this bylaw.

**First Reading:** September 24, 2012

**Order of Business:**

1. Presentation from the applicant.
2. Acknowledgement of written submissions received by the City Clerk since first reading.

**PH-120** (a) Vancouver Coastal Health;

**PH-128** (b) Ecowaste Industries Ltd;

**PH-131** (c) Board of Education (Richmond);

**PH-133** (d) Corporation of Delta;

**PH-134** (e) Port Metro Vancouver;

**PH-136** (f) Vancouver Airport Authority

**PH-139** (g) Bird Studies Canada;

**PH-554** (h) Open House Comment Sheets – please see **Attachment 1** to the Memo from the General Manager, Planning and Development

3. Submissions from the floor.

**Council Consideration:**

- (1) That Schedule 1 of Richmond Official Community Plan Bylaw 9000 be amended by:
  - (a) introducing new policy statements relating to the protection of single family neighbourhoods as specified on the replacement pages identified as 3-9 and 3-10 that will form part of Section 3.2 Neighbourhood Character and Sense of Place (Attachment 6 to the memorandum dated November 15, 2012 from the General Manager, Planning and Development “the memorandum”);
  - (b) introducing a symbol representing school buildings on the OCP Land Use Map as specified on the REVISED OCP Land Use Map (Attachment 1 to Schedule 1 of the Richmond Official Community Plan Bylaw 9000, “the OCP Land Use Map”);
  - (c) introducing new policy statements relating to electric charging

Page

equipment for bicycle parking spaces as specified on the replacement page identified as 8-23, that will form part of *Section 8.5 Transportation Capacity and Demand Management* (attachment 7 to “the memorandum”);

- (d) introducing a new policy statement, under Objective 2, relating to the redevelopment of large sites in neighbourhood center areas and requiring the developer to undertake a neighbourhood centre master planning process, as specified on the replacement page identified as 3-4 that will form part of *Section 3.0 Connected Neighbourhoods with Special Places*, Objective 2 (attachment 8 to “the memorandum”);
- (e) clarifying and reorganizing several of the policies in *Chapter 9.0 Island Natural Environment* and *Chapter 10.0 Open Space and Public Realm*; and removing redundant language, as specified on the replacement pages identified as 9-1 through to 10-7 (attachment 9 to “the memorandum”);
- (f) redesignating the West Cambie Nature Park from “Park” to “Neighbourhood Residential” and amending the OCP Land Use Map to reflect that change;
- (g) inserting existing policies, from OCP Bylaw 7011, *3.6.2 Broadmoor Neighbourhood Centre Policies*, items h through to m, as specified on the replacement pages identified as 3-59 through to 3-61 that will form part of *3.6 Specific Policies and Guidelines* (attachment 10 to “the memorandum”); and
- (h) correcting spelling, grammatical, photo and map housekeeping items including: 65 word corrections and photo replacements as specified on the replacement pages that form attachment 11 to “the memorandum”; and minor mapping corrections to 8 maps that form attachment 12 to “the memorandum”.

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- (2) That Richmond Official Community Plan Bylaw 9000 be given second reading as amended on this day.

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- (3) That Richmond Official Community Plan Bylaw 9000 be given third reading.

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- (4) That Richmond Official Community Plan Bylaw 9000 be adopted.

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4. **Zoning Amendment Bylaw 8922**  
(File Ref. No. 12-8060-20-8922) (REDMS No. 3548506)

**PH-1103**

See Page **PH-1103** for full report

**Location:** Edgemere Neighbourhood With Lanes

**Applicant:** City of Richmond

**Purpose:**

- 1) To create a new Single Detached with Granny Flat or Coach House (RE1) zone; and
- 2) To rezone the lots in the Edgemere neighbourhood with lane access north of Maddocks Road and Wilkinson Road, east of No. 4 Road, west of Shell Road and south of the lane on the south side of Williams Road, from “Single Detached (RS1/E)” to the new “Single Detached with Granny Flat or Coach House (RE1) zone”, in order to permit granny flats and coach houses in this neighbourhood as part of the 2041 Official Community Plan (OCP) Update.

**First Reading:** July 23, 2012

**Order of Business:**

1. Presentation from the applicant.
2. Acknowledgement of written submissions received by the City Clerk since first reading.
  - (a) Scott Steeves, 10400 Dennis Crescent;
  - (b) Carol Day, 11631 Seahurst Road;
  - (c) Greg Munsie, 10071 Wilkinson and 10380 Dennise Crescent;
  - (d) Jodi Robertson, 10695 Aintree Place
5. Submissions from the floor.

**Council Consideration:**

1. Action on second and third readings of Bylaw 8922.

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2. Adoption of Bylaw 8922.

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## **OCP INDEX PAGE**

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<b>PH-144</b>	<b>Bylaw 9000</b>
<b>PH-147</b>	<b>2041 Official Community Plan (OCP) at 1<sup>st</sup> Reading (Schedule 1)</b>
<b>PH-551</b>	<b>Memo from the General Manager, Planning and Development Outlining Proposed OCP Amendments</b> Attachment 1 – Open House Comment Sheets Attachment 2 – Comments From Various Agencies Attachment 3 – OCP Bylaw 9000 Summary of Written Submissions & Response Attachment 4 – Discussion Notes – City Staff & UDI Meeting of 10/30/2012 Attachment 5 - Discussion Notes – Richmond Small Home Builders Groups & City Staff Attachment 6 – Proposed Amendments to Section 3.2 Attachment 7 – Proposed Amendments to Section 8 Attachment 8 – Proposed Amendments to Section 3 Attachment 9 – Proposed Amendments to Section 9 Attachment 10 – Proposed Amendments to Section 3.6.2 Attachment 11 – Housekeeping Amendments Attachment 12 – Minor Mapping Corrections
<b>PH-698</b>	<b>Memo from the Manager, Policy Planning Re: Metro Vancouver's Acceptance of the Regional Context Statement</b>
<b>PH-699</b>	<b>2041 Official Community Plan (OCP PROPOSED FINAL VERSION FOR ADOPTION)</b> Chapter 1.0 - Moving Towards a Sustainable Community Chapter 2.0 - Climate Change Response Chapter 3.0 - Connected Neighbourhoods With Special Places Chapter 4.0 - Vibrant Cities Chapter 5.0 - Safe City Chapter 6.0 - Resilient Economy Chapter 7.0 - Agriculture and Food Chapter 8.0 - Mobility and Access Chapter 9.0 - Island Natural Environment

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**2041 Official Community Plan (OCP PROPOSED FINAL VERSION FOR ADOPTION) (Cont.)**

Chapter 10.0 - Open Space and Public Realm

Chapter 11.0 - Social Inclusion and Accessibility

Chapter 12.0 - Sustainable Infrastructure and Resources

Chapter 13.0 - Implementation Strategy

Chapter 14.0 - Development Permit Guidelines

Chapter 15.0 - Regional Context Statement

Chapter 16.0 – Definitions

2041 OCP Land Use Map

2041 OCP Environmentally Sensitive Areas

**ADJOURNMENT**





# City of Richmond

## Report to Committee

**To:** Planning Committee

**From:** Wayne Craig  
Director of Development

**Re:** Application by Benito A Kho for Rezoning of 7520 Ash Street from "Single Detached (RS1/F)" to "Single Detached (RS2/E)" to accommodate 2 Single Detached Lots.

*To Council - Oct 22, 2012*  
*To: Planning Comm. Oct. 16, 2012*

**Date:** September 19, 2012

**File:** RZ 11-585154

*12-8060-20-8941*

### Staff Recommendation

That Bylaw 8941, for the rezoning of 7520 Ash Street from "Single Detached (RS1/F)" to "Single Detached (RS2/E)", be introduced and given first reading.

  
Wayne Craig  
Director of Development  
(604-247-4052)

### REPORT CONCURRENCE

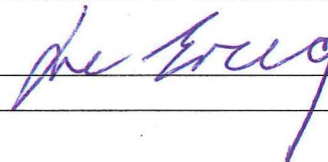
**ROUTED TO:**

Affordable Housing

**CONCURRENCE**



**CONCURRENCE OF GENERAL MANAGER**



## Staff Report

### Origin

Benito A. Kho has applied to rezone 7520 Ash Street (**Attachment 1**) from “Single Detached (RS1/F)” to “Single Detached (RS2/E)” in order to create two (2) separate lots, with one fronting Ash Street to the west, with the other introducing their portion of Armstrong Street to the east (**Attachment 2**). This application will provide for the extension of Armstrong Street that will allow access to this new lot.

### Findings Of Fact

Please refer to the attached Development Permit Application Data Sheet (**Attachment 3**) for a comparison of the proposed development data with the relevant Bylaw requirements.

### Surrounding Development

To the North: Single Detached lot at 7500 Ash Street zoned “Single Detached (RS1/F)”.

Further to the north is a rezoning application at 7460 Ash Street (RZ 11-586861) to allow it to create a six (6) lot subdivision and is currently being processd.

To the East: Single Detached lot at 7491 Bridge Street zoned “Single Detached (RS1/F)”.

Properties (7451 and 7491 Bridge Street) have a rezoning application (RZ 09-496160) to allow it to create seven (7) single detached lots.

To the South: Single Detached lot at 7540 Ash Street zoned “Single Detached (RS1/F)”.

Application at 7540 have a rezoning application (RZ 09-500671) which proposes a front-to-back subdivision has received third reading, and a subdivision application (SD 09-500672) is being processed.

To the West: Across Ash Street, Single Detached lot at 7551 Ash Street zoned “Single Detached (RS1/F)”.

### Related Policies and Studies

#### Official Community Plan

Official Community Plan (OCP) designation: McLennan South Sub-Area Plan, Schedule 2.10D (**complies**).

#### McLennan South Sub-Area Plan

OCP Sub-Area Land Use Map (**Attachment 4**): Residential, “Historic Single-Family”, two and a half storeys maximum, maximum density 0.55 F.A.R. (**complies**).

#### Floodplain Management Implementation Strategy

In accordance with the City’s Flood Management Strategy, the minimum allowable elevation for habitable space is 2.9 m GSC or 0.3 meters above the highest crown of the adjacent road. A Flood Indemnity Covenant is to be registered on title prior to final adoption and subdivision.



### OCP Aircraft Noise Sensitive Development (ANSD) Policy

The subject site is not located within the OCP ANSD policy area and is not subject to noise mitigation measures, or the registration of an Aircraft Noise Sensitive Use Restrictive Covenant.

### Affordable Housing Strategy

In accordance with the City's Affordable Housing Strategy, the applicant will be providing a voluntary contribution to the Affordable Housing Reserve Fund in the amount of \$7,660.00, based on a \$1.00 per square foot of maximum allowable density.

### **Public Input**

A notice board is posted on the subject property to notify the public of the proposed development and no comments have been made at this time. Should this application receive first reading, a Public Hearing will be held.

### **Analysis**

#### Proposed Zoning to "Single Detached (RS2/E)"

The proposal to develop single-family homes is consistent with the McLennan South Sub-Area Plan that establishes minimum lot sizes for new single family lots (**Attachment 4**). The policy permits lot widths fronting Ash Street to be at least 18.0 meters wide, with a minimum lot area of 550.0 square meters. The proposal (**Attachment 2**) meets these minimum lot size and area requirements of the policy and the proposed zoning.

The applicant will be making a separate application for a servicing agreement and subdivision upon third reading.

At the time of writing this report, the existing house on the subject property will remain after the subdivision is complete. Once the proposed subdivision is created, the applicant is free to sell the new east lot or build a new house on it in accordance with the amended zoning.

#### Neighbourhood Implications

The South McLennan Neighbourhood Plan allows for a mixture of residential types through the development of townhouses along the periphery of the neighbourhood while retaining its Single Family homes in the centre. With the proposed population growth of the area, this mixture was desired by the neighbourhood and growth within the Single Family area has been anticipated. To accommodate for this growth, the large lots that currently exist can subdivide into smaller lots where new Single Family homes can be built.

The Neighbourhood Plan requires large sized lots for properties fronting Ash and Bridge Street by maintaining a minimum lot width of 18.0 meters within Single Detached lot areas. Elsewhere in this area, the lots can be smaller to allow a minimum width of 11.3 meters. Recent rezoning approvals have created smaller sized lots when facing streets other than Ash or Bridge Streets as the land assembly was large enough to create these smaller lots. In this case, this single parcel is not wide enough to achieve the minimum lot width of 11.3 meters needed to create more than one lot fronting Armstrong Street. As there is no maximum lot width requirement for frontages in the area plan, it has been anticipated that wider lots would intermix with smaller lots along the Armstrong Street frontage.

In the case of the subject land, the result of this subdivision could limit the development options of the property to the north at 7500 Ash Street. This property to the north is sandwiched between two rezoning applications for the purpose of subdividing their respective properties. The property to the north of 7500 Ash Street at 7460 Ash Street, has made an application to rezone in order to create a six (6) lot subdivision (RZ 11-586861), which is currently being reviewed by City staff. Should these applications proceed to subdivide, the development potential of 7500 Ash Street would be limited to a front-to-back split similar to what is proposed with this application.

### Trees

An Arborist report and tree survey (**Attachment 5**) have been submitted and reviewed by City staff for the purpose of assessing the existing trees on the subject property for their removal or retention. It should be noted that trees located within the future road extension of Armstrong Street were not assessed, as the construction of the road will necessitate their removal. Compensation for trees within this road right-of-way is not being sought as Armstrong Street is identified in the Area Plan.

City staff conducted a site visit and recommend that of the 17 existing trees on site, two (2) are good candidates for retention. As outlined in the table below, the health of the remaining trees is either in marginal or poor health. Seven (7) of these trees are within the road right-of-way as per the neighbourhood plan and therefore no compensation is being requested. Eight (8) others are either within the building envelope, or need to be removed due to their health condition or increases in the finished grade as required by policy.

In a rezoning application of the property to the south (RZ 09-500671) at 7540 Ash Street (sitting at third reading), one shared tree with the subject property is to be retained and eighteen trees within the northern boundary of the neighbouring property to the south at 7540 Ash Street were identified for removal. The removal of these 18 trees is part of a separate process relating to that rezoning application.

In accordance with City policy, a 2:1 replacement ratio is required for all on-site trees approved for removal. Of the eight (8) that are to be removed, 16 will need to be replaced. This works to an average of eight (8) replacement trees per lot, which is deemed excessive for the available amount of space needed for a new tree to survive and flourish. In consultation with the City's Tree Bylaw coordinator, the optimum number of trees to be planted for the size of lots is five (5). As there are already two trees to be retained on the lot to be fronted by Armstrong Street, three (3) additional trees will need to be planted for this lot and five (5) for the lot fronting Ash Street. This will result in a shortage of eight (8) trees that will require compensation at \$500 per tree. These funds will go to the City Tree Compensation Fund so they can plant trees off-site where needed. The developer contribution in this case works out to be \$4,000.00 and is payable prior to the adoption of this rezoning application.

**Tree Summary Table**

Item	Number of Trees	Tree Compensation Rate	Tree Compensation Required	Comments
Total On Site Trees	17	-	-	-
Within Right of Ways for New Road Armstrong Street	7	N/A	None, as Road Required by Area Plan	Located within excavation and construction zones for roadworks
Trees approved for removal	8	2:1	16	To be removed, due to conflicts with proposed building locations, driveways, or poor health or structure of the trees.
Trees to be Retained	2	-	-	To be protected during construction.

To secure the replacement and survival of the on-site trees to be planted and the two (2) to be retained, a landscape security in the amount of \$5,000.00 (\$500 per tree), is to be supplied to the City. Securing the street trees will be a part of the separate Servicing Agreement.

#### Transportation and Site Access

Vehicular access to the new lots is to be from Ash Street and the newly created portion of Armstrong Street. This Armstrong Street portion will require a 9.0 meter wide land dedication off of the eastern edge of the subject site, which will facilitate the western half of the paved road, sidewalk, grassed and treed boulevard as well as a curb and gutter.

With the applicant committing to constructing the western half of Armstrong Street, access to the new east lot of this subdivision plan is dependent on the creation of the eastern half of Armstrong Street, which is to be provided by a separate rezoning application for 7451 and 7491 Bridge Street (RZ 09-496160), located directly east of the subject site. The applicant of the subject site, as a condition of their rezoning application will commit to the construction of the western half of Armstrong Street, but RZ 09-496160 on the adjacent site must proceed first (**Attachment 6**).

The applicant has been in contact with the developer of 7451 and 7491 Bridge Street, and the two of them wish to hire the contractor who will complete both road requirements at the same time in order to save costs.

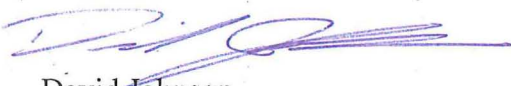
At the time of writing this report, the application for 7451 and 7491 Bridge Street (RZ 09-496160) received first reading at the September 10, 2012 Council meeting, and will proceed to the October 15, 2012 Public Hearing meeting. Should RZ 09-496160 not proceed with their subdivision plans, resulting in not constructing their portion of Armstrong Street, the applicant of the subject property would not be able to proceed with this application.

#### Servicing Agreement and Subdivision

Prior to the adoption of this rezoning application, the applicant is to make a separate application for a Servicing Agreement for the frontage improvements for both Ash Street and the creation of their portion of Armstrong Street, which includes frontage improvements. Additional works to be done is the servicing of utilities for the rear lot facing Armstrong Street.

**Conclusion**

The proposed rezoning for the two (2) lot subdivision meets the requirements of the OCP (McLennan South neighbourhood plan) as well as the zoning requirements set out in the Single Detached (RS2/E). The proposed land dedication and road configuration is consistent with the neighbourhood plan and Staff is confident the outstanding conditions will be met prior to final adoption. Staff recommends that rezoning application RZ 11-585154 proceed to first reading.



David Johnson  
Planner  
(604-276-4193)

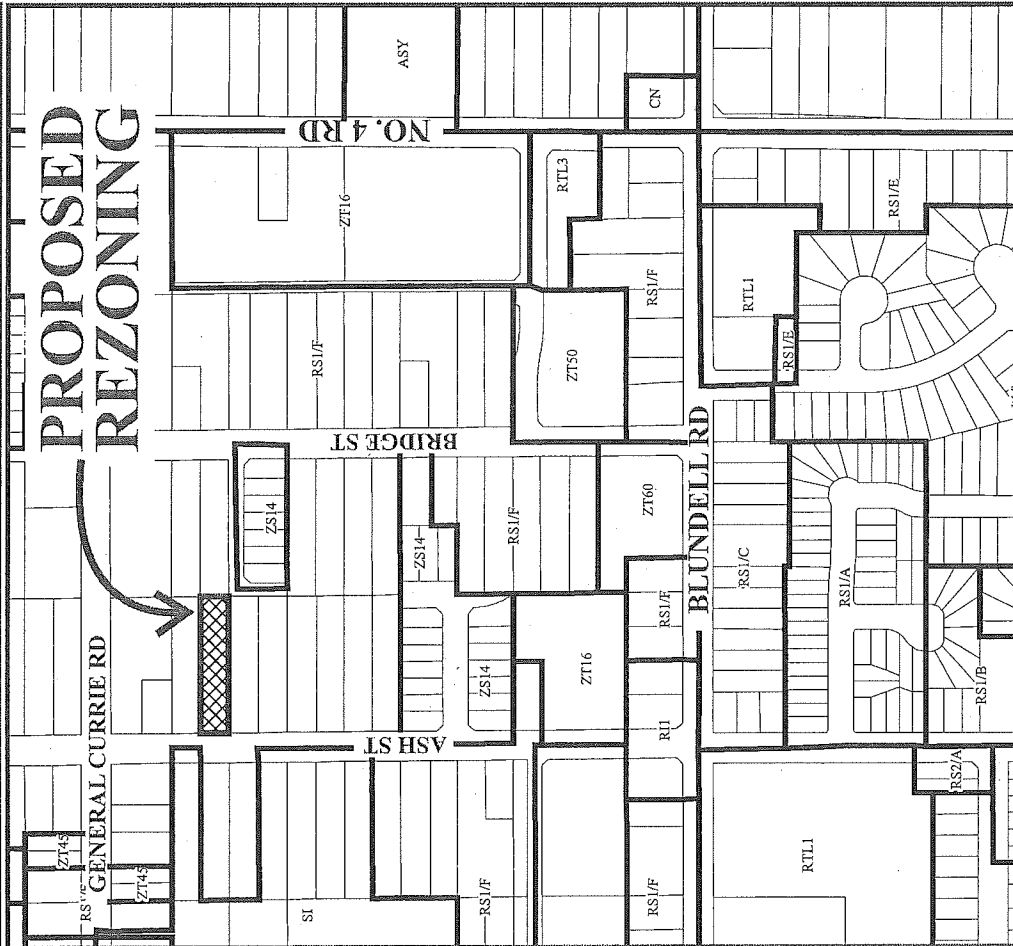
DJ:cas

- Attachment 1: Location Map
- Attachment 2: Survey proposal of the subdivision
- Attachment 3: Development Application Data Sheet
- Attachment 4: McLennan South Sub-Area Land Use Map
- Attachment 5: Tree Survey
- Attachment 6: Road construction plan
- Attachment 7: Conditional Rezoning Requirements



# City of Richmond

## PROPOSED REZONING



7571	19.20
7551	19.19
7531	19.19
7511	19.20
7491	19.20
41.43	

ASH ST

20.12	7580	92.20	20.12
19.20	7560	92.20	19.20
19.20	7540	92.20	19.20
19.20	7520	92.20	19.20
19.21	7500	92.20	19.21
55.70	7480	36.58	20.12
41.6			

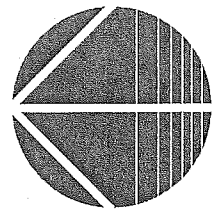
ATTACHMENT 1

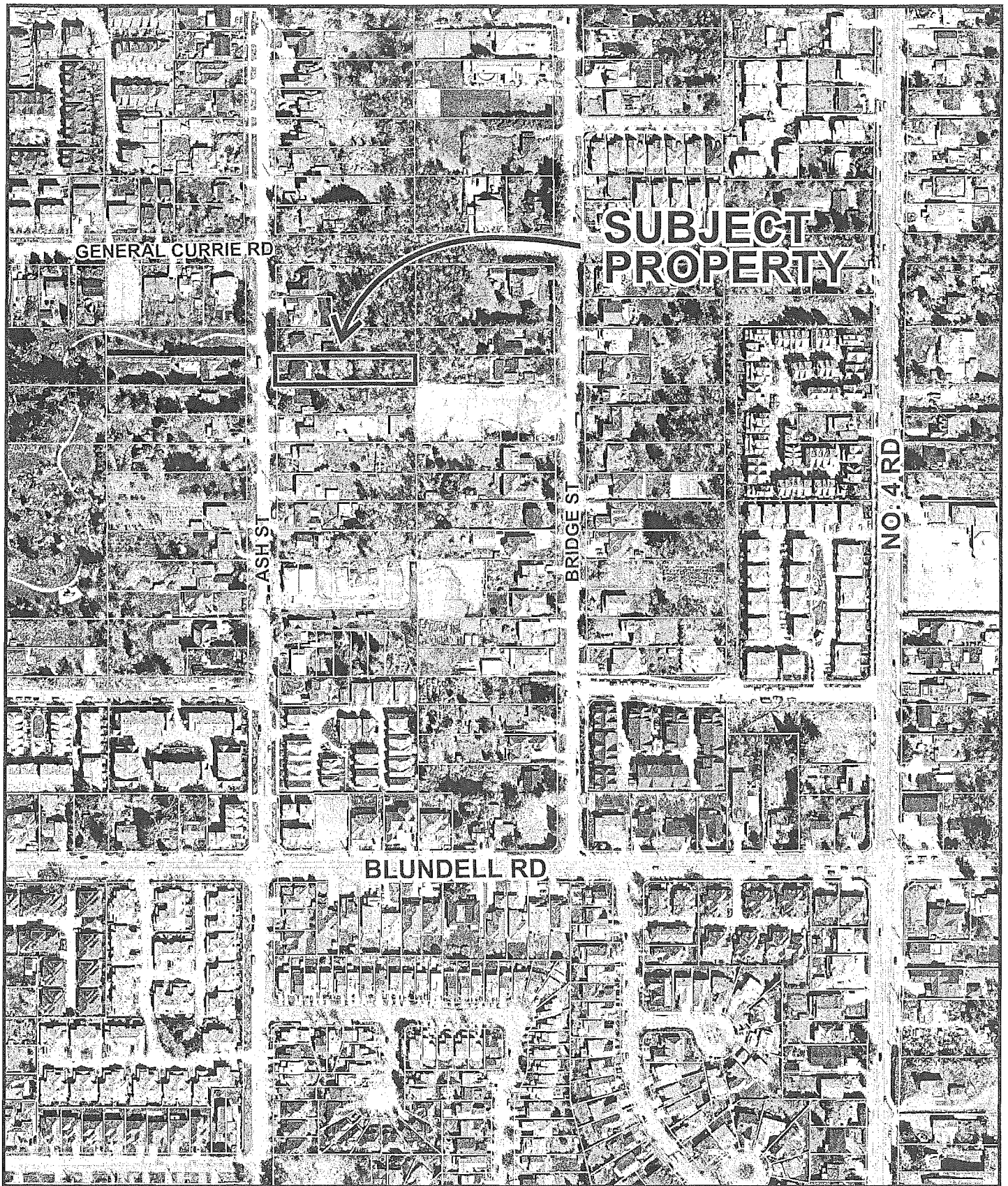
Original Date: 07/29/11

Revision Date:

Note: Dimensions are in METRES

RZ 11-585154





RZ 11-585154

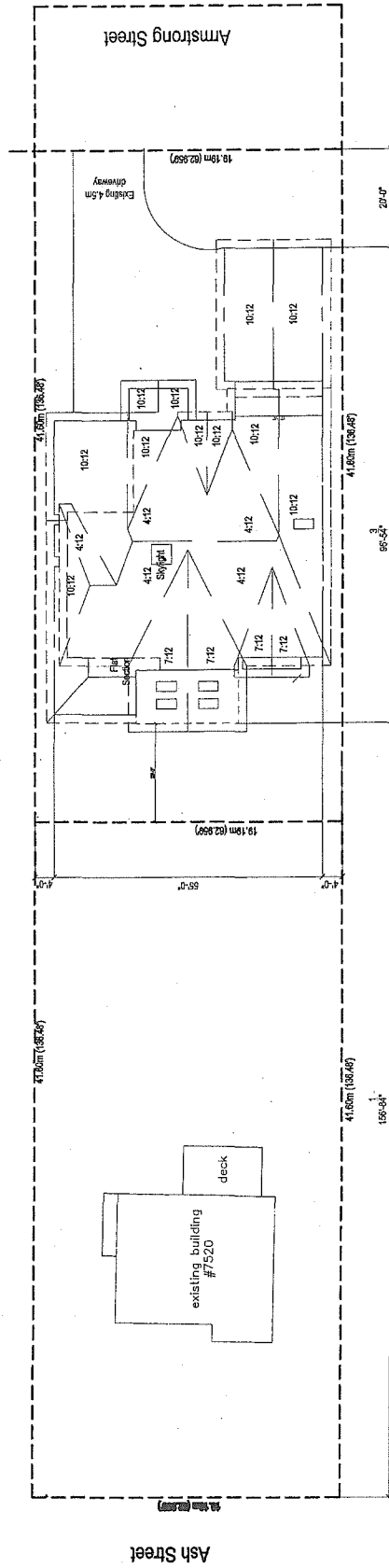
PH - 15

Original Date: 07/29/11

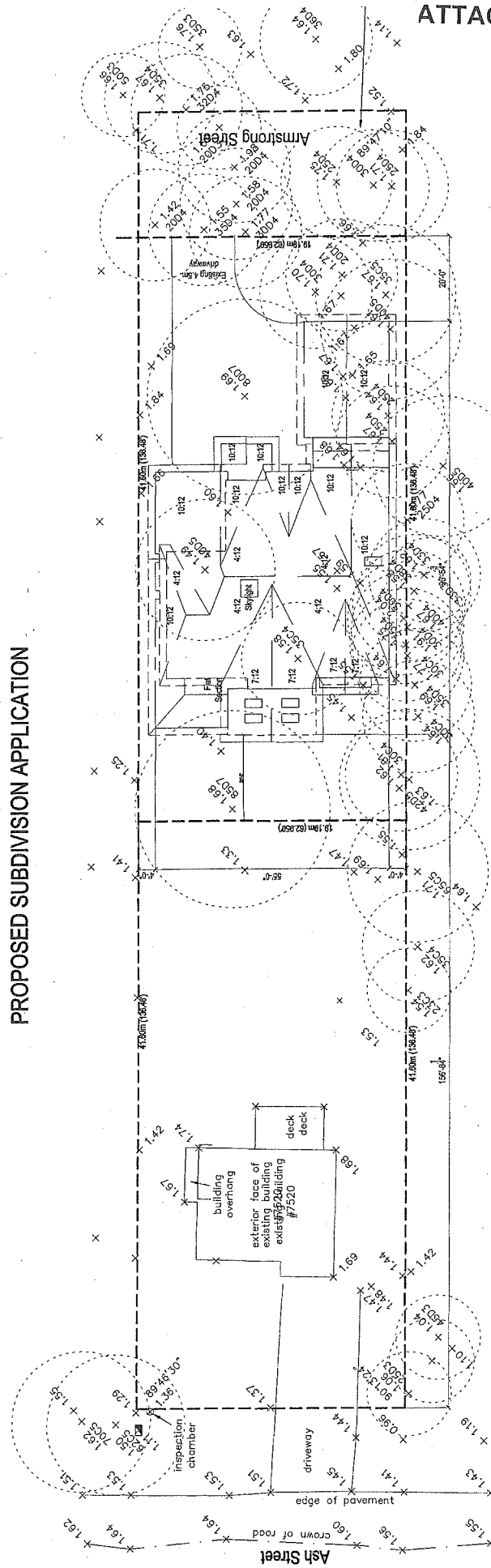
Amended Date:

Note: Dimensions are in METRES





PROPOSED SUBDIVISION APPLICATION



SITE PROFILE SHOWING EXISTING TREES C/W PROPOSED SFD

SITE PLAN SCALE 3/32" = 1'-0"



## City of Richmond

6911 No. 3 Road  
Richmond, BC V6Y 2C1  
www.richmond.ca  
604-276-4000

## Development Application Data Sheet

**RZ 11-585154**

Address: 7520 Ash Street

Applicant: Benito A Kho

Planning Area(s): City Centre Area, McLennan South Sub-Area Plan (Schedule 2.10D)

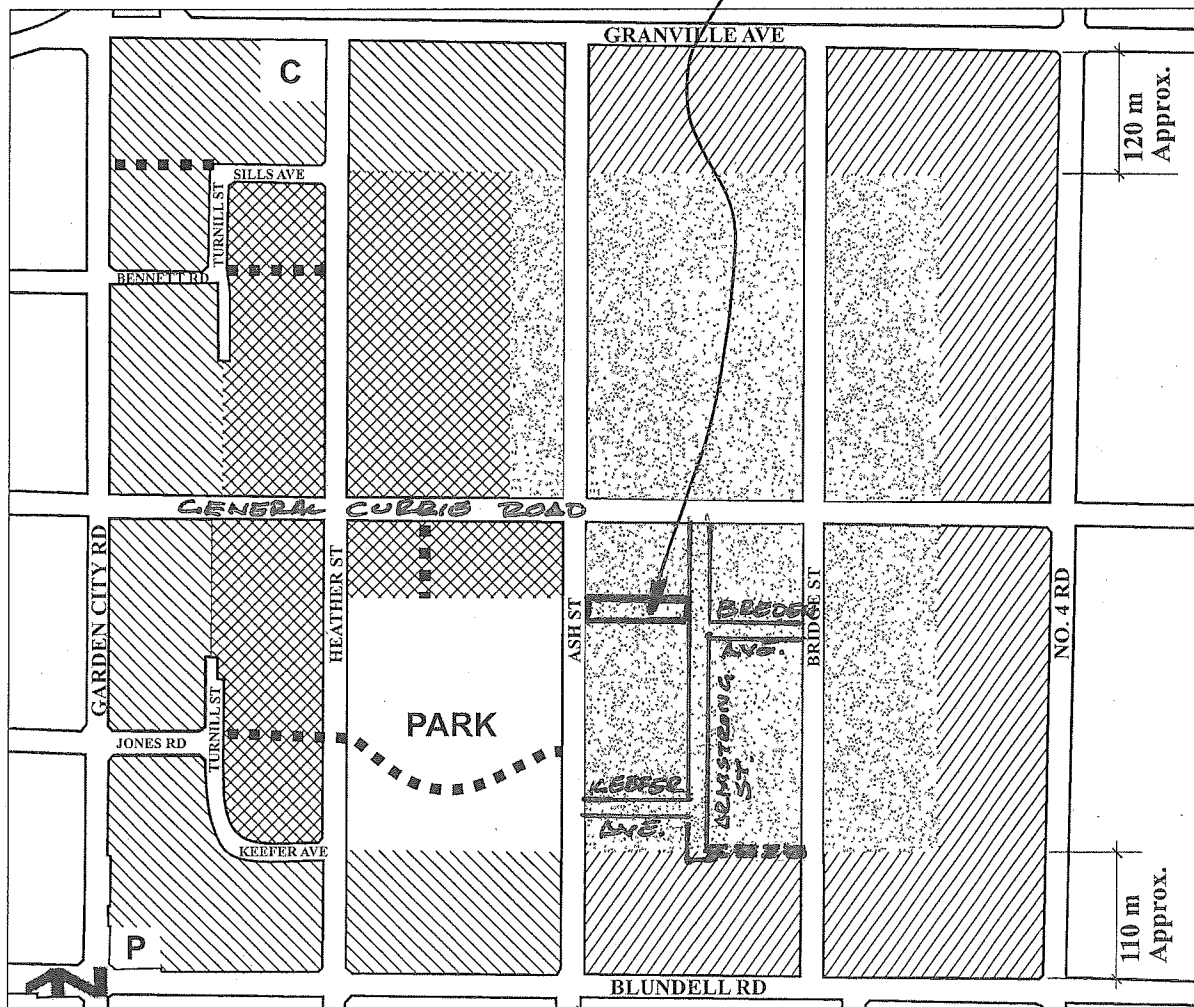
	Existing	Proposed
<b>Owner:</b>	Benito A Kho	Benito A Kho
<b>Site Size (m<sup>2</sup>): (by applicant)</b>	1,769.0 m <sup>2</sup>	1,596.2 m <sup>2</sup> The gross site area is reduced by: <ul style="list-style-type: none"> <li>9.0 m (29.5 ft.) wide dedicated right-of-way (Armstrong Street) along the site's east edge.</li> </ul>
<b>Land Uses:</b>	Single-family residential	No change
<b>OCP Designation:</b>	Residential	No change
<b>Area Plan Designation:</b>	Residential, "Historic Single-Family" 2 1/2 storeys max. - 0.55 floor area ratio (FAR)	No change
<b>Zoning:</b>	Single-Family Housing District, Subdivision Area F (R1/F)	<b>Single Detached (RS2/E)</b>
<b>Number of Units:</b>	1 single-family dwelling	2 single-family dwellings


On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 0.55 FAR for the first 464.5 m <sup>2</sup> , then 0.30 FAR for the remainder of the lot area.	0.55 F.A.R. for the first 464.5 m <sup>2</sup> , then 0.30 FAR for the remainder of the lot area.	none permitted
Lot Size (area)	Min. 550.0 m <sup>2</sup>	798.3 m <sup>2</sup>	none
Lot Size (width)	18.0 m	19.2 m	none
Lot Size (depth)	24.0 m	41.6 m	none





City of Richmond


## Land Use Map

Bylaw 7892  
2005/04/18**SUBJECT SITE**  
**7520 ASH STREET**

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

 Residential, 2 1/2 storeys typical (3 storeys maximum) Townhouse, Triplex, Duplex, Single-Family 0.60 base F.A.R.

 Residential, 2 1/2 storeys typical (3 storeys maximum), predominantly Triplex, Duplex, Single-Family 0.55 base F.A.R.

 Residential, Historic Single-Family, 2 1/2 storeys maximum 0.55 base F.A.R.; Lot size along Bridge and Ash Streets:

- Large-sized lots (e.g. 18 m/59 ft. min. frontage and 550 m<sup>2</sup>/5,920 ft<sup>2</sup> min. area)

Elsewhere:

- Medium-sized lots (e.g. 11.3 m/37 ft. min. frontage and 320 m<sup>2</sup>/3,444 ft<sup>2</sup> min. area), with access from new roads and General Currie Road;

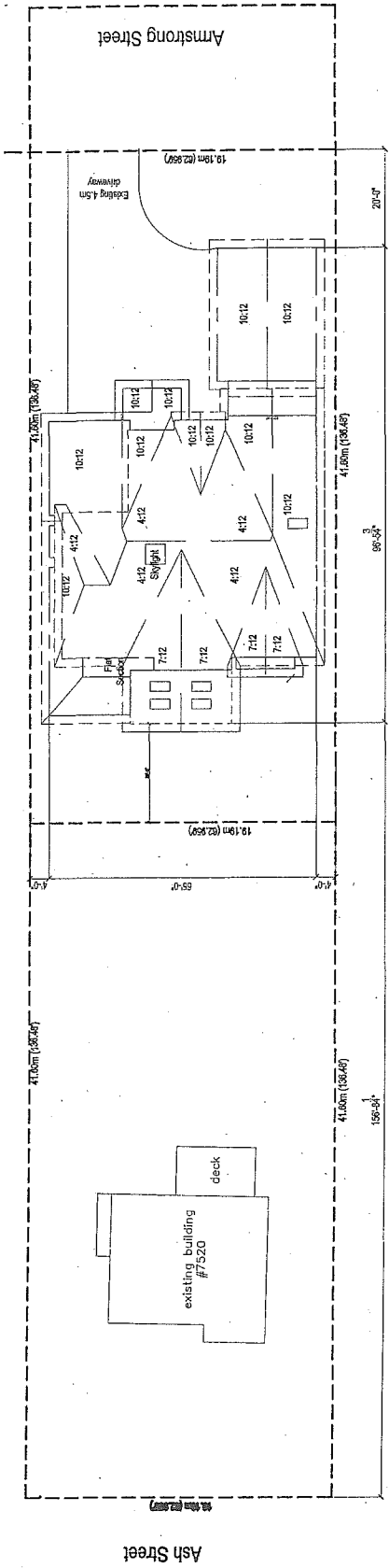
Provided that the corner lot shall be considered to front the shorter of its two boundaries regardless of the orientation of the dwelling.

 Trail/Walkway

**C** Church

**P** Neighbourhood Pub

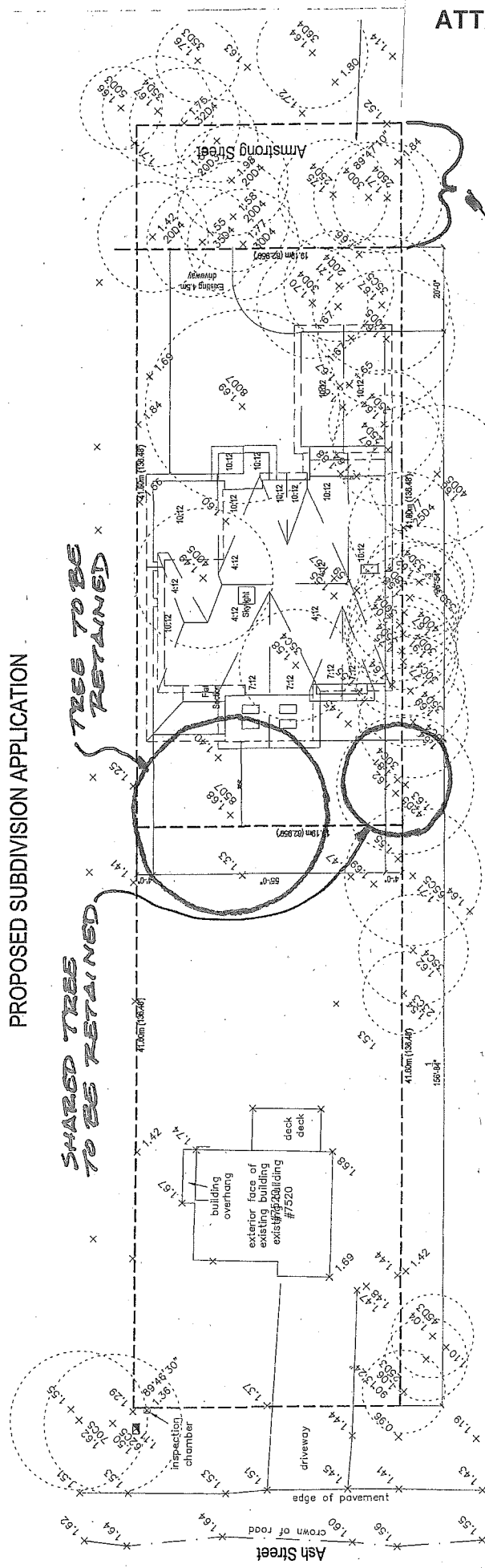
**Note:** Sills Avenue, Le Chow Street, Keefer Avenue, and Turnill Street are commonly referred to as the "ring road".



PROPOSED SUBDIVISION APPLICATION

SHARED TREE  
TO BE RETAINED

TREE TO BE  
RETAINED



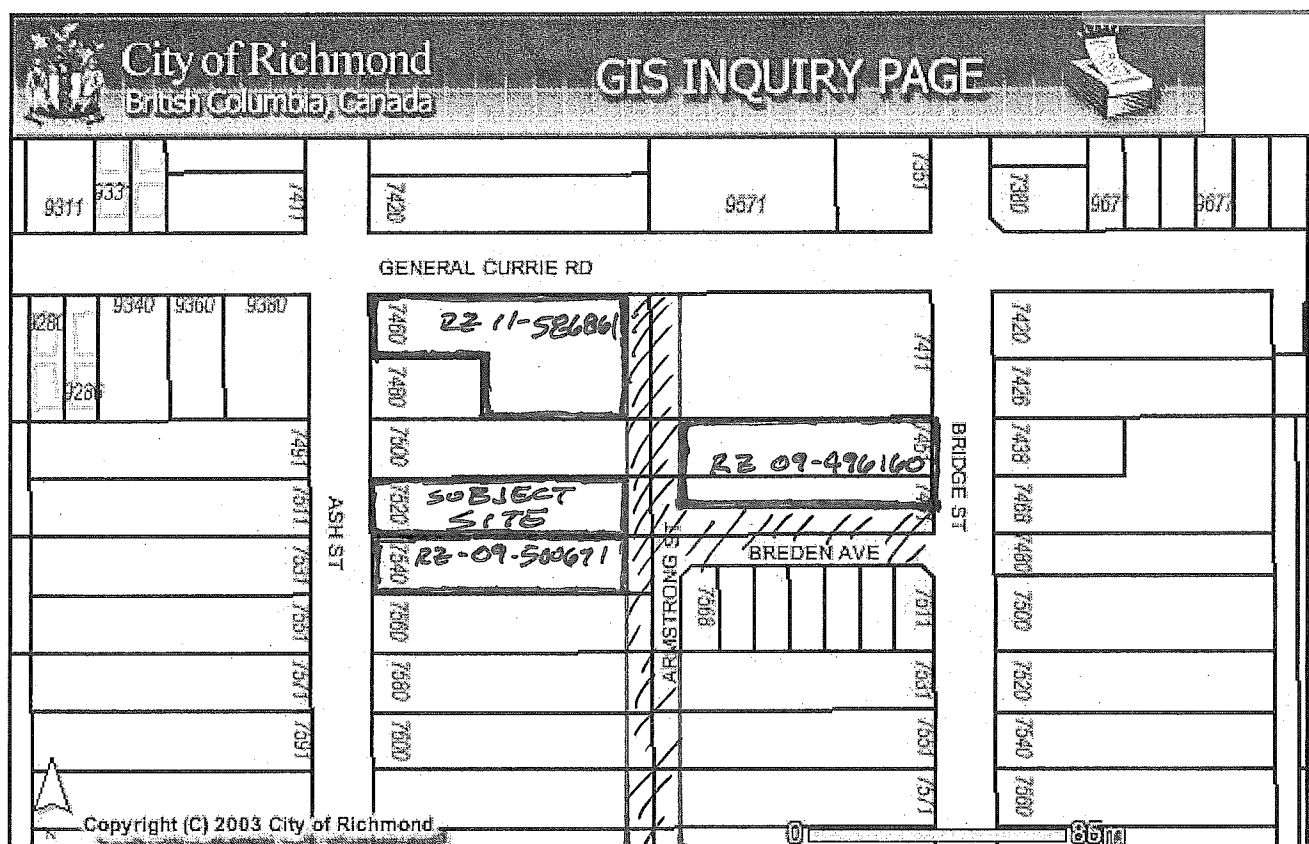
SITE PROFILE SHOWING EXISTING TREES CW PROPOSED SFD

SITE PLAN SCALE 3/32" = 1'-0"

ALL ON-SITE TREES  
ARE TO BE REMOVED  
UNLESS NOTED  
PH - 19

TREES ON PROPERTY  
DIRECTLY SOUTH (7540 ASH)  
CONSIDERED ON  
22 09-500671

TREES WITHIN THE ARMSTRONG ST.  
R.O.W. ARE TO BE REMOVED



## Disclaimer

GIS information is provided as a public resource for general information purposes only. The Information shown on this map is compiled from various sources and the City makes no warranties, expressed or implied, as to the accuracy or completeness of the information.

Users are reminded that lot size and legal description must be confirmed at the Land Title office in New Westminster.

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## Conditional Rezoning Requirements

**7520 Ash Street  
RZ 11-585154**

Prior to final adoption of Zoning Amendment Bylaw 8941, the developer is required to complete the following requirements:

- Registration of a Flood Indemnity Covenant on title;
- Land dedication of a 9 m wide strip of land for the establishment of Armstrong Street along the entire east edge of the subject site;
- A voluntary contribution of \$7,660.00 is payable towards the City's Affordable Housing reserve fund;
- A voluntary contribution of \$4,000.00 (five-hundred dollars per replanting shortfall) is payable to the City's Tree Compensation Fund in lieu of planting trees over the two lots;
- Submission of a Landscape Security to the City of Richmond in the amount of \$5,000 (five-hundred dollars per tree) for the on-site retained trees to be planted;
- Await the adoption of RZ 09-496160 for 7451 and 7491 Bridge Street to ensure the land dedication and Servicing Agreement requirements are satisfied.
- Enter into the City's standard Servicing Agreement\*. Works include, but may not be limited to, the design and construction of:
  - a) East side of Ash Street along the subject site's entire frontage including, but not limited to, road widening, curb and gutter, 3.1 metre wide grass and treed boulevard, decorative "Zed" street lights, and 1.75 wide concrete sidewalk near the property line;
  - b) Within the 9.0 meter wide land dedication listed above, for the western half of Armstrong Street, peat removal (if required), road installation, curb and gutter, 1.5 meter wide boulevard, and 1.5 meter wide sidewalk at property line; and
  - c) Sanitary sewer, underground hydro, telephone, gas, cablevision and any other servicing required to complete this portion of Armstrong Street.

Then, prior to Subdivision\* approval, review and approval of the location for driveways is required with the subdivision application.

Then, prior to issuance of the Building Permit\*:

- Provision of a construction parking and traffic management plan to the Transportation Department to include: location for parking for services, deliveries, workers, loading, application for request for any lane closures (including dates, times, and duration), and proper construction traffic controls as per Traffic Control Manual for Works on Roadways (by Ministry of Transportation) and MMCD Traffic Regulation Section 01570 (<http://www.richmond.ca/services/ttp/special.htm>).

\* Note: This requires a separate application.

Signed \_\_\_\_\_

Date \_\_\_\_\_



**Richmond Zoning Bylaw 8500  
Amendment Bylaw 8941  
7520 ASH STREET  
(RZ 11-585154)**

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

1. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning Bylaw 8500, is amended by repealing the existing zoning designation of the following area and by designating it **SINGLE DETACHED (RS2/E)**.

P.I.D. 012-032-115

SOUTH HALF LOT 2 BLOCK "F" SECTION 15 BLOCK 4 NORTH RANGE 6  
WEST NEW WESTMINSTER DISTRICT PLAN 1207

2. This Bylaw may be cited as **"Richmond Zoning Bylaw 8500, Amendment Bylaw 8941"**.

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER REQUIREMENTS SATISFIED

ADOPTED

OCT 22 2012



\_\_\_\_\_  
MAYOR

\_\_\_\_\_  
CORPORATE OFFICER



# City of Richmond

## PROPOSED REZONING

GENERAL CURRIE RD

ASH ST

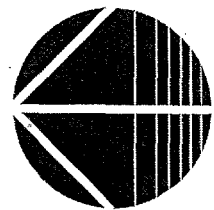
BRIDGE ST

NO. 4 RD

BLUNDELL RD

7571	19.20	7551	19.19	7531	19.19	7511	19.20	7491	19.20	41.43
20.12	7580	19.20	7560	19.20	7540	19.20	7520	19.20	7500	20.12
92.20	92.20	92.20	92.20	92.20	92.20	92.20	92.20	92.20	92.20	55.70
20.12	7480	36.58	20.12	41.6						

ASH ST



RZ 11-585154

Original Date: 07/29/11

Revision Date:

Note: Dimensions are in METRES



# City of Richmond

## Report to Committee

Planning and Development Department

*To Council - Oct 22, 2012*

*To: Planning Comm. Oct. 16, 2012*

**To:** Planning Committee

**Date:** October 3, 2012

**From:** Wayne Craig  
Director of Development

**File:** RZ 11-593705

*12-8060-20-8946*

**Re:** Application by Robert Ciccozzi Architecture Inc. for Rezoning at 7680 and 7720 Alderbridge Way from Industrial Retail (IR1) to Residential/Limited Commercial (RCL2)

### Staff Recommendation

That Bylaw No. 8946, which makes minor amendments to the "Residential / Limited Commercial (RCL2)" zone specific to 7680 and 7720 Alderbridge Way and rezones these subject properties from "Industrial Retail (IR1)" to the amended "Residential / Limited Commercial (RCL2)", be introduced and given first reading.

Wayne Craig  
Director of Development

MM:blg

Att.

### REPORT CONCURRENCE

#### ROUTED TO:

Real Estate Services  
Affordable Housing  
Parks Services  
Engineering  
Transportation

#### CONCURRENCE



#### CONCURRENCE OF GENERAL MANAGER

## Staff Report

### Origin

Robert Ciccozzi Architecture Inc. has applied to the City of Richmond to rezone 7680 and 7720 Alderbridge Way in the City Centre's Lansdowne Village from "Industrial Retail (IR1)" to "Residential/Limited Commercial (RCL2)" to permit the construction of a high-rise, high-density, mixed-use development (**Attachment 1**). Amacon (Alderbridge) Development Corp. is the owner and will construct the development. The triangular 0.99 ha (2.45 acre) development site, now occupied by the Grimms Meats plant, is composed of two (2) lots bounded by Lansdowne Road, Alderbridge Way and Cedarbridge Way. The subject rezoning also provides for subdivision of the subject site into a development lot and the Lansdowne Linear Park lot on the southern 10 m (33 ft.) of the site adjacent to Lansdowne Road.

### Findings of Fact

The proposed development consists of 237 residential units in three (3) multi-story residential buildings ranging from seven (7) to eleven (11) stories on top of a podium, with two-level townhouses and approximately 405 m<sup>2</sup> (4,370 ft<sup>2</sup>) of commercial space surrounding the podium. Details of the subject development are provided in the attached Development Application Data Sheet (**Attachment2**).

### Surrounding Development

The subject site is situated in the Lansdowne Village within the City Centre area that is designated for high-density, mixed-use development broadly located between the Richmond Oval and No.3 Road. Development in the vicinity of the subject site includes:

To the North: Across Alderbridge Way, is a mix of older warehouses and light industrial uses. Most recently, an application by Onni for rezoning at 7731 and 7771 Alderbridge Way (RZ 11-585209), has been considered by Council to rezone that site to RAH2 to allow for the construction of four (4) six-storey, wood-frame buildings containing 659 dwellings. This rezoning is currently at third reading.

To the West: Alderbridge Way continues from the north to the west side of the site, with the former "V-Tech" building site across the street and which is now zoned "Industrial Retail (IR1)."

To the East: Cedarbridge Way bounds the site with light industrial, office and retail uses across the street and which is now zoned "Industrial Retail (IR1)." A rezoning application has just be received for a 160-unit development at 5600 Cedarbridge Way (RZ 12-620370)

To the South: There is a narrow, half-width section of Lansdowne Road with car storage, light industrial, office and retail uses across the street and which is now zoned "Industrial Retail (IR1)."



## **Related Policies & Studies**

### Official Community Plan & City Centre Area Plan (CCAP)

The proposed development site is designated as “Mixed Use” within the City’s Official Community Plan (OCP). The site is also designated as “Urban Centre T5 (25 m)” within the City Centre Area Plan’s (CCAP) “Lansdowne Village Specific Land Use” map. The CCAP states that building height may exceed the maximum permitted, provided that the form of development contributes towards a varied, attractive skyline, does not compromise private views, sunlight to amenity areas and provides community views (e.g. sunlight to a park or public space). While the proposed development exceeds the 25m height identified in the CCAP, the proposal complies as detailed later in the report.

This designation provides for residential land use with a floor area ratio (FAR) of 1.2, which can be increased to a maximum 2.0 FAR with the provision of an affordable housing density bonus (see **Attachment 2** for context).

Of note, the CCAP includes the proposed Lansdowne Linear Park extending from No. 3 Road to Elmbridge Way, running along the southern 10m of the proposed development site.

### Aircraft Noise Sensitive Development Policy (ANSI) Area 2

All aircraft noise sensitive land uses (except new single-family) may be considered subject to the necessary reports being submitted and covenants being registered on Title as required by the Policy.

### Affordable Housing Policy

The proposed development is subject to the policy which requires that 5% of the total residential building floor area be devoted to affordable housing units; following the Policy’s requirements regarding unit type and target income.

These above policies and other policies, as applied to the proposed development, are discussed below in the Staff Report.

## **Public Consultation**

As the proposed development is consistent with the City’s OCP and CCAP, no formal agency consultation associated with OCP amendment bylaws is required.

Signage is posted on-site to notify the public of the subject application. At the time of writing this report, no public comment had been received.

The statutory Public Hearing concerning the zoning amendment bylaw will provide neighbours and other interested parties with an opportunity to provide comment.

## **Advisory Design Panel Review**

The proposed development was also forwarded to the City’s Advisory Design Panel (ADP) on June 6, 2012, which generally provided favourable comments with suggestions to be investigated

and incorporated into the more detailed building design for review by the ADP and Development Permit Panel during the Development Permit process (excerpt of ADP minutes in **Attachment 5**).

## **Staff Comments**

### Transportation

The following transportation works are to be constructed for the proposed development as follows:

*Lansdowne Road:* The developer will dedicate land for road and design and complete road widening to accommodate the following (from south to north). The interim works will include: 3.2 m wide eastbound travel lane; a 3.2 m wide left-turn lane/painted median, 6.45 m wide westbound vehicle travel lanes and a minimum 2 m wide sidewalk, 3 m wide two-way bicycle path adjacent to the proposed Lansdowne Linear Park. The exact design details are to be confirmed in consultation with Parks Department and at the completion of the Lansdowne Corridor Plan process. If this process is not completed prior to rezoning adoption, the road works may be later adjusted under the final Servicing Agreement issued prior Building Permit issuance. These works are eligible for DCC Credits, as available, in the City's DCC Program.

*Alderbridge Way, from Lansdowne Road to Cedarbridge Way:* The developer will design and complete road widening to accommodate the following: a 2 m wide concrete sidewalk; a 1.65 m wide landscaped boulevard and road widening to accommodate two eastbound/northbound lanes (6.5 m wide), one left-turn/painted median lane (3.25 m wide) with the remaining space to the for the westbound traffic lanes. These works are eligible for DCC Credits, as available, in the City's DCC Program.

*Cedarbridge Way, from Lansdowne Road to Alderbridge Way:* The developer is to design and complete road widening to accommodate the following: a 1.65 m wide landscaped boulevard and 2 m wide sidewalk.

*Traffic Signal:* The developer will install a new traffic signal at Cedarbridge Way/Lansdowne Road and upgrade of the existing signal at Cedarbridge Way/Lansdowne Road. These works are eligible for DCC Credits, as available, in the City's DCC Program.

### Lansdowne Linear Park

The City is currently undertaking the Lansdowne Corridor Plan which will include a concept plan and a "kit of parts" for the Lansdowne Linear Park and streetscape works from No. 3 Road to Elmbridge Way. It is anticipated that this plan will be completed and brought forward to Council for consideration of endorsement by the end of 2012. As noted above, the CCAP provides for the park to be 10m in width along the north side of Lansdowne Road. The subject development includes the creation of the first phase of the park, occupying approximately 1,1184 m<sup>2</sup> (11,989 ft<sup>2</sup>) lot that will be transferred by the developer to the City at no cost as a condition of rezoning. In addition, the developer agrees, as a condition of rezoning, that it will:

- Prepare a park design for the Development Permit following the City's Lansdowne Corridor Plan and enter into a Servicing Agreement with the City for the design and construction of the park, to the satisfaction of the City, prior to issuance of a Building Permit for the proposed development. Should the GM of Community Services elect to have the construction done by City crews/contractors the Servicing Agreement will not be required; and
- Provide a \$400,000 Letter of Credit (LOC) to the City for the estimated construction cost of the park including hard and soft landscaping. This LOC amount will be adjusted based on the estimated construction costs for the linear park as determined by the City prior to rezoning adoption and entering into a Servicing Agreement for the construction of the park. The City may determine that it will draw on the security and construct these parks works.

#### Servicing Capacity Analysis

City Engineering staff have reviewed the application at a preliminary level and require the following be included within a Servicing Agreement to be registered on Title and secured by the developer at time of rezoning.

*Storm Sewer:* While storm analysis is not required, the following frontages must be upgraded by the developer:

- Alderbridge Way: Provide a single storm sewer system at Alderbridge Way from near the intersection of Alderbridge Way and Cedarbridge Way to the existing box culvert at Lansdowne Road that will replace the existing dual system at Alderbridge Way. The extent of the required single storm sewer system will be from the intersection of Alderbridge Way and Cedarbridge Way to the existing box culvert at Lansdowne Road.
- Cedarbridge Way: Upgrade the existing 250 mm diameter storm to a 600 mm diameter storm sewer from near the intersection of Alderbridge Way and Cedarbridge Way to midway along the proposed site's Cedarbridge Way frontage with a length of 75 m. The existing 300 mm diameter storm sewer to a 600 mm storm sewer to near the intersection of Cedarbridge Way and Lansdowne Road, with a length of 78 m.

*Sanitary Sewer:* The following must also be undertaken by the developer:

- Replacement of existing 300 mm forcemain located in a statutory right-of-way (SRW) along the proposed site's Cedarbridge Way frontage from the corner of Lansdowne Road and Cedarbridge Way to 85 m north to a location within Cedarbridge Way.
- Replacement of existing sanitary mains located along the proposed site's Lansdowne Road frontage from the corner of Lansdowne Road and Alderbridge Way to the corner of Lansdowne Road and Cedarbridge Way.

- Granting a SRW as generally shown within rezoning considerations letter with the size being 6 m x 11 m as generally shown on **Attachment 7** to allow for the City to construct and maintain the proposed Minoru pump station.

*Water Works:* Based on the proposed development, water analysis is not required. Fire flow calculations signed and sealed by a professional engineer based on a Fire Underwriter Survey to confirm that there is adequate available flow are required at Building Permit stage. Specific works to be included within the Servicing Agreement at rezoning include:

- A minimum 200 mm diameter watermain must be provided along the Lansdowne Road.
- Replacement of existing water mains located along the proposed development's Alderbridge Way and Cedarbridge Way frontages.

*Existing Statutory Rights of Way (SRW):* The current SRW for sanitary line adjacent to Cedarbridge Way will be discharged as this line will be removed under the Servicing Agreement. The Developer is responsible for removing or modifying other utility SRWs under the legal documents required the Lansdowne Linear Park lot and Minoru Pump station SRW to be granted to the City and as necessary to undertake the site servicing.

## **Analysis**

### Proposed Zoning Amendment

Bylaw No. 8946 proposes to rezone the subject site from "Industrial Retail (IR1)" to "Residential/Limited Commercial (RCL2)" and make a minor amendment to the zone concerning the calculation of density under the CCAP.

With regard to the calculation of density for a site, the CCAP identifies certain new parks and roads to be secured as voluntary developer contributions via the City's development processes. In cases where the contributors of new parks or road are not eligible for financial compensation via the DCC program (e.g. "minor streets"), the CCAP allows for them to be secured by means that do not reduce the contributing development's buildable floor area. This approach of allowing "gross floor area" (i.e. calculated on site area including road/park) on the "net site" (i.e. site area excluding road) lessens the cost to the contributing developer and helps ensure that developments which include non-DCC road and park features is not discouraged. Statutory right-of-ways have typically been used for securing such features.

Dedication or transfer of a fee-simple lot can be also used provided that site-specific provisions are included within the zoning bylaw to facilitate "gross floor area" calculated on the "net site". Transfer of a fee-simple lot to the City is preferable to obtaining a statutory right-of-way (SRW) for the proposed Lansdowne Linear Park. In light of this, staff recommend that the RCL2 zone be amended so that the maximum permitted density (FAR) on the subject site be calculated on the site area, including the ultimate development lot and park lot, and be applied to the "net development site" outside of the park lot.

Based on the above approach, the proposed development will include a maximum “gross density” of 2.0 Floor Area Ratio (FAR) over the entire development site. If the same physical area of Linear Park is transferred to the City as a lot instead of being secured by a SRW, there will be a FAR of 2.252 for the net site area excluding the park lot. Thus, the proposed Zoning Amendment Bylaw 8946 includes an overall FAR of 2.0 for the net site area to allow for the preferred method of acquiring a park lot instead of obtaining a SRW to secure the Linear Park as originally envisioned.

#### Parking and Transportation Demand Management (TDM)

*On-Site Vehicle Parking:* The proposed project includes a total of 295 parking spaces with 253 resident spaces, 43 visitor space of which 17 spaces are shared with the retail spaces.

(**Attachment 3**). The above represents a parking reduction of 10% below the parking requirements set out in Bylaw 8500. In lieu of this reduction, the City accepts the Developer’s offer to voluntarily:

- Enter into an agreement with the City to ensure that the electrical vehicle and bicycle plug-ins be provided as a condition of issuance of the City Building Permits with confirmation that such have been provided as a condition of issuance of an Occupancy Permit for each building:
  - 120V electric plug-in's for 20% of all parking stalls; and
  - 120V electric plug-in's for electric bikes, one (1) for every 40 bicycle storage racks (if there are fewer than 40 bicycle racks in a storage compound, one (1) 120V electric plug-in is required for the same compound).
- Construct an interim 2 m wide asphalt walkway along the east side of Alderbridge Way, from Lansdowne Road to lane immediately north of Elmbridge Way under the Servicing Agreement.

*Loading Space Requirements:* The proposed development has accommodated the required two (2) SU9 (medium 9 m trucks) off-street loading spaces within the parkade located below the podium.

#### Form & Character of Development

The Development Permit application plans will be brought forward to the Development Permit Panel for consideration after being given formal review by the Advisory Design Panel. The following provides a general overview of building and site design considerations based on the plans included in **Attachments 6 and 7**. Thus, the following form and character elements are summarized below.

#### *Urban Design and Site Planning:*

- This triangular site includes three (3) relatively low towers anchoring each corner. Towers A and B include eight (8) and eleven (11) floors respectively, with basically reversed mirrored floor plates. Each of these towers has a lower six-floor wing extending inwards towards each other, with the bottom two (2) floors being composed of street-oriented townhouse units. The 405 m<sup>2</sup> (4,370 ft<sup>2</sup>) commercial unit located at the

base of Tower A at the corner of Alderbridge and Lansdowne Ways provides for more activity along the Lansdowne Linear Park.

- Tower C is a wider, seven (7) floor building located at the corner of Cedarbridge Way and Lansdowne Way.
- There is a widening of the Lansdowne Linear Park with the gap created between Buildings A and C and with the inclusion of a focal water feature and green wall, overlooked by the indoor amenity area located atop the podium.
- Townhouse units surround the majority of the site perimeter aside from the gap between Buildings A and C, the adjacent commercial space and two (2) parkade entrances.

*Architectural Form and Character:*

- The proposed building design incorporates features reminiscent of the “International Style” of architecture. This style is evoked by the use of round building corners and gentle curves in the building elevations principally facing the three (3) streets.
- The application of wide, rounded overhangs, that form extensions of the balconies in some areas, further accentuate this style.
- Contrasting with these rounded building forms, both Buildings A and B have strongly angular wings respectively facing Lansdowne Road and Cedarbridge Way that increase the sense of verticality of these relatively low towers.
- The angular interior facing elevations of the buildings, and Buildings A and B in particular, contrast with these rounded outer elevations.
- Other character elements that suit the massing include the use of an architectural canopy along Alderbridge Way between Buildings A and B, tying the buildings together and reinforcing the street wall.
- The proposed building finish materials include: painted concrete, glass railing and clear storey window wall system.

*Lansdowne Linear Park – Southern Elevation of the Project:* A section of the 10 m (33 ft.) wide Lansdowne Linear Park is included within the proposed development with pedestrian and cycle-oriented routes on the south side of the project following the City’s conceptual design for the linear park. Thus, the landscape plans included in **Attachment 7** are being held as a concept until the Lansdowne Corridor process is completed as discussed above.

*Other Street Frontages – Cedarbridge Way (East) and Alderbridge Way (West) Elevation:*

- The townhouses facing each street have each have a terrace with an average elevation of 1.4 m (4 ft.) with a planter with a small tree, low shrubs and ground covers adjacent to

the sidewalk totalling, on average, a 1.5 m (5 ft.) setback from the sidewalk to the terrace level.

- Two (2) parkade entrances off of Alderbridge Way and Cedarbridge Way with enclosed loading bays, having windows to break-up the walls facing the streets, are included.

*Podium Level Landscape and Indoor Amenity Building:*

- Most of the more active uses are close to the two storey amenity space above the podium level facing the Lansdowne Linear Park. The uses include a common terrace, a child play area, putting green and an outdoor swimming pool elevated above the podium.
- A sport court that can be used for a variety of informal net sports, an Asian garden and a Tai Chi lawn are included.

Variances

The preliminary plans indicate that the proposed development meets the minimum setback, density and lot coverage requirements within the RCL2 zone.

*Height:* The maximum height provision will need to be varied from 35 m under the RCL2 zone to 36.47 m above finished grade (for the mechanical penthouse for the 11-storey Building B at the northern end of this triangular site. The maximum height of the main part of the building (outside of the mechanical penthouse) will be 31.6 m. Also, as discussed above, the site is designated as “Urban Centre T5 (25 m)” within the CCAP which specifies a typical building height of 25 m. The CCAP further states that building height may exceed the maximum permitted, provided that the form of development contributes towards a varied, attractive skyline, does not compromise private views, sunlight to amenity areas and provides community views (e.g. sunlight to a park or public space). Staff are supportive of the proposed height for Building B that allows the development to meet the 2.0 FAR density and provide required affordable housing under the RCL2 zoning, yet providing for:

- More common outdoor amenity space on larger podium garden that occupies 3,996 m<sup>2</sup> (approximately 1.0 acre) or 45% of the net development site; and
- Allows for lower building heights of 8 and 6 storeys respectively for Buildings A and C while increasing spacing between these buildings facing the Lansdowne Linear Park on the south side of development. This, in turn, provides for more sunlight penetration to and less building mass adjacent to the park.

*Parking Aisle Width:* There may also be a possible reduction of required visitor parking aisle width from 7.5 m to 6.7 m. Staff do not subject to this variance given that small retail floor area that this served by the commercial parking and that 6.7 m is the standard for residential parking aisles.

Tree Replacement

A survey was submitted that showed 11 on-site trees and four (4) off-site trees which are located within the footprint of the proposed development. The developer will submit an arborist with a

tree removal permit application for the on-site and off-site tree removal. Cash compensation in the amount of \$4,000 for the off-site trees removed from City property is to be provided. The 11 on-site trees removed must be replaced with the 22 replacement trees included within the Development Permit landscape plans covered by the landscape security.

Other Major Planning Aspects of Development to Address at Rezoning:

Aside from the servicing, transportation, zoning and design elements of the development, the following planning elements are to be addressed at rezoning.

*Affordable Housing Agreement:* Following the City's Affordable Housing Policy, the developer will be providing 14 affordable housing (low-end market rental) to the satisfaction of the City with combined habitable floor area comprising at least 5% of the subject development's total residential building area. The terms of a Housing Agreement entered into between the developer and City will apply in perpetuity. The terms specify the following regarding types and sizes of units, rent levels, and tenant household incomes:

**Affordable Housing Target Groups**

Unit Type	Number of Units	Minimum Unit Area	Maximum Monthly Unit Rent*	Total Annual Household Income*
1-Bedroom / Den	12**	50 m <sup>2</sup> (535 ft <sup>2</sup> )	\$925	\$37,000 or less
2-Bedroom	2**	80 m <sup>2</sup> (860 ft <sup>2</sup> )	\$1,137	\$45,500 or less

\* May be increased periodically as provided for under adopted City policy.

\*\* All affordable housing units must satisfy Richmond Zoning Bylaw requirements for Basic Universal Housing.

The affordable housing units are located each of the three (3) residential buildings. The location and size of these units within the development is included within the preliminary architectural plans (**Attachment 6**) is to the satisfaction City Housing staff.

The affordable housing agreement and associated housing covenant will also ensure that occupants of the affordable housing units subject to the Housing Agreements shall enjoy full and unlimited access to and use of all on-site indoor and outdoor amenity spaces.

*Indoor Shared Amenity Space:* The developer proposes to construct a standalone two-storey recreation building in Phase 1 of the development with approximately 405 m<sup>2</sup> (4,370 ft<sup>2</sup>) of shared indoor amenity space with fitness room, games room and change rooms for the adjacent outdoor pool as shown in **Attachment 6**. There will also have a small multi-purpose rooms in Buildings A and C.

*Public Art:* The developer has offered to voluntarily provide \$159,223 to Richmond's Public Art Program (this amount may be adjusted if such residential building area changes from 209,967ft<sup>2</sup> and commercial area of 4370 ft<sup>2</sup>).

It should be noted that the proposed adjacent Lansdowne Linear Park includes the "Walk of Art" in the *City Centre Public Art Plan* where the City may commission works of public art.

*District Energy:* There will be registration of a restrictive covenant and/or alternative legal agreement(s), securing that no building permit will be permitted to be issued on the subject site until the Developer enters into legal agreement(s) in respect to the developer's commitment to



connecting to the proposed City Centre DEU, including operation of and use of the DEU and all associated obligations including:

- Design and construction of the development's buildings to facilitate hook-up to a DEU system (e.g., hydronic water-based heating system); and
- Entering into a Service Provision Agreement(s) and statutory right-of-way(s) and/or alternative legal agreements, to the satisfaction of the City, that establish DEU for the subject site.

*Flood Construction Level:* There will be registration of the City's standard flood indemnity covenant on Title.

*Tandem Parking:* There will be registration of a restrictive covenant and/or alternative legal agreement on title ensuring that where two (2) parking spaces are provided in a tandem arrangement both parking spaces must be assigned to the same dwelling unit.

*Alderbridge Way Access:* There will be registration of a restrictive covenant and/or alternative legal agreement on title, allowing only right-in/right-out turning from the driveway on Alderbridge Way.

*Shared Commercial/Visitor Parking:* There will also be a restrictive covenant and/or alternative legal agreement registered on title that will also provide that no commercial parking spaces may be provided in a tandem arrangement and none of the commercial parking spaces may be designated (i.e. sold, leased, reserved, signed, etc.) by the owner or operator for the exclusive use of employees, specific businesses, and/or others.

*Community Planning Program:* The develop is to contribute \$50,960 towards Richmond's Community Planning Program fund on the basis of \$0.25/ft<sup>2</sup> of total building area, excluding affordable housing units (this amount may be adjusted if such building area changes from 203,839 ft<sup>2</sup>).

#### Other Elements to be Provided at Development Permit:

The submission of the Development Permit to the Development Permit Panel is anticipated to be undertaken prior to adoption of the rezoning. Aside from building and landscape design elements, the following are being addressed as part of the Development Permit review.

*Airport and Industrial Noise:* The City's OCP aircraft noise and industrial noise policies apply. Submission of a report that addresses aircraft noise following the provisions will be required to recommend that buildings are designed in a manner that mitigates potential aircraft and industrial noise within the proposed dwelling units. Dwelling units must be designed and constructed to achieve:

- CMHC guidelines for interior noise levels as indicated in the chart below:

Portions of Dwelling Units	Noise Levels (decibels)
Bedrooms	35 decibels
Living, dining, recreation rooms	40 decibels
Kitchen, bathrooms, hallways, and utility rooms	45 decibels

- The ASHRAE 55-2004 "Thermal Environmental Conditions for Human Occupancy" standard for interior living spaces or most recent ASHRAE standards.

The developer will be required to enter into and register the City's standard noise-related covenant(s) on Title for Aircraft Noise Sensitive Use Development (ANSUD) and industrial noise.

*LEED Silver:* The developer has committed to meet the Canadian Green Building Council LEED Silver 2009 criteria and submission of follow-up letter confirming that building has been constructed to meet such LEED criteria. The "architect of record" or LEED consultant is also to provide a letter of assurance confirming how each building meets LEED Silver criteria prior to issuance of an Occupancy Permit for each building. The LEED criteria to be met must include *Heat Island Effect: Roof Credit* and *Storm Water Management Credit*.

*Future Development Permit Review:* The developer will continue working with staff on the Development Permit application being completed to a level deemed acceptable by the Director of Development for review by the Advisory Design Panel and Development Permit Panel before being brought to Council for consideration of issuance. This will include finalizing of the architectural and landscape plans in more detail.

### **Financial Impact**

None.

### **Conclusion**

The subject development is consistent with the CCAP, the City Centre Transportation Plan, the City Centre Public Art Plan, and related policies. In particular, the dedication and development of the 10 m (33 ft.) first phase of the Lansdowne Linear Park and adjacent substantial widening of Lansdowne Road are significant aspects to this project.

Overall, the subject development is a well-planned, attractive development that will contribute to the liveability and amenity of the Lansdowne Village and broader City Centre area. On this basis, staff recommend support for the subject rezoning and related bylaws.



Mark McMullen  
Senior Coordinator-Major Projects  
(604-276-4173)

MM:blg

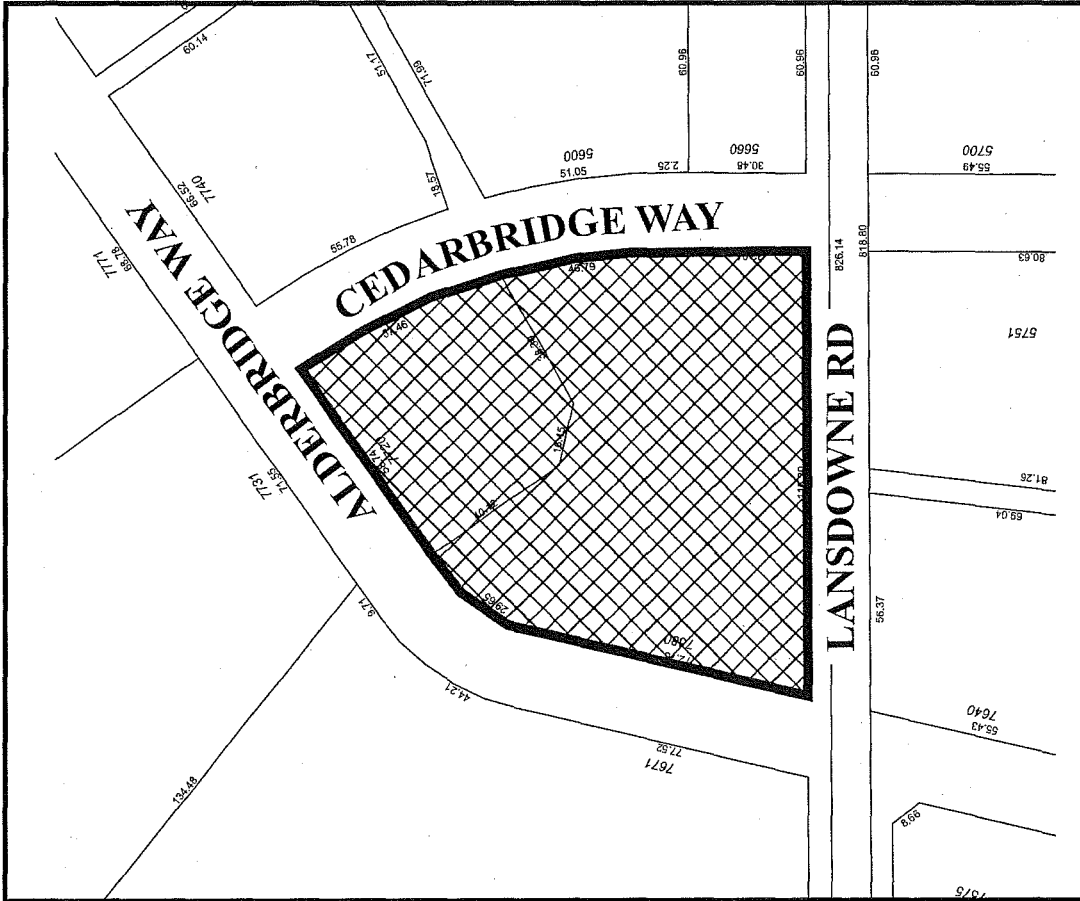
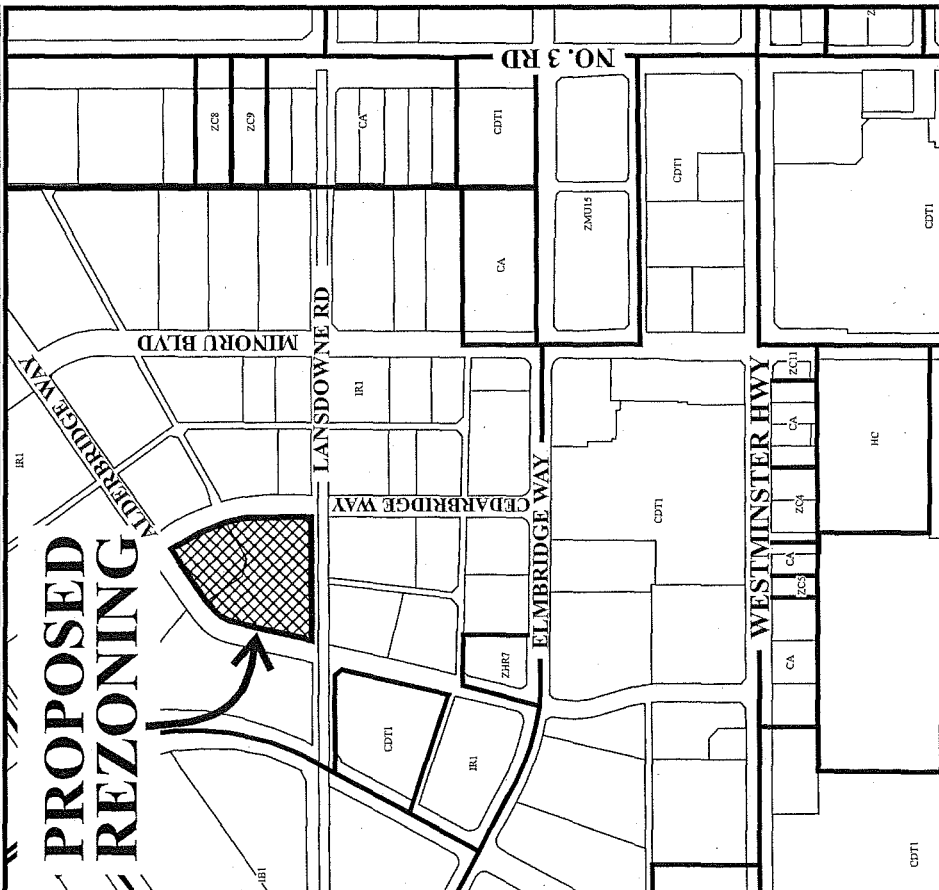
### **Attachments**

- Attachment 1: Location Map and Aerial Photograph
- Attachment 2: CCAP Specific Land Use Map
- Attachment 3: Development Application Data Sheet
- Attachment 4: Functional Road Layout Plan
- Attachment 5: Excerpt of Minutes from June 6, 2012 Advisory Design Panel Meeting
- Attachment 6: Preliminary Architectural and Perspective Drawings
- Attachment 7: Preliminary Landscape Plans
- Attachment 8: Rezoning Considerations Letter



# City of Richmond

# PROPOSED REZONING



Original Date: 11/15/11

Revision Date:

Note: Dimensions are in METRES

RZ 11-593705





RZ 11-593705

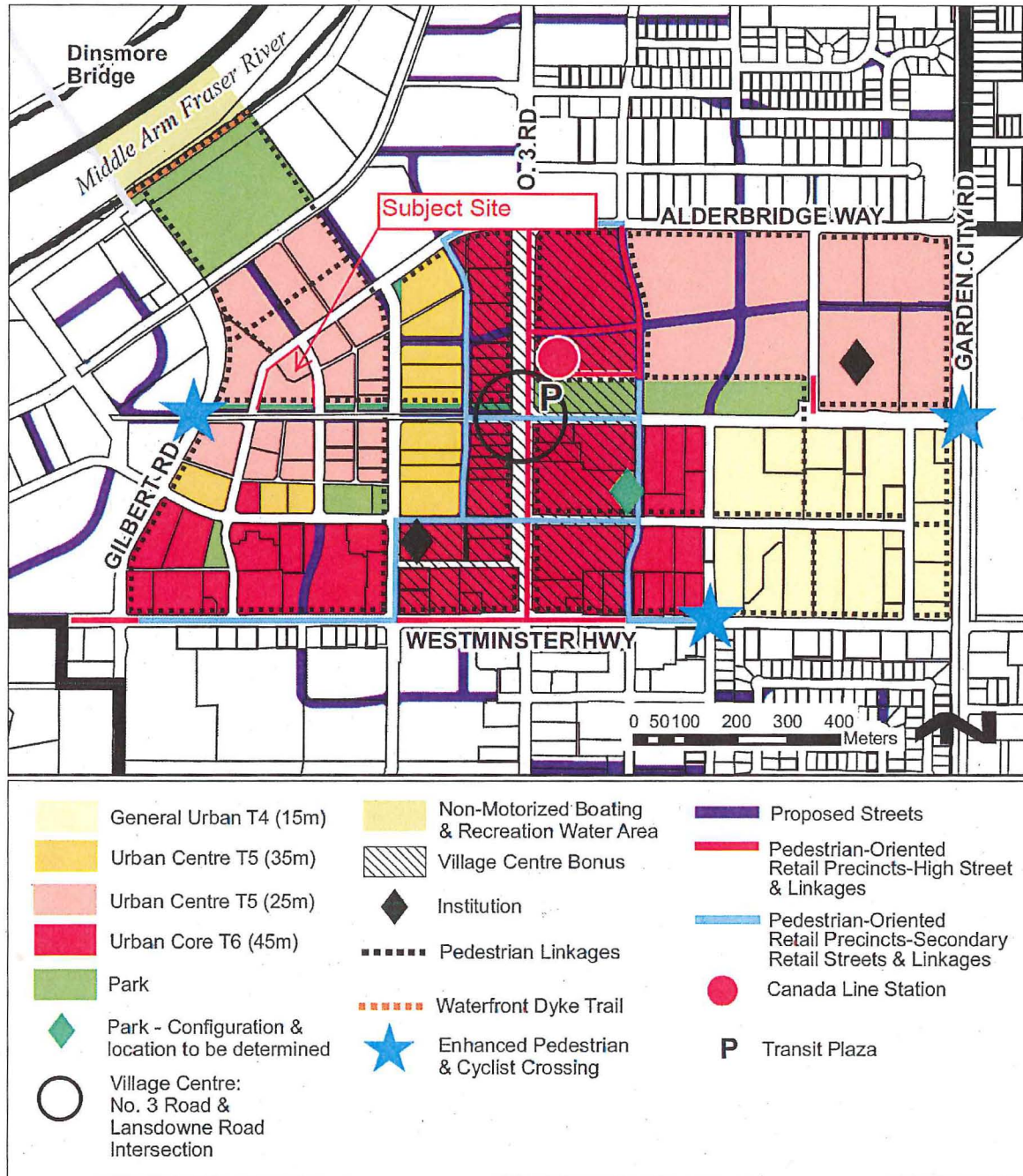
Original Date: 11/15/11

Amended Date:

Note: Dimensions are in METRES



**Specific Land Use Map: Lansdowne Village (2031)** Bylaws 8427 & 8516  
2010/09/13





**Attachment 3**

Address: 7680 / 7720 Alderbridge Way

Applicant: Robert Ciccozzi Architecture Inc. Owner: Amacon (Alderbridge) Development Corp.

Planning Area(s): City Centre – Lansdowne Village

Floor Area Gross: 20,41.26m<sup>2</sup> Floor Area Net: 19,912.6m<sup>2</sup>

	<b>Existing</b>	<b>Proposed</b>
<b>Site Area:</b>	10, 894 m <sup>2</sup>	8,894.4m <sup>2</sup>
<b>Land Uses:</b>	Industrial / Warehouse	Mixed-Use Commercial / Residential
<b>OCP Designation:</b>	Urban Centre T5 (25 m)	Urban Centre T5 (25 m)
<b>Zoning:</b>	Industrial Retail (IR1)	Residential / Limited Commercial (RCL2)
<b>Number of Units:</b>	None	237

	<b>Bylaw Requirement</b>	<b>Proposed</b>	<b>Variance</b>
Floor Area Ratio:	2.0	2.0	none permitted
Lot Coverage:	Max. 90%	45.2%	None
Setback – Front Yard: Lansdowne	Min. 3 m	3 m	None
Setback – Side Yard: Alderbridge	Min. 3 m	4 m	None
Setback – Side Yard: Cedarbridge	Min. 3 m	3 m	None
Setback – Rear Yard:	Min. 3 m	N/A	N/A
Height (m):	Max. 35 m	31.6m / 36.47 m for penthouse on Building B	Variance needed for penthouse on Building B
Lot Size:	2400 m <sup>2</sup>	8842 m <sup>2</sup> for development lot 1113 m <sup>2</sup> for park lot	None
Off-street Parking Spaces – Regular/Commercial: With 10%TDM	252 resident, 43 visitor with 7 commercial shared	252 resident, 43 visitor with 7 commercial shared	None
Off-street Parking Spaces – Accessible:	6	6	None
Total off-street Spaces:	295	295	None
Amenity Space – Indoor:	405 m <sup>2</sup>	405 m <sup>2</sup>	None
Amenity Space – Outdoor:	Min. 2296m <sup>2</sup>	3296m <sup>2</sup>	None



**RESIDENTIAL FINANCING**

PROPERTY ACQUISITION	A1	_____
SHORT TERM & PERM	P1	_____
LONG TERM	P2	_____
SHORT TERM INTERM	P3	_____
INTERM INSTALLMENT	P4	_____
LONG TERM	P5	_____
CONSUMER STREET LIGHTING	N1	_____
TRADING ZONES	N2	_____
SHORE EXH INSTALLN	E1	_____
OTHER	_____	_____

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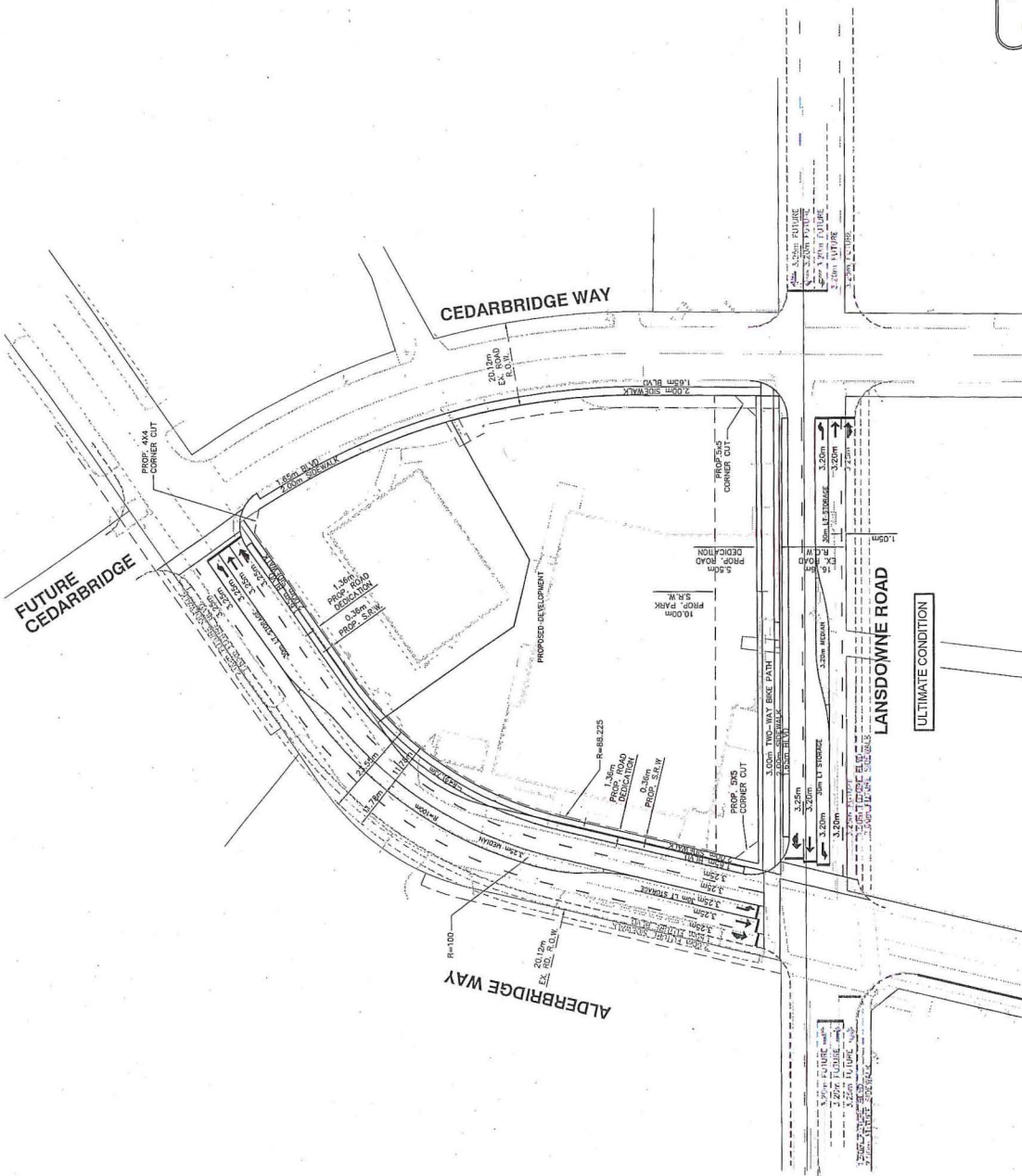
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**R.C. GINS SERVICE**

TELEPHONE: 1-800-471-8889  
CELLULAR: 70366

R.C. - R.C. GINS REQUIRES TO SEND LETTER PRIOR TO THE COMMENCEMENT OF ANY WORK.





**PH - 41**

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FUNCTIONAL ROAD NETWORK PLAN  
ULTIMATE CONDITION

	DWG. NO:		MARCH 2012
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**REFERENCE DRAWINGS**

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**PERFORMANCE**

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## Excerpt from Advisory Design Panel

Wednesday, June 6, 2012

### RZ 11-593705 – 3-TOWER MIXED-USE HIGH RISE DEVELOPMENT WITH 237 APARTMENTS & 360 SM COMMERCIAL SPACE

APPLICANT: Rob Ciccozzi Architects (RCA)

PROPERTY LOCATION: 7680 & 7720 Alderbridge Way

#### Applicant's Presentation

Architect Rob Ciccozzi, Principal, Robert Ciccozzi Architecture, Inc., Shannon Seefeldt, Associate, Robert Ciccozzi Architecture, Inc., and Landscape Architect Mark van der Zalm, Principal, van der Zalm + Associates, Inc., presented the project on behalf of the applicant.

#### Panel Discussion

*Comments from the Panel were as follows:*

- canal feature needs to be stronger to better reflect the history and character of Richmond; consider a really strong central linear feature going through the entire Lansdowne linear park site which should be part of the public realm; linear park should be reviewed as a whole by the City;
- street edge is monolithic-looking with few breaks and visual connections to podium level; street edge is strong and overwhelming; understand that the podium level is private space but consider having visual connection for pedestrians into the podium level as adjacent street is expected to become a busy pedestrian area;
- loading and parking entrances are the only breaks in the monolithic massing at present; need to be articulated more in terms of architecture and landscape to ameliorate areas visually and to provide a more pleasant street level experience especially for pedestrians;
- curved buildings work well; however, roof form looks unfinished and could use some strong articulation, material or design improvement especially on the rectangular towers;
- materials and colours are appropriate for the type of architecture proposed but a bit subdued; townhouses don't have as much glass; the use of a lot of glazed window wall is appropriate but disappears in the background;
- linear park on Lansdowne Way is a public realm item that should be designed by the City;
- significant size and important intended uses of the overall linear park deserve a separate review;

- exterior materials are subdued; use more variety of materials and be more whimsical and daring in their use;
- privacy concern on both of the pinch points between Building A and Building B and between Building A and the amenity building; amenity building would work better pulled away as an independent structure to address privacy concerns and streetwall articulation and openness;
- curvilinear architecture is refreshing to see; a nice departure from the usual box-like structures;
- green wall on the plaza right off Lansdowne Way is terrific; opens up the plaza space and makes it a nice resting place; a significant addition to public realm;
- towers could have gone higher but with the same density; could have created more spaces between towers and increased the size of courtyard spaces; could also have resulted in less fortress wall appearance on the three sides of the development;
- applicant has done a good job in planning; towers fit the street nicely and appears organic; everything is on front street and no back street;
- like the subtle change away from the curb; like the intricacy in the whole planning process; clear concept in facade treatment; great potential to become a really nice project;
- linear park needs to have a vision; overall planning is needed for the whole linear park; vision would be difficult to achieve if it is left to individual developers;
- like the green wall; water feature is a good concept but maintenance would be a concern; poor maintenance would adversely affect the whole park; a vision and stronger concept is needed for the whole linear park; important for the whole area;
- public realm design planning guidelines are needed for the whole linear park; would assist applicants in moving forward in a cohesive way in a major cross street in downtown Richmond;
- proposed linear park has no vision; a linear park is described as a discrete element disconnected from the street and transportation motivations/desires; it is a segregated public realm element that is not interconnected with what is being proposed in the Lansdowne ROW;
- a vision for the linear park should provide clear guidance for applicants to make the linear park a civic ROW unified to its bigger vision;
- agree with comment that discussion regarding the linear park design should be done separately;


- significant design development to the Lansdowne Greenway ROW (linear park) is needed in order to : (1) clarify the hierarchy of pathways and clarity of circulation; (2) reconsider types of programming and suitability of programs like picnic, court sports, etc. (3) simplify form of canal/Richmond aesthetic to linear feature; (4) consider language of materials for greenway that are distinct from the development site and are arranged/designed to be deployed along the entire greenway; and (5) consider the greenway design as a space on the bigger linear park;
- concern on maintenance of south-facing green wall from strata perspective; look at irrigation and survivability issues;
- provide detailed elevations/dimensions of the edge conditions clarifying the sectional relationship between street and townhouse patio;
- consider opportunity to tie the CRU design into the amenity pavilion elements with some 2-storey element that humanizes the edge;
- concern on water feature juxtaposed with pedestrian circulation; provide adequate warning and protection for people with disabilities, e.g. with visual impairment, to prevent accidents;
- good stair access to the amenity building; consider also elevator access;
- look forward to seeing aging in place features and adaptability of units in the project's next presentation to the Panel; consider possibility of using sliding doors to access ensuite washroom from master's bedroom; would facilitate movement, enhance safety and conserve floor space;
- good job on a very difficult site; overall massing is pleasing and respects the site;
- look at access to the site at Alderbridge Way; there is a tight point as Alderbridge Way is starting to curve at this point; area is presently in transition and large trucks are making turns at this point; look at distance of entrance/loading area from the intersection;
- consider opportunity to do something more substantial than a light water feature along Lansdowne Way to better reflect the history of Lansdowne canal;
- use stronger colour palette; look at precedent at the Oval; there are opportunities to use stronger colours in the townhouses and amenity building; use of stronger colour in the townhouses will provide more visual separation from the towers; use of stronger colour in the amenity building will provide separate identity to the building; and
- CRU is located in a key corner; look at development across the street for guidance to make this corner element successful.





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	03/12	PLANNING COMMITTEE



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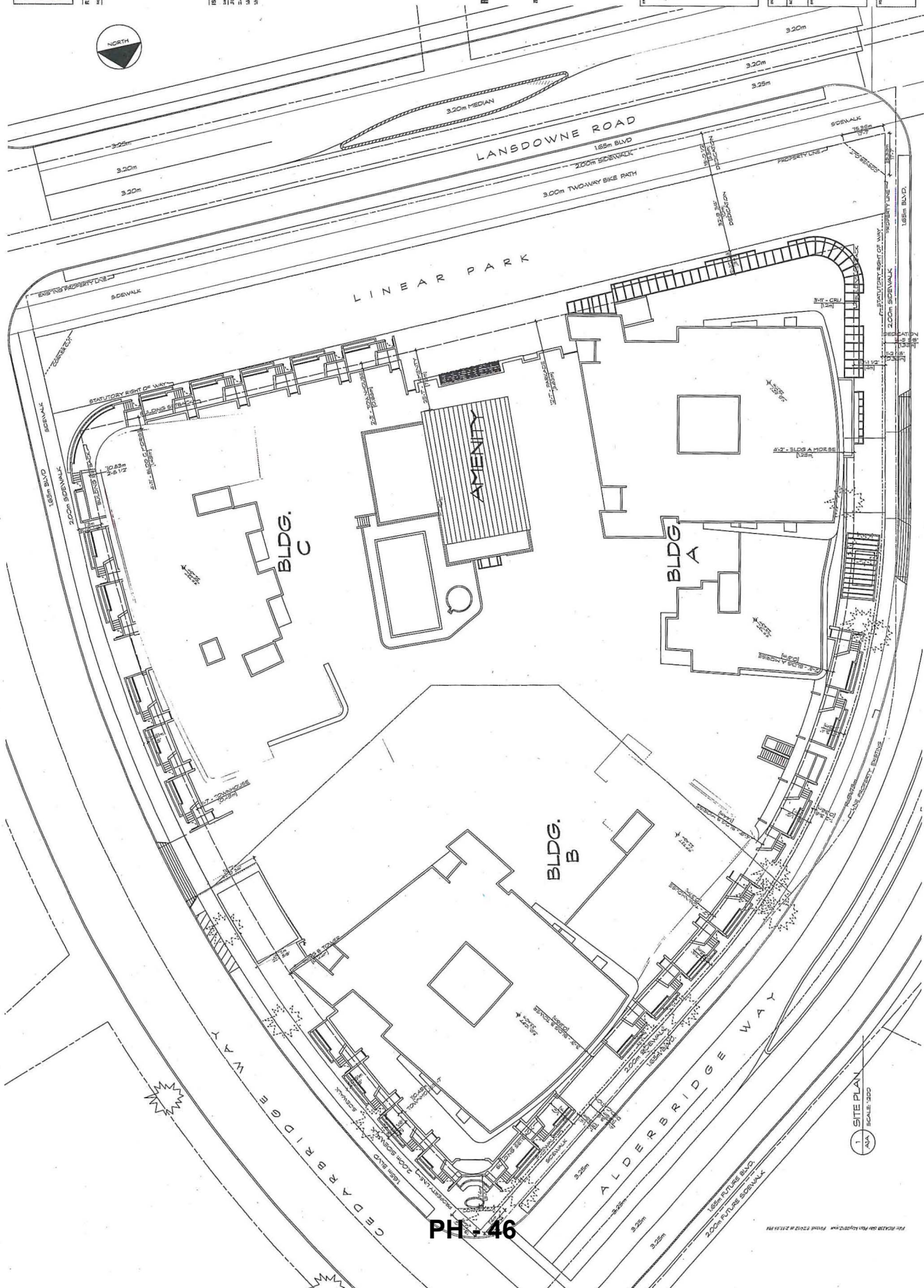
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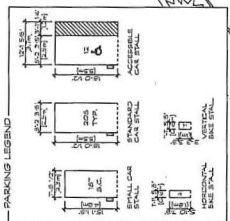
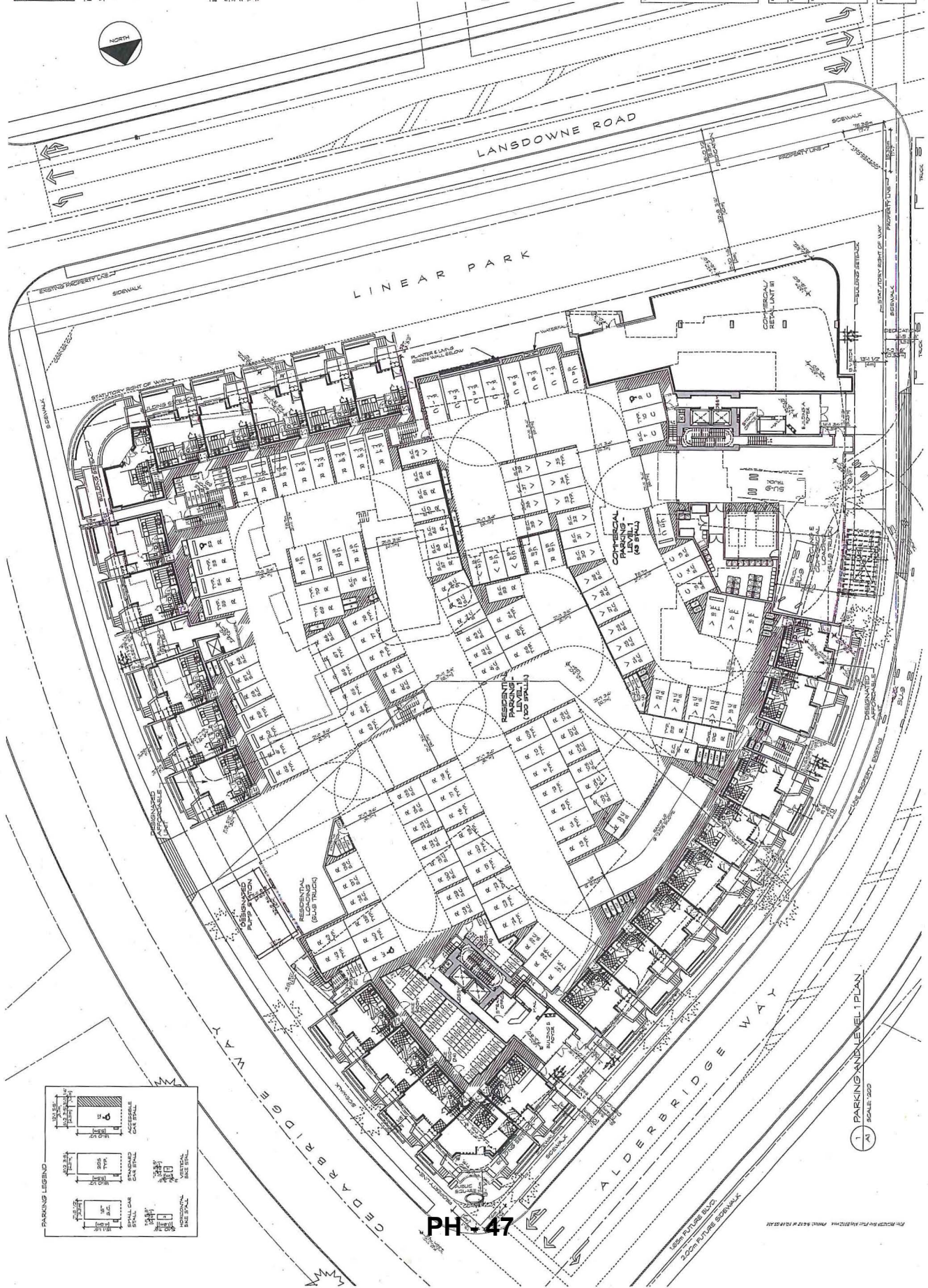
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**PARKING & LEVEL 1 PLAN**

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1. PARKING AND LEVEL 1 PLAN  
SCALE: 1:200

FOR REVIEW AND APPROVAL BY THE CITY OF RICHMOND, B.C. (10-10-13)







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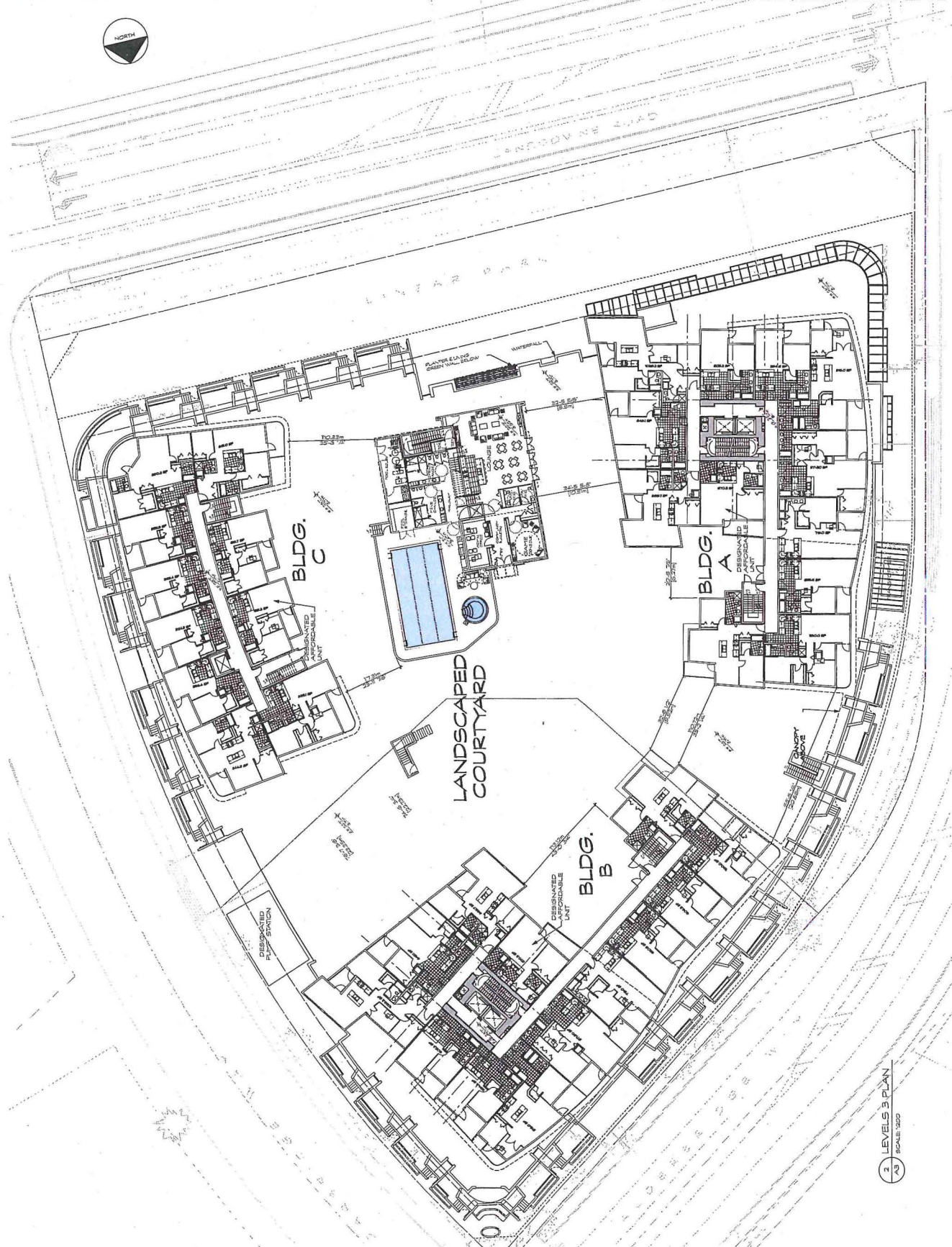
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**LEVEL 3  
 PLAN**

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**2 LEVEL 3 PLAN**  
 SCALE 1:200



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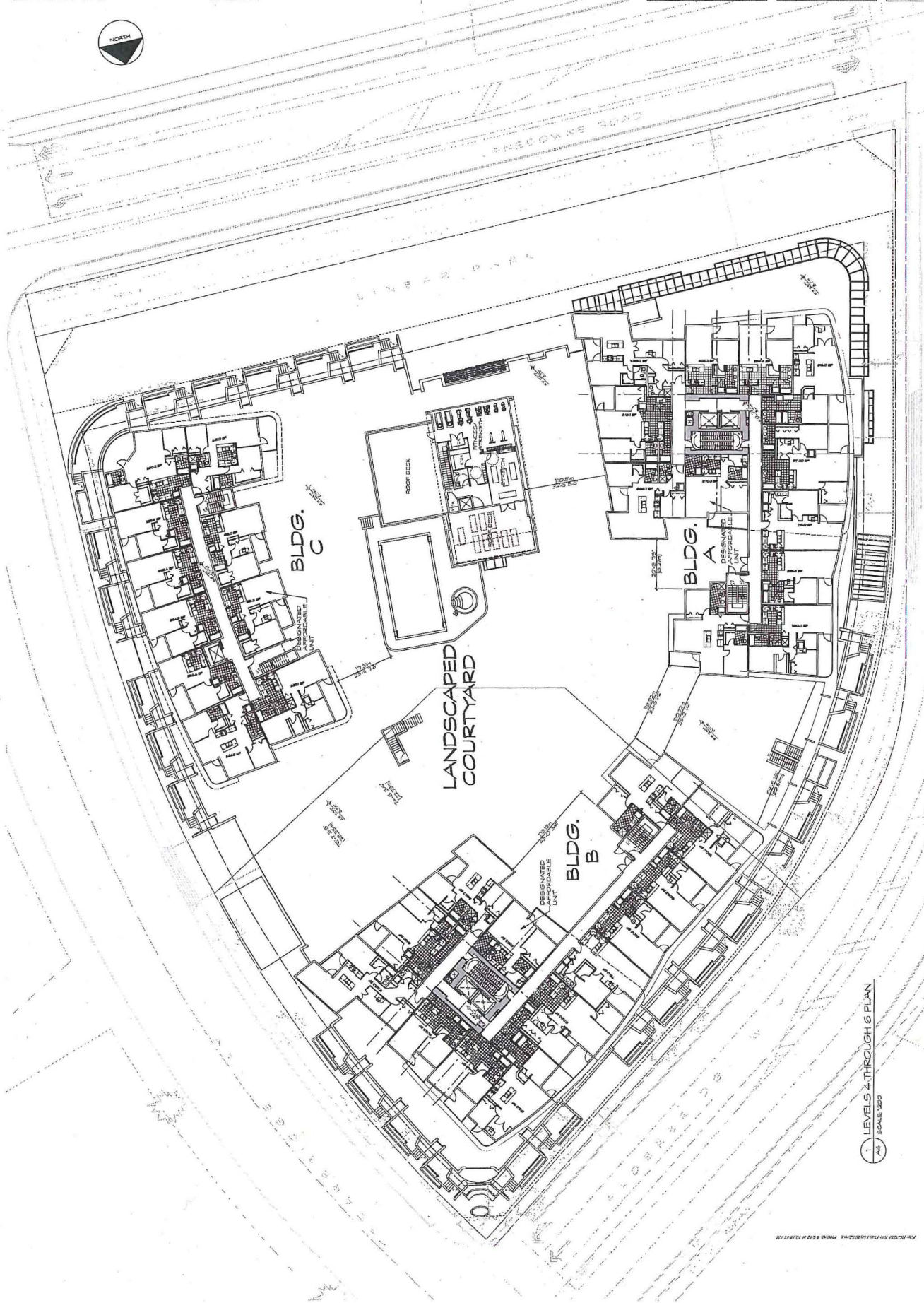


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PROJECT:	ALDERBRIDGE/ CEDARBRIDGE
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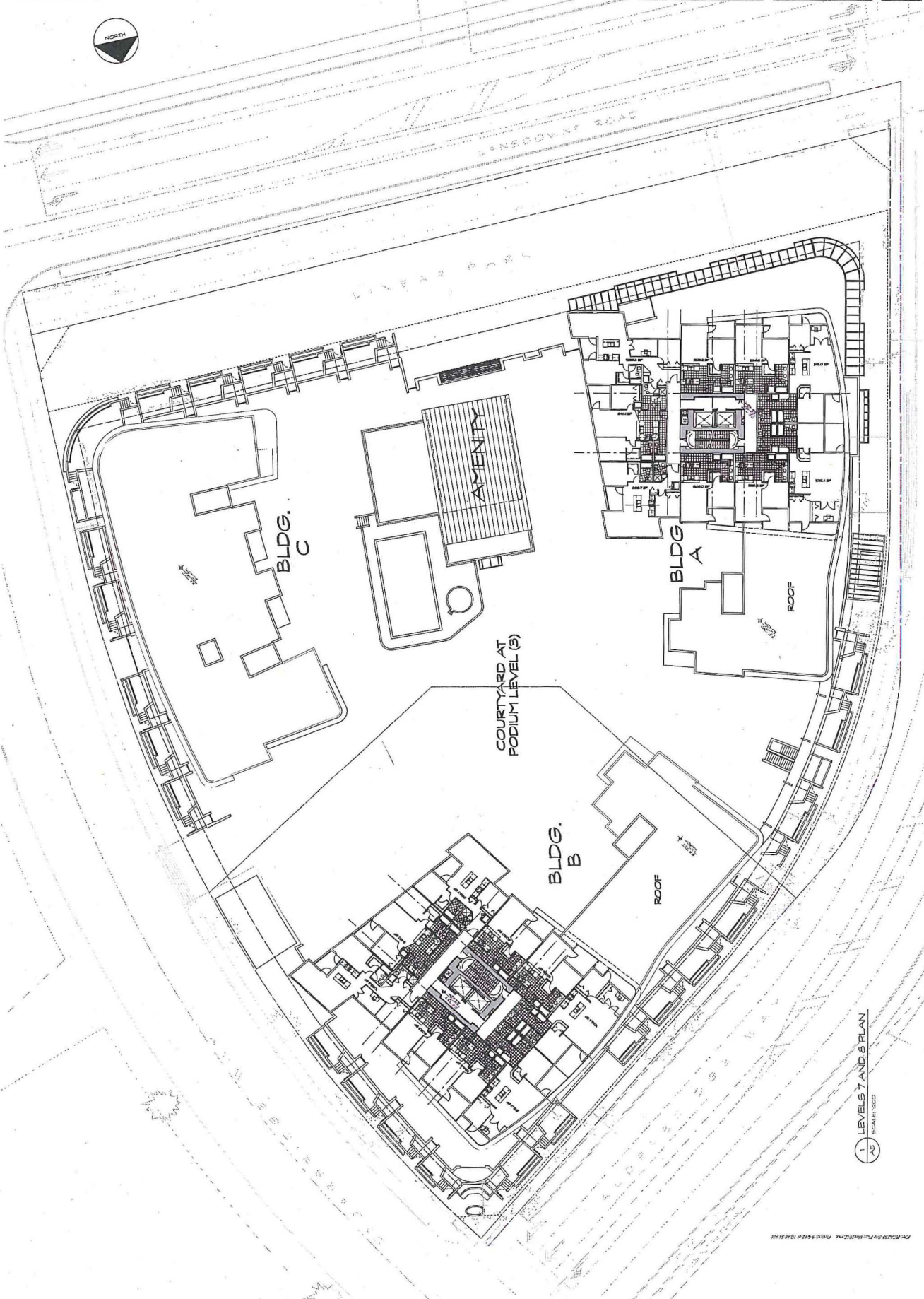
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LEVELS 7 & 8 PLAN		DATE	BY	DESCRIPTION
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SHEET NO.		DATE	BY	DESCRIPTION
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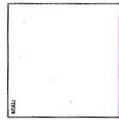


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SCALE: 1/8" = 1'-0"

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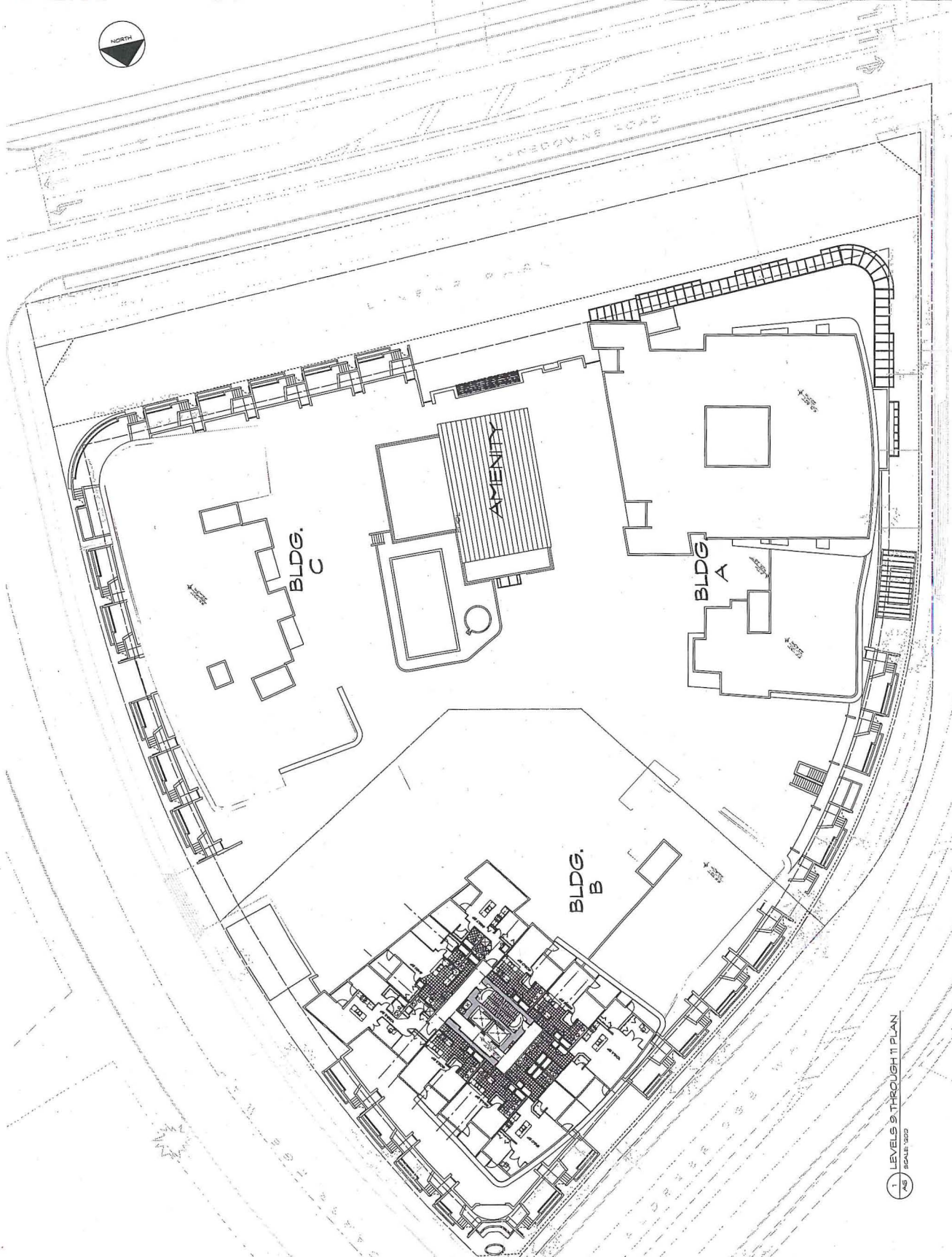


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PROJECT	ALDERBRIDGE/ CEDARBRIDGE
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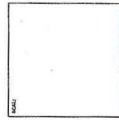
1. LEVELS 9 THROUGH 11 PLAN  
SCALE 1/8" = 1'-0"



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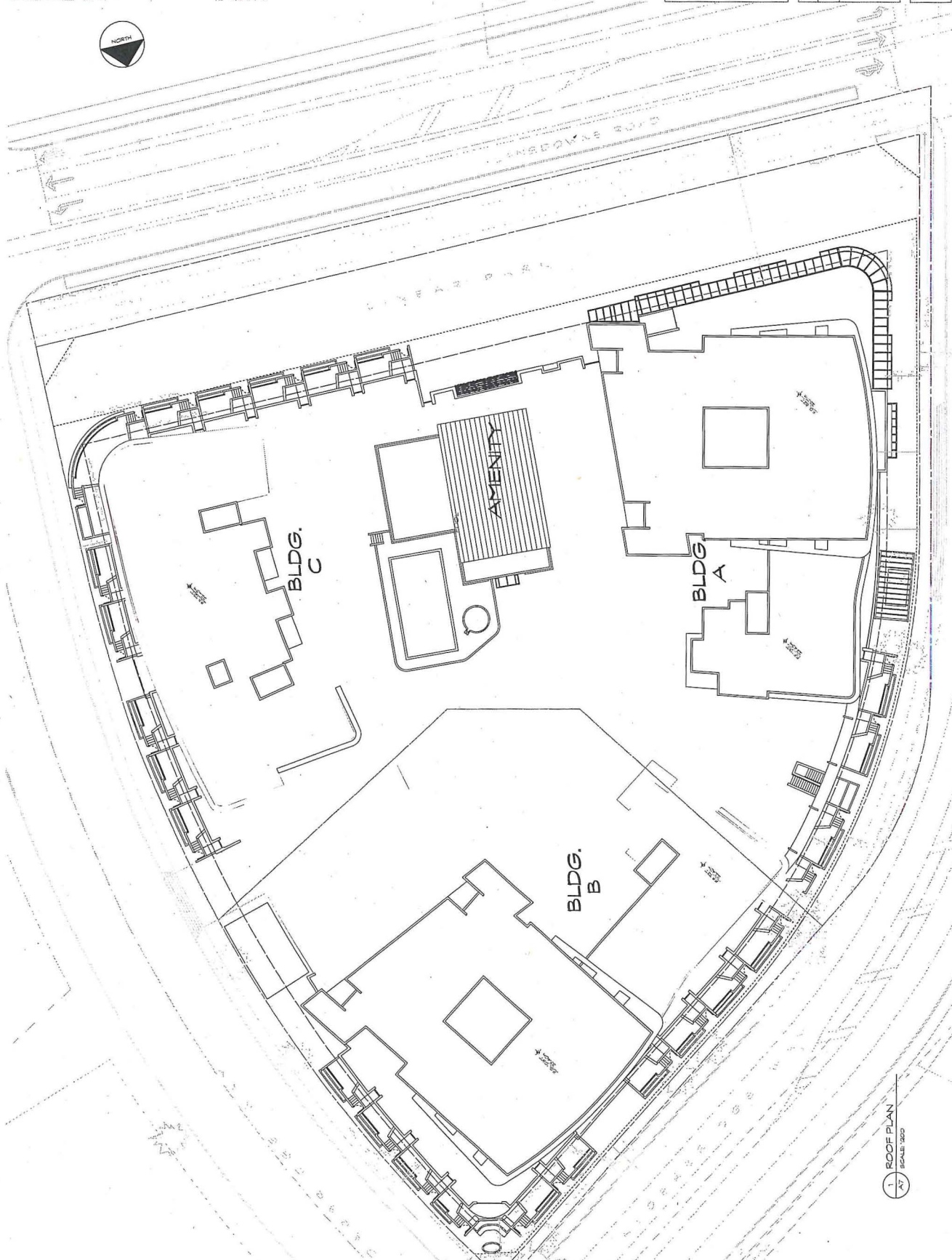


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PROJECT TYPE	ROOF PLAN

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1 ROOF PLAN  
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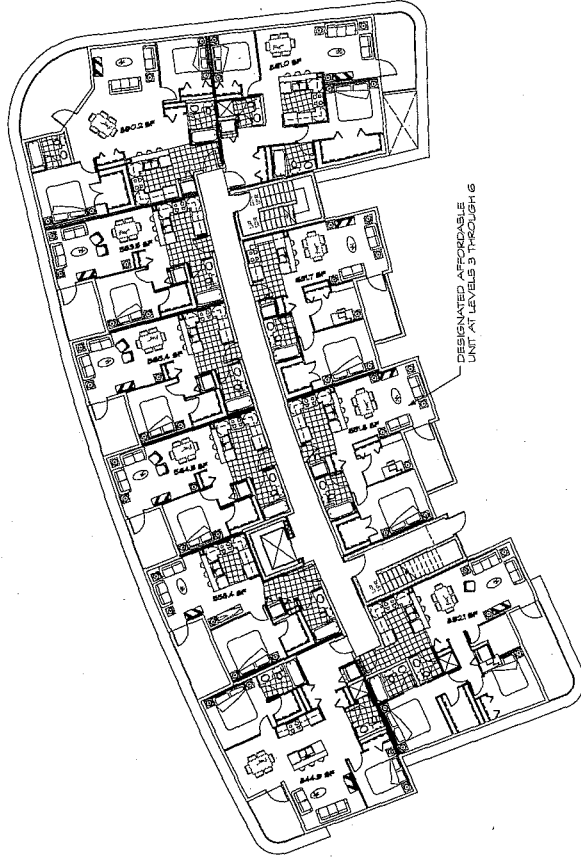
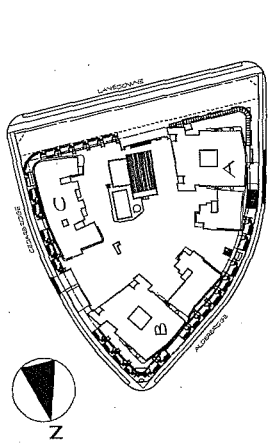


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CEDARBRIDGE**  
RICHMOND, VA

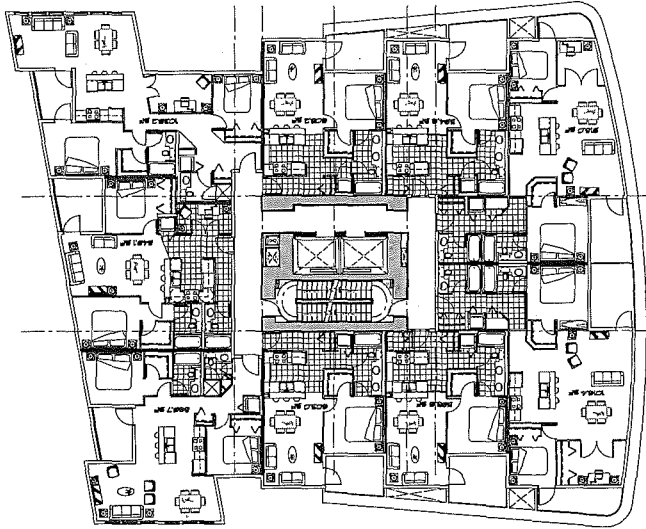
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**BUILDING PLANS  
(C & TOWER)**



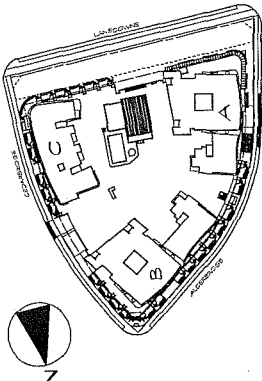
\*THE ABOVE BUILDING PLATE  
OCCURS AT BUILDING C LEVELS 3  
THROUGH 7.

2 TYPICAL BUILDING C PLAN  
SCALE: 1/8" = 1'-0"



\*THE ABOVE TOWER PLATE OCCURS  
AT BUILDING A LEVELS 7 & 8, AND  
BUILDING B LEVELS 7 THROUGH 11.

1 TYPICAL TOWER PLATE  
SCALE: 1/8" = 1'-0"



CONTRACTOR ADVISED THE ABOVE CONTRACT BEING ISSUED. VARIOUS AND IMPROVEMENTS TO BE MADE TO THE BUILDING. THE CONTRACTOR IS NOT RESPONSIBLE FOR THE DESIGN OF THE BUILDING. THE CONTRACTOR IS NOT RESPONSIBLE FOR THE DESIGN OF THE BUILDING. THE CONTRACTOR IS NOT RESPONSIBLE FOR THE DESIGN OF THE BUILDING.

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REVISION	DATE	DESCRIPTION
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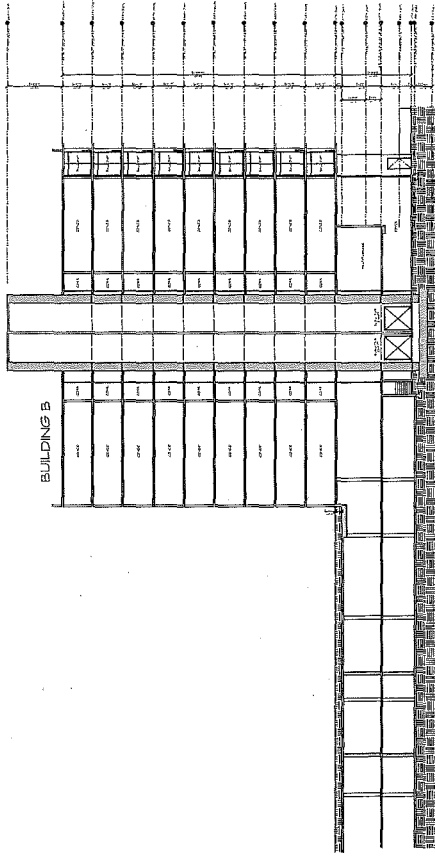


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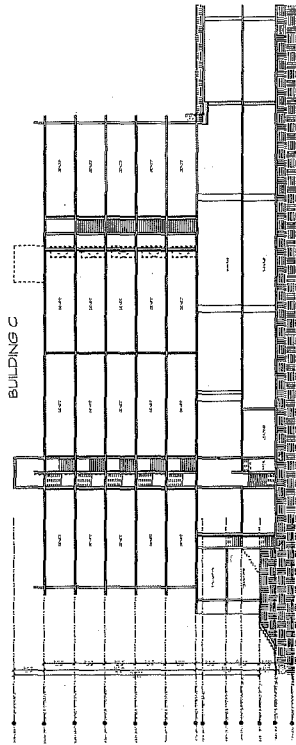
**ALDERBRIDGE/  
CEDARBRIDGE**  
RICHMOND B.C.

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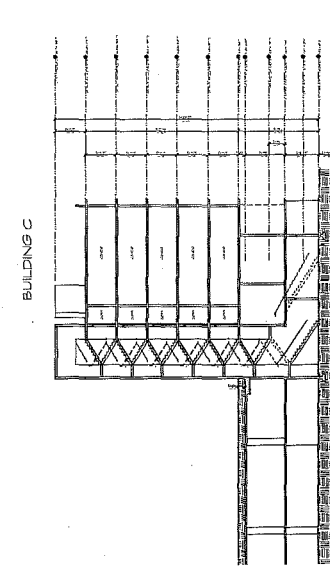
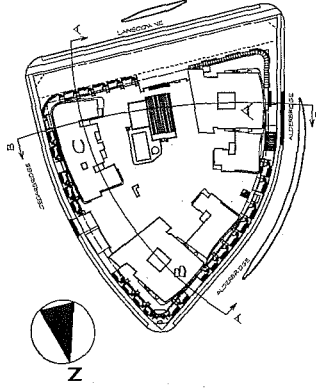


BUILDING B

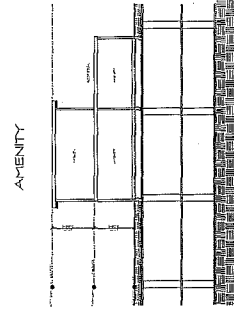


BUILDING C

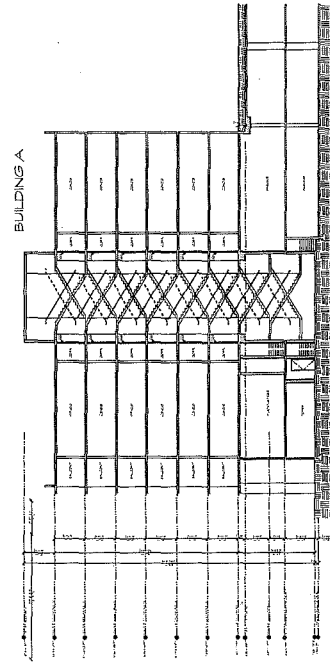
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BUILDING C



AMENITY



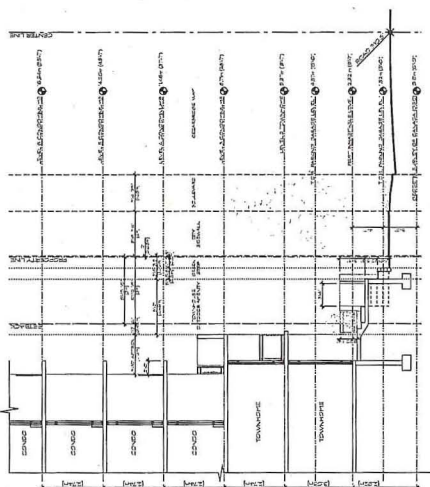
BUILDING A

2 SECTION B-B  
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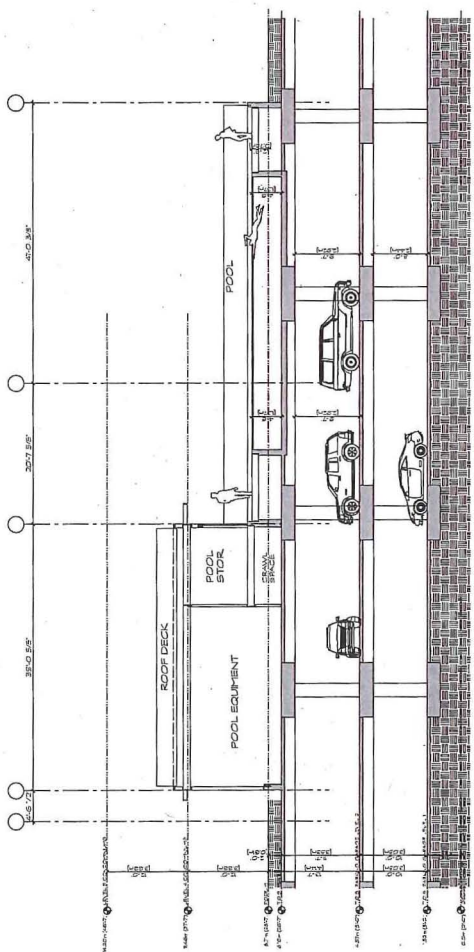
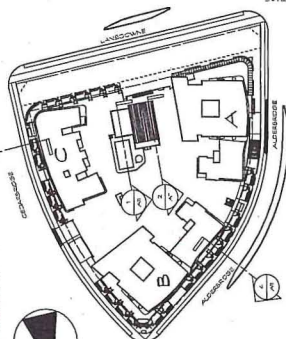


OWNER: RICHMOND B.C. WATERWORKS  
 PROJECT NO: 13200  
 DRAWING NO: PH-57  
 DATE: 10/10/10  
 DRAWN BY: J. B. BROWN  
 CHECKED BY: J. B. BROWN  
 APPROVED BY: J. B. BROWN

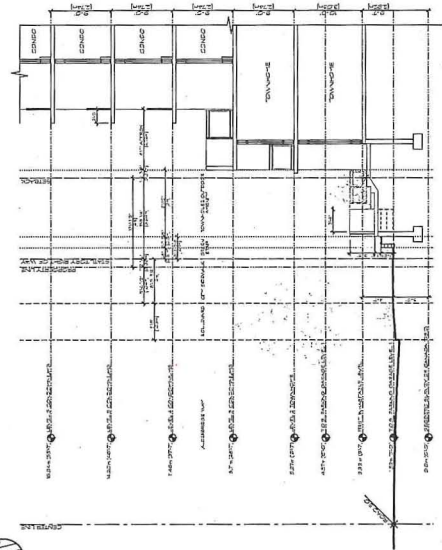
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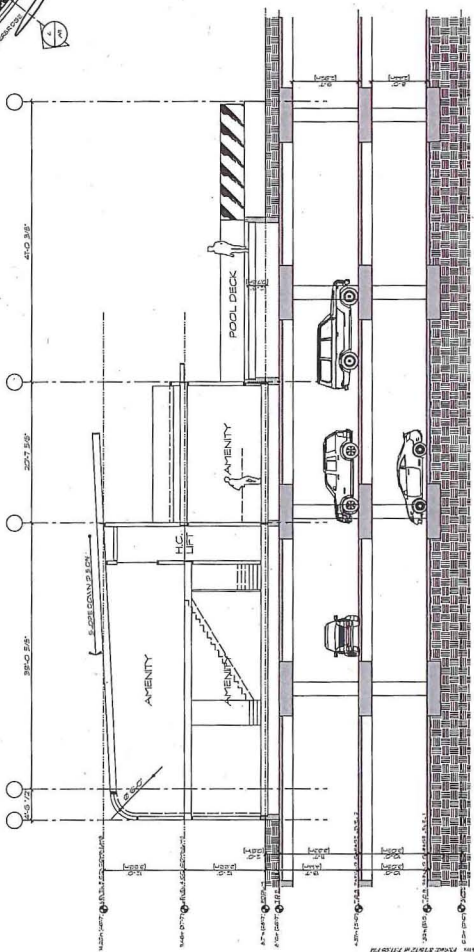
3 TYPICAL SECTION ALONG CEDARBRIDGE WAY  
 A11 SCALE 1/20



1 SECTION THROUGH AMENITY  
 A11 SCALE 1/20



4 TYPICAL SECTION ALONG ALDERBRIDGE WAY  
 A11 SCALE 1/20



2 SECTION THROUGH AMENITY  
 A11 SCALE 1/20

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**ALDERBRIDGE/  
 CEDARBRIDGE**  
 RICHMOND B.C.

OWNER	EP	CONTRACT NO.	13200
DATE	10/10/10	PROJECT NO.	13200
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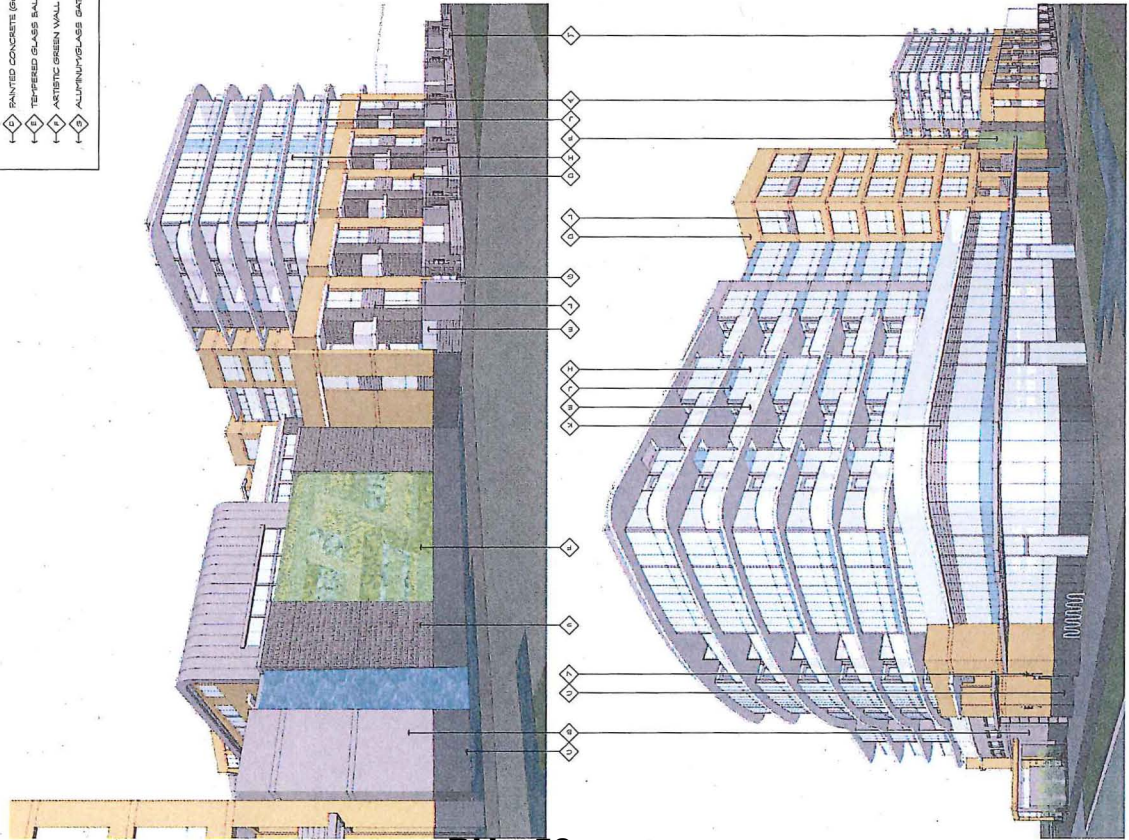
DETAIL  
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PROJECT NO.	13200
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PROJECT LOCATION	RICHMOND B.C.
PROJECT DATE	10/10/10
PROJECT DRAWN BY	J. B. BROWN
PROJECT CHECKED BY	J. B. BROWN
PROJECT APPROVED BY	J. B. BROWN

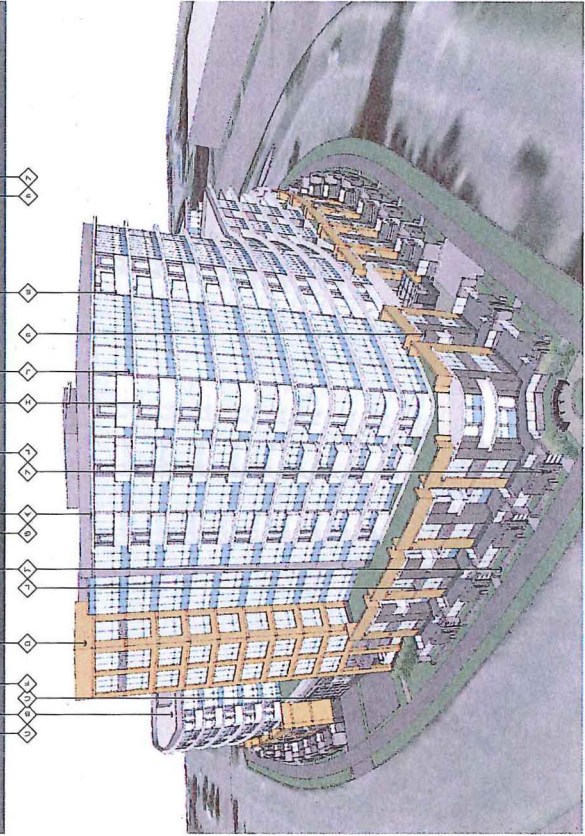
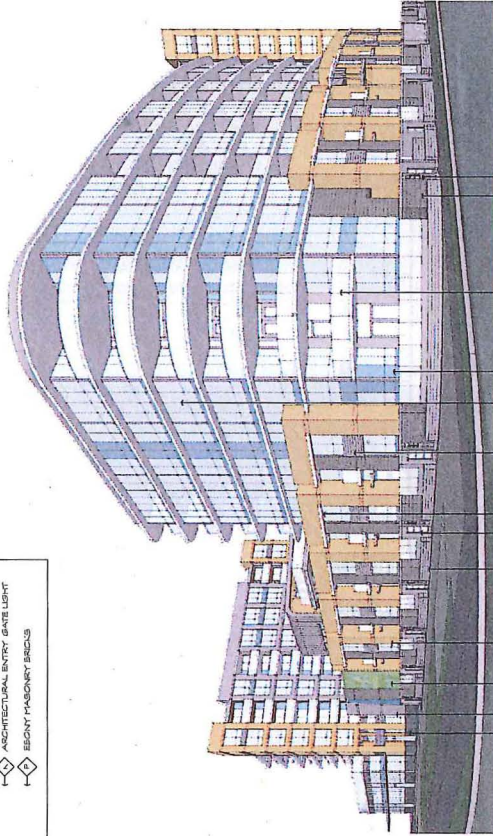


MATERIAL LIST

- ◇ LOWE GLASS WINDOW WALL
- ◇ ORANGE BRANDED GLASS PANELS
- ◇ ALUMINUM LOWE VENTS
- ◇ PAINTED AND SCORED CONCRETE
- ◇ FIBER WALL PLANTER
- ◇ ARCHITECTURAL ENTRY GATE LIGHT
- ◇ ECHOY MASONRY BRICKS
- ◇ PAINTED CONCRETE (WHITE)
- ◇ PAINTED CONCRETE (DARK GREY)
- ◇ ALUMINUM LOWE VENTS
- ◇ PAINTED CONCRETE (DARK GREY)
- ◇ PAINTED CONCRETE (BOLD YELLOW)
- ◇ TINTED GLASS BALUSTRADE
- ◇ ARTISTIC GREEN WALL
- ◇ ALUMINUM GLASS GATE



PH - 58



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1	04/23/23	PLANNING	COMMITTEE

REVISION	DATE	BY	REMARKS
1	04/23/23	PLANNING	COMMITTEE



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PROJECT	ALDERBRIDGE/ CEDARBRIDGE
CLIENT	RICHMOND B.C.

DATE	04/23/23	BY	PLANNING
SCALE	N.T.S.	REVISION	COMMITTEE

PROJECT	BUILDING MATERIALS
DATE	04/23/23

REVISION	1
DATE	04/23/23



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REVISION	DATE	DESCRIPTION
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DATE	DESCRIPTION
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2020	REVISIONS

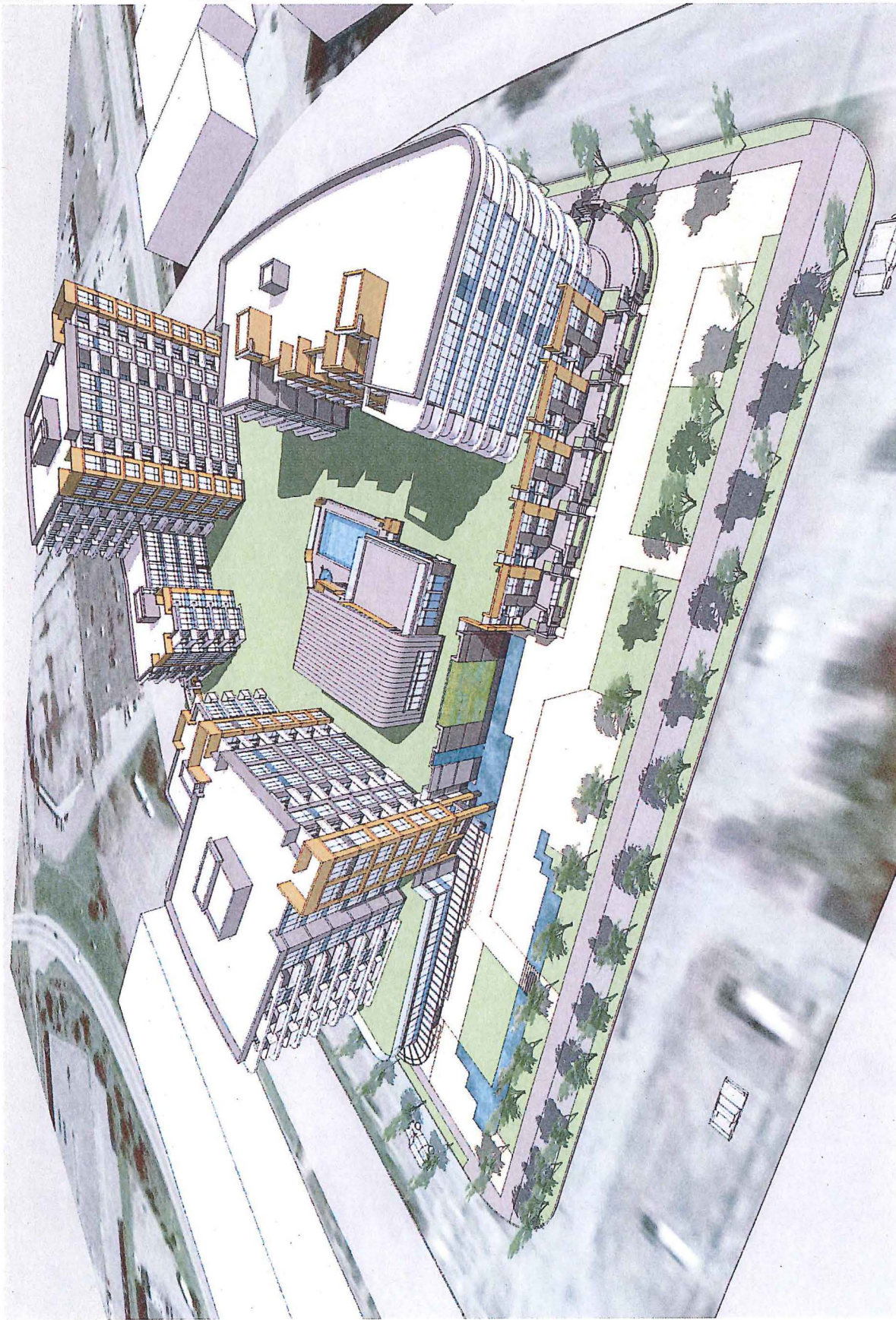


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**ALDERBRIDGE/  
CEDARBRIDGE**  
RICHMOND B.C.

DATE	BY	REVISION
2020	NTS	ISSUED
2020	NTS	ISSUED
2020	NTS	ISSUED

1  
A14



1. BIRD'S EYE VIEW (LOOKING TOWARDS NORTHWEST)  
1/8" = 1'-0"



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1		ISSUED FOR PERMITTING

**OWNER:**  
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**PROJECT:**  
ALDERBRIDGE/ CEDARBRIDGE  
RICHMOND B.C.

DATE	BY	REVISION
		ISSUED FOR PERMITTING

**PERSPECTIVE RENDERING**  
1  
A15



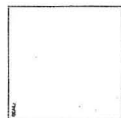
**A HIGH-LEVEL EYE VIEW - BUILDING C (TOWARDS NORTHWEST)**  
A15 SCALE: N.T.S.



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ISSUE	DATE	DESCRIPTION
1	04/23/2018	PLANNING COMMITTEE



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admin@cicozziarchitecture.com

**ALDERBRIDGE/  
CEDARBRIDGE**  
RICHMOND B.C.

DATE	BY	FOR
04/23/2018	ED	RD
04/23/2018	ED	RD
04/23/2018	ED	RD

1  
A16



1 HIGH-LEVEL EYE VIEW - BUILDING A (TOWARDS NORTHEAST)  
A16 SCALE 1/8" = 1'-0"



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1	2013.03.01	ISSUED FOR PERMITTING

DATE	DESCRIPTION
2013.03.01	ISSUED FOR PERMITTING
2013.03.01	ISSUED FOR PERMITTING
2013.03.01	ISSUED FOR PERMITTING



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PROJECT	DATE	REVISION
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1  
A17



1. STREET-LEVEL EYE VIEW - BUILDING A (TOWARDS NORTHEAST)  
A17 SCALE: 1/8" = 1'-0"



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1	2023	ISSUED FOR PERMITTING

NO.	DATE	REVISION
1	2023	ISSUED FOR PERMITTING



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1  
 A1B



1 STREET LEVEL VIEW - BUILDING C (TOWARDS NORTHWEST)  
 SCALE 1/8" = 1'-0"



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RICHMOND B.C.

PROJECT NO.	100
DATE	04/02/22
CLIENT	NTA
ARCHITECT	RCA
ENGINEER	NTA
LANDSCAPE	NTA
INTERIOR	NTA
MECHANICAL	NTA
ELECTRICAL	NTA
PLUMBING	NTA
PAVING	NTA
CONCRETE	NTA
IRONWORK	NTA
GLASS	NTA
FINISHES	NTA
DETAILS	NTA
SECTION	NTA
ELEVATION	NTA
PERSPECTIVE	NTA
RENDERING	NTA

1	A19
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1 STREET-LEVEL EYE VIEW - BUILDING B (TOWARDS SOUTH)  
ASB SCENARIOS



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1	1	2023

**PERSPECTIVE RENDERING**



1 STREET-LEVEL VIEW ALONG ALDERBRIDGE (TOWARDS SOUTHEAST)



CONTRACTOR: ALDERBRIDGE/ CEDARBRIDGE  
 PROJECT: RICHMOND B.C.  
 DRAWING: PH - 67  
 DATE: 11/20/2014  
 SCALE: 1/8" = 1'-0"

REVISIONS:  
 NO. DATE DESCRIPTION  
 1 11/20/2014 PH - 67

DATE: 11/20/2014  
 DRAWN BY: J. B. BROWN  
 CHECKED BY: J. B. BROWN  
 PROJECT: RICHMOND B.C.  
 DRAWING: PH - 67



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 RICHMOND B.C.

PROJECT: RICHMOND B.C.  
 DRAWING: PH - 67  
 DATE: 11/20/2014  
 SCALE: 1/8" = 1'-0"

1  
 A21



1. HIGH-LEVEL EYE VIEW - BUILDING 5 (TOWARDS SOUTH)  
 1/8" = 1'-0"



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1		ISSUE PLANNING COMMITTEE



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NO.	EP	NO.	12
NO.	NTA	NO.	12
NO.	NTA	NO.	12

**PERSPECTIVE  
 RENDERING**

**1**  
**A22**



**1 LINEAR PARK GREEN WALL (PARKADE SOUTH WALL)**  
**A22**



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DATE	ISSUED FOR
01/15/2018	PERMIT
02/01/2018	REVISION
02/15/2018	REVISION
03/01/2018	REVISION



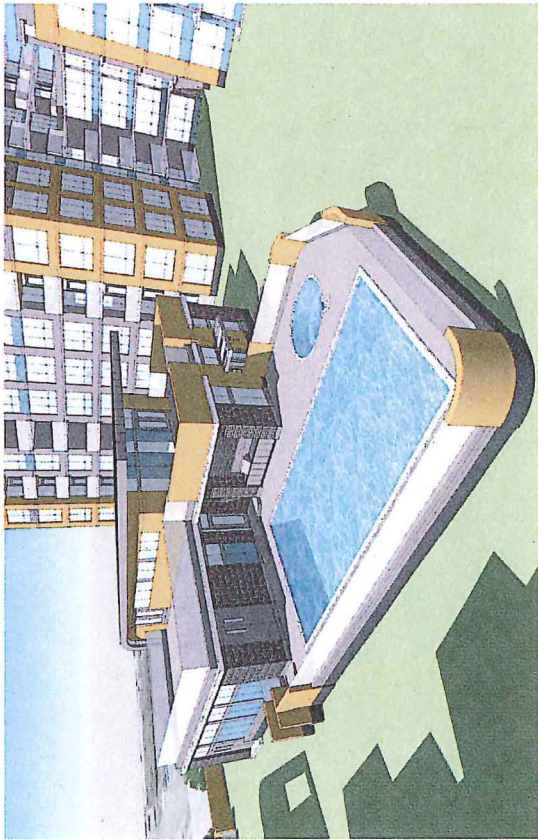
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PROJECT	DATE	REVISION
ALDERBRIDGE/ CEDARBRIDGE	01/15/2018	01

DATE	ISSUED FOR
01/15/2018	PERMIT
02/01/2018	REVISION
02/15/2018	REVISION
03/01/2018	REVISION

DATE	ISSUED FOR
01/15/2018	PERMIT
02/01/2018	REVISION
02/15/2018	REVISION
03/01/2018	REVISION



1 VIEW OF AMENITY BUILDING (LOOKING SOUTHWEST)  
 A23 SCALE INT.



3 VIEW OF EXIT STAIR MID-BLOCK ALDERBRIDGE WAY  
 A23 SCALE INT.



2 VIEW OF HYDRO TRANSFORMER  
 A23 SCALE INT.



4 VIEW OF TYPICAL TOWNHOUSE OUTDOOR PATIOS  
 A23 SCALE INT.



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1	2014-06-21	SHADOW STUDIES

ISSUE	DATE	DESCRIPTION
1	2014-06-21	SHADOW STUDIES

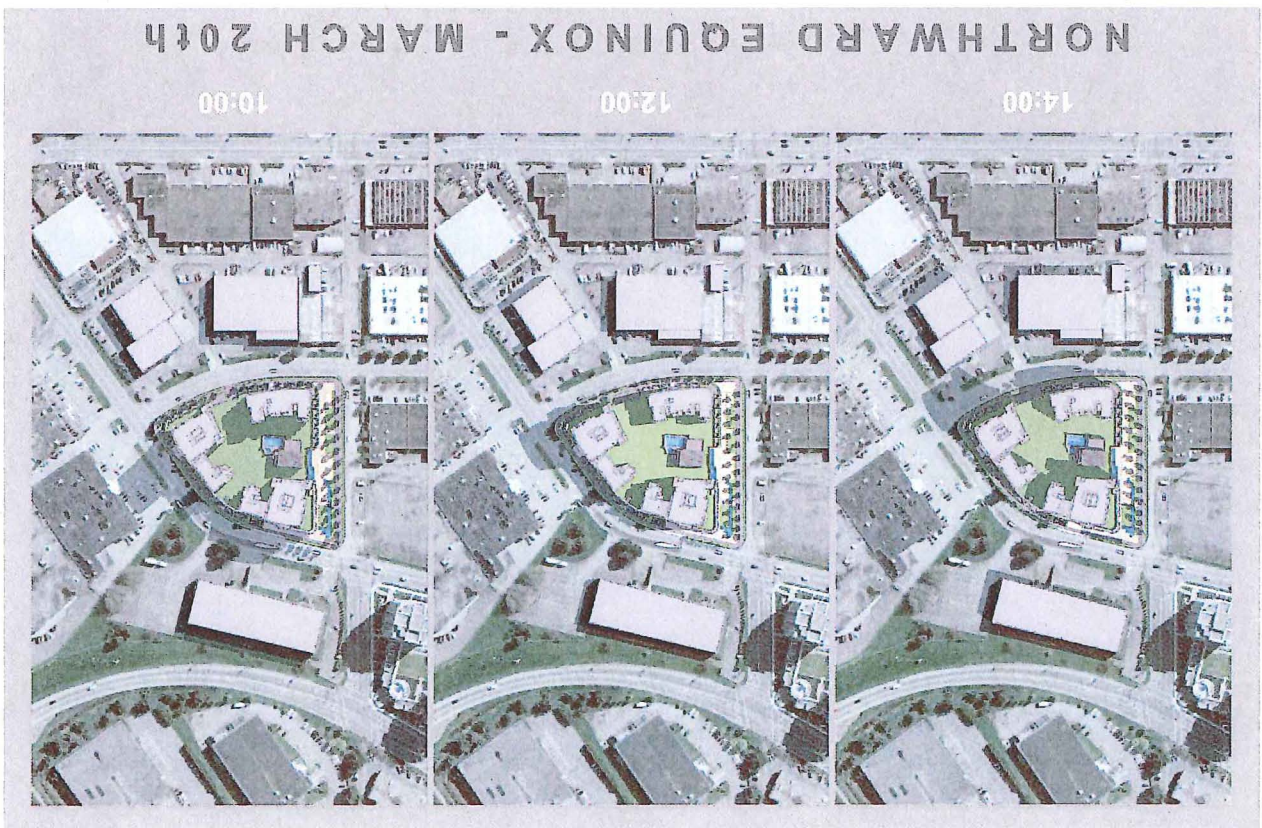
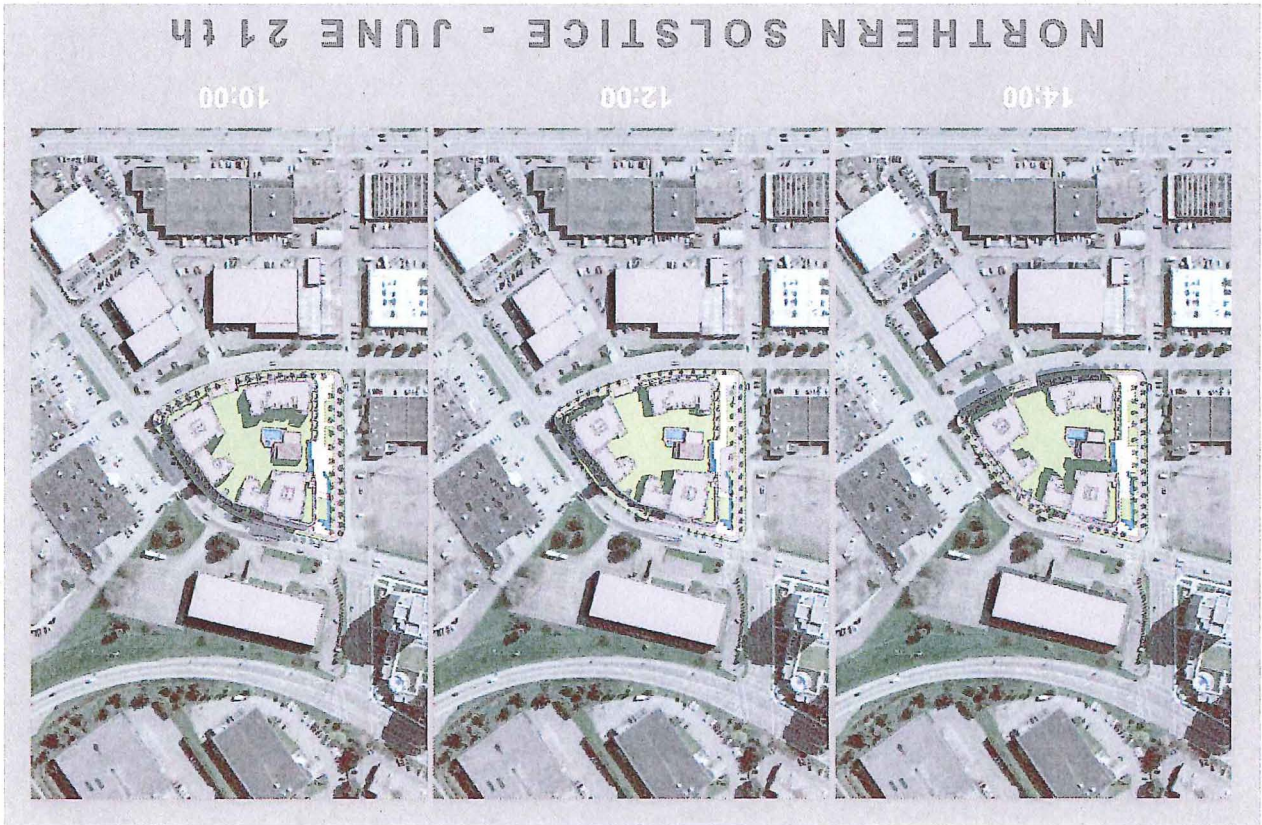


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2014-06-21	ALD	ALD
2014-06-21	NTA	NTA
2014-06-21	NTA	NTA

DATE	BY	FOR
2014-06-21	ALD	ALD
2014-06-21	NTA	NTA
2014-06-21	NTA	NTA





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ISSUE:	
NO.	DATE
1	2010.08.10

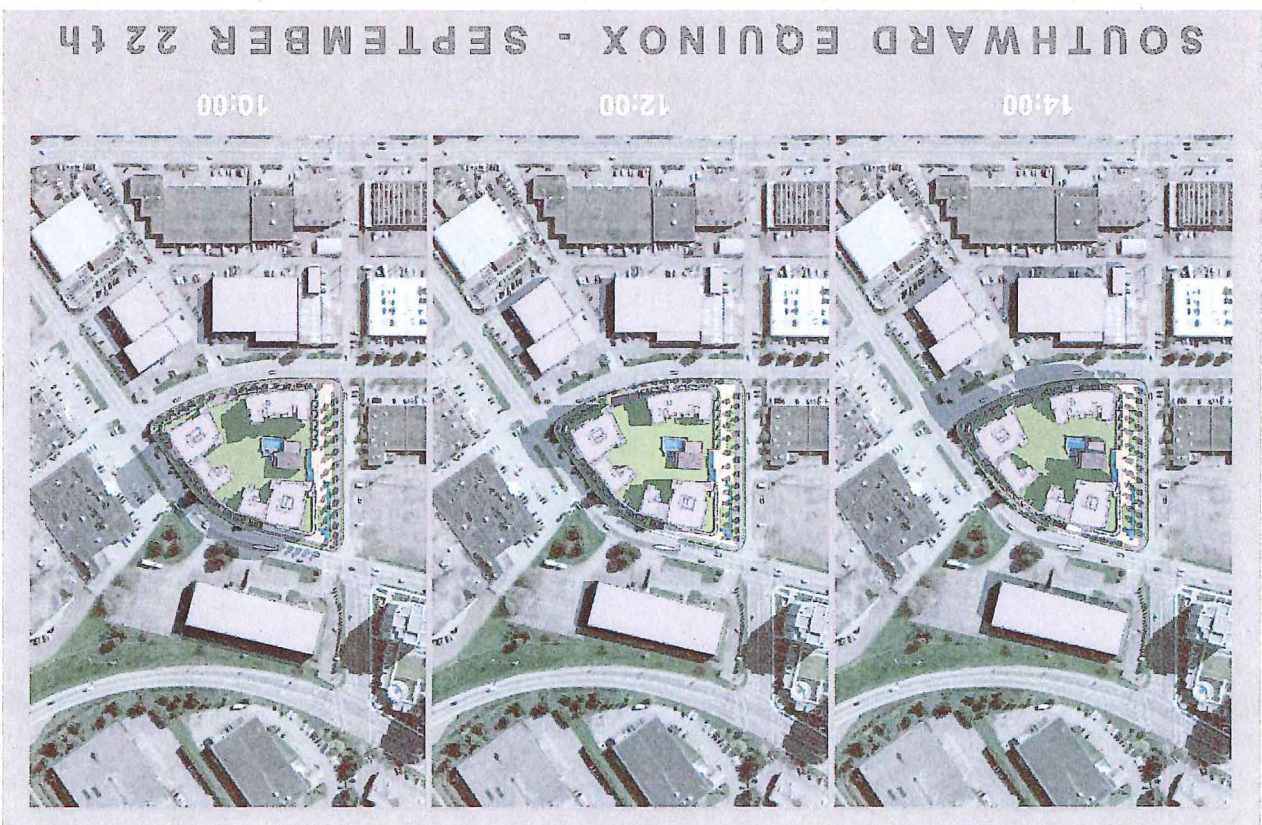


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PROJECT:	
NO.	DATE
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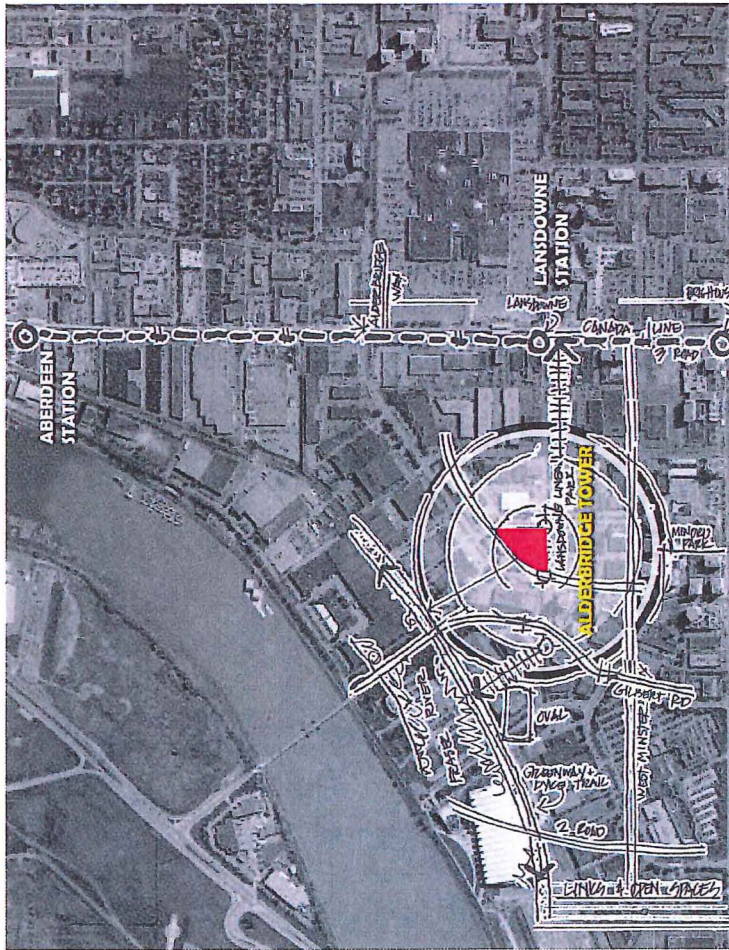
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NO.	DATE
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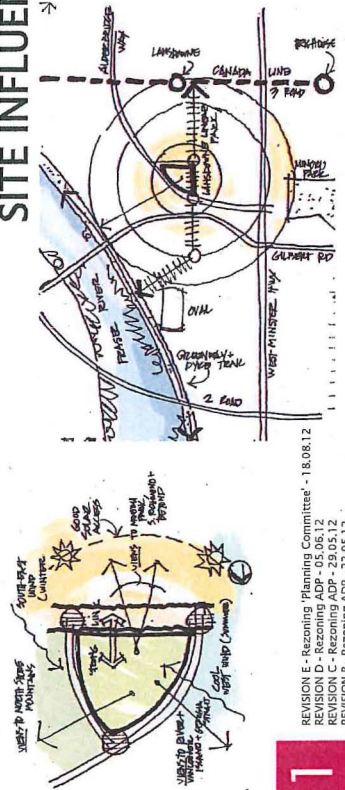


# 7680 & 7720 AlderBridge Way

Richmond, British Columbia



## SITE INFLUENCES



REVISION E - Rezoning "Planning Committee" - 18.08.12  
 REVISION D - Rezoning ADP - 05.06.12  
 REVISION C - Rezoning ADP - 29.05.12  
 REVISION B - Rezoning ADP - 22.05.12  
 REVISION A - Rezoning application - 28.10.11



## CCAP HIGHLIGHTS

### (City Centre Area Plan for the City of Richmond)

- HIGHLY LIVABLE URBAN VILLAGES WITH NEIGHBOURHOOD OPEN SPACES.
- CONNECTIONS + VIEWS TO RIVER + DOWNTOWN
- CREATE SQUARES + MEETING SPACES
- EMPHASIZE GREEN COMMUNITY LIVING AT ALL LEVELS
- CREATE AN INTERCONNECTED ECOLOGICAL NETWORK
- ENCOURAGE A PEDESTRIAN + TRANSIT ORIENTED LIFE STYLE

AMACON  
LIVE WELL

In Association with  
 Larry  
 Diamond  
 van der Zalm  
 + associates  
 project leaders  
 BCSLA

## URBAN CONTEXT



# 7680 & 7720 AlderBridge Way

Richmond, British Columbia



Viewpoint A



Viewpoint B



Viewpoint C



Viewpoint D



Viewpoint E



Viewpoint F



Viewpoint G



Viewpoint H



Viewpoint I



Viewpoint J



Viewpoint K



Viewpoint L

L2

REVISION E - Rezoning Planning Committee - 18.08.12  
 REVISION D - Rezoning ADP - 05.06.12  
 REVISION C - Rezoning ADP - 23.05.12  
 REVISION B - Rezoning ADP - 23.05.12  
 REVISION A - Rezoning Application - 28.10.11

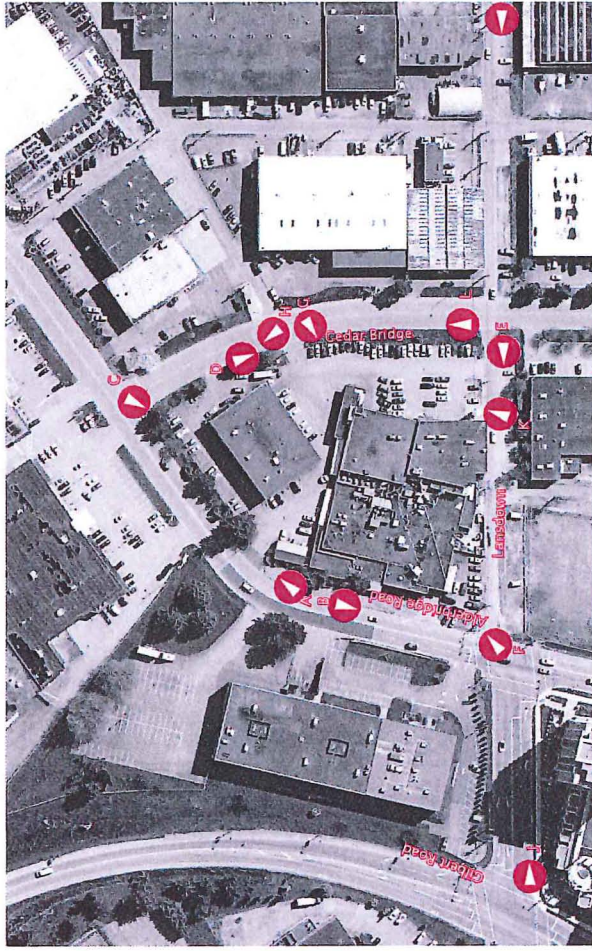
AMACON  
 LIVE WELL

van der Zalm  
 + associates  
 architects

In Association with  
 Larry  
 Diamond  
 BCALA

## EXISTING VIEWS

PHOTOGRAPHS OF THE EXISTING SITE.



## EXISTING VIEWS

0 50 100m

## VIEW LOCATIONS

Viewpoint A and Viewpoint B - Existing View North East and South along AlderBridge Road  
 Viewpoint C - Existing View of the corner at AlderBridge and Cedar Bridge  
 Viewpoint D - Existing view south on Cedar Bridge  
 Viewpoint E - Existing view west along Lansdown  
 Viewpoint F - Existing view of the corner of AlderBridge and Lansdown  
 Viewpoint G - Existing view south west of existing driveway

Viewpoint H - Existing view north east along Cedar Bridge  
 Viewpoint I - Existing view west from 1 block east of Cedar Bridge and Lansdown  
 Viewpoint J - Existing view east from the corner of Gilbert Road and Lansdown  
 Viewpoint K - Existing view northeast of the existing parking lot  
 Viewpoint L - Existing view north from the corner of Cedar Bridge and Lansdown



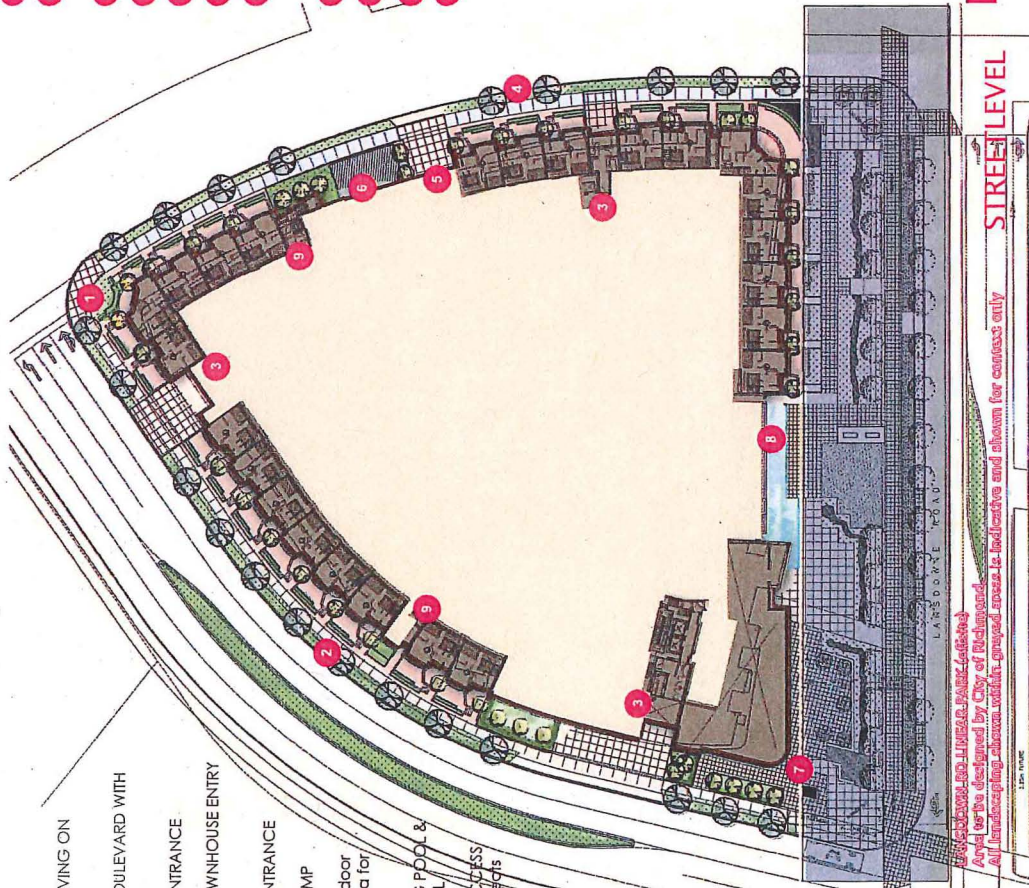




# 7680 & 7720 AlderBridge Way

Richmond, British Columbia

- 1 SPECIAL PAVING ON CORNERS
- 2 SODDED BOULEVARD WITH TREES
- 3 BUILDING ENTRANCE
- 4 TYPICAL TOWNHOUSE ENTRY
- 5 PARKING ENTRANCE
- 6 SERVICE PUMP
- 7 PATIO (Outdoor seating area for cafe)
- 8 REFLECTING POOL & GREENWALL
- 9 PODIUM ACCESS (See Architects drawing)



- A GREEN ROOF
- B ASIAN GARDEN
- C LAWN
- D SOFT SURFACE COURT (Volleyball, badminton)
- E PLAYGROUND
- F PATIO
- G WATER FEATURE
- H POOL & DECK
- I URBAN AGRICULTURE (Garden plots, compost area)
- J COURT
- K FRUIT ORCHARD
- L PUTTING GREEN
- M STROLLING LOOP



PODIUM AND ROOFSCAPE

STREET LEVEL

PROPOSED FOR LINDA FAIR LARSEN  
 Not to be designed by City of Richmond  
 All landscaping shown within graded zone is indicative and shown for context only

4

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 REVISION B - Rezoning ADP - 22.05.12  
 REVISION A - Rezoning application - 28.10.11

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 LIVE WELL

In Association with  
 van der Zalm  
 + sssociates  
 presents  
 Larry Diamond

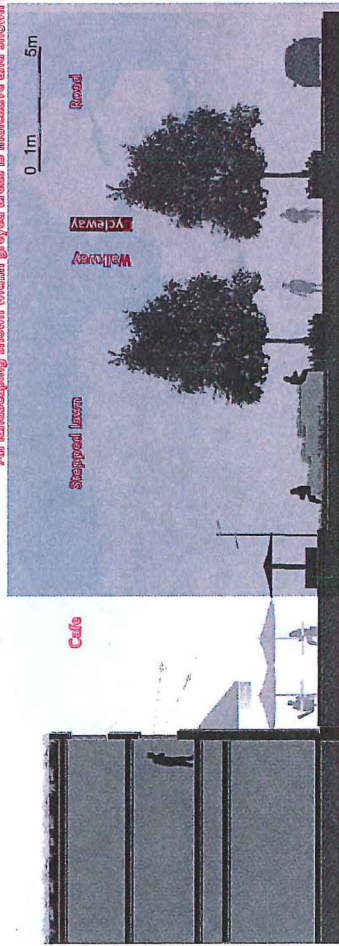
## LANDSCAPE PLAN

CONNECTIONS + OPEN SPACES + SITE INFLUENCES

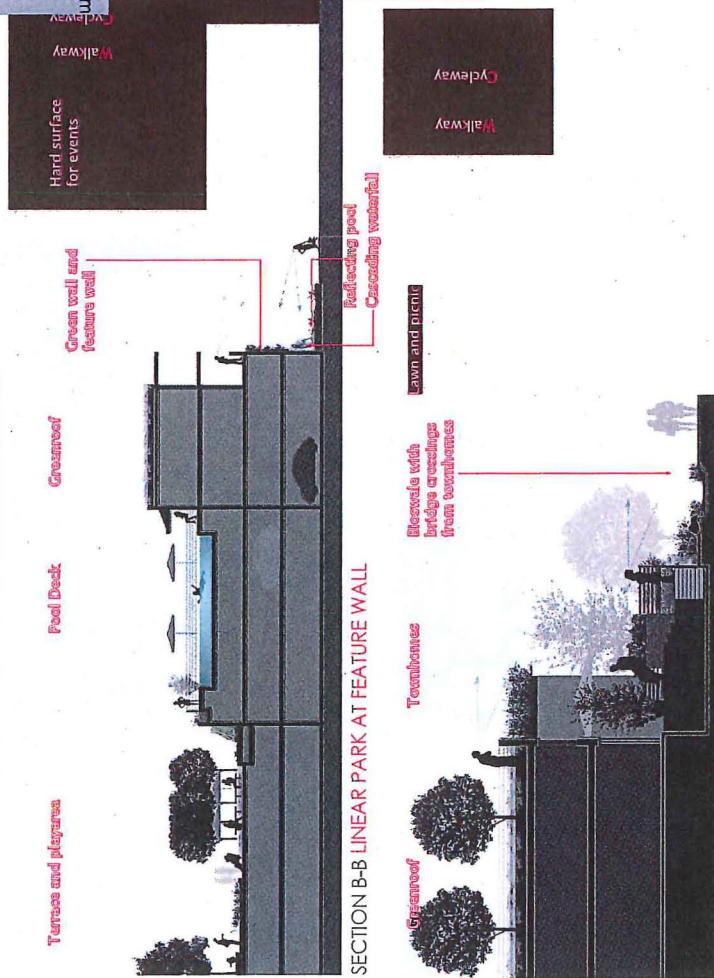
PH - 75



LANDDOWN RD LINEAR PARK (offsite)  
Area to be designed by City of Richmond.  
All landscaping shown within greyed areas is indicative and shown for context only

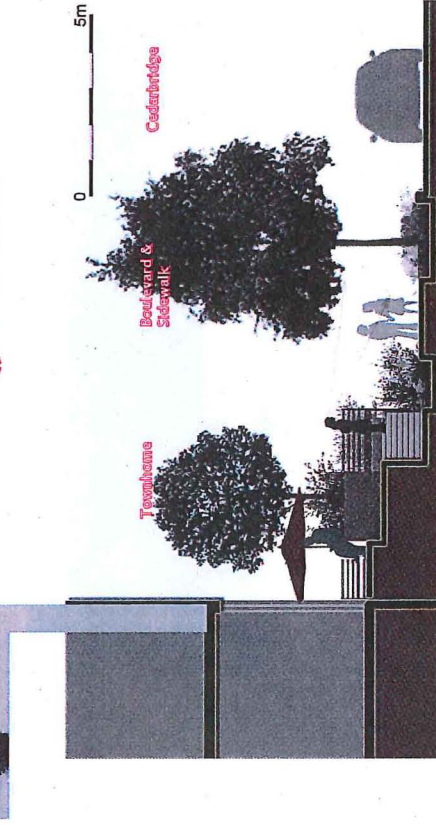
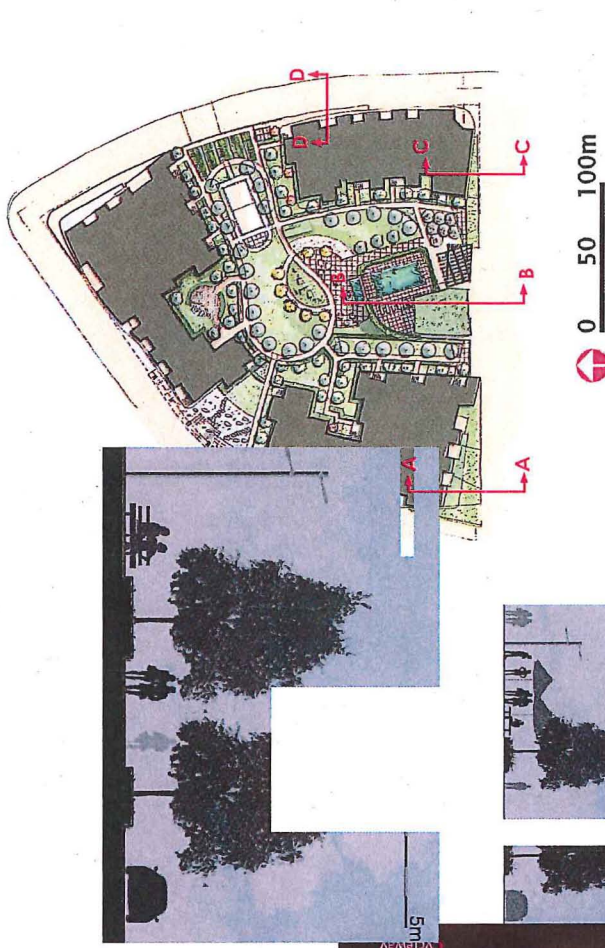


SECTION A-A THROUGH LANDSCAPING - ALDERBRIDGE CORNER



SECTION B-B LINEAR PARK AT FEATURE WALL

SECTION C-C LINEAR PARK TOWNHOME, ROOF TERRACE AND CANAL



SECTION D-D CEDARBRIDGE

AMACON  
LIVE WELL

CROSS SECTIONS

In Association with  
Larry Diamond  
van der Zalm  
+ associates  
people places

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## Water feature

Historically, water has been a valued and evident feature within Richmond's landscape. Former agricultural fields were designed around drainage ditches, and water collected to irrigate crops.

This development seeks to provide reference to this valued landscape character. Water has been proposed along Linsdovne Road as a continuous water feature consisting of reflecting pools and bioswales. Small water features have also been featured on each floor plate to relate to an agricultural concept. These water features will provide focal points to the development, adding the appeal of water through sound, cooling, and visual appeal of the features.

The images below represent the style of the intended water features proposed.



## Bio-diversity Contribution

Plants selected for the Adelaide Tower development will be primarily of a hardy native variety, and are drought-tolerant. These plants have been selected for both their aesthetic quality and habitat function. Selected plants range from semi-shade tolerant plants within areas shaded by the towers, through to sun loving flowering species. By providing a wide variety of vegetation around the site, new microclimatic conditions will be formed, which is favourable when considering bio-habitats.

## Irrigation

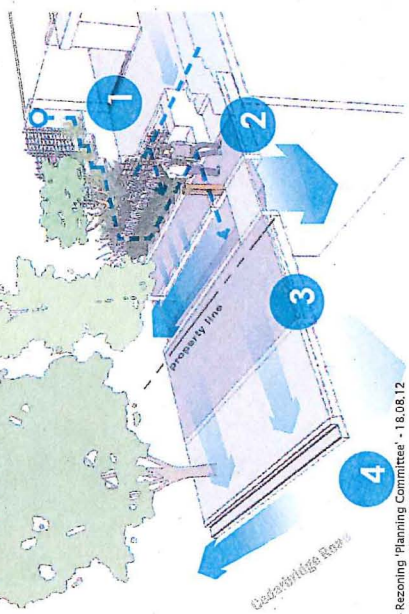
The selection of primarily native drought-tolerant plants allows for a low emitting irrigation system, which will use low amounts of water. There will also be use of a "smart roof" barrier system in planters where the moisture retention product will be used to help plants draw moisture from the soils and limit runoff to slab drains during storm events.

## Storm Water Quality

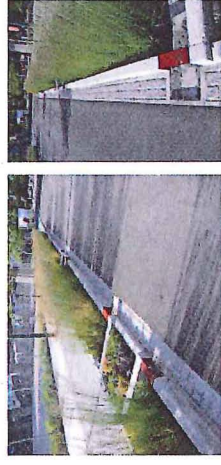
The use of planted areas to naturally infiltrate and treat much of the stormwater along Adelaide Road will greatly assist storm water quality. A central greening island has been strategically located in the center median of the drop off zone in the parking lot, which can collect and treat storm water while providing residents and visitors with an attractive visual focus in the parking area. Storm water can be diverted to this area and treated through the circulating treated water feature. A use of native water loving plants in the feature will remediate the storm water. A central greening island around the residences will also naturally assist in infiltrating and remediate storm water as storm water can be heavily absorbed by plants.



## Sustainable Function



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## Stormwater Amelioration/ Rain Garden



## Shade & Microclimate

Much of the property is covered by either building or landscape at the surface. The majority of parking is located underground on the property, leaving the surface buildings and planted areas to provide residents with a range of shaded environments with various thermal benefits. An extensive canopy will be used near the commercial area for sheltering visitors. In areas that are open to sun, the use of concrete and light coloured pavers will reflect the heat back into the atmosphere. By the use of permeable paving, the heat will be absorbed by the ground. The use of permeable paving will also provide a series of smaller open spaces within a central path system. Many of the materials within these zones will be permeable soft landscape and therefore aid in the heat island effect. In addition, the use of shade trees and large expanding trellis features will provide a cooling effect during the summer months. Trees placed near buildings will also aid in the heating and cooling of buildings through their natural buffering.

## Hardscape Materials

Consideration is being given to selecting landscape materials from local manufacturers with the aim of contributing to the reduction of the heat island effect through their colour and reflectance. Materials such as concrete slabs and light coloured pavers have a high albedo and will reflect heat rather than absorb heat on the site. The use of local manufacturers for these products also reduces the environmental footprint of the site through the reduction in transportation and coordination for obtaining these materials.

# PRECEDENT IMAGES

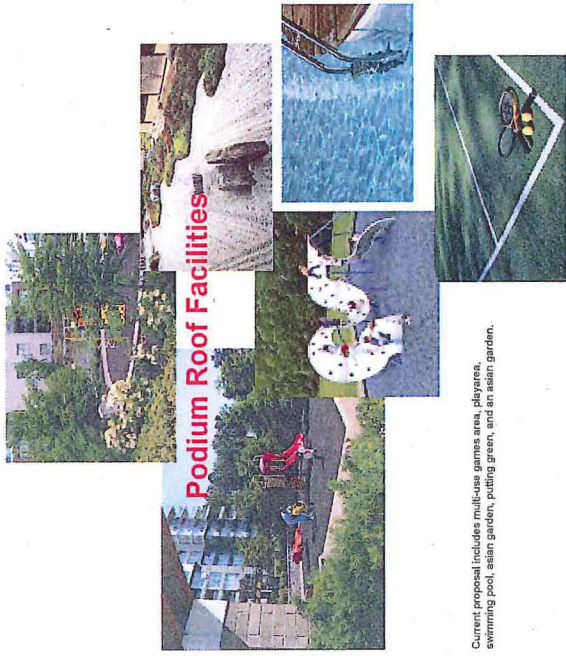
PRECEDENT IMAGES FOR STORMWATER MANAGEMENT

In Association with  
**Larry Diamond**  
**AMACON** van der Zalm + associates  
LIVE WELL people place





Example of similar development



Podium Roof Facilities

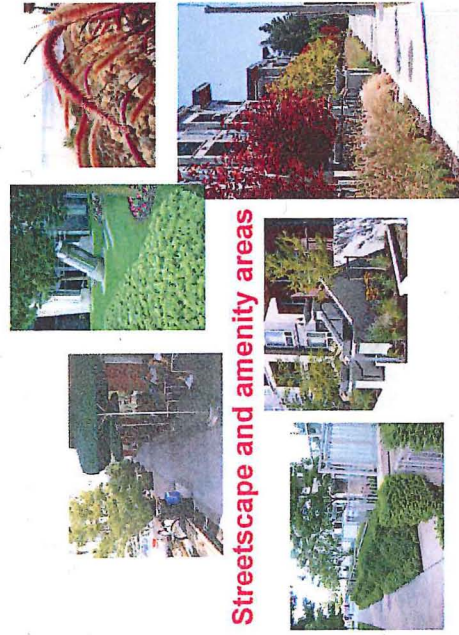
Current proposal includes multi-use games area, play area, swimming pool, Asian garden, putting green, and an Asian garden.

- MEETING SPACES/CORNERS
- WATER FEATURE
- FURNISHINGS + PAVING
- TREED BOULEVARDS + TOWN HOUSE GARDENS

## STREETSCAPE AND AMENITY AREAS

- TREES, LAWN + GARDENS
- MULTI-USE SPORT COURT
- SEMI-PRIVATE QUIET SPACES
- INTEGRATED PLAY/TOT AREA
- STORM WATER
- POOL-INFINITY EDGE

## PODIUM AND ROOF TERRACES



Streetscape and amenity areas

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L7

AMACON  
 LIVE WELL  
 In Association with  
 Larry Diamond  
 van der Zalm  
 + associates  
 project phase

# PRECEDENT IMAGES

PRECEDENT IMAGES FROM NORTH AMERICA



City of  
Richmond

## Rezoning Considerations

Development Applications Division  
6911 No. 3 Road, Richmond, BC V6Y 2C1

To: Amacon Development (Alderbridge) Corp. (The Developer)

Address: 7680/7720 Alderbridge Way (The Development) File No.: RZ 11-593705

### I) Rezoning

Prior to final adoption of Zoning Amendment Bylaw 8946, the **Developer** is required to complete the following:

1. **Subdivision Plan for Development Lot and Linear Park:** A subdivision plan must be prepared to the satisfaction of the City and Approving Officer and registered on title that:
  - a. Consolidates of the current lots into one development lot;
  - b. Includes dedication of a 5.5m wide strip of road along the full Lansdowne Road frontage and a 1.36m wide strip of dedication along the full Alderbridge Way frontage as shown on the Functional Road Plan in Attachment 1; and
  - c. Creates a fee simple lot for the park extending 10 m northwards of the above-noted 5.5 m Lansdowne road dedication that are both to be transferred to the City (the 10m depth may be adjusted to both the City's and Developer's satisfaction provided the lot area remains the same as it would have been for the uniform 10m depth).
2. **Lansdowne Linear Park:** The Lansdowne Linear Park Lot will:
  - a. Be transferred by the Developer at no cost to the City, free and clear of any other utilities, associated SRWs and other title charges (with no DCC Credits applicable);
  - b. Be constructed by the Developer (with no DCC Credits applicable) by preparing a park design for the Development Permit following the City's Lansdowne Corridor Plan and entering into a Servicing Agreement with the City for the design and construction of the park, to the satisfaction of the City, prior to issuance of a Building Permit for the proposed development. Should the GM of Community services elect to have the construction done by City crews/contractors the Servicing Agreement will not be required; and
  - c. Be secured with a \$400,000 Letter of Credit (LOC) submitted by the Developer to the City for the construction of the park, including hard and soft landscaping and associated park services such as water services associated with irrigation and any water feature within the park lot, but not including design, plans and documentation costs. This LOC amount may be adjusted upward or downward based on the estimated design and construction costs for the linear park as determined by the GM of Community Services prior to entering into a Servicing Agreement for the construction of the park or Building Permit issuance whichever comes first.
3. **Existing Buildings:** The existing buildings located on the Development site must be removed prior to adoption of Bylaw 8946 to undertake above requirements. Should these existing buildings not be able to be demolished and the land dedications/transfers to the City as identified in sections 2 and 3 be not be provided prior to rezoning adoption, the following apply:
  - a. The Developer registers a **Statutory Right of Way / Option to Purchase and Dedicate** that dedicates 5.5 m of road adjacent to Lansdowne Road and creates and transfers an adjacent 10m-wide lot under a subdivision plan with an area of approximately 1113 m<sup>2</sup> to the City for park as generally shown on Attachment 1 by no later than October 31, 2013. This agreement will also allow for the City to enter onto the development site and to demolish the buildings after September 30, 2013. This Agreement will further allow for adjustment to the width of the park lot from between 6 to 14m in width when created under the



above subdivision plan based on the City's Lansdowne Corridor Process provided that the park lot area is at least 1113m<sup>2</sup>. This agreement will further allow for City access and demolition of all of the existing buildings on the development site (including both current and future lots) and remove all associated City and other services (i.e. power, telephone, gas, cable) in the manner required to meet the BC Building Code and all regulatory requirements.

- b. The Developer registers a further **Statutory Right of Way** over the remainder of the Development site which grants the City access to demolish all of the existing buildings on the development site (including both current and future lots) and remove all associated City and other services (i.e. power, telephone, gas, cable) after September 30, 2013. in the manner required to meet the BC Building Code and all regulatory requirements. This agreement will allow City access to construct the park works within the park lot to the satisfaction of the City and construct, remove and modify all other road and servicing works the City's Servicing Agreement entered into prior to rezoning and to undertake of the demolition of the building within the Statutory Right of Way / Option to Purchase.
- c. The Developer registers a **No-Development Covenant** on the development site (both lots) which prohibits issuance of a building permit to construct any building until:
  - i. The Developer demolishes all of the existing buildings on the site;
  - ii. The park lot and road dedication under the Statutory-Right-of-Way / Option to Purchase and Dedicate have been created under a subdivision plan and transferred to the City by the Developer;
  - iii. A Servicing Agreement has been entered into by the Developer for all road and engineering works and secured by the Developer to the satisfaction of the City; and
  - iv. A Servicing Agreement has been entered into by the Developer for all park works within the Lansdowne Linear Park lot and adjacent road dedication with the security from the Developer to the satisfaction of the City unless the General Manager (Parks) agrees that such park works are completed by the City funded from the park security.
- d. Submits a **security** of \$150,000 to the City to allow for all building demolition, engineering, servicing, and associated legal and administrative work to meet all regulatory requirements and required to exercise the Statutory-Right-of-Way / Option to Purchase and Dedicate. This security will be released after the transfer of the park lot to the City and road dedication.

**4. Statutory Rights of Way for Public Rights of Passage (SRW):** The Developer granting the following SRWs as shown on Attachment 1 for public rights of passage and other city works such as street light conduits and standards is required:

- a. A 0.36 m strip along the entire Alderbridge Way frontage;
- b. Two minimum 5m x 5m corner cuts at the Cedarbridge Way / Lansdowne Road and Lansdowne Road / Alderbridge Way intersections; and
- c. A minimum 4m x 4m corner cut at the Cedarbridge Way / Alderbridge Way intersection.

**5. Statutory Rights of Way for Minor Sanitary Pump Station (SRW):** The Developer granting a SRW as generally shown on Attachment 2 with the size being 6m X 11m and as may be required by the Director of Engineering in order to provide sufficient size and satisfactory location to accommodate, but not limited to pump station wet well, control/equipment kiosk, antenna, back-up generator, adequate space for maintenance truck to access and maintain the pump station while allowing for uninterrupted public access around the work area, provided any adjustment does not materially change the location of the proposed building as shown on Attachment 2 and considered by Planning Committee. The Developer is also required to remove any other utilities and associated SRWs within the required Minor Pump Station SRW.

**6. Noise Covenant(s):** Registration of legal agreement on title identifying that the proposed development must be designed and constructed in a manner that mitigates potential noise within the proposed dwelling units for:

- a. Aircraft Noise Sensitive Use Development (Residential) covenant based on the City's standard covenant; and
- b. Industrial Noise covenant to require that the buildings be constructed to address the maximum noise levels set-out under the *Development Permit Conditions* below.

And which covenants will ensure dwelling units must be designed and constructed to achieve:

- c. CMHC guidelines for interior noise levels as indicated in the chart below:

Portions of Dwelling Units	Noise Levels (decibels)
Bedrooms	35 decibels
Living, dining, recreation rooms	40 decibels
Kitchen, bathrooms, hallways, and utility rooms	45 decibels

- d. the ASHRAE 55-2004 "Thermal Environmental Conditions for Human Occupancy" standard for interior living spaces.

**7. Flood Covenant:** Registration of the City's standard flood indemnity covenant on title ensuring that there is no construction of habitable area below the Flood Construction Level of 2.9 m (Area A).

**8. Public Art:** City acceptance of the Developer's offer to voluntarily provide \$159,223 to Richmond's public program (this amount may be adjusted if such residential building area changes from 209,967ft<sup>2</sup> and commercial area changes from 4370 ft<sup>2</sup>).

**9. Community Planning Program:** City acceptance of the Developer's offer to voluntarily contribute \$50,960 towards Richmond's community planning program fund on the basis of \$0.25/ft<sup>2</sup> of total building area, excluding affordable housing units (this amount may be adjusted if such building area changes from 203,839 ft<sup>2</sup>).

**10. Affordable Housing Agreement:** Registration of the City's standard Housing Agreement and Covenant to secure 14 affordable housing (low-end market rental) to the satisfaction of the City in each of the three buildings and that the combined habitable floor area of which units shall comprise at least 5% of the subject development's total development's residential building area (including common areas, such as hallways and lobbies). The terms of the Housing Agreements shall indicate that they apply in perpetuity. The number of affordable housing units, together with their types, sizes, unit mix, rental rates, and occupant income restrictions shall be in accordance with the City's Affordable Housing Strategy and guidelines for Low End Market Rental housing (unless otherwise agreed to by the Director of Development and Manager, Community Social Development), and as set out in Table 1 and 2 below. Occupants of the affordable housing units shall, to the satisfaction of the City (as determined prior to Development Permit\* approval), enjoy full and unlimited access to and use of all on-site indoor and outdoor amenity spaces.

**Table 1: Affordable Housing Unit Locations**

DESIGNATED AFFORDABLE UNITS				
REQ. AFFORDABLE UNITS:	209,967.0 sqft	x 5.0% =	10,498.4 sqft.	
PROVIDED* (SEE BELOW):				
BUILDING	UNIT AREA	UNIT TYPE	#s OF UNIT	PERCENTAGE (%)
A	695.0 sqft	1 BR + DEN	4	28.6 %
B	695.0 sqft	1 BR + DEN	4	28.6 %
C	655.0 sqft	1 BR + DEN	4	28.6 %
TOWNHOUSE	1,050.0 sqft	2 BR	2	14.3 %
NET TOTAL	10,280.0 sqft		14	100.0 %

**Table 2: Affordable Housing Target Groups**

Unit Type	Number of Units	Minimum Unit Area	Maximum Monthly Unit Rent*	Total Annual Household Income*
1-Bedroom / Den	12**	50 m2 (535 ft2)	\$925	\$37,000 or less
2-Bedroom	2**	80 m2 (860 ft2)	\$1,137	\$45,500 or less

\* May be increased periodically as provided for under adopted City policy.

\*\* All affordable housing units must satisfy Richmond Zoning Bylaw requirements for Basic Universal Housing.



**11. Discharge of City of Richmond SRW:** Discharge of the SRW adjacent to Cedarbridge Way for sanitary works under LTO No. Y23580 (Plan 69081) from title.

**12. Tandem Parking:** Registration of a legal agreement on title ensuring that where two parking spaces are provided in a tandem arrangement both parking spaces must be assigned to the same dwelling unit is required.

**13. Commercial/Visitor Parking:** Registration of a legal agreement on title ensuring that the shared residential visitor and commercial parking is not assigned to any specific residential unit / commercial unit nor be designated (i.e. sold, leased, reserved, signed, or otherwise assign) by the owner or operator for the exclusive use of employees, specific businesses, and/or others.

**14. Access:** Registration of a restrictive covenant and/or alternative legal agreement on title is required allowing only right-in/right-out turning from the driveway on Alderbridge Way.

**15. Transportation Demand Management:** The Developer requests an overall parking reduction of 10% below the parking requirements for resident, affordable housing and visitor spaces set out in Bylaw 8500. In lieu of this reduction, the City accepts the Developer's offer to voluntarily:

- a. Enter into an agreement with the City to ensure that the electrical vehicle and bicycle plug-ins be provided as a condition of issuance of the City building permits with confirmation that such have been provided as a condition of issuance of an occupancy permit for each building as follows:
  - i. 120V electric plug-in's for 20% of all parking stalls; and
  - ii. 120V electric plug-in's for electric bikes, one for every 40 bicycle storage racks (if there are fewer than 40 bicycle racks in a storage compound, one 120V electric plug-in is required for the same compound).
- b. Construct an interim 2m wide asphalt walkway along the east side of Alderbridge Way, from Lansdowne Road to lane immediately north of Elmbridge Way under the Servicing Agreement.

**16. District Energy Utility (DEU):** Registration of a restrictive covenant and/or alternative legal agreement(s), to the satisfaction of the City, securing that **no building permit will be permitted to be issued** on the subject site until the Developer enters into legal agreement(s) in respect to the Developer's commitment to connecting to the proposed City Centre DEU, including operation of and use of the DEU and all associated obligations and agreements as determined by the Director of Engineering, including, but not limited to:

- a. Design and construction of the development's buildings to facilitate hook-up to a DEU system (e.g., hydronic water-based heating system); and
- b. Entering into a Service Provision Agreement(s) and statutory right-of-way(s) and/or alternative legal agreements, to the satisfaction of the City, that establish DEU for the subject site.

**17. Enter into a Servicing Agreement (SA)\*:** for the design and construction, at the Developer's sole cost, of full upgrades across and adjacent to the Development for road works, transportation infrastructure, street frontages, water, sanitary and storm sewer system upgrades, and related works as generally set out below. Prior to rezoning adoption, all works identified via the SA must be secured via a Letter(s) of Credit, to the satisfaction of the Director of Development, Director of Engineering, Director of Transportation and Manager, Parks – Planning and Design. All works shall be completed with regards to timing as set out in the SA and above-noted covenant and legal agreements in the Rezoning Requirements.

A. Transportation Works:

Transportation works are to be designed and constructed as outlined below and following the Functional Road Plan in Attachment A.

1) *Lansdowne Road, from Cedarbridge Way to Alderbridge Way*

Interim Cross-Section:

Developer to design and complete road widening to accommodate the following (from existing south road R.O.W. line to north):

- a. 1.05m wide tie-in's to the property to the south.
- b. 3.6m wide eastbound travel lane.
- c. 3.45m wide eastbound left-turn lane / painted median.
- d. 4.65m wide westbound vehicle travel lanes.
- e. 0.15m wide curb/gutter.
- f. north of the curb/gutter, minimum 2m wide sidewalk, 3m wide two-way bicycle path, and other frontage beautification improvements would be required. Exact details to be confirmed in consultation with Parks Department and at the completion of the Lansdowne Corridor Plan process. Note that appropriate tie-in's of the above cross-section to existing Lansdowne Road outside the development frontage would be required. In addition, the City may wish to advance some of the above noted road improvements as part of its Capital Program. In such case, the developer would be responsible for the remaining road works as noted above. Exact details to be confirmed as part of the SA process.

Ultimate Cross-Section:

Developer to incorporate into the design of the following "ultimate" configuration (referenced from the 3.25m wide eastbound travel lane to south as per approved Functional Plan – Ultimate Condition):

- a. 3.25m wide eastbound curb lane.
- b. 0.15m wide curb/gutter.
- c. 1.65m wide landscaped boulevard.
- d. 2m wide concrete sidewalk.
- e. 3.2 raised median.

Exact details to be confirmed in consultation with Parks Department and at the completion of the Lansdowne Corridor Plan process.

2) *Alderbridge Way, from Lansdowne Road to Cedarbridge Way:*

Interim Cross-Section:

Developer to design and complete road widening to accommodate the following (from the eastern edge of the new SRW to west):

- a. 2m wide concrete sidewalk.
- b. 1.65m wide landscaped boulevard (including a new 0.15m wide curb/gutter).
- c. road widening to accommodate two eastbound/northbound lanes (6.5m wide), one left-turn/painted median lane (3.25m wide), and the remaining space to the existing west curb be designed for westbound/southbound traffic lanes.

Developer to design and complete an interim 2m wide asphalt walkway along the east side of Alderbridge Way, from Lansdowne Road to lane immediately north of Elmbridge Way.

Please note that due to the changes in horizontal alignment, special anti-skid pavement would be required. Exact details to be confirmed as part of the Servicing Agreement design process.

Ultimate Cross-Section:

Developer to incorporate into the design of the following "ultimate" configuration, including five 3.25 m wide traffic lanes (two eastbound and two westbound through traffic lanes and left turn lanes/raised landscaped



median). Frontage improvements are to include a 2.0 m sidewalk and 1.65 m boulevard (including 0.15m wide curb/gutter) on both sides of the road.

3) *Cedarbridge Way, from Lansdowne Road to Alderbridge Way:*

Developer to design and complete road widening to accommodate the following (from existing curb/gutter on the west side to west as per approved Functional Plan – Ultimate Condition):

- a. 1.65m wide landscaped boulevard.
- b. 2m wide concrete sidewalk.

4) *Traffic Signal:* Installation of a new traffic signal at Cedarbridge Way / Lansdowne Road & upgrade of the existing signal at Alderbridge Way / Lansdowne Road to include but not limited to the following:

- a. Signal pole, controller, base and hardware.
- b. Pole base (City Centre decorative pole & street light fixture).
- c. Detection, conduits (Electrical & Communications) and signal indications, and communications cable, electrical wiring and service conductors.
- d. APS (Accessible Pedestrian Signals) and illuminated street name sign(s).

Note: The City may wish to advance some of the above noted traffic signal improvements as part of its Capital Program. In such case, the developer would be responsible for the remaining road works as noted above.

5) *Construction Timing:* all frontage improvements shall be completed prior to the opening of the development.

6) *Development Cost Charges (DCCs):* Road Works DCC credits are applicable for the above interim works on Lansdowne Road, Alderbridge Way and the traffic signal, as available, for road works completed by the developer within the dedicated road allowance as identified as defined in the City DCC Program.

**B. Engineering Works:**

1.) Storm Sewer

Storm analysis is not required, however, the following frontages must be upgraded by the developer, as per City requirements or the Developer may hire a consultant to complete a storm sewer capacity analysis to the major conveyance.

a. Alderbridge Way:

Provide a single storm sewer system at Alderbridge Way, sized to OCP conditions, from the existing manhole STMH4072 (near the intersection of Alderbridge Way and Cedarbridge Way) to the existing box culvert at Lansdowne Road that will replace the existing dual system at Alderbridge Way. The extent of the required single storm sewer system will be from the intersection of Alderbridge Way and Cedarbridge Way to the existing box culvert at Lansdowne Road.

b. Cedarbridge Way:

Upgrade the existing 250mm diameter storm sewer from existing manhole STMH4072 (near the intersection of Alderbridge Way and Cedarbridge Way) to existing manhole STMH4113 (located midway of the proposed site's Cedarbridge Way frontage ) with a length of 75 m must be upgraded to a min. 600 mm and upgrade the existing 300 mm diameter storm sewer from existing manhole STMH4113 to existing manhole STMH4111 (located at the intersection of Cedarbridge Way and Lansdowne Road) with a length of 78 m, to 600 mm diameter.

2.) Sanitary Sewer

- a. Replacement of existing 300mm forcemain located in a SRW along the proposed site's Cedarbridge Way frontage from the corner of Lansdowne Road and Cedarbridge Way to 85 meters north (subject to review of impact assessment of the proposed development to the existing utilities adjacent to the proposed site).
- b. Replacement of existing sanitary mains located along the proposed site's Lansdowne Road frontage from the corner of Lansdowne Road and Alderbridge Way to corner of Lansdowne Road and Cedarbridge Way (subject to review of impact assessment of the proposed development to the existing utilities adjacent to the proposed site).
- c. The Developer granting a SRW with the size being 6m X 11m as generally shown on Attachment 2 and as may be required by the Director of Engineering in order to provide a sufficient size satisfactory and location to accommodate a pump station, including but not limited to pump station wet well, kiosk, antenna, back-up generator, adequate space for maintenance truck to access and maintain the pump station while allowing for uninterrupted public access around the work area, provided any adjustment does not materially change the location of the proposed building as shown on Attachment 2 and considered by Planning Committee.  
The building and building foundation may require additional provisions to accommodate the sanitary pump station and facilitate future pump station repairs, maintenance and upgrades provided it does not materially change the location of the exterior wall of the building as shown on Attachment 2 and considered by Planning Committee.

3.) Water Works

Using the OCP Model, there is 750 L/s available at 20 psi residual at hydrant located at Alderbridge Way and 472 L/s at 20 psi residual at hydrant located at Cedarbridge Way frontage. Based on your proposed rezoning, your site requires a minimum fire flow of 220 L/s. Water analysis is not required. However, once you have confirmed your building design at the Building Permit stage, you must submit fire flow calculations signed and sealed by a professional engineer based on the Fire Underwriter Survey to confirm that there is adequate available flow.

- a. Lansdowne Road frontage has no existing watermain. A minimum of 200 mm diameter watermain must be provided along the Lansdowne Road frontage by the developer.
- b. Replacement of existing water mains located along the proposed site's Alderbridge Way and Cedarbridge Way frontages (subject to review of impact assessment of the proposed development to the existing utilities adjacent to the proposed site).

4.) Private Utilities

The developer is responsible for the under-grounding of the existing private utility pole line (subject to concurrence from the private utility companies) along Lansdowne Road and Cedarbridge Way frontages and pre-ducting along all site frontages as per Private Utility Company requirements. Private utility companies may require rights-of-ways for their equipment and/or to accommodate the future under-grounding of the overhead lines. It is recommended that the developer contact the private utility companies to learn of their requirements.

5.) General

Additional legal agreements, as determined via the subject development's Servicing Agreement(s) and/or Development Permit(s), and/or Building Permit(s) to the satisfaction of the Director of Engineering may be required, including, but not limited to, site investigation, testing, monitoring, site preparation, de-watering, drilling, underpinning, anchoring, shoring, piling, pre-loading, ground densification or other activities that



may result in settlement, displacement, subsidence, damage or nuisance to City and private utility infrastructure.

The Engineering design, via the Servicing Agreement and/or the Development Permit and/or the Building Permit design must incorporate the recommendations of the impact assessment.

- 6) *Development Cost Charges (DCCs)*: Engineering DCC credits are applicable for the above, as available, for works completed by the developer and as identified and defined in the City DCC Program.

**18. Enter into a Development Permit\***: The submission and processing of a Development Permit\* completed to a level deemed acceptable by the Director of Development.

## II) Development Permit

**Prior to a Development Permit\* being forwarded to the Development Permit Panel for consideration, the developer is required to:**

1. **Airport and Industrial Noise Report**: Submit a report and recommendations prepared by an appropriate registered professional, which demonstrates that the interior noise levels and thermal conditions comply with the City's Official Community Plan requirements for Aircraft Noise Sensitive Development. The standard required for air conditioning systems and their alternatives (e.g. ground source heat pumps, heat exchangers and acoustic ducting) is the ASHRAE 55-2004 "Thermal Environmental Conditions for Human Occupancy" standard and subsequent updates as they may occur.

- Maximum interior noise levels (decibels) within the dwelling units must achieve CMHC standards follows:

Portions of Dwelling Units	Noise Levels (decibels)
Bedrooms	35 decibels
Living, dining, recreation rooms	40 decibels
Kitchen, bathrooms, hallways, and utility rooms	45 decibels

- the ASHRAE 55-2004 "Thermal Environmental Conditions for Human Occupancy" standard for interior living spaces or most recent applicable ASHRAE standard.
2. **LEED Silver**: Submission of letter with from the Architect of Record as a requirement of issuance of building permit confirming that the building phase (building and landscape design) has a sufficient score to meet the Canadian Green Building Council LEED Silver 2009 criteria and submission of follow-up letter confirming that building has been constructed to be meet such LEED criteria. The architect of record or LEED consultant is also to provide a letter of assurance confirming how each building meets LEED Silver criteria prior to issuance of an occupancy permit for each building. The LEED criteria to met must include:
    - a. Heat Island Effect: Roof Credit
    - b. Storm Water Management Credit
  3. **On-site Landscape Plan**: Submission of a Landscape Plan, prepared by a Registered Landscape Architect, to the satisfaction of the Director of Development, and deposit of a Landscaping Security based on 100% of the cost estimate provided by the Landscape Architect, including installation costs.
  4. **Lansdowne Linear Park Plans**: Submission of a Landscape Plan, prepared by a Registered Landscape Architect, to the satisfaction of the Directors of Development and Transportation and Manager, Parks – Planning and Design, and submission of an amended Lansdowne Park Linear Landscaping Security of \$400,000, or as adjusted to reflect 100% of the actual construction cost estimate for these park works provided by the Landscape

Architect that is to the satisfaction of the City, to replace the Park Letter of Credit provided at Rezoning described in Section 2 above.

### III) Building Permit

Prior to Building Permit Issuance, the developer must complete the following requirements:

1. Submission of a Construction Parking and Traffic Management Plan to the Transportation Division. Management Plan shall include location for parking for services, deliveries, workers, loading, application for any lane closures, and proper construction traffic controls as per Traffic Control Manual for works on Roadways (by Ministry of Transportation) and MMCD Traffic Regulation Section 01570.
2. Incorporation of accessibility measures in Building Permit (BP) plans as determined via the Rezoning and/or Development Permit processes.
3. Obtain a Building Permit (BP) for any construction hoarding. If construction hoarding is required to temporarily occupy a public street, the air space above a public street, or any part thereof, additional City approvals and associated fees may be required as part of the Building Permit. For additional information, contact the Building Approvals Division at 604-276-4285.
4. Entering in Final Servicing Agreements for the Lansdowne Linear Park and other Transportation and Engineering Works as required under Rezoning Considerations and required by the City's bylaws.

#### Notes:

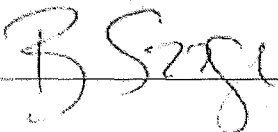
- \* This requires a separate application.
- Where the Director of Development deems appropriate, the preceding agreements are to be drawn not only as personal covenants of the property owner but also as covenants pursuant to Section 219 of the Land Title Act.

All agreements to be registered in the Land Title Office shall have priority over all such liens, charges and encumbrances as is considered advisable by the Director of Development. All agreements to be registered in the Land Title Office shall, unless the Director of Development determines otherwise, be fully registered in the Land Title Office prior to enactment of the appropriate bylaw.

The preceding agreements shall provide security to the City including indemnities, warranties, equitable/rent charges, letters of credit and withholding permits, as deemed necessary or advisable by the Director of Development. All agreements shall be in a form and content satisfactory to the Director of Development.

- Additional legal agreements, as determined via the subject development's Servicing Agreement(s) and/or Development Permit(s), and/or Building Permit(s) to the satisfaction of the Director of Engineering may be required including, but not limited to, site investigation, testing, monitoring, site preparation, de-watering, drilling, underpinning, anchoring, shoring, piling, pre-loading, ground densification or other activities that may result in settlement, displacement, subsidence, damage or nuisance to City and private utility infrastructure.

Signed



Date

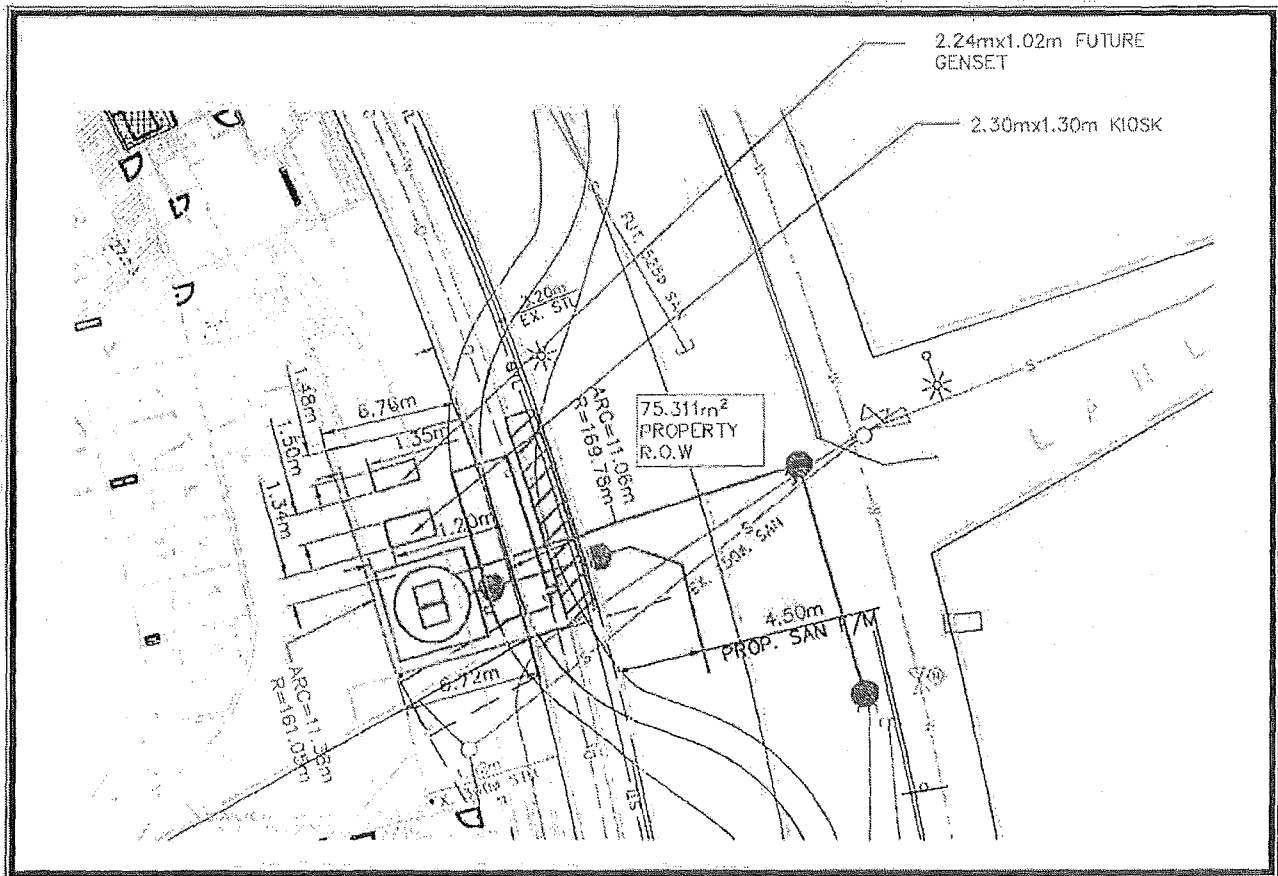
October 5, 2012.



## Functional Road Plan



Attachment 2  
Minoru Pump Station Location





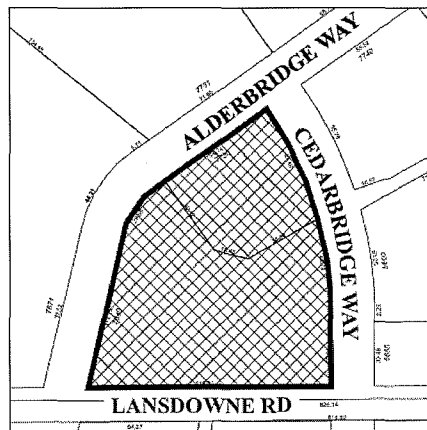


**Richmond Zoning Bylaw 8500  
Amendment Bylaw 8946 (RZ 11-593705)  
7680 and 7720 Alderbridge Way**

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

1. Richmond Zoning Bylaw 8500, as amended, is further amended by inserting Section 9.4.4.7 as follows:
  - “7. Notwithstanding Section 9.4.4.3, for the RCL2 **zone** the maximum **floor area ratio** for the net **site** area of the **site** located within the **City Centre** shown on Figure 1 below shall be 2.252, provided that the **owner**:
    - a) complies with the conditions set out in either paragraph 9.4.4.3(a) or (b); and
    - b) creates a lot with an area of not less than 1,139 m<sup>2</sup> within the **site** as **park**.

**Figure 1**



2. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning Bylaw 8500, is amended by repealing the existing zoning designation of the following area and by designating it **RESIDENTIAL / LIMITED COMMERCIAL (RCL2)**.

P.I.D. 001-183-222

Lot 1 Section 5 Block 4 North Range 6 West New Westminster District Plan 69080

P.I.D. 001-183-231

Lot 2 Section 5 Block 4 North Range 6 West New Westminster District Plan 69080

3. This Bylaw may be cited as “**Richmond Zoning Bylaw 8500, Amendment Bylaw 8946**”.

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER REQUIREMENTS SATISFIED

ADOPTED

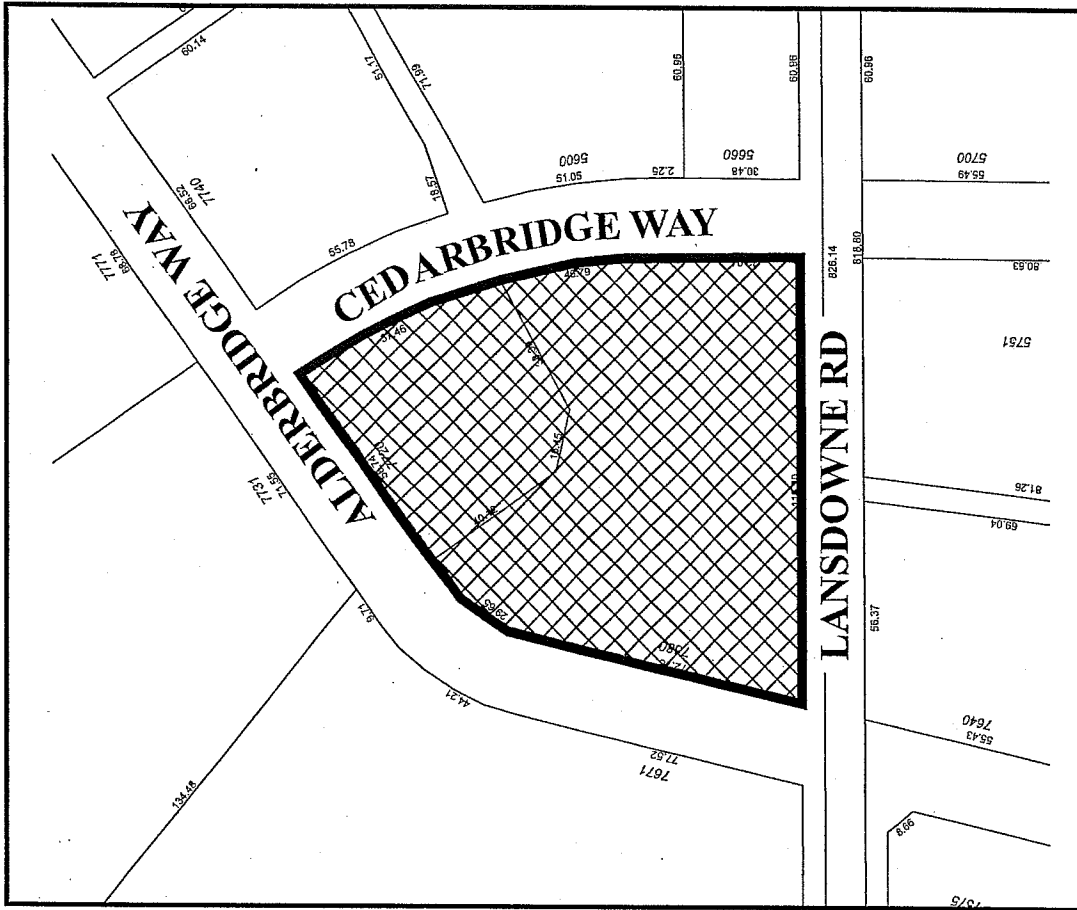
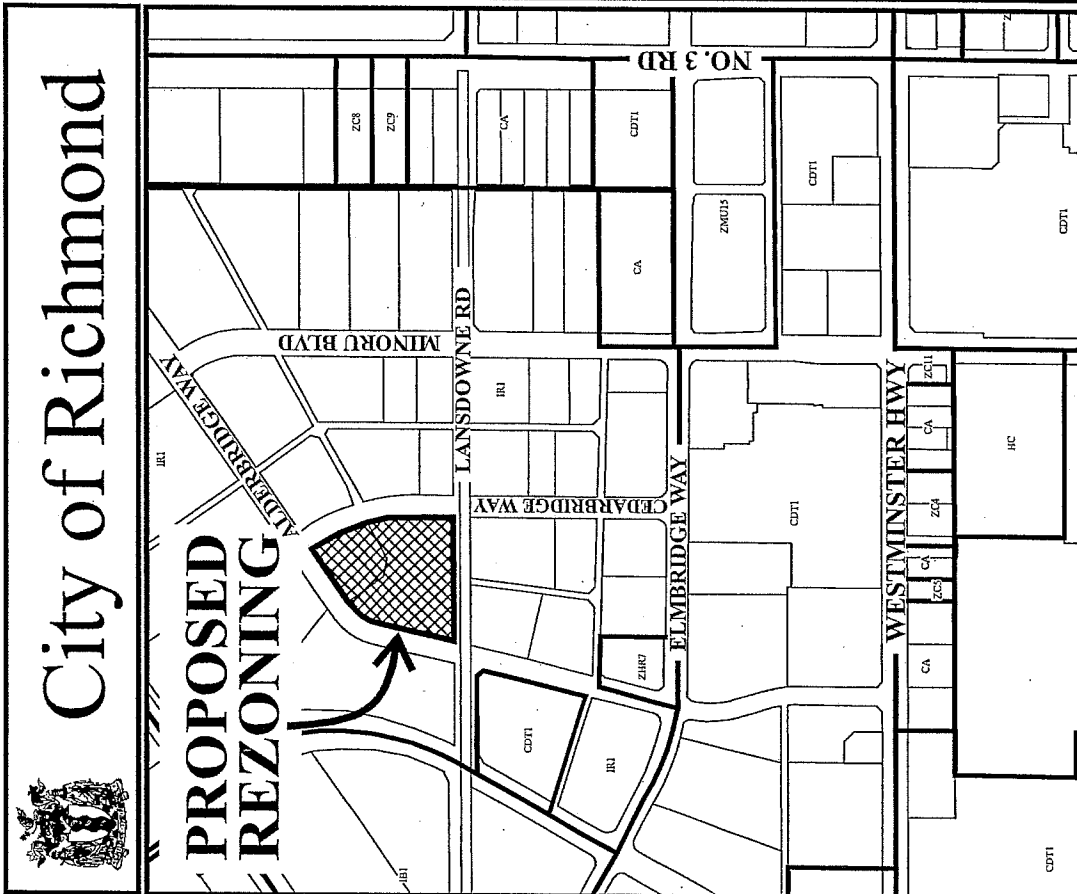
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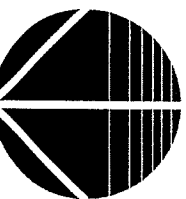
\_\_\_\_\_  
MAYOR

\_\_\_\_\_  
CORPORATE OFFICER





RZ 11-593705



Original Date: 11/15/11  
Revision Date:  
Note: Dimensions are in METRES



# City of Richmond

To Council - Sep 24, 2012

## Report to Committee Planning and Development Department

**To:** Planning Committee  
**From:** Joe Erceg, General Manager  
Planning and Development  
**Re:** 2041 Official Community Plan

To: Planning Comm. SEPT. 12, 2012

**Date:** September 11, 2012

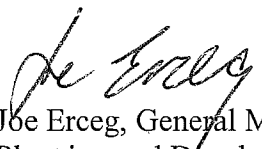
**File:** 08-4045-00/Vol 01

12-8060-20-9000

### Staff Recommendation

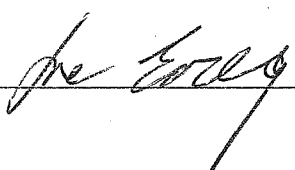

1. That Richmond Official Community Plan Bylaw 9000, which repeals the existing 1999 Official Community Plan (Schedule 1 of Bylaw 7100) and replaces it with a new 2041 Official Community Plan (Schedule 1 of Bylaw 9000), be introduced and given first reading.
2. That, in accordance with section 882 (3) (a) of the *Local Government Act*, Bylaw 9000, having been considered in conjunction with:
  - a) the City's Financial Plan and Capital Program; and
  - b) the Metro Vancouver Regional District Solid Waste and Liquid Waste Management Plans;is found to be consistent with said Program and Plans.
3. That, as it applies to lands within the Agricultural Land Reserve, Richmond Official Community Plan Bylaw 9000, in accordance with section 882 (3) (c) of the *Local Government Act*, be referred to the Agricultural Land Commission for comment by the Public Hearing.
4. That, in accordance with section 879 (2) (b) of the *Local Government Act*, Richmond Official Community Bylaw 9000 be referred to the following bodies for comment and response by the Public Hearing:
  - a) The Councils of the City of Vancouver, City of New Westminster and the Corporation of Delta;
  - b) Musqueam Indian Band;
  - c) Board of Education of Richmond School District No. 38.
5. That Richmond Official Community Plan Bylaw 9000 be referred to the following bodies for comment and response by the Public Hearing:
  - a) Vancouver International Airport Authority;
  - b) Port Metro Vancouver;
  - c) TransLink (South Coast British Columbia Transportation Authority);
  - d) Urban Development Institute;
  - e) Richmond small home builders group.

6. That Richmond Official Community Plan Bylaw 9000 be referred and considered at the November 19, 2012 Public Hearing provided that the Metro Vancouver Board has accepted the OCP Regional Context Statement (RCS) chapter within a time period that allows all statutory advertising to be completed, otherwise the OCP Bylaw is referred for consideration to the earliest Public Hearing for which all statutory advertising can be completed following the Metro Vancouver Board acceptance of the Regional Context Statement (RCS) chapter.

  
 Joe Erceg, General Manager  
 Planning and Development  
 604-276-4083

JE:ttc

Att 6

REPORT CONCURRENCE			
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER	
Law	<input checked="" type="checkbox"/>		
Engineering	<input checked="" type="checkbox"/>		
Sustainability	<input checked="" type="checkbox"/>		
Transportation	<input checked="" type="checkbox"/>		
Parks Services	<input checked="" type="checkbox"/>		
Recreation Services	<input checked="" type="checkbox"/>		
Economic Development	<input checked="" type="checkbox"/>		
Arts, Culture & Heritage	<input checked="" type="checkbox"/>		
Development Applications	<input checked="" type="checkbox"/>		
Building Approvals Department	<input checked="" type="checkbox"/>		
Community Social Development	<input checked="" type="checkbox"/>		
Community Safety Policy and Programs	<input checked="" type="checkbox"/>		
REVIEWED BY SMT SUBCOMMITTEE	INITIALS: 		



## Staff Report

### Origin

In October 2009, Council authorized the preparation of a new Official Community Plan (OCP) to assist Council in managing to 2041, population and employment growth, development, housing, transportation, community amenities, infrastructure and the natural environment. On April 26, 2011, Council approved the following resolution regarding the 2041 OCP Update:

*That, as per the staff report entitled: "Proposed 2041 OCP Update Concept", dated April 4, 2011, the proposed 2041 OCP Concept (Attachment 2) be endorsed and staff proceed with the 3rd round OCP consultation process.*

### **2011 - 2014 Council Term Goals**

The OCP supports the Council Term Goals by better enabling Council to:

- manage the anticipated 2011 - 2041 population and employment growth, and where and how the needed housing, employment lands, parks, community services, transportation and infrastructure will be provided (Council Goal #8: Managing Growth and Development);
- work towards sustainability by addressing climate change and anticipating upcoming social, environmental and economic changes (e.g., an older population, aging infrastructure) (Council Goal # 7: Sustainability).

In doing so, the 2041 OCP is one component used by the City to achieve its vision: to be the most appealing, livable and well managed community in Canada.

### Analysis

#### 1. Overview

Richmond today is a unique city comprised of 17 islands in the Fraser River. It is home to the Vancouver International Airport, Port Metro Vancouver's Fraserlands facilities and the Steveston Harbour which is the largest commercial fishing harbour in Canada. The City is comprised of 65% "visible minorities", the highest proportion in BC and second highest in Canada with 51% of our populace being of Chinese descent.

The 1999 OCP has enabled Richmond to manage significant growth and change over the past dozen years. In this period, the City's population has increased from 150,000 to 200,000. Council has also managed land use, growth and community livability by adopting numerous additional plans, for example: the 2003 Richmond Agricultural Viability Strategy, 2004 OCP Aircraft Noise Sensitive Development policies, 2006 West Cambie Area Plan, 2007 Affordable Housing Strategy, 2007 Facilities Strategic Plan, 2009 Flood Management Strategy, 2009 City Centre Area Plan, 2009 Steveston Village Heritage Conservation Strategy, 2009 Wellness Strategy and the 2010 OCP Phase 1: Green House Gas and Energy Plan.

Significant community development milestones during this period have included the opening of the new \$2 billion Canada Line, with planning completed for high density urban villages around each of the five stations, and the opening of the Richmond Olympic Oval, which also has a new high density urban village planned and now being developed within its precinct.

Richmond played a lead role in the hosting of the 2010 Olympic Winter Games, the River Rock Casino Resort was developed and expanded, a redevelopment was approved for the Fantasy Gardens lands, which will include a major new City park, and the City purchased the Garden City Lands, Northeast Bog and Grauer lands for use for future generations.

The proposed 2041 OCP enables Richmond to continue developing as a great place and a greener, more resilient, connected and healthy City. It envisions that, by 2041, Richmond will be a more sustainable City - a place of great spaces and experiences, whose greatest assets include its thriving downtown, diversified economy, healthy, distinct and connected neighbourhoods, its island shoreline, open spaces, and protected and productive agricultural lands. Richmond of 2041 will have adaptable and prosperous businesses that enrich people, the community, the natural environment, the world and future generations.

New sustainability directions proposed in the 2041 OCP will be combined with a continued emphasis on improving the health of neighbourhoods, building a vibrant downtown, fostering a resilient economy and a healthy business climate, addressing recreational needs, enhancing social development, preserving environmental quality, and promoting the arts, culture and heritage.

The 2041 OCP is more than a framework for future land use planning, providing a more comprehensive vision for the future of the City than was found in previous Richmond OCPs. The first 12 chapters of the new OCP contain policies to address the following major topics: Moving Towards A Sustainable Community; Climate Change Response; Connected Neighbourhoods and Special Places; Vibrant Cities; Safe City; Resilient Economy; Agriculture and Food; Mobility and Access; Island Natural Environment; Open Space and Public Realm; Social Inclusion and Accessibility; and Sustainable Infrastructure and Resources. Together with an implementation strategy and Development Permit guidelines, these chapters provide a broad vision to guide the City's growth to 2041.

The Richmond of 2041 will be a place where people:

- earn a living where they reside and participate in the global economy through an exchange of knowledge, entrepreneurship and trade;
- feel connected to their physical surroundings, the people around them and their community;
- are active and healthy;
- respect, honour and celebrate the diversity in their community;
- feel connected to the past, celebrate the present and anticipate the future with enthusiasm.

The City will have become more energy efficient and be responding to the challenges of climate change, in partnership with other levels of government, its citizens and its business.

## 2. Overview of New and Enhanced 2041 OCP Policies

Some proposed new and enhanced OCP approaches which will enable the Council to better manage the City to 2041 are provided below:

### (A) General Growth

The proposed 2041 OCP enables:

- the current population of 200,000, to increase by 80,000 to 280,000 people;
- an increase of 40,000 jobs, from the current 140,000 jobs to 180,000 jobs;
- the City to accommodate an additional 42,000 dwelling units.

As intended, these OCP policies aim to be consistent with Metro Vancouver 2040 Regional Growth Strategy (RGS).

### (B) Sustainability

The proposed OCP enables Council to move towards a sustainable community by addressing a range of issues such as the possible impacts of climate change, energy reduction, food security, community well being, social issues such as vulnerable population groups and housing affordability. The creation of an urban realm that promotes social inclusion and active lifestyles is to be achieved. The following targets have already been established:

- Community-wide Greenhouse Gas (GHG) emission reduction targets of 33% from 2007 levels by 2020 and 80% by 2050;
- Community-wide Energy reduction target of 10% from 2007 levels by 2020;
- GHG and Energy Reduction Policies: Richmond's GHG emissions are generated 41% by buildings and 55 % by transportation. The OCP proposes to reduce these in part by requesting senior government funding and incentives for new buildings, for existing building retrofits (more efficient heating and cooling systems) and for alternative transportation features (e.g., transit, bicycling, rolling, walkability, ride sharing, electric cars). An example initiative is to require multiple family developments to provide for electric car plug-ins for a minimum of 20 % of parking spaces and predict to increase this number to 45% when required in the future.

### (C) Accessibility

In 2041, the average age of the population will be older. There will be more people with accessibility limitations (e.g., physical, mobility, hearing, seeing, mental challenges). Much of the older population will want to age in place, rather than leave the community. To address these needs, the OCP proposes to study this matter in consultation with the Richmond Centre on Disability, the seniors community, Urban Development Institute (UDI) and Richmond small home builders group (a group who builds mainly single family homes in Richmond) with a view to increasing accessibility. The study is to be completed within one year of OCP approval.

### (D) Densification Of Neighbourhood Shopping Centres

The proposed OCP enables continued densification of the Broadmoor shopping centre. It also supports, subject to more community planning, densification of the following shopping centres: Hamilton (area planning is now underway), East Cambie, Blundell and Garden City through a more clearly-defined process.



(E) Exploring An Increase In Building Height In the City Centre

The City and YVR have been exploring if and how an increase in building height in the City Centre may occur. The OCP promotes such a study as it would enable a more compact community, building space, community benefits and varied skyline.

(F) Arterial Road Policy

The proposed OCP continues to allow development along certain arterial roads as has been the practice and OCP policy for the past 10 years.

(i) *Arterial Road Coach Houses*

Concern has been expressed by Planning Committee about the appearance of coach houses on arterial roads. Staff share these coach house concerns which include:

- their height, massing and footprint;
- the lack of private on-site outdoor space;
- outside stairs and balconies that are highly visible or obtrusive;
- overlook and privacy concerns upon neighbouring properties; and
- their unattractive, box-like appearance.

Fortunately, there are not that many lots remaining on Williams Road, No. 1 Road and the few other arterial roads with a rear lane that can be redeveloped for arterial road coach houses. Based on past experience, staff estimate that around 20% of these lots, or 25 rezoning applications could be expected for coach house development in the future.

In order to properly address this issue, the existing Coach Houses (RCH) zone needs to be reviewed (e.g., regarding building heights, lot coverage, landscaping, private outdoor space, setbacks). Furthermore, the Development Permit Guidelines proposed for Edgemere coach houses cannot be used to control the form and character of coach houses along the arterial roads. This is because the Edgemere guidelines (which go along with a new zone for Edgemere) apply to wider lots that will not be subdivided and are based on the zoning requirement that at least 40% of the floor area of the coach house is on the ground floor. This is not possible for arterial road coach houses, where the lots are being subdivided into narrower widths.

Therefore, it is proposed that further consultation take place with the small builders in Richmond and the 2 in-stream rezoning applicants about coach house development along the arterial roads. In the meantime, staff will encourage any coach house rezoning applications to address the above-noted issues. Should Planning Committee wish to take this a step further, it could pass a resolution putting a moratorium on coach house rezoning applications along the arterial roads, until the review of the Coach House zone is completed.

(ii) *Arterial Road Townhouses*

Improvements have been made to the Arterial Road Policy as it relates to townhouses in the 2041 OCP. For example, a map has been included that clearly identifies where townhouse development would not be permitted on arterial roads (e.g., neighbourhoods that have indicated that they do not want townhouse development such as the Gibbons and Riverdale areas; where there is a rear lane and the area is identified for compact lot or coach house development such as the Mores and the Monds neighbourhoods). Similarly, there is a map that identifies where townhouse development has already been permitted and approved by Council.

In accordance with the existing OCP, and as confirmed through the 2041 OCP public consultation process, new townhouse development may be considered near the neighbourhood shopping centres and the City's community centres. Furthermore, as has been the City's practice, new townhouse development can be considered, if they are in close proximity to commercial services, a school or park. All of these new areas (which have not been mapped) are subject to potential public consultation, various development criteria, a Public Hearing and ultimately Council's discretion.

The Arterial Road Policy has also been amended to address access, residual site, internal lot and additional density considerations, which have been problematic in the past.

## (G) 2012 Environmentally Sensitive Area (ESA) Management Strategy

ESAs are important environmental and ecological river shoreline, intertidal, freshwater wetland, urban forest, oldfield and shrubland which provide critical ecological services (e.g., clean air, water, pollination, carbon sequestration). The proposed OCP emphasizes an Ecological Network (EN) approach with improved ESA policies and Development Permit guidelines to better protect and enhance a wide range of valued resources. The draft Strategy was reviewed by Planning Committee on June 19, 2012, by the Advisory Committee on the Environment (ACE) on June 20, 2012, by the Agricultural Advisory Committee (AAC) on June 21, 2012, by affected property owners on the June 27, 2012 and by the public on June 28, 2012.

An overview of the ESA Strategy, a summary of the AAC, ACE, affected property owner and public consultations, and the 2012 ESA Management Strategy which is a technical report to the OCP are available in a binder in the Councillors' Lounge and at the Front Counter.

The OCP ESA policies and guidelines address the consultation feedback, for example:

- The AAC wanted to exempt farm buildings, in addition to agricultural cultivation, from requiring an ESA DP (the farm house will still require an ESA DP). As well the AAC wanted to clarify a "genuine" farmer (e.g., one making a farm income from the property in question);

- ACE wanted ESAs to be periodically updated;
- Affected property owners' comments ranged, from greatly welcoming the updated ESA policies, guidelines and mapping, to having more clarity regarding what ESAs are and how they may affect properties. Some wanted to not have ESAs, but the intent of the ESA update was to improve and clarify ESAs, based on an Ecological Network Concept.
- The public wanted ESAs to be improved, periodically updated, and actions taken to guard against invasive species.

The proposed OCP ESA policies and guidelines address these concerns.

As well, to make the application of the OCP ESA policies and guidelines balanced, appropriate and flexible for affected ESA property owners who propose to develop and subdivide on an ESA site, three types of ESA DP requirements are proposed:

- Type 1: Exemptions: Clearer exemptions from obtaining an ESA Development Permit are proposed, for example, for agricultural cultivation and farm buildings, private interior and exterior renovations, construction and maintenance activities which do not impact ESAs, First Nations lands, and City drainage and diking maintenance, and emergency activities, and
- Type 2 and 3: Incremental ESA DP Requirements: ESA information and assessment requirements which affected ESA property owner are to provide will depend on the degree to which a proposed development or subdivision negatively affects an ESA.

With the proposed ESA DP review process, staff will work with affected ESA property owners to balance the protection of ESAs with development and subdivision.

#### (H) 2003 Richmond Agricultural Viability Strategy (RAVS) Review

As part of the 2041 OCP development, the 2003 Richmond Agricultural Viability Strategy was reviewed with the Agricultural Advisory Committee (AAC) to determine how it has been useful and if any changes were needed. The Strategy has enabled the establishment of the Agricultural Advisory Committee (AAC), significant infrastructure and regulatory improvements, and promoted the awareness of agricultural viability and food security issues. The AAC also performs an important role by commenting on agricultural issues, development proposals impacting the Agricultural Land Reserve and proposed regulatory changes. The Agricultural Viability Strategy, with support of the AAC, has encouraged small lot owners to consolidate their lots with owners who already have road access to avoid residential development in the ALR. The City practice of discouraging roads in the ALR to avoid residential development is continued.

#### (I) Mitigating Noise From the Canada Line and Between Certain Land Uses

To better mitigate noise, the proposed OCP requires noise reduction measures in new buildings (e.g., rezonings, Development Permits) as follows: in residential buildings near the Canada Line, in new multi-family residential buildings near industrial and commercial uses, and in new industrial and commercial buildings near residential areas.



After the OCP is approved, City staff will work with the Province to explore bringing forth Building Bylaw amendments to require, at the Building Permit stage, that commercial, industrial and mixed uses mitigate their noise on nearby residential uses, and that residential uses mitigate noise generated by nearby commercial, industrial and mixed uses. These improvements will complement the City's Noise Bylaw, and minimize nuisance and the need for enforcement.

(J) Shifting Modal Splits

Currently, the City transportation modal split is 83% automobile, 8% walking, 7% transit, 1% cycling and 1% other. The proposed OCP aims to change the split, by 2041, to 49% automobile, 22% transit, 18% walking, 10% cycling and 1% other. Approaches include continuing to place most growth in the City Centre, creating transit-oriented and pedestrian-friendly high density villages around each Canada Line station, densifying shopping centres and establishing more bike lanes and trails throughout the City.

(K) Improving Urban Design

The OCP proposes to improve urban design through the following new and enhanced Development Permit (DP) guidelines:

- New DP Guidelines: Green Building and Sustainably Infrastructure; Neighbourhood Centres, and Intensive Residential Guidelines for Coach Houses and Granny Flats;
- Enhanced DP Guidelines: General, Multiple Family Guidelines, Commercial, Mixed Use, Industrial, Environmentally Sensitive Areas and Marina Guidelines.

3. Implementation Strategy

The proposed OCP will be implemented with the co-operation of many stakeholders. For example, the City will co-operate with the Richmond Board of Education to plan new schools and dispose of any surplus lands, the Steveston Harbour Authority to plan their lands and involve them in Steveston waterfront planning, Vancouver Coastal Health to advance wellness and healthy communities, and with YVR to explore an increase in building height in the City Centre.

4. No Development Cost Charge (DCCs) Increases At This Time

The proposed OCP does not create a need to increase Development Cost Charges (DCCs) at this time as most City growth will occur in the City Centre where DCCs were increased in 2009. As well, little growth is proposed outside of the City Centre and the existing DCCs are currently adequate for parks, water, sanitary and drainage infrastructure and transportation.

– Regarding Parks Acquisition and Development

While an additional 133 ha (330 ac.) of parkland is required to meet 2041 needs, it will be achieved through the following:

- in the City Centre, by parks already in the DCC Program;
- outside the City Centre, by new parks and properties adjacent to existing parks already in the DCC Program;
- the establishment of new parks on City owned land (e.g., the Garden City lands);
- securing publicly accessible open space on private property;
- securing parks through the development application (e.g., rezoning) process;

- As well, the recent acquisition of the Grauer Lands by the City and Ducks Unlimited Canada (not in the Park Acquisition DCC Program) has made a significant contribution to the Parks and Open Space System at a very low cost to the City.
- Regarding Engineering Infrastructure
  - City Centre growth can be accommodated by the current DCC Program.
  - Future infrastructure to accommodate growth around shopping centres outside the City Centre will be determined during the planning of each shopping centre once land uses and densities are known. At that time, infrastructure studies will be undertaken to determine if the DCC Program needs to be changed.
- Regarding Transportation

The provision of the transportation improvements envisioned in this OCP will be achieved via the following mechanisms:

  - Roads DCC Program;
  - as part of required works and services for new developments;
  - voluntary developer contributions;
  - general City revenues;
  - grants and/or cost-share funding from senior governments;
  - other future new revenue sources.

The provision of neighbourhood links outside of neighbourhood centres and outside the City Centre will require a future increase to the Roads DCC Program, which will be undertaken as part of a future overall review and update of the DCC Program. Also, the City will continue to seek senior government and partner funding and the DCC Program will continue to be reviewed periodically by the Finance Department.

5. OCP Consistent with Other City and Metro Vancouver Plans and Programs

In accordance with section 882 (3) (a) of the Local Government Act, City staff have considered Bylaw 9000 in conjunction with the City's Financial Plan and Capital Program, and the Metro Vancouver Regional District Solid Waste and Liquid Waste Management Plans, and found Bylaw 9000 to be consistent with said Plans and Program.

6. OCP Regional Context Statement (RCS)

On July 29, 2011, the Metro Vancouver (MV) Board approved the 2040 Regional Growth Strategy (RGS). This means that all new OCPs must include a new Regional Context Statement to show how the proposed OCP is or will be made consistent with the RGS. Chapter 15: Regional Context Statement indicates how the new OCP aims to achieve this objective. For example, to demonstrate consistency with the 2040 RGS, the 2041 OCP aims to achieve similar 2040 population, employment and housing projections (guidelines), Green House Gas (GHG) and energy reductions, urban centre focussed growth, industrial and mixed employment lands protection, park enhancements, and environmental area and ALR protection. Frequent Transit Development Areas (FTDAs) may be considered later to enhance transit service where there is support for densification.

#### 7. Implications for Area Plans

The main City-wide OCP is called an OCP Schedule 1 document, and the Area and Sub-Area Plans are called OCP Schedule 2 documents. Once the main City-wide 2041 OCP Schedule 1 is adopted:

- the Schedule 1 main OCP will have a Bylaw 9000 reference, and
- the Schedule 2 Area and Sub-Area Plans will continue to have a 7100 Bylaw reference.

Within one year from OCP Schedule 1 approval, for clarity staff will bring forth appropriate amendments to harmonize Schedules 1 and 2.

#### 8. Implications of The OCP on In-Stream Development Applications

Staff have reviewed in-stream development applications and find that where the adoption of the 2041 OCP may affect a zoning amendment bylaw which has already received first, second and third reading, prior to the adoption of the proposed 2041 OCP, the zoning amendment bylaw shall be considered an application in progress and Schedule 1 of Richmond Official Community Plan Bylaw 7100, as it read immediately before it is repealed by this bylaw, shall apply to the adoption of the zoning such amendment bylaw.

The proposed development permit guidelines contained in the 2041 OCP should not have a significant effect on in-stream Development Permits. Where an in-stream Development Permit does not comply with the proposed Development Permit guidelines, the discrepancies will be identified in the staff report to the Development Permit Panel.

Should the proposed 2041 OCP affect in-stream rezoning or OCP amendment applications that are in process but have not yet proceeded to Planning Committee or Council, staff will advise Council as to how to proceed in the associated staff report, when necessary.

#### 9. School District #38 (Richmond) High School Student 2041 OCP Artwork

On June 27, 2011, Council directed that 2041 OCP include two Richmond High School students' artwork, namely:

- 1st Place artwork by Anthia Chen (a Richmond Grade 12 student from Steveston-London Secondary), which is featured on the 2041 OCP cover, and
- 2nd Place artwork by Anna Toth (a Richmond Grade 11 student from J.N. Burnett Secondary) which is featured inside the OCP document.

#### 10. Summary of The 2041 OCP Preparation Process

##### (A) General

The 2041 OCP has been prepared following a very extensive public consultation process as indicated below:

- 2041 OCP Preparation process can be found in **Attachment 1**;
- 2041 OCP Main Studies can be found in **Attachment 2**; and
- 2041 OCP Concept approved on April 26, 2011 can be found in **Attachment 3**.



On October 13, 2009, Council approved the 2041 OCP update, and authorized the planning and consultation process. Council determined the OCP update would emphasize:

- Moving more towards sustainability
- Developing on the City's existing building blocks which include:
  - In the City Centre: implementing the 2009 City Centre Area Plan (CCAP);
  - Outside the City Centre:
    - Protecting agricultural lands;
    - Carefully managing single family neighbourhoods, improving parks, transportation;
    - Achieving quality development;
- A range of public and stakeholder consultation opportunities (e.g., open house, surveys, social media, meetings).

Since 2009, a City staff team of over 20 have been preparing studies, consulting and drafting the 2041 OCP. To ensure that Council managed the process, staff have updated Council and sought its direction over 10 times with reports, studies, memos and verbal updates.

(B) Public Consultation Summary:

The public and stakeholders have been consulted extensively throughout the OCP preparation process including through 16 open houses which 435 people attended, 460 completed surveys, over 45 direct meetings with federal, provincial, regional, other cities, city and community agencies, several updates with the Urban Development Institute (UDI) and small home builders. In addition, the City used social media through an online discussion forum ("letsTALKrichmond") which attracted over 4,335 visitors, who made 91,000 City Web site visits, viewed 109,350 pages and completed 118 surveys (of the total 460 surveys) with 22 visitors per day. In addition, other City departments conducted additional studies and consultations in preparing their chapter of the OCP.

(C) First Round of OCP Consultation

The first round of consultation emphasized asking residents' views, and priorities regarding a wide range of 2012 - 2041 challenges and issues including: keeping the City's building blocks, a 2041 OCP vision, goals, population, employment, sustainability, climate change, GHG and energy targets, general land use concepts, connected neighbourhoods, a vibrant city including arts, culture, heritage, recreation and community wellness, a safe city, a resilient economy, agriculture and food security, mobility and access, enhancing ESAs, improved open space and public realms, social inclusion and accessibility, sustainable infrastructure and improved building design.

The first round of feedback indicated the following: Richmond is doing many things well, people want continued strong Council leadership in managing their city, the City has good building blocks upon which to develop sustainably (e.g., City Centre densification, the Canada Line, the ALR, single family neighbourhoods, good amenities, jobs and a healthy environment), people like their neighbourhoods.

The top four most wanted improvements are: (1) improved transportation, (2) more parks, green space and community gardens, (3) road improvements and (4) more affordable housing. The most mentioned sustainability improvements for businesses are: better alternative transportation services, more recycling and composting, and more government incentives (e.g., for affordable housing, sustainability, transit). Only 8% said they wanted to limit population growth and densification outside the City Centre. Basically, people want more community amenities and more social programs, particularly for older adults, youth, children and families. Richmond residents say that they are willing to consume and waste less, use their cars less, and make energy and other environmental improvements in their homes and offices. They are willing to explore a range of new housing forms outside the City Centre including shopping centre densification. The main things that people do not want changed (e.g., lost) are: parks and green space, the ALR, access to the dikes and Steveston's character.

(D) The 2041 OCP Concept

With the above feedback, a range of studies (**Attachment 2**) and the 2041 OCP Concept (**Attachment 3**) were prepared upon which the 2041 OCP is based.

Similar to the first round of consultation, the second round asked questions regarding: a 2041 OCP vision, goals, population and employment, sustainability, climate change, GHG targets, energy targets, general land use concepts, connected neighbourhoods with special places, a vibrant city including arts, culture, heritage, recreation and community wellness, a safe city, a resilient economy, agriculture and food security, mobility and access, enhancing the island natural environment which include ESAs, improved open space and public realms, social inclusion and accessibility, sustainable infrastructure and improved building design. There was a high degree of acceptance for the 2041 Concept and in April 2011, Council directed that the OCP be prepared based on the 2041 OCP Concept with further consultation (e.g., regarding coach houses and granny flats in Burkeville and Edgemere) which was undertaken.

An analysis of the second round of feedback and further studies resulted in the preparation of the proposed 2041 OCP which addresses the above priorities. On September 26, 2011, Council received the 3rd round of OCP consultation findings, verified that the OCP was to be prepared based on the 2041 OCP Concept and requested that form and character guidelines be prepared for coach houses and granny flats in Edgemere and Burkeville.

## Next Steps

### 1. General

If Council supports the draft 2041 OCP and gives the OCP Bylaw first reading, as per the City's OCP Bylaw Preparation Consultation Policy 5043, it is recommended that the OCP will be sent to:

- the Metro Vancouver Board for acceptance of Chapter 15 - OCP Regional Context Statement, prior to final OCP Bylaw adoption, and

- the Agricultural Land Commission, Vancouver International Airport Authority Board, Port Metro Vancouver, Board of Education of Richmond School District No. 38, TransLink, Musqueam Indian Band, City of Vancouver, City of New Westminster, the Corporation of Delta, the Urban Development Institute (UDI) and the Richmond small home builders for comment.

## 2. Communications Plan

To increase public awareness and encourage public comment regarding the OCP prior to the Public Hearing, staff propose the following activities:

- post the OCP on the City's website and use the "letsTALKrichmond" social media engagement tool to further raise awareness and promote comment on the OCP;
- meet with the media to brief them on the contents of the OCP and generate additional awareness through news coverage and commentary within the media;
- publish a series of inserts in local newspapers profiling OCP highlights; and
- host an open house at City Hall.

In addition, staff will meet with the UDI and the Richmond small home builder group to review the proposed OCP (e.g., the arterial road policies, new land use noise mitigation requirements, 2012 ESA Strategy, Development Permit Guidelines).

## 3. Metro Vancouver Regional Context Statement (RCS) Acceptance Process

After Council gives the OCP Bylaw first reading, the Metro Vancouver (MV) Board has 120 days to indicate its acceptance of Chapter 15 of the OCP Regional Context Statement (not the whole OCP). The Metro Board may accept the Regional Context Statement, accept with follow-up conditions or not accept it with reasons.

As Richmond assisted in preparing the 2040 Regional Growth Strategy and many of the OCP studies complement it, City staff anticipate that the proposed OCP Regional Context Statement will be acceptable to the Metro Vancouver Board. To further assist in achieving this goal, City and Metro Vancouver staff have been working together to review the proposed OCP Regional Context Statement.

City staff have asked Metro Vancouver staff to see how soon the RCS can be reviewed by the MV Board. At this time, if Metro Vancouver receives the RCS on September 27, 2012, it would be reviewed by the MV Regional Planning and Agricultural Committee on November 9, 2012, and the Metro Vancouver Board on November 16, 2012. With this in mind, it is planned that the Public Hearing will be on held November 19, 2012.

## **Financial Impact**

None

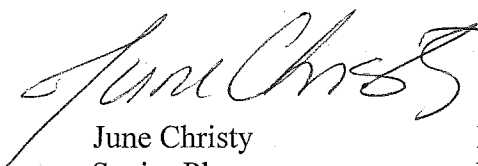


**Conclusion**

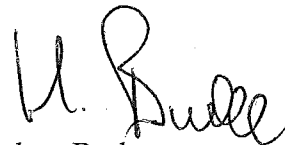
The City began preparing a new OCP in October 2009. After much consultation and detailed study, on April 26, 2011 Council endorsed the 2041 OCP Concept upon which the proposed OCP is based. No DCC increases are required at this time. Staff recommend approval of the proposed 2041 OCP.



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**Attachment 1** – 2041 OCP Preparation Process

**Attachment 2** – 2041 Main Studies

**Attachment 3** – 2041 OCP Concept

September 11, 2012

## 2041 OCP PREPARATION PROCESS

Date	Event
October 13, 2009	Council authorizes the 2041 OCP update planning process.
April 26, 2010	Council approves the GHG targets
June 14, 2010	Council receives the <u>1<sup>st</sup> round</u> of OCP consultation and approves the next round.
July 20, 2010	Council receives the OCP Demographic , Employment and Housing Projections Study
October 12, 2010	Council authorizes the ESA Update Methodology
April 11, 2011	Council receives the 2041 Employment Lands Strategy
April 26, 2011	Council receives the <u>2<sup>nd</sup> round</u> of OCP consultation, and endorses the 2041 OCP Concept and next steps
May - June 2011	<ul style="list-style-type: none"> <li>- A series of public open houses were held between May 28 to June 15, 2011 to gather input on the proposed 2041 OCP Update Concept.</li> <li>- In addition, the results of the second round of public feedback from the October 2010 public consultation process was made available.</li> <li>- Input was sought regarding planning for the densification of the eight shopping malls outside the City Centre and about possible coach houses and granny flats in certain neighbourhoods (Richmond Gardens, Edgemere and Burkeville).</li> </ul>
July 29, 2011	Metro Vancouver adopts the 2040 Regional Growth Strategy
September 26, 2011	Council receives the <u>3<sup>rd</sup> round</u> of OCP consultation findings, verifies that the OCP is to be prepared based on the 2041 OCP Concept and requests that form and character guidelines be prepared for coach houses and granny flats in Edgemere and Burkeville.
February 27, 2012	Council authorizes more consultation re coach houses and granny flats in Burkeville, Edgemere and Richmond Gardens
February 28, 2012	Council accepts the Metro Vancouver 2040 Regional Growth Strategy with follow-up requirements
March 25, 2012 March 29, 2012	Re Open houses for coach houses and granny flats: <ul style="list-style-type: none"> <li>- Burkeville on March 27, 2012</li> <li>- Edgemere on March 29, 2012</li> </ul>
July 23, 2012	Council tentatively authorizes coach houses and granny flats in Edgemere and later possibly in Burkeville

Example 1<sup>st</sup> Round 2041 OCP Consultations

Place	Date of Open House	# of Attendees
Minoru Cultural Centre	Tuesday, November 24, 2009 (6:30 to 9:00 pm)	16
Hamilton Community Centre	Wednesday, November 25, 2009, (6:30 to 9:00 pm)	18
Steveston Community Centre	Saturday, November 29, 2009 (2:00 to 4:30)	19
West Richmond Community Centre	Tuesday, December 1, 2009 (7:00 to 9:00 pm)	3
South Arm Community Centre	Wednesday, December 2, 2009 (6:30 to 9:00)	14
Cambie Community Centre	Thursday, December 3, 2009 (7:00 pm to 9:00 pm)	6
Thompson Community Centre	Saturday, December 5, 2009 (1:00 to 3:30 pm)	12

Example 2<sup>nd</sup> Round 2041 OCP Consultations in October and November 2010

Topic	Venue	Date	# Of Attendees
Housing and Neighbourhood Centres	City Hall	October 16, 2010	40
Housing and Neighbourhood Centres	Thompson Community Centre	October 17, 2010	35
Housing and Neighbourhood Centres	Hamilton Community Centre	October 20, 2010	30
Housing and Neighbourhood Centres	Cambie Community Centre	October 21, 2010	25
Housing and Neighbourhood Centres	South Arm Community Centre	October 24, 2010	93

Sustainable Community Energy	Council Chambers, City Hall	November 24, 2010	12
Agriculture	Council Chambers, City Hall	November 25, 2010	110

Example 3rd <sup>d</sup> Round 2041 OCP Consultations in October and November 2010		
Topic	Venue	Date of Open House
Coach houses and granny flats	Burkeville, Edgemere	March 27, 2102 April 29, 2012
Coach houses and granny flats	Burkeville	June - July 2012

2012 ESA Management Strategy Consultations		
Topic	Venue	Date of Open House
2012 ESA Management Strategy	City Hall	<ul style="list-style-type: none"> <li>- With ACE - on June 20, 2012</li> <li>- With the AAC -on June 21, 2012</li> <li>- With affected property owners (approximately 110 attended) - on June 27, 2012</li> <li>- With the public (2 attended) - on June 28, 2012.</li> </ul>

2041 OCP Consultations Have Been Held With
1. Agricultural Advisory Committee – (November 12, 2009 and more)
2. Richmond Intercultural Advisory Committee (November 18, 2009)
3. Richmond Advisory Committee on the Environment (ACE) (November 18, 2009 and more)
4. Richmond Community Committee (November 25, 2009 and more)
5. Richmond Heritage Commission (November 26, 2009 and more)
6. Richmond Parking Advisory Committee (November 26, 2009 and more)
7. Child Care Development Advisory Committee (December 8, 2009 and more)
8. Seniors Advisory Committee (December 9, 2009 and more)
9. City Centre Community Centre Association
10. Hamilton Community Centre Association
11. Sea Island Community Centre Association
12. Steveston Community Centre Association
13. West Richmond Community Centre Association
14. South Arm Community Centre Association
15. East Richmond Community Centre Association
16. Thompson Community Centre Association
17. Richmond Community Services Advisory Committee (December 10, 2009 and more)
18. Richmond Economic Advisory Committee (December 2009 and more)
19. School District No. 38 - School Board Liaison Committee (November 18, 2009 and more)
20. Vancouver International Airport Authority
21. YVR Environmental Committee (November 24, 2009 and more)
22. YVR Aircraft Noise Management Committee (December 9, 2009 and more)
23. Port Metro Vancouver
24. Steveston Harbour Authority
25. Transport Canada
26. Vancouver Coast Health Unit
27. Metro Vancouver – RPAC
28. TransLink
29. City of Vancouver
30. City of New Westminster
31. City of Burnaby
32. City of Delta
33. BC Agricultural Land Commission
34. B.C. Ministry of Education
35. B.C. Ministry of Transportation and Infrastructure
36. B.C. Ministry of Environment
37. B.C. Ministry of Community and Rural Development
38. Workers Compensation Board of B.C.
39. BC Aviation Council
40. UDI Liaison Committee (November 24, 2009 and more thorough annual quarterly meetings)
41. Federal Department of Fisheries and Oceans



42. Kwantlen Polytechnic University
43. Trinity Western University
44. UBC School of Community and Regional Planning

Emails from Stakeholders	
1. Richmond Advisory Design Panel	
2. Richmond Public Art Commission	
3. Richmond Economic Advisory Committee	
4. Richmond Chamber of Commerce	
5. Tourism Richmond	
6. Richmond Community Cycling Community	
7. Group of Seven (Steveston)	
8. Richmond Public Library	
9. Richmond Gateway Theatre Society	
10. Richmond Art Gallery Association	
11. Richmond Museum Society	
12. Britannia Heritage Shipyard Society	
13. Steveston Historical Society	
14. Richmond Arts Coalition	
15. Richmond Sports Council	
16. Richmond Arenas Community Association	
17. Richmond Fire Department	
18. RCMP	
19. Minoru Seniors Society	
20. Richmond Chinese Community Society	
21. Richmond Family Place	
22. Richmond Multicultural Concerns Society	
23. Other developers	
24. Citizens	

City's "letsTALKRichmond" Social Media Tool – as of Sept.13, 2011	
– Pages viewed – 109, 350	
– Site visits – 91,000	
– Visitors – 4,335	
– Registered visitors – 270	
– Visitors per day – 22	

September 10, 2012

## 2041 OCP MAIN STUDIES

Study	Purpose	Status
Recreation	Various plans and policies (e.g., PRCS Master Plan 2008-2015, PRCS Facilities Strategic Plan, Community Wellness Strategy, Older Adults Service Plan, Youth Service Plan, Sport for Life Strategy, and 2009 Community Needs Assessment.	All studies completed
Arts, Culture and Heritage	2007 Museum and Heritage Strategy, 2010 Arts Strategy includes a Cultural Facilities Plan.	All studies completed
Community Energy and Emissions Plan (CEEP)	Phase 1 - Establish a vision, long-term goals, emission reduction targets and key focus areas for action. Establish GHG emission reduction and energy reduction targets, principles and identified key focus areas for actions. Phase 2 - Identify short-term and long-term actions that should be taken to improve overall community well-being and help the community achieve the emission and energy targets.	Phase 1: GHG targets, policies and actions & Energy Plan (Complete - May 2010) Phase 2: Fall 2011 with
2041 Demographic and Employment Study	Provide City-wide population, dwelling unit and employment (by total employment and by economic sector) projections to 2041.	Completed July 20, 2010
2041 Employment Lands Strategy	Assess long-term employment land needs within the City of Richmond and determine how Richmond can optimize its position to create a healthy, balanced and growing economy. Part A documents employment and land absorption trends and Part B identifies policy implications of employment land use (e.g., zoning, density).	Completed in April 11, 2011
Parks and Open Space Strategy	To develop a comprehensive working document that will: -enable balanced decision making, -explore innovation in resource management -explore integration of solutions to emerging urban issues (climate change adaptation, energy generation, urban agriculture and ecology, increasing density) and -inspire community engagement and reflect community identify.	Phase 1: March 1, 2011 Draft: July 2012 Final: Dec 2012
2041 Transportation Plan	Phase 1: transportation demand forecasting to identify any new significant transportation improvements based on future land use changes. Phase 2: identify principles, goals, objectives, policies for the OCP Update and identify an implementation strategy for each component of network including roads, transit, cycling, and walking. Phase 3: Implementation Strategy.	Phase 1: Complete Phase 2: Complete Phase 3: Complete
10 Year Social Planning Strategy	Identify social planning priorities between now and 2021. Clarify the role of the City (and other stakeholders) with respect to addressing particular social planning topics, Provide a foundation for a more integrated, coordinated and sustainable approach for social planning in Richmond for the future	Phase 1 - community engagement and findings is complete Phase 2 - draft Social Planning Strategy to be completed by Dec 2012
Engineering Modelling	Identify needed 2041 OCP infrastructure and services (e.g., water, sanitary sewer, drainage) to support the OCP update.	July 2012
Environmentally Sensitive Areas Management Strategy	Provide a more accurate update of the existing OCP (ESA inventory and improve the ways in which the ESAs are managed.	Approach endorsed by Council in December 2010 Strategy to be included in 2041 OCP
Development Permit Guidelines	Cross departmental staff team to review DP guidelines, identify gaps, best practises, and OCP Concept and revise existing DP guidelines.	August 2012
Financial Implications (e.g., DCC By-law)	To review the DCC bylaw to determine the necessary changes to accommodate the OCP update.	August 2012

September 10, 2012

## 2041 OCP Concept

PROPOSED 2041 OCP CONCEPT - April 2011 draft	
TOPIC	DESCRIPTION
<b>2011 - 2041 TOWARDS A SUSTAINABLE COMMUNITY</b>	A sustainable and healthy island city that meets the needs of the present without compromising the ability of future generations to meet their own needs. It is a place where people live, work, and prosper in a welcoming, connected, accessible, and vibrant community. In Richmond, health of the people and health of the eco-system are sustained through community participation and long-term economic, social and environmental well-being.
<b>2041 OCP VISION</b>	<p>In 2041, Richmond has become a more sustainable city – a place of great spaces and experiences, whose greatest assets include its thriving downtown, healthy, distinct, and connected neighbourhoods, its island shoreline, open spaces and protected and productive agricultural lands. Richmond has adaptable prosperous businesses that enrich people, the community, the natural environment, the world and future generations.</p> <p>Richmond is a place where people:</p> <ul style="list-style-type: none"> <li>– feel connected to their physical surroundings, to the people around them, and to their community</li> <li>– are active and healthy</li> <li>– respect, honour and celebrate the diversity in their community</li> <li>– feel connected to the past, celebrate the present, and anticipate the future with enthusiasm</li> </ul> <p>Richmond has become more energy efficient and is responding to the challenges of climate change, in partnership with other levels of government, its citizens and its businesses.</p>
<b>2041 GOALS</b>	<p><b>Richmond will become a city that is:</b></p> <ol style="list-style-type: none"> <li><b>1. Welcoming and diverse</b> The city is inclusive and designed to support the needs of a diverse and changing population.</li> <li><b>2. Connected and accessible</b> People are connected to and interact with each other. Places, buildings and activities are connected and easy to access by everyone. Decisions with respect to housing, businesses, parks, recreation, transportation and community access, including street design and repair will be made to facilitate participation of all citizens including those with disabilities and restricted mobility. This allows everyone to participate fully in community life.</li> <li><b>3. Valued for its special places</b> A variety of places – big and small – in all neighbourhoods where residents and visitors will be drawn to them as vibrant people places or for their natural beauty.</li> <li><b>4. Adaptable</b> The city, residents and businesses have the ability to anticipate and respond creatively to change. They build upon what already exists, learn from and build upon experiences from both within and outside the community. In partnership with each other, respond to the challenges of changing demographics, culture, technology, and climate.</li> </ol>
<b>POPULATION AND EMPLOYMENT</b>	<ul style="list-style-type: none"> <li>– By 2041, Richmond's population will be 280,000 (100,000 in the City Centre) and will have 180,000 jobs (60,000 jobs in the City Centre).</li> <li>– Richmond embraces its share of Metro Vancouver's 2041 population and job growth and understands that appropriately planned urban densification, a strong employment base, the continued protection of the ALR will create a city that is special, adaptable, diverse and vibrant.</li> </ul>
<b>REGIONAL CONTEXT STATEMENT (RCS)</b>	<ul style="list-style-type: none"> <li>– From 2011 to 2041, Metro Vancouver's regional growth (e.g., sustainability, population, employment, densification, land use [e.g., urban, agricultural, employment, recreation, conservation], transportation and infrastructure is to be guided by the proposed Metro Vancouver 2040 Regional Growth Strategy (RGS).</li> <li>– The City's 2041 OCP must contain a Regional Context Statement (RCS) to identify how Richmond' OCP is and / or will be made consistent with the RGS over time.</li> </ul>
<b>GENERAL LAND USE CONCEPTS</b>	<p>Highlights</p> <ul style="list-style-type: none"> <li>– Development and re-development supported by transit options that place biking, walking and rolling (scooters, wheelchairs) above automobiles as priorities.</li> <li>– An urban landscape that encourages and enables physical activity and social connection in everyday living.</li> <li>– In the City Centre, high density, mixed use, urban villages around the five Canada Line stations and the Oval</li> <li>– Outside the City Centre, the focus appears to be, after more community consultation and support: <ul style="list-style-type: none"> <li>– The preservation of agricultural lands</li> <li>– In the inner core of neighbourhood centres, a mix of low to medium density uses and</li> <li>– In the outer core of neighbourhood centres, a diversity of ground oriented residential housing choices</li> <li>– Intensified employment lands including industrial and commercial employment</li> <li>– Expanded parks and open spaces</li> <li>– An improved transportation network with an emphasis on walking, rolling (scooters, wheelchairs), cycling and transit.</li> </ul> </li> </ul> <p>Shopping Centre Densification Planning:</p> <ul style="list-style-type: none"> <li>▪ City Led: After the 2041 OCP is approved, the City intends to lead consultative planning processes for the Hamilton and East Cambie Shopping Centres.</li> <li>▪ Shopping Centre Owner Requests: After the 2041 OCP is approved, if the Blundell and Garden City shopping mall owners request their centres undergo city guided and owner undertaken planning and consultation at their expense, Council may approve such processes.</li> <li>▪ Densification of the Broadmoor, Seafair, Terra Nova, and Ironwood Shopping Centres is not to be considered for five</li> </ul>



PROPOSED 2041 OCP CONCEPT - April 2011 draft		
	years after the 2041 OCP is approved. Consider granny flats and coach houses 1) In May-June 2011, the following neighbourhoods will be asked to see if and where coach houses and granny flats may be allowed to enable more housing choices in their neighbourhoods only: <ul style="list-style-type: none"><li>– Richmond Gardens (Thompson)</li><li>– Edgemere (Shellmont)</li><li>– Burkeville</li></ul> 2) No other neighbourhoods will be considered for granny flats and coach houses as part of the 2041 OCP Update.	
GHG TARGETS, ENERGY TARGETS	<ul style="list-style-type: none"><li>– Richmond is committed to City wide GHG reduction targets:<ul style="list-style-type: none"><li>– 33% below 2007 levels by 2020</li><li>– 80% below 2007 levels by 2050</li></ul></li><li>– Richmond has adopted a community-wide energy reduction target of 10% below 2007 levels by 2020</li><li>– Overtime, City staff will identify how the City can meet its GHG and energy reduction targets, based on partnerships (e.g., enhanced senior government research and funding [(e.g., BC Hydro] developers) research, cost effectiveness and new developer requirements and opportunities.</li><li>– When prepared, these proposed strategies, policies and actions will be presented to Council for consideration.</li></ul>	
OBJECTIVES		
A. Connected Neighbourhoods with Special Places	Objective	<ul style="list-style-type: none"><li>– <b>Connected Sense of Place:</b> Develop a varied range of distinct higher density mixed-use neighbourhood centres which will become the “heart” or “core” for the community and contribute to a sense of place.</li><li>– <b>Diverse Range of Housing Choices:</b> Support mixed and non-traditional housing forms and arrangements to support residents of all ages and abilities, challenges, characteristics and income levels.</li><li>– <b>Promote Healthy Communities:</b> Foster neighbourhood design that comprises many types of destinations a short distance from home with easy access to safe places where everyone in the community has a chance to be active.</li></ul>
	Concepts	<ul style="list-style-type: none"><li>– Neighbourhood centres will contain a diversity of housing choices, shops and services, a distinct public realm, special places, parks, recreation and sports facilities and a web of pedestrian and cycling connections</li><li>– Neighbourhood centres will contain varied and sustainable infrastructure (e.g., energy efficient buildings and green infrastructure)</li><li>– Housing outside of neighbourhood centre will be diverse, neighbourly, well designed and meet the needs of residents by providing a continuum of housing choices that are acceptable, appropriate and affordable to all incomes and ages and the needs of those with special circumstances</li><li>– Future planning that considers Aging in Place in each community.</li></ul> <p><u>Staff Rationale:</u> <i>The ways in which neighbourhoods are designed and built have implications for health and quality of life. Compact, mixed use neighbourhoods that include many types of destinations, within a short distance from home, that can be easily reached by walking and cycling, provides more equitable access for residents to a range of services and amenities. Stores, parks, playgrounds, recreation, schools and libraries located near where people live. Neighbourhood design that encourages walking, cycling and transit use is associated with better public health. Walkable neighbourhoods enable residents to enjoy active lifestyles. A diverse community that is made up of all age groups and abilities requires a range of house choices to meet their needs now and into the future. Streets and walkways that are pleasing to stroll along with activities along the way and interesting places to go promote healthy communities.</i></p>
B. Vibrant City: Arts, Culture, Heritage	Objective	To create the environment for the City to be a “thriving, resilient, diverse and creative community” where people have a strong sense of identity and a clear sense of the attributes that make it unique. A citizenry that is empowered engaged and connected and a city that is a vibrant tourism destination.
	Concepts	<ul style="list-style-type: none"><li>– <b>Cultural Engagement:</b> facilitate and create the environment and culture of the city that supports the arts and culture and enhances their contribution to the vibrancy and vitality of the community.</li><li>– <b>Lifelong Learning:</b> foster a joy of reading and a culture of lifelong learning</li><li>– <b>Celebrating Heritage:</b> preserve, promote and celebrate community heritage</li><li>– <b>Community Revitalization:</b> encourage and develop a mosaic of appealing, lively and distinctive areas, vibrant public spaces, festivals, events and activities</li><li>– <b>An Economic Engine:</b> harness the benefits of and support a creative economy and contribute to the thriving community tourism sector</li></ul> <p><u>Staff Rationale:</u> <i>Many factors contribute to making a vibrant, healthy and sustainable community and the presence of a thriving arts, culture and heritage sector plays a critical role. The City plays a multifaceted role in ensuring a healthy and contributing arts, culture and heritage sector including:</i></p> <ul style="list-style-type: none"><li>– <i>creating the environment for the sector to flourish through policy, zoning and support;</i></li><li>– <i>facilitating and supporting individuals and organizations including access to facilities; and</i></li><li>– <i>providing opportunities and activities for lifelong learning, creating and participating.</i></li></ul>

PROPOSED 2041 OCP CONCEPT - April 2011 draft		
C. Vibrant City: Recreation and Community Wellness	Objective	Richmond is to be renowned as a place where residents have access to a diverse and leading edge range of recreation, sport and community wellness opportunities. Through this, residents are physically active and healthy, have an increased permanent commitment to wellness, and feel increasingly connected to their community.
	Concepts	<ul style="list-style-type: none"> <li>- <b>Strong Partnerships:</b> Strategies to deliver services in partnership with many organizations – from volunteer-based community groups and social agencies, the Richmond School District, Vancouver Coastal Health, and many others.</li> <li>- <b>Being Uniquely Richmond:</b> Strategies to ensure our services meet the needs of our diverse community – including our different ethnic groups, people living with disabilities, single-families, low-income families, our aging population and our youth.</li> <li>- <b>Connecting and Growing:</b> Strategies to ensure our residents have opportunities for life-long learning, to meet their neighbours and feel they belong.</li> <li>- <b>Living Healthy and Active Lives:</b> Strategies to address the widespread trend towards physical inactivity – to encourage people to live healthy and active lives from the cradle to the grave.</li> <li>- <b>Investing in Parks and Recreation Infrastructure:</b> Strategies to ensure our facilities and sports fields support our active and healthy living ambitions.</li> </ul> <p><u>Staff Rationale</u></p> <ul style="list-style-type: none"> <li>- Strong partnerships are important in order to build on each other's strengths, avoid duplication and deepen our reach into the community. Partnerships also inspire a shared stewardship of our community's well-being. We will continue to work closely with our community partners, including the Community Associations - with whom we jointly operate our community centres and ice arenas. We will develop new partnerships where possible, and continue to build on the close working relationships we have with Vancouver Coastal Health, the Richmond School District and other key agencies in Richmond.</li> <li>- Only through recognizing that Richmond is unique can we ensure that our services and programs truly meet our diverse community's needs. We will continue to reach out to those 'hard to reach' residents, and address the needs of youth (especially low-asset youth), seniors and people with disabilities. We will continue to work towards ensuring that the broadest possible range of programs and opportunities appeals across all cultures, age groups and neighbourhoods. We will respond to accessibility and affordability issues for Richmond residents and we will continue to be inclusive of our diverse range of cultural and ethnic needs in our community - to celebrate our diversity.</li> <li>- Promoting community and neighbourhood building encourages social connectedness and enhances a 'sense of belonging' These are key components to achieving a sense of well being. We will continue to focus on addressing the need for people to enhance their skills beyond basic levels through using their discretionary time for fun and enjoyment and to be inspired and engaged in lifelong learning. We want to connect people with their environment and our green eco-network through opportunities to engage citizens in environmental stewardship activities.</li> <li>- Strategies to encourage greater physical activity is vital. The Public Health Agency of Canada states that each year more than two-thirds of deaths result from four groups of chronic diseases, and that physical inactivity and unhealthy eating are key risk factors that lead to these diseases. With dramatically rising rates of overweight and obesity, healthy and active living needs to become a way of life for our residents. We will focus on: Increasing active living literacy (through facilitating our residents to have an increased permanent commitment to wellness and well-being); Helping children and youth build healthy habits; Reducing barriers to living a physically active life for vulnerable populations; Building a connected and activated social environment; Creating urban environments that support wellness and encourage physical activity; and Promoting health literacy and individually-focused health care</li> <li>- Investing in parks and recreation infrastructure is important because there is a direct connection between physical activity levels and appropriate provision of recreation and sports facilities, parks, trails and active transportation corridors. We will continue to advocate for a federal and municipal long-term funding plan to replace municipal recreation infrastructure. We will continue to implement the Parks and Recreation Facilities Strategic Plan; a 20-year plan which prioritises twenty-one projects. We will also continue to identify opportunities to seek grants and other forms of funding (through partnerships, etc) to improve or replace our parks and recreation facility infrastructure.</li> </ul>
D. Safe City	Objective	<ul style="list-style-type: none"> <li>- Provide a framework for a safe community that incorporates a prevention-focused, citizen engagement, and public education model</li> <li>- Anticipate, assess and manage the multiple natural hazards in Richmond</li> </ul>

PROPOSED 2041 OCP CONCEPT - April 2011 draft		
	Concepts	<ul style="list-style-type: none"> <li>Be prevention focussed while providing optimum emergency response (includes education)</li> <li>Be public educators and facilitators of fire and rescue related safety matters and embrace the delivery of public education through community partnerships</li> <li>Deliver prevention programs that are responsive to: statistical trends, hazards and the needs of a diverse community</li> <li>Provide safe transportation infrastructure that ensures the safety of multiple user groups and that encourages active transportation options (walking, biking, transit)</li> <li>Design safe street, neighbourhoods and places that are vibrant and crime free by intentional safe design of land use mix, public realm and buildings.</li> <li>Consult with the Richmond School Board in creating safe and walkable school areas.</li> </ul> <p><u>Staff Rationale</u></p> <ul style="list-style-type: none"> <li>Ensuring that people feel safe wherever they are; and</li> <li>The importance of a safe community in Richmond is a goal of Richmond Council – through ongoing education and prevention</li> </ul>
E. Resilient Economy	Objective	Richmond serves as a pre-eminent Asia-Pacific and Western Canadian air, sea, land and intermodal gateway and technology hub. It is home to a strategic range of sectors for a resilient economy, with a favourable job-to-labour force ratio and high paying jobs for local and regional residents. Richmond's future economic growth and industry diversification are achieved through retention and intensifying of existing industrial and commercial employment lands.
	Concepts	<p><u>Priorities to 2041 include:</u></p> <ul style="list-style-type: none"> <li><b>Asia-Pacific Gateway:</b> Fostering a strong Asia-Pacific Gateway enabling sector that takes full advantage of Richmond's strategic business location on the North American west coast, optimizes the use of its industrial land and other resources, and capitalizes on Asia's economic growth.</li> <li><b>Knowledge-Based Industries:</b> Cultivating a high-paying, thriving technology and creative industries office, amenity and entertainment hub in the City Centre, that attracts skilled talent locally and from abroad.</li> <li><b>Amenities and Attractions:</b> Developing a diversified lighter-footprint commercial sector that meets the growing needs of both Richmond residents and visitors alike</li> <li><b>Sustainable Local Resources:</b> Championing a viable agricultural sector for both commercial and neighbourhood farmers, which responds to long-term community food security needs</li> <li><b>Population Services:</b> Nurturing a responsive institutional sector that serves the access, mobility, and safety needs of a growing multicultural and demographically changing community</li> <li><b>Micro-Business:</b> Encouraging flexible mixed-use development in the regional and neighbourhood centres that supports the needs of the home office sector, micro-entrepreneurs and small businesses.</li> </ul> <p><u>Staff Rationale:</u></p> <p>A balanced, robust and resilient Richmond economy is one of three fundamental cornerstones of the OCP Update sustainability framework and thus complements and enhances OCP principles of social and environmental sustainability. The end of the 20<sup>th</sup> century saw Richmond successfully amass a diversified industry base, largely resilient to economic downturns. In contrast, the first decade of the 21<sup>st</sup> century delivered a rapid residential boom resulting in gradual eradication of the local business base. A healthy, sustainable 21<sup>st</sup> century Richmond community will require continued focus on growing and diversifying the local economy and business tax base to serve both local and regional/visitor populations. Balancing of Richmond's social and environmental sustainability objectives with a growing population will require intensified employment lands across all land types.</p>
F. Agriculture and Food	Objective	<ul style="list-style-type: none"> <li>Our agricultural lands are protected, viable and productive with an abundant capacity to produce food close to home</li> <li>Urban agriculture is commonplace in all Richmond neighbourhoods</li> <li>Our food security policies are implemented</li> <li>Senior government and financial support is obtained.</li> </ul>
	Concepts	<ul style="list-style-type: none"> <li>Better protect, encourage the productivity and viability of our agricultural lands by partnering with farmers, senior governments, institutions and others</li> <li>Review the Richmond Agricultural Viability Strategy and prioritize and implement with senior government support and funding.</li> <li>Improve equitable access to healthy food in every neighbourhood</li> </ul>
G. Mobility and Access	Objective	To deliver a dynamic and effective transportation system that improves connectivity throughout the city and to the region for people and goods while achieving a major shift from automobile use to sustainable travel modes.



PROPOSED 2041 OCP CONCEPT - April 2011 draft		
	Concepts	<ul style="list-style-type: none"> <li>Walkable Neighbourhoods - Transform auto-dependant neighbourhoods around each service centre where significantly improved pedestrian and cycling realms foster walking and cycling as the preferred travel options for accessing local services and gathering with neighbours.</li> <li>Transit-Friendly City - Enhance transit and cycling connections and amenities amongst neighbourhood service centres and major employment areas for easy city-wide and regional travel without a car.</li> <li>Travel Smart, Live Long - Give priority to active transportation modes (cycling, walking and other non-motorized modes) that improve personal and environmental health, safety, social equity, and quality of life.</li> <li>A Caring Street System - Retrofit existing and build new transportation infrastructure to meet the changing mobility needs of the community by enhancing accessibility, comfort and security for all ages and abilities of users.</li> <li>Intelligent Investments - Deploy efficient and innovative transportation technologies to optimize the overall performance of the transportation system and reduce vehicle emissions and energy use.</li> <li>Moving Goods, Securing Jobs - Coordinate and implement timely improvements to enhance access to jobs and goods movement to support and promote growth in economic activities.</li> </ul> <p><u>Staff Rationale:</u></p> <ul style="list-style-type: none"> <li>Mobility and access are vital to the life of a city but our individual and collective travel choices can have long-lasting social, economic and environmental impacts. To maintain an effective transportation system that supports a growing and thriving city, travel patterns need to become more sustainable. Sustainable transportation aims to ensure that our needs for access to people, services and goods are met while protecting the environment and social equity for current and future generations. Compact, walkable neighbourhoods with mixed land uses and convenient public transit service allow communities to rely on foot, bicycle and transit to travel throughout the local and broader regions.</li> <li>Richmond's priorities in the transition to a more sustainable transportation system that enhances the vibrancy, safety and health of the city will focus on: <ul style="list-style-type: none"> <li>Complete and Connected Communities support a vibrant City Centre complemented by transformed neighbourhood centres that meet the daily needs of residents, foster walking, cycling and transit and help reduce vehicle use, energy consumption and air emissions;</li> <li>Safer and Smarter Transportation Choices give priority to active transportation modes (cycling and walking) that improve personal and environmental health and safety, and retrofit transportation infrastructure to meet the changing mobility needs of the community; and</li> <li>An Optimized Transportation System deploy efficient and innovative transportation technologies to reduce vehicle emissions and energy use, and implement timely improvements for goods movement to support and promote growth in economic activities.</li> </ul> </li> </ul>
	Objective	To protect and develop a sustainable, well-designed system of parks and streets, trails and greenways, plazas and squares, the waterfront and waterways that significantly contributes to a healthy, vibrant city.
H Ecological Network, Open Space & the Public Realm	Concepts	<ul style="list-style-type: none"> <li>Promoting a vibrant and 'distinctly Richmond' urban realm – Showcase and enhance the City's identity through a rich variety of great spaces and experiences that bring to life Richmond's natural and cultural heritage.</li> <li>Linking people, community and nature – Strengthen pedestrian and cycling linkages between every element of the city (neighbourhoods, schools, civic spaces, neighbourhood service centres, parks, natural areas, streets, commercial areas and industrial parks).</li> <li>Creating a greener, dynamic and resilient cityscape – Protect and create a network of resilient and healthy eco-systems that are integrated within the open space system to support biodiversity, recreation, social interaction and spiritual renewal.</li> <li>Transforming and celebrating our waterfront and waterways – Showcase Richmond's world-class waterfront on the Fraser River and enhance the Blue Network (the river, sloughs, canals, and wetlands) for its ecological value and recreational opportunities.</li> <li>Building for physical, social, and spiritual well being – Provide a full range of appealing, welcoming places for residents and visitors of all ages and backgrounds to walk, exercise, play, socialize and engage in healthy, active lifestyles.</li> <li>Meeting multiple community objectives – Provide a diversity of open spaces that are flexible and adaptable to respond to growth, social needs and environmental changes while respecting the city's finite land resource.</li> <li>Responsive and collaborative stewardship – Sustain the quality of public places through innovative, responsive management and shared stewardship between the City and multiple stakeholders to foster pride, purpose, and a sense of community.</li> </ul> <p><u>Staff Rationale</u> Richmond enjoys a wealth of parks and a dike trail system that is a regional destination. A growing population and changing demographics will mean that the open space system will have to grow and become more diverse in the next 30 years. While traditional parks will continue to be an important part of the open space system, the public realm (i.e. urban streets, plazas and amenity areas within developments, and linkages between neighbourhoods) will increasingly play a role in providing recreational opportunities and the stage for social life. In addition, a safe, attractive public realm along with Richmond's unique places, like</p>

PROPOSED 2041 OCP CONCEPT - April 2011 draft		
		<p>the waterfront, will contribute to tourism and economic development, drawing visitors and businesses to the city.</p> <p>The city's finite land area will necessitate that the open space system meet multiple community objectives and play a critical role in the city's environmental health and resiliency to climate change. The urban forest, parks, natural areas and waterways all play a role in the quality of the urban environment and can provide other services such as stormwater management, food production, and alternative energy generation. Focusing on increasing the diversity of the types and functions of parks and open spaces will contribute to the city's sustainability and, at the same time, enrich people's daily experiences.</p>
	Objective	To protect and improve the City's environmental health, ecological integrity and opportunities for the community to experience nature.
	Concepts	<ul style="list-style-type: none"> <li>- Healthy Ecological Network – Protect and enhance a diverse, connected, and functioning ecological network.</li> <li>- Ecological Design – Integrate ecological attributes into the City's built and cultivated landscapes.</li> <li>- Pollution Prevention – Proactively implement best management practices to protect and improve water, air and soil quality.</li> <li>- Strong Partnerships for Ecological Gain – Collaborate with the community and senior governments to protect and restore environmental health and ecological integrity.</li> <li>- Great Nature Experiences – Make it easy and enjoyable for the community to experience nature.</li> <li>- Adapting for Change – Use best available science and practices to better equip the City to adapt to climate change.</li> </ul> <p><u>Staff Rationale</u></p> <ul style="list-style-type: none"> <li>- The open space and public realm system supports physical activity and social engagement, provides links for alternative forms of transportation, facilitates child and youth development, contributes to tourism and economic development, and contributes to the city's environmental health and resiliency to climate change</li> <li>- Richmond's location - at the point where the Fraser River meets the Pacific Ocean - means that the island City is located within some of the most productive ecosystems in the world. The Richmond community depends upon its local ecosystem and broader environment to provide its daily socio-economic needs – growing food, supplying water and clean air, and providing material resources.</li> <li>- Increasing growth places higher demands on already stretched ecological resources. Research on ecological sustainability indicates that the worldwide use of resources is exceeding the Earth's capacity to renew and replenish them. "If everyone lived like an average Canadian, we would need 4 Earths to support current lifestyles." At the same time, awareness is growing that communities are likely to experience significant impacts from changing environmental conditions. Key concerns exist regarding the impacts of climate change (e.g., sea level rise, increasing storm intensity and frequency) and the reduced availability of current core dependencies (e.g., fossil fuels, food supply).</li> <li>- In order to conserve the City's valuable ecological resources and be prepared for changing environmental conditions, 6 key concepts have been identified: <ul style="list-style-type: none"> <li>- Healthy Ecological Network,</li> <li>- Ecological Design,</li> <li>- Pollution Prevention,</li> <li>- Strong Partnerships for Ecological Gain,</li> <li>- Great Nature Experiences and Adapting for Change.</li> <li>- Adapting for Change</li> </ul> </li> </ul> <p>Addressing each of these in concert will help move us towards a robust and functioning ecological network woven throughout the City.</p>
I. Social Inclusion	Objective	To facilitate development of a more socially sustainable city, recognizing the needs of all citizens with the intent of enhancing their physical, mental and social well being.

PROPOSED 2041 OCP CONCEPT - April 2011 draft		
and Accessibility	Concepts	<ul style="list-style-type: none"> <li>- <b>Fundamental Human Needs</b> – develop and implement strategies that address fundamental human needs (financial stability, adequate and affordable housing, equitable access to health and support services, social connectivity, mobility)</li> <li>- <b>Citizen Engagement</b> - facilitate active and meaningful citizen engagement amongst the population</li> <li>- <b>Social Assets and Capacity Building</b> – implement approaches which build on Richmond's key social assets and community capacity</li> </ul> <p><u>Staff Rationale</u></p> <ul style="list-style-type: none"> <li>- <i>As Richmond grows and develops over time, it is important that the City's existing high quality of life not only be maintained, but also enhanced. Indeed, the sustainable community vision for the OCP recognizes that, in addition to environmental and economic components, social sustainability is critical for Richmond's future.</i></li> <li>- <i>Concurrent with the OCP, the City is also preparing a 10 year Social Planning Strategy. Through consultations to date on the Strategy, social inclusion and accessibility have been identified as key objectives to pursue. The consultations have also confirmed the community's view that, while not being able to address all social issues on its own, the City can play an important role in:</i> <ul style="list-style-type: none"> <li>- <i>Addressing fundamental human needs</i></li> <li>- <i>Actively engaging all our citizens in decision making and activities</i></li> <li>- <i>Building on existing social assets and community capacity.</i></li> </ul> </li> </ul> <p><i>Pertinent information from the Social Planning Strategy will be incorporated into the OCP.</i></p>
	Objective	To improve the water, sanitary, drainage, energy and refuse infrastructure to meet the City's changing needs in a financially, socially and environmentally responsible manner.
J. Sustainable Infrastructure and Resources	Concepts	<ul style="list-style-type: none"> <li>- <b>Meet the Demands of a Growing City</b> – determine the infrastructure requirements that meet the needs of a growing population and develop an implementation plan that stays ahead of demand.</li> <li>- <b>Adapt to Climate Change</b> – build climate change resilient infrastructure to meet challenges that include rising sea levels, wetter winters and drier summers.</li> <li>- <b>Sustainable Energy Sources</b> – reduce the City's dependence on external power supplies by innovatively reducing and capturing waste energy and sustainable energy sources through conservation and the use of district energy utilities.</li> <li>- <b>Efficient Infrastructure</b> – achieve greater infrastructure efficiency through proactive and creative planning of infrastructure upgrades and replacements, the use of new technologies, and educating the public on demand side management. Deliver projects with minimum life cycle costs on time and within budget.</li> </ul> <p><u>Staff Rationale:</u></p> <ul style="list-style-type: none"> <li>- <i>The City's population is predicted to grow by 90,000 over the next 30 years. The increase in population will result in higher demands on City infrastructure that will exceed the capacity of some infrastructure elements. It is important to identify those elements and improve them prior to their capacity being exceeded to maintain liveability while facilitating growth. Managing these infrastructure upgrades effectively plays a large role in achieving the City's goal of being well managed.</i></li> <li>- <i>While climate change impacts all people on the planet in many different ways, it will impact Richmond in two critical areas.</i> <ul style="list-style-type: none"> <li>- <i>The first area of concern is sea level rise due to global warming. Locally, sea level is predicted to rise 1.2 m over the next 100 years. As the City is dependent on its diking system for protection from the waters of the Strait of Georgia and the Fraser River, diking improvements that stay ahead of rising sea levels are critical.</i></li> <li>- <i>The second area of concern is the intensity and duration of rainfall. Climate change experts believe that, in the long run, rainfall intensity and duration will increase during the winter months. Drainage infrastructure must be improved to meet longer and more intense storm events to maintain the City's current level of flood protection.</i></li> </ul> </li> <li>- <i>Every year Richmond businesses and residents consume 24 Gigajoules of energy to heat their homes and transport goods and people. This is equivalent to the chemical energy in approximately 4 million barrels of oil. As we are dependent on outside suppliers for our energy, our 'energy dollars' will continue to flow beyond our city boundaries until we develop local energy sources. There will be opportunities for local companies to develop markets for geothermal and solar energy, as well as waste heat capture and re-use. This will in turn strengthen our local economy, make us less dependent on foreign energy sources, help our community achieve its greenhouse gas emissions reduction targets of 33% below 2007 levels by 2020, and 33% below 2007 levels by 2050, and take us closer to meeting our community-wide energy reduction target of 10% below 2007 levels by 2020</i></li> <li>- <i>Demand management has potential to defer, reduce or eliminate the need for infrastructure capacity upgrading. Water demand can be reduced through water metering, low flow fixtures, leak reduction, pressure management, and reduction in discretionary uses such as lawn irrigation. Most water use reductions also generate sewer flow reductions. Sewer flows can also be reduced through inflow and infiltration management. Education and technology can play critical roles in demand side management. Storm water has potential to be harvested and utilized in place of drinking water for uses such as irrigation.</i></li> </ul>



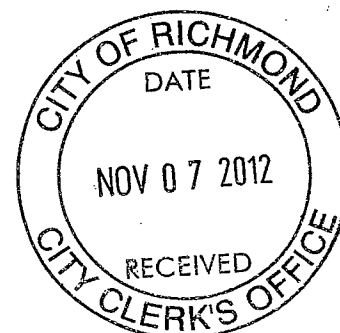
PROPOSED 2041 OCP CONCEPT - April 2011 draft		
		<ul style="list-style-type: none"> <li>- <i>Life cycle management plays a key role in a well managed utility, as extending the life of assets reduces their overall cost to society. Some products that appear cost effective in the short term can have excessive operational costs that make them more expensive in the long run. Therefore, infrastructure choices should always favour the long view.</i></li> </ul>
K. Implementation Strategy	Concepts	<ul style="list-style-type: none"> <li>- <b>Effective Implementation</b> - Identify how the Official Community Plan vision, goals and objectives will be achieved to the year 2041</li> <li>- <b>Phasing &amp; Priorities</b> - Identify the timing for further planning, Area and Sub Area Plan updates, development priorities, additional studies, significant land acquisitions and other initiatives.</li> <li>- <b>Sustainable financing</b> (e.g., development cost charges, works and services), density bonusing, developer contributions and planning strategies are clear and transparent for the City, development community, general public and others.</li> <li>- <b>Others' Responsibilities</b> - Clarify the role of Metro Vancouver, TransLink, YVR, the Province and Federal Governments and their agencies in facilitating the implementation of the City's 2041 OCP.</li> </ul>
L. Building/Site Design and Public Realm (DP Guidelines)	Concepts	<ul style="list-style-type: none"> <li>- Development Guidelines that aim to the development of identifiable, lively, safe, accessible, sustainable, healthy urban areas and neighbourhood centres outside of the City Centre that focus on energy efficient, human scale, people-friendly built forms and a high quality public realm.</li> <li>- <b>More user-friendly guidelines</b> for use by staff, developers and the general public</li> <li>- <b>Reinforcing sustainability</b>, safety and security, connectivity, and accessibility guidelines of site planning and "placemaking", including comprehensive landscaping and open space guidelines which influence the quality of the public realm</li> <li>- <b>Urban areas and neighbourhood centres</b> that facilitate easy access to amenities, serve the daily needs of local residents, and invite walking and biking through a system of direct routes from the residential areas to the neighbourhood centre, as well as between neighbourhood centres</li> <li>- <b>Open spaces and urban plazas</b> integrated into developments that are part of the overall neighbourhood fabric</li> <li>- <b>Site-specific urban design concept statements</b> that are responsive to the vision for the neighbourhood as part of the design review process of neighbourhood centres and major developments. <ul style="list-style-type: none"> <li>• Streamlining the guidelines to clarify and improve adaptability</li> </ul> </li> </ul> <p><u>Staff Rationale:</u>  Revised, update, and re-organized guidelines will ensure that:</p> <ul style="list-style-type: none"> <li>- sustainability, safety, and accessibility objectives are given priority;</li> <li>- complete mixed use pedestrian friendly developments and neighbourhoods are developed;</li> <li>- the existing residential character of neighbourhoods and quality of life is preserved;</li> <li>- high quality civic outdoor space crucial to the enjoyment of public life is developed;</li> <li>- information is easy to find and reference and that all relevant urban design considerations are taken into account for each development application; and</li> <li>- community and neighbourhood values are recognized and respected through the design review process (e.g., tailoring the interface between single family areas and higher density developments).</li> </ul>
CAUTION		<p>Important Notes:</p> <ol style="list-style-type: none"> <li>1. As part of the 2041 OCP Concept, the Richmond City Council advises land owners and developers not to speculate, buy, or option land based on this 2041 OCP Concept (e.g., a change of land use, increased density or other considerations) because: <ol style="list-style-type: none"> <li>(A) the 2041 OCP is not approved yet,</li> <li>(B) the 2041 OCP Concept may change when the 2041 OCP is prepared and finalized; and</li> <li>(C) after the 2041 OCP is approved, some policies (e.g., densification) will be subject to more long term City study and community consultation.</li> </ol> </li> <li>2. Land owners and developers are clearly advised that Council will not be bound to honour any land owner and developer action, prior to the 2041 OCP being approved.</li> <li>3. It is understood that the City, after City studies, research, and consultation, may reword the actual OCP policies and this may change land use, density and related management policies.</li> </ol>

<b>To Public Hearing</b>
Date: <u>Nov 19 2012</u>
Item # <u>3</u>
Re: <u>Bylaw 9000</u>

Office of the Chief Operating Officer  
Richmond  
7000 Westminster Highway  
Richmond, BC V6X 1A2  
(604) 244-5537

November 05, 2012

Mayor and Council  
City of Richmond  
6911 No. 3 Road  
Richmond, BC V6Y 2C1  
[mayorandcouncillors@richmond.ca](mailto:mayorandcouncillors@richmond.ca)



Dear Mayor Brodie and Council:

**Re: 2041 Official Community Plan – City of Richmond**

On behalf of the Vancouver Coastal Health (VCH), we are pleased to have this opportunity to provide comment and response to the 2041 Official Community Plan (2014 OCP) that Council gave first reading on September 24 2012.

Vancouver Coastal Health appreciates the opportunities over the past two and half years to work with City staff on the 2041 OCP. In our letter of December 2009 (attached) to Mr. Terry Crowe, we identified a number of areas in the OCP that are of great interest to VCH. We are pleased with the directions taken in the 2014 OCP on many of these areas of common interest. In particular we commend the document in recognizing the vital links between the health and wellness of residents and the natural and built environments of the community. We do have a number of comments for Council's consideration in areas where the 2041 OCP can be strengthened or where attention is required when implementing the OCP. Our comments are not exhaustive. They do nevertheless point to the need and the benefit for continued dialogue between the Health Authority and the City.

### **Section 3.0 Connected Neighbourhoods With Special Places**

We support the principles underlying this section. One very positive outcome of past planning decisions in Richmond is the existence of neighbourhoods with mixed income levels. Mixed neighbourhoods have contributed to the health and wellbeing of Richmond residents. Diversity matters, not only for a sustainable ecological system and environment, but also for a sustainable built environment and community. A healthy city needs diversity in housing type, in transportation modes and in public spaces. Section

3.0 has the potential to build on this past success. There are challenges however in achieving the vision of connected and diverse neighbourhoods. Some examples:

- **Density and Neighbourhood Shopping Centres:** To achieve the benefit of mixed land use around neighbourhood shopping centres will require multiple elements to come together in synergy. Density without associated meaningful transit, active transport options, without the right mix of institutional / commercial / retail use, without sufficient open space, for example, could actually result in fewer options for healthy living.

**Vancouver Coastal Health respectfully requests active participation with City staff in any future development or update of area and sub-area plans, in order to assist in assessing the health and wellness impacts of these plans. See also Section 13.2 Objective 1 in the 2041 OCP. Participation of the Health Authority is supported and consistent with section 879(2)(vi) of the Local Government Act.**

- **Accessible Housing:** Vancouver Coastal Health strongly supports the 2041 OCP policy directions to enhance residents' capacity to age in place. Our staff, through their day to day interactions with elderly residents and others with accessibility challenges, has extensive hands-on experience on the building designs that improve accessibility as well as designs that are barriers to independence.

**Vancouver Coastal Health will be pleased to work with City staff to further refine the policies described in Section 3.4.**

- **Conflicts from mixed land use:** Section 3.6.3 correctly identifies noise management as an increasingly important issue as the City densifies, with increasing interfaces between different land uses as well as increasing areas of mixed use. While the development permit application process, public notifications, noise bylaws, buffers, and building envelope design will all help in minimizing the impact of unwanted noise, the fundamental issue on an ongoing basis is human relationships as neighbours. This would also hold true for other unwanted intrusions such as light. Land use conflicts will no doubt emerge in spite of every good intention to prevent such. Currently VCH enforces City noise by-laws on behalf of the City. Enforcing noise by-law compliance can often be protracted and unsatisfactory to all parties involved. The City may wish to consider establishing policies on conflict resolution and mediation expectations between property owners / users as a complement to existing regulations and by-laws.
- **With regard to managing aircraft noise sensitive development, Vancouver Coastal Health respectfully requests active participation with City staff to assess the health and wellness impacts of aircraft noise sensitive land uses, whenever such uses are being considered pursuant to the City of Richmond Aircraft Noise Sensitive Development Policies, Table and Map.**



## **Section 6.0 Resilient Economy**

- Health care access: We assume *Health Care* to be one of the Population Services under Objective 5 of this section. While we are pleased to see medical centres identified as one of the institutional uses that need to be incorporated into planned areas of dense population and employment, we are disappointed that the future land use requirements of large health care facilities that serve the entire community, such as the Richmond Hospital, are not identified in the OCP. Indeed the ideal mix and locations for health care as the population grows and ages are evolving.

**Section 881 of the Local Government Act legally requires the local government to consult on a yearly basis with the school district on the anticipated needs for school facilities and support services. While the Local Government Act does not include a similar requirement with respect to health care facilities, we respectfully request that, given the anticipated size of population growth for the next 30 years and the aging health care infrastructure in Richmond, Council considers engaging in the same annual dialogue with Vancouver Coastal Health regarding health care facility needs. In this way, we can apprise and better include the City in ongoing health care facility planning processes.**

## **Section 7 Agriculture and Food**

- Equitable access to food: While this section identifies the need to strengthen the food system beyond production, the policy intent with respect to equitable distribution and access to healthy foods across the whole municipality requires more clarity and definition. For example, Section 7.2 states an intent to ensure that neighbourhoods have grocery stores within walking or cycling distance (page 7-8), but there is no clear accompanying policy to implement this intention. The grocery store is the major access point for food for most residents including the vulnerable populations. The City is encouraged to enhance the policy links between equitable food access and the development of connected neighbourhoods (Section 3). Ensuring healthy food access for the vulnerable populations, however, requires a multi-faceted approach. VCH is therefore also supportive of the ongoing food security work in Richmond such as community kitchens, community gardens, farmers markets, and the promotion of food security awareness in general.

**Vancouver Coastal Health supports the intention in the OCP 2014 to develop a Richmond Food Strategy, and looks forward to participating in the development process.**

## **Section 8 Mobility and Access**

- Walking to school: How we go to work, to school, to shop for groceries, have an important influence on our level of physical activity and thence health and wellness. The recent *Healthy Richmond Survey* conducted by VCH with the assistance of City staff found that Richmond residents are more likely to achieve the recommended daily physical activity level if they take the transit, walk, or bike to work as opposed to commuting by private automobile. We are pleased to see the stated policies in this section include the provision of direct walking routes to schools, and the reduction of school related vehicle trips and congestion. In terms of healthy physical environments for schools, reducing vehicular traffic around schools and increasing walking or cycling to school have multiple benefits.

**Vancouver Coastal Health would be pleased to work with the City and the Richmond School District in making walking to school the norm.**

- Walking and the aging population: In terms of promoting walking, the perspectives through the lens of the aging population have to be considered, in particular on issues such as pedestrian crossing placement, lighting and timing.
- Walkability Index: The 2014 OCP includes the transportation mode share target for Richmond for 2014. Another measurement that is more closely linked to land use decisions is the Walkability Index. This index can be a tool for performance monitoring as well as public education. The City may wish to consider collaborating with researchers in using the Walkability Index for tracking progress towards achieving the mode share targets.

## **Section 12 Sustainable Infrastructure and Resources**

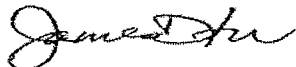
- Water Supply and Distribution: The City currently relies on one single water main from the Metro Vancouver water system to supply the vast majority of the Richmond water users. A second Metro Vancouver water main supplies Hamilton and parts of East Richmond separately. There is currently no substantial east – west linkage of the two systems. Given the population growth, the expected growth of the airport, and the geological vulnerability of the city, Vancouver Coastal Health believes that building redundancy in the water supply to the city should be stated as a priority for Section 12.3.
- Energy: Vancouver Coastal Health supports the principles of energy reduction and alternative energy options that can reduce GHG emission. As a major energy user, VCH is interested in the potential to partner with the City on district energy development.

### Section 13 Implementation Strategy

- o Phasing and Priorities – Partnership with senior government, stakeholders, and the community: Vancouver Coastal Health is prepared and very interested in being a partner with the City to work on areas in the 2014 OCP that are of mutual concern, in setting priorities as well as developing joint actions. Our request to be included in the development of area and sub-area plans has already been made above. Furthermore, to recognize the links in the 2014 OCP to resident health and wellness, we respectfully recommend that Section 13.4, Objective 1, Policies (b) be amended to include mention of Vancouver Coastal Health as one of the agencies the City will “continue to co-operate with in their planning”.

In summary, Vancouver Coastal Health is pleased to have had the opportunity to contribute to the development of the 2041 OCP. We believe the document is a thoughtful high level blue print for the future of Richmond. We note the many places where the interests of VCH intersect with that of the City, particularly in the areas of health and wellness. We also recognize that the work has just begun in achieving the 2041 OCP vision of a Sustainable Richmond. Implementing the 2041 OCP thus provides an opportunity for taking the existing partnerships and collaborations between the City and Vancouver Coastal Health to higher levels. The Richmond Community Wellness Strategy is an example of a collaboration that is facilitating synergy in program development between VCH and the City. We can do more. One way is to transform the many current ad hoc referral and consultation processes into a formal partnership agreement. A more structured approach to our collaboration will enhance the timeliness, the consistency, as well as the quality of the dialogue between the City and VCH. We would be pleased to explore this further. While directly and indirectly both the Public Health Act and the Local Government Act require the health authority and the local government to work together, at the end of the day, it is simply the right thing to do for the benefit of the people we serve. We thank you for this opportunity to provide comments to the 2041 Official Community Plan.

Respectfully



Dr. James Lu  
Medical Health Officer  
Vancouver Coastal Health – Richmond



Mike Nader  
Chief Operating Officer  
Vancouver Coastal Health – Richmond

att.

cc: David Weber, Director, City Clerk's Office, City of Richmond  
Terry Crowe, Manager, Policy Planning, City of Richmond



December 14, 2009

Terry Crowe  
Manager, Policy Planning Division  
Richmond City Hall  
6911 No. 3 Road  
Richmond BC V6Y 2C1

Dear Mr. Crowe:

Vancouver Coastal Health is very interested in participating in the updating of the Official Community Plan (OCP) for the City of Richmond. The purpose of this letter is to provide some high level comments on the OCP, and also, to convey to City Staff and Council our desire and readiness to be an active partner throughout the City's process.

In the past 10 years Richmond has experienced very significant population growth, demographic shift, cultural diversification, and urbanization. It would be important for the OCP 2041 to provide a constant vision and a robust framework for our community to continue to grow and to be the most appealing, livable and well-managed community in Canada.

#### **General Feedback on the OCP for City Staff and Council Consideration**

Vancouver Coastal Health has been (and continues to be) a partner to the City on a number of initiatives over the past decade, including the Richmond Substance Abuse Task Force, the Richmond Poverty Response Task Force, the Parks, Recreation and Culture Services Master Plan, and the soon to be completed Richmond Community Wellness Strategy. These are initiatives that should inform the OCP update.

As well, there is increasing evidence that a "healthy built environment" is critical to achieving a sustainable community. The characteristics of our human-constructed physical environment – the built environment – have significant effects on population health. This is especially important as Richmond grows. We respectfully submit that the following areas, where population health and the built environment intersect, require consideration as the OCP is updated:

- Physical activity
- Access to healthy foods
- Ambient air quality and noise
- Injury and safety
- Housing and homelessness
- Sense of belonging and well-being
- Recreation choices and access
- Transportation choices
- Social and health services access
- Public infrastructure
- Child and age friendliness

We are pleased to note that many of these topic areas have been identified in the documents and displays produced for the first round of public consultation. The challenge for Council and City staff would be to achieve the best possible balance between competing priorities. As an example, we draw on the need to pay attention to the sense of belonging among Richmond residents. Research has shown that people who have a strong sense of belonging are healthier and are more engaged in their community. As the City contemplates focusing future residential and business development / densification along the major transit corridors, and in the city centre, there is a need to consider how such a strategy might sustain or change the nature of existing neighborhoods and what impacts there may be to residents' sense of belonging across the different neighborhoods.

#### **Request to be an Active Partner Throughout the Process**

We respectfully ask City Staff and Council to consider the formal inclusion of a Vancouver Coastal Health representative in the OCP update process, for the purpose of working directly with City staff throughout the process. Although not specifically referred to as such, the OCP is the type of public health planning envisaged in section 3 of the new BC Public Health Act. Areas where Vancouver Coastal Health can add value to the OCP update process include:

1. **Population health and health service data and related interpretive expertise.** Vancouver Coastal Health is prepared to share with the City information we have and use to evaluate population health and health service needs. In particular, Vancouver Coastal Health recognizes that as Richmond grows, the existing health care infrastructure will need to be renewed and expanded. Our long range acute care facility planning can benefit from mutual understanding of each other's needs and priorities.

Terry Crowe  
December 14, 2009  
Page 3.

2. **Assistance in public engagement activities.** Through the office of our Medical Health Officer, Vancouver Coastal Health can assist City staff in providing public presentations to increase community awareness on the vital links between health and wellness and the built environment.
3. **Assistance to City staff in translating population health and wellness pre-requisites into achievable objectives within the OCP.** VCH can work in partnership with the City towards a healthy and sustainable Richmond.

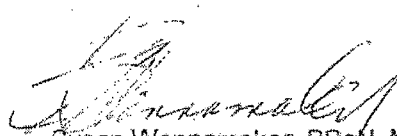
In summary, the OCP update could have a significant impact on population health and wellness, as well as health services infrastructure. Vancouver Coastal Health respectfully submits that greater inclusion of the Health Authority, a key stakeholder in the OCP update process, can bring significant benefits to the City, to Vancouver Coastal Health, and, most importantly, to the residents of Richmond. The OCP update is an excellent opportunity to further strengthen the partnership between the City of Richmond and Vancouver Coastal Health.

Yours truly,



James LU, MD

Medical Health Officer  
Vancouver Coastal Health – Richmond



Susan Wannamaker, BScN, MHA  
Chief Operating Officer  
Vancouver Coastal Health - Richmond

CC: Mayor and Council Members, City of Richmond

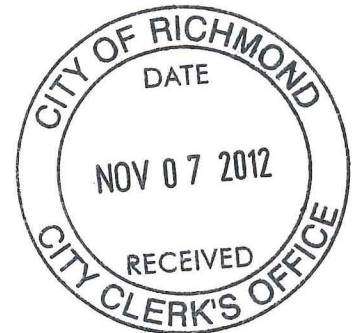


To Public Hearing
Date: <u>NOV 19 2012</u>
Item # <u>3</u>
Re: <u>Bylaw 9000</u>

**ECOWASTE**

November 6, 2012

City of Richmond  
City Clerk's Office  
6911 No. 3 Road  
Richmond, BC V6Y 2C1  
Attn: David Weber, Director



Dear Sir:

**RE: OFFICIAL COMMUNITY PLAN – ECOWASTE INDUSTRIES LANDS**

---

I am writing on behalf of Ecowaste Industries Ltd. in response to the City's request for further input into its Draft Official Community Plan ("OCP") with our request that the area consisting of Ecowaste's four properties described below be the subject of further study by the City:

- 150-acre parcel legally described as 1 SEC 15 BLK4N RG5W PL LMP 40687 and 2 SEC 15 BLK4N RG5W PL LMP 40687 (**Parcel 1**)
- 79-acre parcel legally described as SEC 21 BLK4N RG5W PL Part N ½ (**Parcel 2**)
- 62-acre parcel legally described as H SEC 28 BLK4N RG5W PL 19680 (**Parcel 3**)
- 16-acre parcel legally described as SEC 10 BLK4N RG5W PL 723 Parcel A Except Plan 9341, EXP 723 (**Parcel 4**).

These parcels total over 300 acres. They are located in a very dynamic part of Richmond adjacent to Ecowaste's significant industrially-zoned lands (currently being developed), the Fraser Port Lands, key transportation corridors and a broad mix of other uses. Ecowaste believes these parcels warrant further study because of their unique size and strategic location, and because of:

1. the wide variety of past and present uses – and the potential for future uses of properties in this area;
2. the long history of Agricultural Land Commission (ALC) decisions allowing peat removal, landfill, industry, port, golf courses, transportation and other uses on these and other properties in the area;
3. the lack of significant farming activity in the immediate vicinity of our properties, except for the cranberry operation to the west and some farming to the north;
4. the recent designation of parts of our four properties as ESA and its impact;

5. the extensive port development and emerging traffic changes in the area, including a new bridge extending Blundell Road from the east into the Ecowaste properties;
6. the pending industrial development on other Ecowaste properties adjacent to these four parcels;
7. the lack of other properties in Richmond of similar size to meet the City's long-term needs in a number of areas, including employment and,
8. the benefits of a comprehensive and integrated land use plan that incorporates agriculture, industry, recreation, port, transportation and other uses that serve the long-term needs of the City.

### **Ecowaste Industries Ltd.**

Ecowaste is a wholly-owned subsidiary of Graymont Limited. Ecowaste has 40 years of waste management experience in the City of Richmond. From 1971 to 1986 the Company operated a municipal solid waste landfill on 160 hectares of land owned by the Fraser River Harbour Commission (FRHC). As that land became filled Ecowaste purchased 160 hectares of land next to the FRHC site where it currently operates a landfill for construction, demolition and excavation materials. Since 1992 Ecowaste has been involved in many waste management initiatives aside from construction and demolition waste land filling, including yard waste composting, partnerships for soil bioremediation, custom soil manufacturing utilizing Metro Vancouver biosolids and, more recently, wood processing to create biofuels.

### **Ecowaste's Properties in Richmond**

Ecowaste has substantial property holdings in East Richmond totaling 476 acres (192 hectares). These properties are located between No. 6 and No. 7 Roads and between Granville Avenue and Williams Road.

Our properties are bordered by Port Metro Vancouver (PMV) lands to the east and southeast on which PMV operates a large industrial park and logistics facility. There is a CN Rail right-of-way bordering the southeast side of the Ecowaste property. Properties to the north, west and south of Ecowaste consist of a variety of uses, including vacant land, golf courses and agricultural use. The property is bisected by the Blundell Road right-of-way.

Two of Ecowaste's properties are zoned industrial (one 140-acre and one 29-acre parcel) and are currently in the process of being developed for industrial use. The remaining four parcels are zoned agricultural and are located within the Agricultural Land Reserve (ALR).

All four of Ecowaste's ALR parcels have historically been used for purposes other than farming. From 1948 to 1970 peat was harvested commercially from most of them.

Ecowaste's current landfill operation is on Parcel 1. The landfill has been operating since 1986 under certificates and licenses issued by provincial, regional and local governments including MR-04922 (BC Ministry of Environment), GVS&DD license #L-005 (for the landfill) and GVS&DD license #C-007 (for the compost operation). The use of the parcel as a landfill was encouraged by local, regional and provincial officials at the time because the former Fraser River Harbour Commission lands to the east - which had previously been used to deposit fill - were at capacity and a new landfill was required to meet the regional construction industry's need to dispose of construction and demolition (C&D) waste.

There will continue to be a need for this type of facility in the future as identified by Metro Vancouver in its new Integrated Regional Solid Waste and Resource Management Plan. While that Plan calls for significant improvements in recycling in the C&D sector it also recognizes the long-term need for Ecowaste's type of disposal facility in the region. We anticipate the landfill has several years of useful life remaining.

In 2007 Ecowaste acquired Parcel 2 on No. 6 Road. This parcel had also been mined for peat and was substantially depleted at the time of purchase. Its surface was irregular and lower than adjoining properties and many sections were under water. Ecowaste has been working to determine the best options for this property.

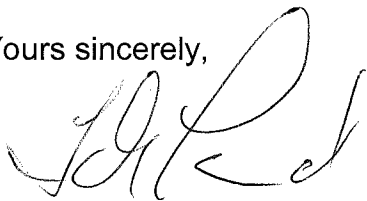
Parcel 3 is empty except for a broadcast facility currently under a long-term lease.

Parcel 4 is not currently leased but has historically been used for residential soil blending and bagging purposes.

In summary, for all of the reasons described above, we ask that the area consisting of Ecowaste's four ALR properties be the subject of further study by the City over the next 2 - 3 years, and that this be noted in the City's new Official Community Plan.

Thank you for your consideration.

Yours sincerely,



Thomas Land  
Vice President & General Manager

cc: Joe Erceg, General Manager, Planning & Development  
Wayne Craig, Director of Development  
Holger Burke, Development Coordinator



November 6, 2012

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

<b>To Public Hearing</b>	
Date:	NOV. 19 2012
Item #:	3
Re:	Bylaw 9000

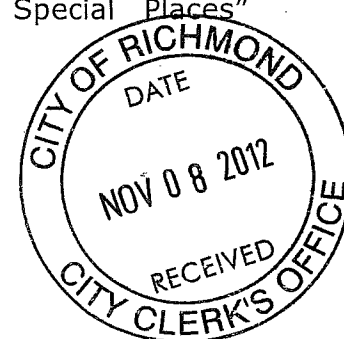
Dear Mayor Brodie:

**Re: 2041 Official Community Plan Bylaw**

On behalf of the Board of Education, I would like to thank City Council for the opportunity to comment on the 2041 Official Community Plan Bylaw that will be the subject of a Public Hearing on November 19, 2012. We have reviewed the 2041 OCP, and have the following comments to make:

- It is our belief that schools are integral parts of the community and are often the focal point for community gatherings. We are pleased to note that the OCP reflects this, in particular the reference to schools as being "hearts of the community";
- The population growth and dwelling unit increases that are set out in the OCP are consistent with those used in our recently completed Long Range Facilities Plan (LRFP). Our LRFP indicates that, while some of the growth will be accommodated within existing school district facilities, there will also be a need to provide additional school facilities, especially in City Centre. Funding for new school facilities is provided by the Ministry of Education, and while we make every attempt to ensure that facilities are available when needed, it may not always be possible to do so.
- The identification of potential school sites in the OCP is a key component of planning for sustainable infrastructure. To this end, it is noted that OCP Chapter 3.0 "Connected Neighbourhoods With Special Places" addresses the planning of schools, as follows:

**Board of Education:**  
Donna Sargent - Chairperson  
Grace Tsang - Vice Chairperson  
Rod Belleza   Kenny Chiu   Norm Goldstein  
Debbie Tablotney   Eric Yung



- **OBJECTIVE 3:**  
*Recognize the importance of schools in neighbourhoods (e.g., education, day care, recreation, health, literacy and community life).*
  - **POLICIES:**
    - a) *continue to consult with the School Board to ensure that Richmond residents have access to a range of educational, jobs, recreation, sport, special event and community wellness opportunities, including where new school sites may best be located and how closed school sites may be used; Page 3-10*
- We suggest that the City Centre section of the "Connected Neighbourhoods with Special Places" chapter reflect the need for an additional school, and that consideration be given to amending the City Centre Area Plan to facilitate the Board developing potential school sites (e.g. certain text and map references).

The partnership between the school district and the City is highly valued, and is essential to ensuring that the residents of Richmond are well served. We look forward to the continued close working relationship between our two organizations.

Sincerely,



Mrs. Donna Sargent, Chairperson  
On Behalf of the Board of Education (Richmond)

cc     Trustees  
       D. Weber, Director, City Clerk's Office ✓  
       M. Pamer, Superintendent of Schools  
       M. De Mello, Secretary Treasurer



Community Planning & Development

To Public Hearing
Date: Nov 19, 2012
Item # 3
Re: Official Community Plan Amendment Bylaw 9000

	INT
DW	

B/L #9000

File: P09-25

November 8, 2012

David Weber  
Director, City Clerk's Office  
City of Richmond  
6911 No. 3 Road  
Richmond, BC V6Y 2C1

Dear Mr. Weber:

**Re: 2041 Official Community Plan – City of Richmond**

Thank you for the opportunity to review the 2041 Official Community Plan for the City of Richmond.

The 2041 Official Community Plan is a comprehensive document outlining the vision for a more complete and sustainable community for the future and the implementation process to achieve it. We note that the consultation process was extensive and the proposed Official Community Plan is consistent with the Metro Vancouver Regional Growth Strategy which Delta signed off on.

With the recent announcement of a new crossing of the Fraser to connect Delta and Richmond, we wonder if any necessary accommodations for this are needed within your Official Community Plan given this will be considered in the next 10 years. The Corporation of Delta has no further concerns or comments at this time.

Should you have any questions, please do not hesitate to contact me at 604.946.3381.

Yours truly,

Jeff Day, P. Eng  
Director of Community Planning and Development  
LR/cd/wl

cc: Mayor and Council  
Central Registry

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The Corporation of Delta  
4500 Clarence Taylor Crescent  
Delta, BC V4K 3E2  
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www.corp.delta.bc.ca

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PORT METRO  
vancouver

To Public Hearing
Date: <u>Nov 19, 2012</u>
Item # <u>3</u>
Re: <u>Official Community</u> <u>Plan Amendment</u> <u>Bylaw 9000</u>

November 13, 2012

David Weber  
Director, City Clerk's Office  
City of Richmond  
6911 No. 3 Road  
Richmond, BC V6Y 2C1

Dear Mr. Weber:

**Re: 2041 Official Community Plan – City of Richmond**

Thank you for your letter of September 26, 2012 to Craig Neeser, Port Metro Vancouver Board Chair, regarding the City of Richmond's proposed 2041 Official Community Plan (OCP). Port Metro Vancouver and other agencies have been asked to comment on the draft OCP, which is targeted for Public Hearing on November 19, 2012.

The City of Richmond's new OCP has been under development since October 2009. The result is a proposed plan that is both comprehensive and forward-thinking in scope and its application of sustainability themes and best practices. There are many elements of the proposed plan that relate to or have an impact on Port Metro Vancouver's interests. The role of the Port and other stakeholders in implementing the Plan is acknowledged in Section 13, and we agree with the policy statement that would see continued cooperation between our agencies in future planning initiatives.

The Port supports the proposed planning direction to intensify the use of employment lands, which is expanded on in the section on a Resilient Economy, where a key objective is to "foster a strong and competitive Asia-Pacific Gateway enabling sector that capitalizes on Richmond's strategic location, industry infrastructure and Asia's economic growth." We also support the associated policies to protect the industrial land base and continue to coordinate long-term community planning with neighbouring jurisdictions vital to long-term employment and a resilient local and regional economy (including the Port).

The Port supports the proposed transportation goals that would see timely roadway improvements for goods movement to support economic activity, and the use of innovative transportation technologies to optimize the overall performance of the transportation system while reducing vehicle emissions and energy use. We note that there may be occasions where increases in physical road capacity may be warranted to support the movement of goods, in addition to efforts to optimize the use of existing capacity. We generally support the proposed road classifications, as well as the specific policies and actions that would improve the movement of goods within the community and to/from Port lands.

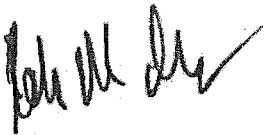
...2

Mr. D. Weber  
Page 2  
November 13, 2012

The proposed plan includes a policy (13.4.e) that would discourage Port Metro Vancouver from using Agricultural Land Reserve (ALR) lands for Port purposes and encourage the Port to use lands within the urban footprint. Land use designations and policies, together with the Port's overall vision for future growth, are at the heart of the process of updating our Land Use Plan. City of Richmond staff have been participating in our consultation activities in this regard, and we very much encourage continued participation in the process through 2013.

In closing, Port Metro Vancouver would like to thank the City of Richmond for seeking the input of the Port in finalizing Richmond's OCP, and we look forward to continued, positive collaboration with the City in future planning initiative.

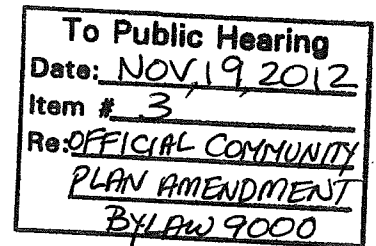
Yours truly,



PORT METRO VANCOUVER

Robin Silvester  
President and Chief Executive Officer

c: Craig Neeser, Port Metro Vancouver  
Tom Corsie, Port Metro Vancouver  
Peter Xotta, Port Metro Vancouver  
Jim Crandles, Port Metro Vancouver  
Greg Yeomans, Port Metro Vancouver



November 9, 2012

David Weber  
Director, City Clerk's Office  
City of Richmond  
6911 No 3 Road  
Richmond, BC  
V6Y 2C1

Dear Mr. Weber:

Re: 2041 Official Community Plan: Vancouver Airport Authority Comments

Further to your letter dated September 26, 2012 to Mary Jordan, thank you for the opportunity to comment on Richmond's 2041 Official Community Plan (OCP).

Vancouver Airport Authority supports and shares in the City of Richmond's 2041 vision articulated in the OCP. Indeed, the current and future success of Vancouver International Airport (YVR) and the City of Richmond are inextricably linked. As such, we need to work together to meet our common goals and manage areas of potential conflict.

YVR is a key differentiator and provides a competitive edge for Richmond in attracting jobs, tourism and investment. With 23,000 jobs at the airport, YVR is a major employer and source of significant tax revenue. The presence of YVR increases land values in Richmond benefiting the City through opportunities for redevelopment and taxes. Many businesses and residents choose to locate in Richmond because they are part of the supply chain that supports YVR or they need to be close to the international connectivity provided by YVR.

Airports are no longer single-purpose facilities on the edge of the city but increasingly a multi-purpose node of the regional economy and the whole notion of what is 'airport-related' is changing as regional economies re-organize around globalized enterprises and supply chains. We think of YVR as a multi-product, multi-service enterprise or platform where Richmond touches the world. The OCP definition of airport and airport use should be updated accordingly.

Page 1 of 3

P.O. BOX 23750  
AIRPORT POSTAL OUTLET  
RICHMOND, BC CANADA V7B 1Y7  
WWW.YVR.CA

TELEPHONE 604.276.6500  
FACSIMILE 604.276.6505



We think that there are opportunities for the City and the Airport Authority to collaborate on the planning of Richmond City Centre and the east side of Sea Island to identify potential complementarities. For example, could the Russ Baker Way lands become the Neighbourhood Shopping Centre for the new residential communities across the river? Are there other commercial developments suitable for that land that would be considered a community amenity?

An integrated look at future demand on the transportation network (transit, roads and trails) from the collective plans of Richmond, Vancouver and YVR is needed. In particular, given the significant growth in population forecast for the City Centre we are concerned about increasing commuter use of Russ Baker Way corridor negatively impacting airport related traffic.

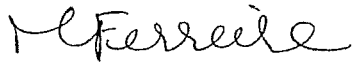
The Templeton field near Burkeville is not a City park and the designation on page 10-2 should be removed. This is a temporary, interim use on land designated for commercial development in the Airport Authority Land Use Plan.

While new generations of aircraft will be quieter, we also expect an increase in the number of aircraft operations both day and night. We support the continued inclusion of the Aircraft Noise Sensitive Development Policy (ANSDP) in the OCP. Mitigating the impact of airport noise is a key task and shared responsibility for the Airport Authority and the City. For example, on page 3-64 in paragraph (h), the City reserves the right to make final decisions about the ANSDP. This should only happen after timely and complete consultation with YVR. Changes to the ANSDP have recently occurred without appropriate early involvement of the Airport Authority. The concept of reallocating areas within the ANSDPA has emerged without prior consultation and without consideration of aircraft operations and noise levels. The OCP should be amended to require early input from the Airport Authority prior to any final interpretation.

Both the City and the Airport Authority agree that it is important to work closely to ensure that the zoning and regulations concerning development are appropriate and preserve safe, twenty-four hour aircraft operations and the eminent livability of Richmond. Recent changes to Transport Canada standards and long term plans for a future runway both lead to a requirement to further limit building heights in certain areas. The City should ensure that development does not affect current operations or preclude the option of building a south parallel runway at YVR. The Airport Authority will work with the City to identify additional areas where building heights need to be further restricted.

We look forward to collaborating with you to finalize the 2041 OCP. Please call me at 604-276-6357 or Mike Brown at 604-276-6309 if you have any questions or would like to discuss our comments further.

Yours truly,

A handwritten signature in cursive script, appearing to read "A. Ferreira".

*per* Anne Murray  
Vice-President, Community and Environmental Affairs

## CityClerk

**From:** Karen Barry [bcprograms@bsc-eoc.org]  
**Sent:** November 15, 2012 3:16 PM  
**To:** Weber, David; CityClerk  
**Cc:** Christy, June  
**Subject:** Submission for Richmond OCP update from Bird Studies Canada  
**Attachments:** RichmondOCP\_BSCcomments\_Nov2012.pdf

		INT
	DW	
✓	MJ	
	DB	

**Categories:** 12-8060-20-9000 - 2041 Official Community Plan

Hello,  
Please accept the attached letter which provides our comments and suggestions for consideration in Richmond's Official Community Plan update. Can you please forward this letter to Mayor and Council and other City staff as necessary for inclusion in the public hearing agenda?

We appreciate the opportunity to provide input and we are happy to provide additional information and details about any of these recommendations.

Please feel free to contact me with any questions.

Thank you,

Karen Barry, M.Sc., R.P. Bio.

---

Bird Studies Canada  
5421 Robertson Road, RR1  
Delta, BC V4K 3N2  
toll-free: 1-877-349-2473  
phone: (604) 940-4688 / fax: (604) 946-7022  
email: [bcprograms@birdscanada.org](mailto:bcprograms@birdscanada.org)  
[www.birdscanada.org](http://www.birdscanada.org)

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\*\* To find out more about BSC and support science and conservation in action, visit <http://www.bsc-eoc.org/support/>

\*\* Keep updated on bird conservation news and events by signing up for BSC's free e-newsletter at <http://www.bsc-eoc.org/organization/bscnews.html>







**BIRD STUDIES CANADA**  
**ÉTUDES D'OISEAUX**

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To Public Hearing
Date: <u>Nov 19, 2012</u>
Item # <u>3</u>
Re: <u>OCP Amendment</u>
<u>Bylaw 9000</u>

November 15, 2012

Dear Mayor Malcolm Brodie and Council, City of Richmond

**RE: Comments and Recommendations on the 2041 draft Official Community Plan (OCP).**

On behalf of Bird Studies Canada, please accept this letter with our suggestions and recommendations for consideration in Richmond's 2041 Official Community Plan (OCP) update. Bird Studies Canada (BSC) is Canada's leading non-government conservation organization focused on bird monitoring and research ([www.birdscanada.org](http://www.birdscanada.org)). With our partner BC Nature, we are implementing the Important Bird Areas (IBA) program in BC ([www.ibacanada.ca](http://www.ibacanada.ca)). The IBA program is international in scope and recognizes sites that are of global importance to birds ([www.birdlife.org](http://www.birdlife.org)). At BSC, we also manage several monitoring datasets (eg. breeding birds, coastal waterbird abundance, nocturnal owls) that are freely available to governments, biologists and managers for use in planning, environmental assessment or sensitive areas mapping projects.

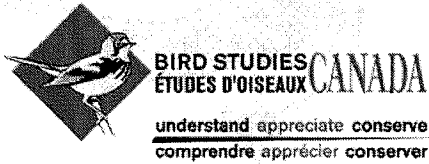
We are currently undertaking a project with local governments to incorporate information regarding birds and biodiversity conservation into municipal policy and planning initiatives including Official Community Plans. As outlined below, the information we provide can address several themes including: the Natural Environment, Environmentally Sustainable Development, Parks and Greenspace, Economic Benefits of Ecotourism, and Identifying and Mapping Environmentally Sensitive Areas. We reviewed Richmond's 2041 draft OCP focusing primarily on those sections that address the environment and natural features and offer the following input and suggestions.

Overall, the OCP contains many valuable goals and policies aimed at protecting and enhancing the natural resources of the area. The City's Environmentally Sensitive Development Permit Areas (Intertidal, Shoreline, Upland Forest, Old Field and Freshwater) are beneficial mechanisms to protect habitat and biodiversity. It would be useful to mention the Important Bird Area designation covering the estuarine and wetland areas of Sturgeon Banks, and waters of the south arm of the Fraser River to highlight the global significance of this area for birds. These areas are also part of the newly announced Fraser River Delta Ramsar Site designation, or Wetland of International Importance ([www.ramsar.org](http://www.ramsar.org)). The City may also want to encourage the use of new building guidelines to minimize bird mortality from window strikes, as well as measures to reduce light pollution at night. A bylaw or an educational program to reduce disturbance to overwintering waterbirds from boats, off-leash dogs or other causes may be warranted.

The 2012 updated version of the provincial *Develop with Care Guidelines* has recently been released and there may be some useful recommendations for planning and building design, see <http://www.env.gov.bc.ca/wld/documents/bmp/devwithcare2012/index.html>

Bird Studies Canada BC Projects 5421 Robertson Road, RR1, Delta, BC V4K 3N2  
Phone: 604-940-4696 Toll-free: 1-877-349-2473 (BIRD) Fax: 604-946-7022  
[www.birdscanada.org](http://www.birdscanada.org)

**PH - 140**



Our specific recommendations are below:

#### **Section 2.0. Climate Change Response**

- With predicted increasing temperatures, existing shoreline structures could be affected by sea level rise, and future developments must consider this during the planning stage. We suggest adding a policy that installation of hardscape shoreline armoring to protect waterfront homes and other buildings is not supported. A Green Shores approach is encouraged to address shoreline stabilization issues ([www.greenshores.ca](http://www.greenshores.ca)).

#### **Section 4.0: Vibrant Cities**

- Pg. 4-12, Objective 5: Suggest adding a policy to enhance or develop a network of walking trails and pathways that can be used by a variety of groups including families with small children and people with disabilities to allow for increased access and exposure to outdoor recreation.

#### **Section 6.0 Resilient Economy**

- Suggest mentioning ecotourism as part of the local economy, such as wildlife watching, nature experience (including benefits to human health of regular exposure to natural surroundings) and related activities. We are happy to supply background reports about the economic benefits of these activities, if interested.
- Marketing Richmond as a premier birdwatching destination based on the internationally recognized Important Bird Area and abundant local parks and natural areas could have substantial economic benefits to the City.

#### **Section 7.0. Agriculture and Food**

- Suggest mentioning that agricultural lands provide important wildlife habitat especially for migratory waterfowl in winter

#### **Section 9.0 Island Natural Environment**

- Overview: Insert reference that Richmond is located within an internationally recognized Important Bird Area and that the shoreline marshes, mud flats and shallow water areas of Sturgeon Banks are one of the most significant wetland habitats in North America.

##### Background information on the IBA:

The undeveloped land in Richmond and the surrounding shoreline areas and waters are part of an internationally recognized Important Bird Area (IBA), called *Boundary Bay - Roberts Bank - Sturgeon Bank (Fraser River Estuary)* IBA. It was designated because the area supports globally significant numbers of numerous species, including Western Sandpiper migrating in spring, Dunlin and several other shorebirds. In fall and early winter, counts of over 100,000 waterfowl use the area. At least two nationally vulnerable species breed here: Great Blue Heron ssp. *fannini* and Barn Owl. The marshes of Roberts and Sturgeon Banks support breeding American Bitterns, Sora, Virginia Rails, waterfowl and Northern Harriers, and outside the breeding season, large numbers of feeding swallows, Bald Eagles, Northern Harriers, and Peregrine Falcons. The area also supports large numbers of Short-eared Owls, Red-tailed Hawks and Rough-legged Hawks in the winter ([www.ibacanada.ca](http://www.ibacanada.ca)).

Bird Studies Canada BC Projects 5421 Robertson Road, RR1, Delta, BC V4K 3N2  
Phone: 604-940-4696 Toll-free: 1-877-349-2473 (BIRD) Fax: 604-946-7022  
[www.birdscanada.org](http://www.birdscanada.org)



**BIRD STUDIES CANADA**  
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With reference to this Important Bird Area, it has been noted that there is constant pressure in this region from non-agricultural development such as housing, recreational and industrial expansion. Since the banks are situated adjacent to large urban areas, the pressure to expand industrial, residential, and port facilities (for example jetties and causeways) is intense. Recent airport expansion has brought airplane flight paths closer to the birds. There is also the potential for water pollution from urban and industrial developments along the Fraser River, as well as the risk of oil and ballast pollution arising from shipping in the Georgia Strait, Roberts Bank and the Fraser River. *Zostera japonica* (an exotic eelgrass) has been introduced and invasive *Spartina* is a non-native saltmarsh cordgrass that has been spreading in recent years.

- Pg. 9-3, Ecological Network Management Map: it would be beneficial to include the boundaries of the IBA as another type of conservation land designation. We are happy to supply a GIS shape file for this purpose. The shoreline areas of the IBA should be identified as an Environmentally Sensitive Area if they are not already.
- Suggest adding a policy that the City will support education programs to increase public awareness about local natural areas and ways to reduce impacts from development, disturbance and pollution.
- Suggest adding a policy that land clearing should be minimized for new developments as much as possible and the disturbed areas replanted with native vegetation. Trees and shrubs should not be cleared during the active bird nesting season, from April 1-August 1.
- Suggest adding a policy that states the use of invasive horticultural ornamental plants is discouraged, for example English Ivy, Vinca, English holly, Bishop's weed (*Lamium*).. The City could state its support for programs to increase public awareness of the benefits of using native plants for landscaping.
- Large older trees provide habitat for Bald Eagles as well as other raptors such as Red-tailed Hawks and Peregrine Falcons. Suggest adding a policy that removal and topping of native shoreline trees to enhance views is discouraged.
- Suggest adding a policy that building standards using materials and designs to reduce bird window strikes are encouraged
- Suggest adding a policy that use of appropriate lighting to reduce light pollution at night is supported
- Suggest adding a policy that free-roaming house cats are discouraged. For information on the negative impacts of outdoor cats to wild bird populations, see <http://www.abcbirds.org/newsandreports/releases/120806.html>





**BIRD STUDIES CANADA**  
**ÉTUDES D'OISEAUX**

understand appreciate conserve  
comprendre apprécier conserver

#### **Section 10.0 Open Space and Public Realm**

- Enhancing connectivity between parks and green space will benefit wildlife and increase biodiversity conservation
- Suggest adding a policy that the City will support events to celebrate local natural areas, such as Nature festivals, World Migratory Bird Day
- The City could work towards developing new partnerships and collaborations with other organizations to increase opportunities for people to experience and enjoy nature (eg, guided walks, tours, outdoor learning events, collaborative signage projects)

We appreciate the opportunity to provide input to Richmond's draft OCP and trust you find this information useful. We would be happy to provide more details about any of our comments. Please contact me if you have any questions or if further information is required.

Sincerely,

Karen Barry  
Bird Studies Canada  
Email: [BCprograms@birdscanada.org](mailto:BCprograms@birdscanada.org)

CC: June Christy, Senior Planner  
David Weber, Director City Clerk's office



---

**Richmond Official Community Plan Bylaw 9000**

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

1. Subject to section 7 of this bylaw, Richmond Official Community Plan Bylaw 7100, as amended, is further amended by repealing Schedule 1 Community Plan in its entirety.
2. Schedule 1 attached to and forming part of this bylaw is hereby adopted.
3. Schedule 1 of this bylaw and Schedule 2 of Richmond Official Community Plan Bylaw 7100, which is comprised of the following area and sub-area plans:
  - (a) Thompson Area Dover Crossing Sub-Area Plan Bylaw 7100 Schedule 2.2A;
  - (b) Thompson Area Terra Nova Sub-Area Plan Bylaw 7100 Schedule 2.2B;
  - (c) Steveston Area Plan Bylaw 7100 Schedule 2.4;
  - (d) Blundell Area Laurelwood Sub-Area Plan Bylaw 7100 Schedule 2.5A;
  - (e) Blundell Area East Livingstone Sub-Area Plan Bylaw 7100 Schedule 2.5B;
  - (f) Broadmoor Area Ash Street Sub-Area Plan Bylaw 7100 Schedule 2.6A;
  - (g) Broadmoor Area Central West Sub-Area Plan Bylaw 7100 Schedule 2.6B;
  - (h) Broadmoor Area Sunnymede North Sub-Area Plan Bylaw 7100 Schedule 2.6C;
  - (i) Shellmont Area Ironwood Sub-Area Plan Bylaw 7100 Schedule 2.8A;
  - (j) City Centre Area Plan Bylaw 7100 Schedule 2.10;
  - (k) City Centre Area St. Albans Sub-Area Plan Bylaw 7100 Schedule 2.10A;
  - (l) City Centre Area Acheson Bennett Sub-Area Plan Bylaw 7100 Schedule 2.10B;
  - (m) City Centre Area McLennan North Sub-Area Plan Bylaw 7100 Schedule 2.10C;
  - (n) City Centre Area McLennan South Sub-Area Plan Bylaw 7100 Schedule 2.10D;
  - (o) West Cambie Area Plan Bylaw 7100 Schedule 2.11A;
  - (p) East Cambie Area Plan Bylaw 7100 Schedule 2.11B;
  - (q) Bridgeport Area Plan Bylaw 7100 Schedule 2.12;
  - (r) East Richmond Area McLennan Sub-Area Plan Bylaw 7100 Schedule 2.13; and
  - (s) Hamilton Area Plan Bylaw 7100 Schedule 2.14,

together form the Official Community Plan of the City of Richmond for the purposes of Division 2 of Part 26 of the *Local Government Act*.

4. All references to “Official Community Plan” or “OCP” or “OCP (Bylaw 7100)” in Schedule 2 of Richmond Official Community Plan Bylaw 7100 shall be read as references to Schedule 1 of this bylaw together with Schedule 2 of Richmond Official Community Plan Bylaw 7100.
5. All references to “Schedule 1” in Schedule 2 of Richmond Official Community Plan Bylaw 7100 shall be read as references to Schedule 1 of this bylaw.
6. The following apply after the adoption of this bylaw:
  - a) provided that or after Richmond Official Community Plan Bylaw 7100, Amendment Bylaw 8098” (Application RZ 05-303677) is adopted, that portion of 11295 Mellis Road designated “Public and Open Space” on the General Land Use Map of Richmond Official Community Plan Bylaw 7100, as amended by Bylaw 8098, shall be designated “Apartment Residential” on the City of Richmond 2041 OCP Land Use Map contained in Schedule 1 of this bylaw;
  - b) provided that or after “Richmond Official Community Plan Bylaw 7100, Amendment Bylaw 8820” (Application RZ 10-531707) is adopted, 9220 No. 3 Road shall be designated “Commercial” on the City of Richmond 2041 OCP Land Use Map contained in Schedule 1 of this bylaw;
  - c) provided that or after “Richmond Official Community Plan Bylaw 7100, Amendment Bylaw 8838” (Application RZ 06-349722) is adopted, that portion of 8800, 8820, 8840, 8880, 8900, 8920, 8940 and 8960 Patterson Road and 3240, 3260, 3280, 3320 and 3340 Sexsmith Road designated as “Public and Open Space” on the Generalized Land Use Map of Richmond Official Community Plan Bylaw 7100, as amended by Bylaw 8838, shall be designated “Park” on the City of Richmond 2041 OCP Land Use Map contained in Schedule 1 of this bylaw, and that portion designated “Mixed Use” in accordance with Bylaw 8838 shall be designated “Mixed Use” on the City of Richmond 2041 OCP Land Use Map contained in Schedule 1 of this bylaw; and
  - d) provided that or after “Richmond Official Community Plan Bylaw 7100, Amendment Bylaw 8841” (Application RZ 10-544729) is adopted, that portion of 3391 and 3411 Sexsmith Road and an adjacent City lane designated “Public and Open Space” on the Generalized Land Use Map of Richmond Official Community Plan Bylaw 7100, as amended by Bylaw 8841, shall be designated “Park” on the City of Richmond 2041 OCP Land Use Map contained in Schedule 1 of this bylaw, and that portion designated “Mixed Use” in accordance with Bylaw 8841 shall be designated “Mixed Use” on the City of Richmond 2041 OCP Land Use Map contained in Schedule 1 of this bylaw.
7. Any bylaw to amend Richmond Zoning Bylaw 8500 that has received first, second and third reading prior to the adoption of this bylaw shall be considered an application in progress and Schedule 1 of Richmond Official Community Plan Bylaw 7100, as it read immediately before it is repealed by this bylaw, shall apply to the adoption of such amendment bylaw.

8. This bylaw may be cited as **“Richmond Official Community Plan Bylaw 9000”**.

FIRST READING

SEP 24 2012

PUBLIC HEARING

SECOND READING

THIRD READING

OTHER REQUIREMENTS SATISFIED

ADOPTED

CITY OF RICHMOND
APPROVED by Manager 
APPROVED by Solicitor 

\_\_\_\_\_  
MAYOR

\_\_\_\_\_  
CORPORATE OFFICER





City of  
Richmond

# Official Community Plan (OCP)

Schedule 1 of Bylaw 9000

2041 OCP—Moving Towards Sustainability



Artwork by Anthia Chen





Artwork by Anna Toth

## Richmond High School Student 2041 OCP Artwork by Anthia Chen and Anna Toth

The Richmond City Council wanted to include Richmond high school students in preparing the 2041 OCP. Council, in co-operation with the Richmond School Board, invited all Richmond High School Grade 11 and 12 students to create artwork for the 2041 OCP. The students were advised that the theme of the 2041 OCP was "Towards A Sustainable Community" and were given a deadline of April 18, 2011. City and School Board staff distributed contest information to the students and also provided it to the general public through a news release, the City's web site and local newspaper coverage. Eight submissions were received from Richmond Grade 11 and 12 students, from seven public and independent schools. A selection jury of City and School Board staff reviewed the submissions and chose the following two contest winners, based on their creative interpretations of the OCP sustainability theme:

- The 1st Place Winner was Anthia Chen, a Grade 12 Steveston-London Secondary student. Her artwork is used in the 2041 OCP cover design and she received a \$1,000 educational scholarship, and
- The 2nd Place Winner was Anna Toth, a Grade 11 J.N. Burnett Secondary School student. Her artwork is inside the 2041 OCP and she received a \$500 educational scholarship.

On Monday June 27, 2011, Council in full public session presented the awards and acknowledged all participants for their creativity, community awareness and citizenship.

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OCP AT 1st READING

## Plan Interpretation

### What is the Official Community Plan (OCP)?

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

### How is the Plan organized?

The OCP is comprised of:

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

Area Plans cover portions of the 15 planning areas within Richmond (see Planning Area Boundaries Map and OCP Land Use Map).

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

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

### Land Use Maps—Plan Precedence

If there is a conflict with respect to a land use designation between the OCP Land Use Map (Schedule 1) and the Area Plan or Sub-Area Plan Land Use Maps (Schedule 2), the Area Plan or Sub-Area Plan Land Use Maps shall take precedence with the exception of sites designated OCP Conservation Area in which case this land use designation in Schedule 1 shall take precedence notwithstanding conflicting information which may be shown in Schedule 2.

### Environmentally Sensitive Areas (ESA)

The ESA policies, guidelines, and designations shown in Attachment 2 to the OCP (Schedule 1) supercede any contained in the Area Plan or Sub-Area Plans (Schedule 2).

### Aircraft Noise Sensitive Land Use

The Aircraft Noise Sensitive Land Use policies, guidelines and locations in Section 3.6.3 of the OCP (Schedule 1) supercede any contained in the Area Plan or Sub-Area Plans (Schedule 2).

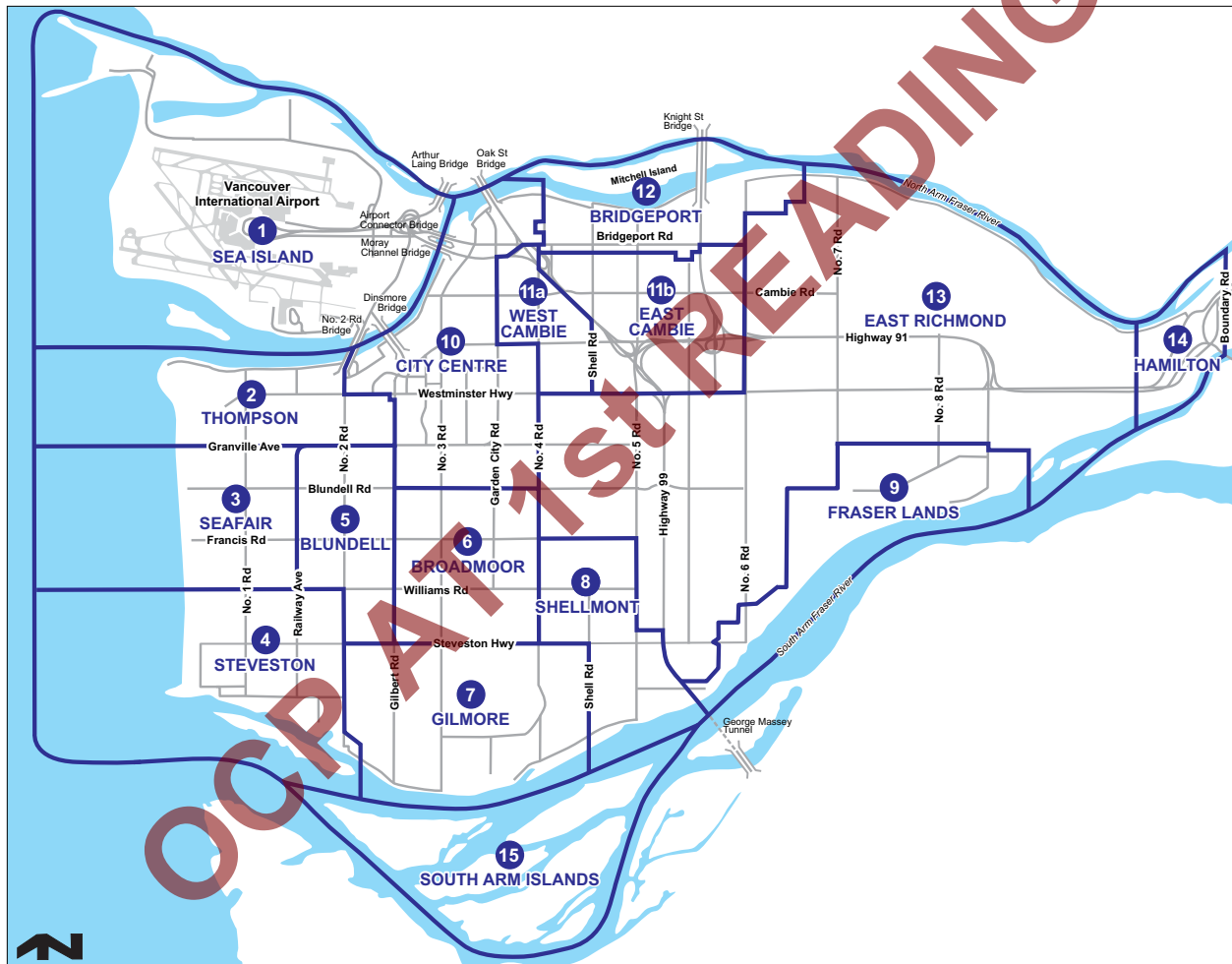
### How does the OCP work?

As a City document, the OCP can only encourage senior levels of government to take action; it cannot force or require senior governments to act. When implementing the OCP, the City will take into account agreements with other agencies.

### Seeking Clarification

The OCP is to be read as a whole and specific topics (e.g., townhouses) may be addressed in several chapters and maps, and in Development Permits Guidelines. For clarification of the OCP policies and maps, please consult with City planning staff. Council or its designate make the final decision.

## Planning Area Boundaries Map





## **1.0 Moving Towards a Sustainable Community**

OCP AT 1st READING



## 1.0 Moving Towards a Sustainable Community

### 1.1 A New Plan for the Future—2041

An Official Community Plan (OCP) is a City's statement of its long-term future community planning vision by describing the kind of community into which the City wishes to evolve. As a legal document under the Local Government Act, the OCP provides the City with one of its most powerful tools for bringing its vision to reality. The City of Richmond adopted its first OCP in 1986, updated it in 1999 and is now updating it to take the City to 2041. Updates follow about every ten years to guide land development and align with the region's plans and respond to current issues.

Globally, regionally and locally, the next 30 years will be marked by a range of challenges such as the impacts of climate change, environmental quality, energy reduction, food insecurity and an aging population. The City, through adoption of a 2010 Sustainability Framework, began to chart a course to move towards being more resilient and adaptable in the face of these challenges. The Sustainability Framework helps the City imagine and design a better future. This OCP Update is guided by the following Vision of a Sustainable Richmond:

*"A sustainable and healthy island city that meets the needs of the present without compromising the ability of future generations to meet their own needs. It is a place where people live, work, and prosper in a welcoming, connected, accessible and vibrant community. In Richmond, health of the people and the health of the eco-system are sustained through community participation and long-term economic, social and environmental well-being"*

"The community planning decisions which municipalities make have as much or more of an impact on the health of people than the decisions which doctors and hospitals make". These decisions include providing opportunities for affordable housing, child care, recreation, parks, trails, densification, walkability, access to nature and healthy lifestyles."

Dr. Patrick O'Connor, Vice President, Medicine, Quality, and Safety, Vancouver Coastal Health, June 2012.



The new 2041 OCP provides an opportunity to better address these challenges and work towards becoming a more adaptable and resilient City. The issue is how we can build on the strengths that have shaped Richmond and what we need to change, to meet the challenges of an ever-changing world.

This 2041 OCP establishes a broad 2041 vision, supporting goals, objectives, policies and new directions respecting land use, mobility, infrastructure, an ecological network and parks and open spaces. The City continues to place an emphasis on improving the health of neighbourhoods, building a vibrant downtown, fostering a resilient economy and a healthy business climate, addressing recreational needs, enhancing social development, preserving environmental quality and promoting the arts, culture and heritage.

This new OCP strives to continue to develop the City as a great place, and a greener, more resilient, connected and healthy City.



## 1.2 The Planning Process

### Community Engagement

In June 2009, Council directed that the 1999 Official Community Plan be updated to 2041 and approved a range of OCP background studies (e.g., 2041 population and employment estimates, employment lands, social planning, parks and open space, and environmentally sensitive area management strategies). The OCP Update has been made possible by the extensive participation of residents, business owners, stakeholders (e.g., Richmond School Board, YVR, Port Metro Vancouver, Metro Vancouver, Urban Development Institute) community groups and the City's advisory committees. The process involved three major rounds of community consultation beginning in November 2009 with over 28 public open houses over the 2 ½ year period, City-wide surveys and online discussion forums.





As well, separate community consultation processes were undertaken for the:

- 10 Year Social Development Strategy (twelve meetings with stakeholder and advisory committee groups, one online discussion forum and four study circles (Cantonese, Mandarin, recent immigrants and the general public);
- Parks and Open Space Strategy (seven focus groups).

Several hundred visitors came to the online discussion forum site with over 91,000 site visits and many comments posted.

### Recurring Themes and Messages

Certain themes emerged:

- provide more housing choices to facilitate better aging in place; complete neighbourhoods and affordable housing;
- undertake neighbourhood shopping centre densification planning;
- retain industrial lands and encourage office uses in the City Centre;
- improve streets and connectivity in neighbourhoods;
- provide more parks and open space;
- retain agricultural lands;
- improve transportation, transit service, and expand the cycling network across the City;
- have more walkable and accessible neighbourhoods;
- improve ecological network and its services;
- improve opportunities to access the shoreline.

Also, residents say that they are willing to consume and waste less, use their cars less and make energy and other environment improvements in their homes and offices.



### OCP Update Concept

In April 2011, Council endorsed a 2041 OCP Concept based on the above public input, the findings of the OCP studies, City priorities, and sustainability principles. The 2041 OCP is based on the OCP Concept.



Richmond Town Centre, 1907. Credit: City of Richmond Archives Photo 1977 918.

## 1.3 Context

### Richmond Past and Present

The City was incorporated as a municipality in November 1879 and was designated as a City in 1990. Richmond's history is rooted in fishing, agriculture, shipping, and aviation. Composed of 17 islands, the Fraser River has always shaped the City's growth. The Coast Salish bands were known to set up temporary camps and year long dwellings on all of the islands for fishing and hunting.

Richmond was, and is, the centre of aviation in British Columbia. In 1949, the First Comprehensive Town Plan was created by bylaw which divided Richmond into districts to direct development and parkland. Residential, commercial, industrial and rural land use regulations were established.

In 1950, Richmond was still considered a small community until the subdivision of land began. Suburban development in the 1950s is an important component of Richmond's evolution. After the war, people were drawn to Richmond because it offered an abundance of land at lower prices compared to Vancouver, but in close proximity along the interurban tram that ran from Vancouver to Steveston.

Richmond has grown and changed dramatically over the past 50 years, especially now with the Canada Line in the City Centre and 2010 Olympic Winter Speedskating Oval which is now a world class athletic, sports training and community recreation centre. Today, the City Centre is a mixed use community poised to become a major regional hub. The City continues to attract migration from many countries and recent immigration has been most notably from China. The City's cultural diversity has enriched the community and made Richmond an exciting place to live.



## A Regional View

The City of Richmond is the fourth largest City in Metro Vancouver (MV) and a member municipality of the wider 22 member Metro Vancouver Region. A new Regional Growth Strategy, *"Metro Vancouver 2040 - Shaping Our Future"*, adopted by the MV Board in July 2011 is a framework to manage future development where the region will grow from 1.2 million to 3.4 million by 2040. It is a shared commitment by Metro Vancouver and member municipalities to work together to create a livable and sustainable region through the achievement of common regional goals.

The City and Metro Vancouver are committed to working in partnership to achieve the following shared goals:

- creating compact communities and directing growth to areas already designated for urban development;
- creating complete communities that are more walkable, mixed use and transit-oriented to reduce automobile use;
- supporting a sustainable economy by protecting and supporting employment lands (e.g., industrial);
- protecting agricultural, recreational and conservation lands that provide valuable ecosystem services;
- encouraging land use and public infrastructure capacity improvements of the built and natural environments to protect the environment and withstand climate change impacts;
- supporting sustainable transportation choices that reduce energy consumption and greenhouse gas emissions, improve air quality and promote walkability, bicycling, rolling (wheelchairs, scooters) and transit.

A more detailed description of how the City's OCP policies support and relate to the Regional Growth Strategy is provided in Chapter 15—Regional Context Statement.



## 1.4 2041 OCP Vision

In 2041, Richmond has become a more sustainable City—a place of great spaces and experiences, whose greatest assets include its thriving downtown, diversified economy, healthy and distinct and connected neighbourhoods, its island shoreline, open spaces, and protected and productive agricultural lands. Richmond has adaptable and prosperous businesses that enrich people, the community, the natural environment, the world and future generations.





Richmond is a place where people:

- earn a living where they reside and participate in the global economy through an exchange of knowledge, entrepreneurship and trade;
- feel connected to their physical surroundings, the people around them, and their community;
- are active and healthy;
- respect, honour and celebrate the diversity in their community;
- feel connected to the past, celebrate the present and anticipate the future with enthusiasm.

Richmond has become more energy efficient and is responding to the challenges of climate change, in partnership with other levels of government, its citizens and its businesses.



## Goals

### 1. Welcoming and Diverse

The City is inclusive and designed to support the needs of a diverse and changing population.

### 2. Connected and Accessible

People are connected to and interact with each other. Places, buildings, and activities are connected and easily accessed by everyone. Decisions with respect to housing, business development, parks, recreation, transportation and community access, including street design (the public realm) and repair will be made with public consultation.

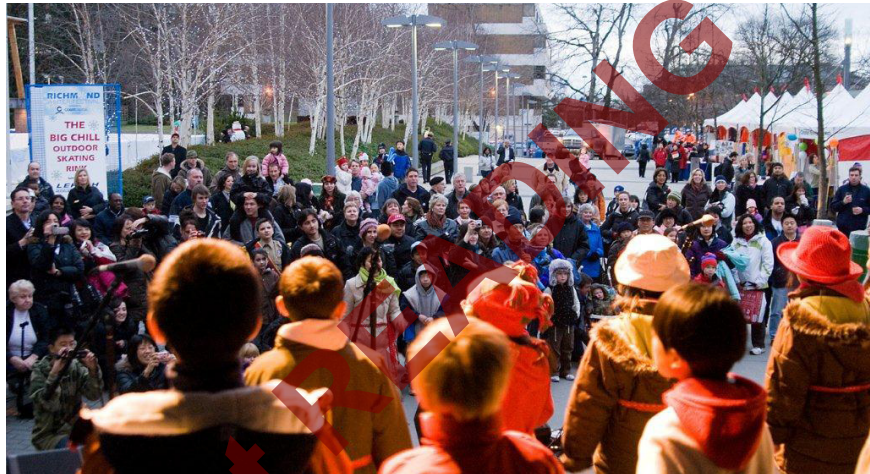
### 3. Valued for its Special Places

The City has a variety of places—big and small—in all neighbourhoods where residents and visitors will be drawn—for their vibrancy and natural beauty.

### 4. Adaptable

The City, residents and businesses have the ability to respond creatively to change. They build upon what already exists and upon experiences from both within and outside the community. In partnerships, they respond to the challenges of changing demographics, culture, technology and climate.





## 1.5 Key Issues to Address in Planning for the Future

Below are some of the key issues that the 2041 OCP seeks to address.

### Future Population Growth and Housing Demand

The City will grow by 80,000 people by 2041 and approximately 42,000 new housing units will be needed. The additional population will need to be accommodated within a limited land base so as to not impact the City's farmland or employment lands. While the City will be able to accommodate much of the growth through existing plans and policies, (e.g., West Cambie and the City Centre Area Plans), it will need to find ways to increase housing capacity for a portion of this growth. Much of the housing needed will be in the form of townhouses, anticipated apartments in densified shopping centres and to some extent coach houses and granny flats in areas outside the City Centre.

### Aging Population and Changing Demographics

The number of people over age 65 will substantially increase by 2041. They will represent 26% of the population in 2041 compared to 14% in 2011. The over 75 age group will represent 15% of the population in 2041 compared to 6% in 2011. Some will be active and healthy and others will be frail and will have health problems associated with advancing age. This will have implications for providing services or special programs to the over 75 age group in the community. Some will want to "age in place"—that is, remain living safely in their own community despite declining abilities and enjoy the familiar social, cultural and spiritual connections that enrich their lives. The challenge will be to find ways to develop suitable housing choices and more accessible services (easy access by walking, rolling, transit) to allow them to "age in place" and meet their shifting mobility needs.

### Community Well-Being

Richmond is one of the most multicultural cities in Canada and the change in demographics has taken place quite recently. Richmond has a large and growing diverse population with more than 65% of the City's residents being visible minorities and of different ethnic backgrounds, which makes the City a vibrant and culturally diverse place to be. The City will need to continue to bring these diverse people together in meaningful ways and to better integrate them into all aspects of City recreation and social programs. Immigrants and newcomers will be welcomed.





### Placemaking

Richmond has access to nature, open spaces and a quality of life often associated with smaller communities; however, with development, change is occurring perhaps at a faster pace than some residents would like. The challenge will be to create new pleasant, enjoyable and memorable places, while embracing older special character areas through urban design, heritage conservation and animation of the public realm.

### Economic Uncertainty and A Levelling Off Of Boom Bust Cycles

To address economic uncertainty and boom bust cycles, Richmond will need to: maintain a diversified economy through a favourable business climate, support global industries that provide high paying jobs, support the financial well being of the City's population by enabling them to work where they live and through careful planning, not re-designating Richmond's needed employment lands for residential development.

Economic uncertainty and "boon-bust" cycle challenges indicate a need to:

- maintain a diversified economy through a favourable regional and city business climate;
- support global business and industries that provide high paying jobs;
- maintain the financial well being of the population and residents to work where they live;
- protect employment, lands (e.g., industrial, office, retail, institutional).

### Food Security

Like most urban communities, Richmond imports the vast majority of its food, creating concerns for the stability of the food supply in the face of rising energy costs and climate change. Paradoxically, as nearly 39% of Richmond's land base is protected agricultural land, the potential exists for this valuable asset to help meet local food security needs. There is also a demand for community garden space for those who lack access to land.

### Accessibility

"Accessibility" means the ability to approach, enter, use and/or occupy buildings and spaces by persons with physical or sensory disabilities". Richmond is recognized as leader in accessibility, is one of Canada's most accessible cities and wishes to build on these achievements. The City enjoys its effective working relationship with the Richmond Centre on Disability,



seniors and other community stakeholders. In 2041, the average age of the population will be older and there will be more people with accessibility limitations (e.g., physical, mobility, hearing, seeing, mental challenges). Many want the option of aging in place, rather than having to leave the community as many grew up here. Older residents, visitors and tourists and those with limitations make significant social and economic contributions to the community as they have valuable social, life and job knowledge and skills. They also have a significant positive effect on the local economy and businesses. To address these needs, the OCP aims to make the City even more accessible, for example, by requiring accessibility measures in neighbourhoods as shopping centres densify; in new residential, commercial and institutional buildings, along streets, sidewalks and trails; in parks, parking lots and bus shelters, and through building design. As accessibility needs and solutions evolve, one initiative which the City proposes is to continue working with the Richmond Centre on Disability (RCD), seniors, the community, Urban Development Institute (UDI) and Richmond small home builders group, to increase housing accessibility (e.g., accessible housing, adaptable housing, convertible housing, housing visitability, and aging in place and barrier free housing). The study is to be completed within one year of OCP approval.

### **Social Issues**

There is a range of social issues to address including vulnerable population groups which will place demands on services and programs. The high and rising cost of living which includes significant increases in housing prices will contribute to economic hardship for some. For a large percentage of residents, renting or owning an affordable home is a problem because of employment challenges, fixed income or those whose wages have not kept up with the increase in the cost of living. There are long waitlists for supportive and subsidized rental units for families, seniors, people with disabilities and low-income singles of all ages. The challenge will be to find ways to ensure that the City has adequate and affordable housing to meet the full range of income and needs.

### **Climate Change and a Large Environmental Footprint**

The earth's climate is changing. Increasing green house gas emissions are causing a rapid rise in global temperatures and the effects will be felt both now and into the future. A fundamental challenge for Richmond and all communities will be to significantly reduce greenhouse gas emissions and find ways to ensure that the City is adapting to the effects of climate change. In Richmond, approximately 56% of greenhouse gas emissions are transportation related and approximately 40% come from the way buildings are built and operated. The City's targets are reducing community-wide GHG emission levels by 33% from 2007 levels by 2020 and 80% by 2050. Council has endorsed a 10% energy reduction from 2007 levels by 2020. The City will need to find ways to design its neighbourhoods and buildings to reduce the demand for fossil fuels and shape travel choices so that transit, walking, rolling, cycling and transit are the preferred modes of travel. It will also need to find ways to manage sea level rise, and anticipated increases in the intensity and duration of rainfall.

### **Financial Challenges**

With increasing demands for services, social programs, affordable housing, and maintenance costs to the City's infrastructure, more funding options will need to be explored (e.g., with senior governments to develop more funding sources, ideally without raising taxes).





## 1.6 Planning Directions

In the City Centre:

- direct most growth to high density mixed use urban villages;
- support development and re-development with transit options including biking, rolling and walking above automobiles;
- build a mix of large and small urban parks to provide diverse environments and year round activities;
- evolve an urban landscape that encourages and enables physical activity and social connections in everyday living.

Outside the City Centre:

- in the inner core of neighbourhood centres, encourage a mix of low to medium density uses and a diversity of ground-oriented residential housing choices;
- in the outer core of neighbourhood centres and along arterial roads, encourage new compact, walkable neighbourhoods;
- support intensified employment lands including industrial and commercial employment;
- enhance the existing parks and continue to develop the City-wide trail system;
- improve the transportation network with an emphasis on walking, rolling, cycling and transit;
- work towards agricultural viability with lands (farmland intact and productive);
- protect the City's Ecological Network and environmentally sensitive lands.

The 2041 OCP sets out the broad objectives and policies. Each chapter supports the sustainability theme. The ongoing efforts of many jurisdictions including those of senior government, the region, businesses and the community will be needed to move towards a more sustainable community.





## 1.7 Richmond Demographics and Changes to 2041

### 2041 Population Estimates

Since 1967, the City's population growth has averaged 2.7% per year. Currently, there are 200,000 residents in Richmond.

- Richmond will grow by 80,000 people by 2041. More population growth will occur in the City Centre (61%) than in the rest of Richmond. The City Centre will double its population by 2041 and increase its share of the City's population from 25% in 2011 to 36% in 2041.

### 2011-2041 Richmond Population Growth

Where	Existing 2011	2011-2041 30 Years	Future 2041
City Centre	50,000	+50,000	100,000
Outside City Centre	150,000	+30,000	180,000
Entire City	200,000	+80,000	280,000

Source: Urban Futures

### 2041 Housing Estimates

Currently, there are estimated to be 73,000 dwelling units in Richmond.

The City Center will add the most housing between 2011 and 2041, approximately 55% of future growth; Central Richmond (e.g., Thompson, Seafair, Blundell, Broadmoor, and the residential portion of Shellmont: 25%) and North Richmond: 10%.

- Much of the new housing growth in the area outside of the City Centre will be accommodated primarily by a range of densifying housing options along arterial roads or around neighbourhood shopping centres.



### 2011-2041 Richmond Housing Projections

Where	Existing 2011	2011-2041 30 Years	Future 2041
City Centre	24,000	+23,000	47,000
Outside City Centre	49,000	+19,000	68,000
Entire City	73,000	+42,000	115,000

Source: Urban Futures

### 2041 Housing Types

- 75% of the City's new apartment development will occur in the City Centre, with 10% in North Richmond (e.g., Alexandra neighbourhood) and 5% in Central Richmond around the neighbourhood shopping centres.
- 50% of the new ground oriented housing (GOH) is projected to occur in the City's predominant residential area of Central Richmond (e.g., Thompson, Seafair, Blundell, Broadmoor and the residential portion of Shellmont), while 30% will occur in the City Centre, 10% in Hamilton and 8% in North Richmond (Alexandra Neighbourhood).
- Steveston's share of net additional housing units (both apartment and ground oriented) on a City-wide basis is projected to be modest because of the constraints on available and developable land.

### 2011-2041 Richmond Housing Types

Where	2011 Estimate			Change Between 2011 and 2041			2041 Projection		
	GOH	Apt	Total	GOH	Apt	Total	GOH	Apt	Total
City Centre	7,200	16,800	24,000	+ 4,800	+18,200	+23,000	12,000	35,000	47,000
Outside City Centre	41,000	8,000	49,000	+13,000	+ 6,000	+19,000	54,000	14,000	68,000
TOTAL	48,200	24,800	73,000	+17,800	+24,200	+42,000	66,000	49,000	115,000

Source: Urban Futures

**Ground Oriented Housing:** Includes single detached houses, duplexes, townhouses, row houses and other forms of housing that have their own private entrance and access to a private outdoor area at the ground level (not necessarily on the ground—can use stairs), secondary suites, coach houses and granny flats.

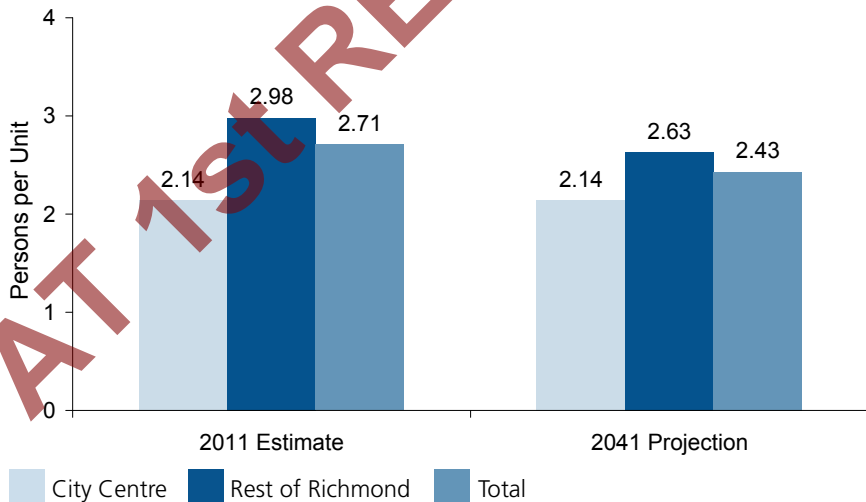
**Apartment Housing:** Housing which does not have its own private entrance (i.e., is accessed from a common indoor corridor) or access to a private outdoor area at the ground level and includes buildings 4 or less storeys (low-rise), 5 to 8 storeys (mid-rise) and 9 or more storeys (high-rise).



### 2041 Average Household Size

- The total number of households will increase, which means that more housing units will be needed, but average household size will decrease, which means there will be a demand for smaller housing units.
- Household sizes are decreasing outside of the City Center and in Richmond as a whole because of the aging population, trend towards more multiple family housing forms and an increase in the prevalence of a secondary suite in most new single family homes.

#### Average Household Size in Richmond



Source: Urban Futures

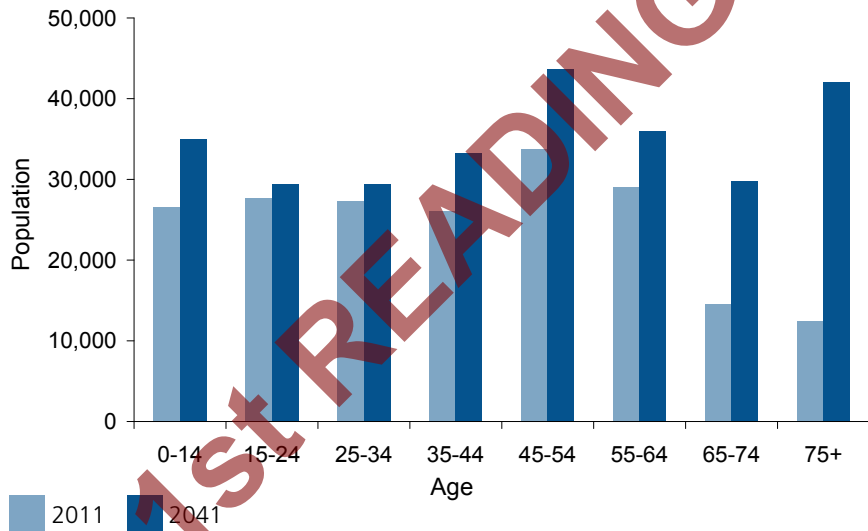
- The average size of households which dropped in the last few decades will drop even more, so that demand for less costly, smaller housing will continue.

### 2041 Age Distribution

- The +65 age groups are projected to grow faster than average, while all of the under 65 year age groups are projected to grow slower than average. The most significant change in absolute numbers is the growth in the numbers of two age groups:
  - +65-74—15,000 more people in 2041, which represents a 100% change from the 14,500 in 2011;
  - +75—30,000 more people from 12,500 people in 2011, which represents a 240% change;
  - the number of people in the 15-34 age groups will stay relatively the same.
- The increase in those over the age of 65 will bring a growing demand for housing forms that support aging in place. With a growing aging population, the number of persons with special access needs (e.g., 25%) can be expected to increase and the needs for accessible, supportive, and specialized housing will increase accordingly. Proportionally, only older age groups will increase, but the actual number of people in all age groups will increase.



### Population by Age in Richmond



Source: Urban Futures

### Employment

Currently, 140,000 people are employed in Richmond with one of the highest jobs to labour forces ratios of 1.25 in the region.

- By 2041, there will be approximately 40,000 new jobs in Richmond.
- The main areas of the City where these jobs will locate will be the City Centre, Sea Island (YVR) and North Richmond.
- The City Centre will accommodate the greatest absolute increase in employment between 2011 and 2041, reinforcing its status as the central employment hub in Richmond.

### 2011-2041 Richmond Employment

Where	Existing 2011	2011-2041 30 Years	Future 2041
City Centre	42,000	+18,000	60,000
Outside City Centre	98,000	+22,000	120,000
Entire City	140,000	+40,000	180,000

Source: Urban Futures

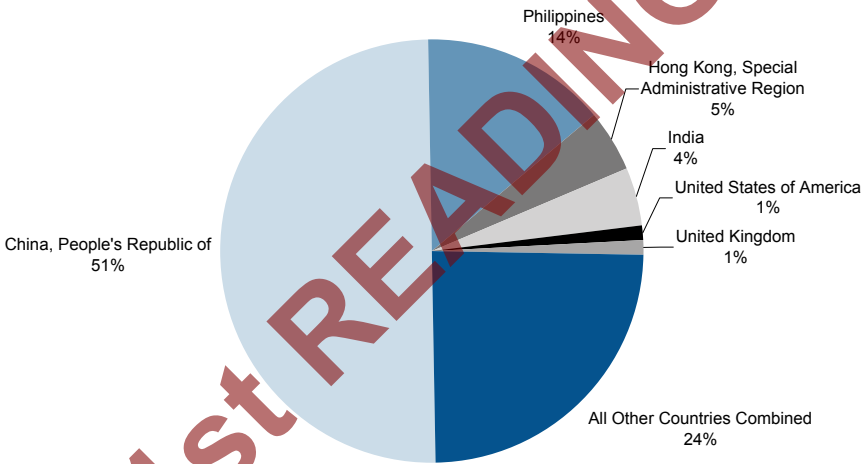
### Cultural Diversity

- Visible minorities are now the majority in Richmond where 65% of the population is a visible minority. This is the highest proportion of any municipality in BC and the second highest in Canada. The predominant minority group is Chinese, at 45% of the total population (the highest proportion in Canada by a wide margin).
- Since 1991, the overall proportion of immigrant residents has been increasing. As of May 2006, 41% of Richmond residents were Canadian by birth, and over 57.4% were immigrants.





**Countries of Origin for Recent Immigrants to Richmond 2001-2006 (2006 Census)**



Source: Statistics Canada

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## 2.0 Climate Change Response

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## 2.0 Climate Change Response

### Strategic Directions

**Empower:** Build Capacity

**Reduce:** Reduce Greenhouse Gas Emissions

**Improve:** Increase Carbon Sequestering

**Prepare:** Prepare for Climate Change

### OVERVIEW:

The earth's climate is changing, and according to the United Nations, "climate change is one of the greatest challenges of our time"<sup>1</sup>. In particular, "dealing with climate change is an economic necessity to avoid serious disruption to global and national economic and social activity".

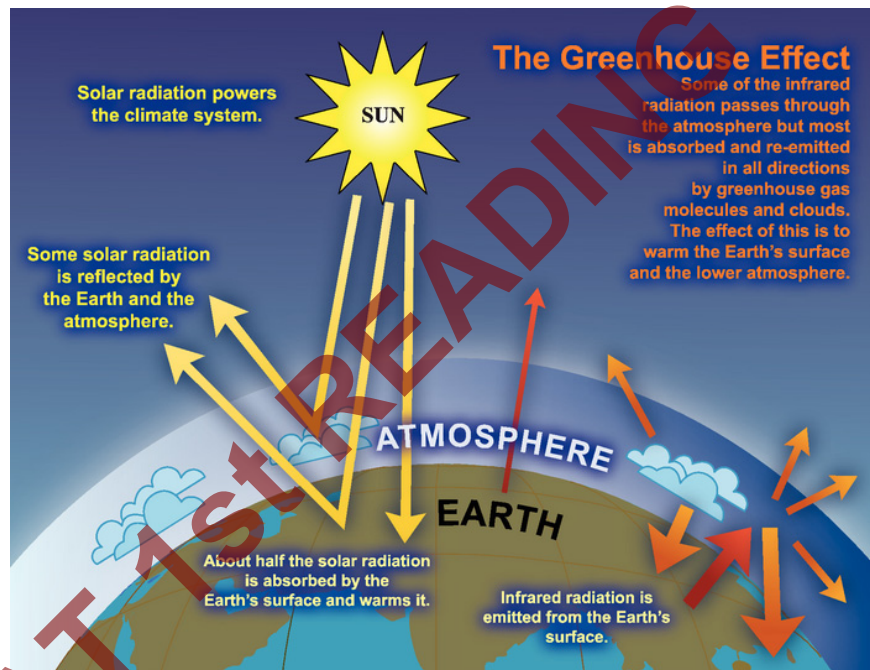
The scientific understanding of climate change is developing rapidly and scientists say that, although some of the changes in our climate are due to natural variations that have been taking place for millions of years, greenhouse gases being released into the atmosphere from human activities are inducing potentially dangerous levels of climate change<sup>2</sup>.

Greenhouse gases (GHGs) capture the solar radiation being reflected back from the earth's surface, contributing to the "greenhouse effect". Many GHGs are naturally occurring and are important for moderating temperatures to a level suitable for human living. However, human activities are significantly increasing the concentration of GHGs in the atmosphere, trapping more energy and causing a rise in global temperatures. It doesn't take a major change in temperature to create significantly different climatic conditions—5°C is the difference between the present average global temperature and an ice age<sup>3</sup>.

<sup>1</sup> Copenhagen Accord, 2009: <http://unfccc.int/resource/docs/2009/cop15/eng/l07.pdf> Rio+20 United Nations Conference on Sustainable Development, 2012: <http://www.uncsd2012.org/rio20/content/documents/compilationdocument/PoliticalGroups.pdf>

<sup>2</sup> IPCC Fourth Assessment Report, 2007. 2.4 Attribution of climate change: [http://ipcc.ch/publications\\_and\\_data/ar4/syr/en/mains2-4.html](http://ipcc.ch/publications_and_data/ar4/syr/en/mains2-4.html)

<sup>3</sup> UN "Climate Change as a Global Challenge", 2007: <http://www.un.org/ga/president/61/follow-up/climatechange/ClimateChangeBackgroundPaper.pdf>



The greenhouse effect (IPCC, 2007)

Primary human activities emitting greenhouse gases are those that involve the combustion of fossil fuels (e.g., heating our homes, driving our vehicles), those that generate waste and those that cause deforestation<sup>4</sup>. Scientists conclude that there will be serious consequences globally, regionally and at a local level if insufficient action is taken to reduce GHG emissions and adapt to unavoidable changing conditions<sup>5</sup>. Impacts may include diminishment in global food production, sea level rise, increased frequency and intensity of extreme weather events (e.g., storms, droughts, heat waves, natural disasters), energy servicing disruptions, infrastructure failures, species extinction and increased rates of disease<sup>6</sup>.

It is also known that, given already existing levels of greenhouse gas emissions, climate change is unavoidable and as such, some level of change will occur. Reducing further emissions is critical for reducing the amount of change that will occur and reducing the magnitude and extent of impacts. However, because not all levels of climate change can be averted, it is also important for communities to prepare for unavoidable change.

While climate change poses a significant challenge, responding to it presents opportunities for advancing overall sustainability. This is because many of the specific action initiatives that reduce impacts of climate change also simultaneously contribute to other sustainability objectives (e.g., community safety, resilient economies, strengthened local food security, live-work-play communities, reduced reliance on the automobile, higher performing building, and healthier natural environments).

<sup>4</sup> IPCC Fourth Assessment Report, 2007. *The Physical Science Basis: Executive Summary*: [http://ipcc.ch/publications\\_and\\_data/ar4/wg1/en/ch7s7-es.html](http://ipcc.ch/publications_and_data/ar4/wg1/en/ch7s7-es.html)

<sup>5</sup> IPCC Fourth Assessment Report, 2007. *The long-term perspective*: [http://ipcc.ch/publications\\_and\\_data/ar4/syr/en/spms5.html](http://ipcc.ch/publications_and_data/ar4/syr/en/spms5.html)

<sup>6</sup> IPCC Fourth Assessment Report, 2007. *3.3.1 Impacts on systems and sectors*: [http://ipcc.ch/publications\\_and\\_data/ar4/syr/en/mains3-3-1.html](http://ipcc.ch/publications_and_data/ar4/syr/en/mains3-3-1.html)



In the coming years, one of the most pressing challenges in securing a sustainable future will be to significantly reduce greenhouse gas emissions, and find ways to adapt to the unavoidable effects of climate change.

## 2.1 Managing Climate Change Response

### OVERVIEW:

Effectively responding to climate change is a challenging endeavour, requiring a strategic approach and sustained effort. The City of Richmond has advanced a wide range of action initiatives to both reduce GHG emissions and prepare for change. A key challenge for the City of Richmond will be to integrate new ideas and emerging best practices in a manner which is cost-effective and results in meaningful benefits for the local community. Effective response, however, will depend upon sufficient action being taken by all sectors of society, including senior governments, businesses and the general public.

### OBJECTIVE 1: A WELL-MANAGED PROGRAM

Advance a Climate Change Program that addresses climate change response priorities in a manner that supports the multiple needs of a sustainable community.

### POLICIES:

- a) advocate that senior governments advance necessary climate change services and that local governments are resourced appropriately for taking meaningful action;
- b) as part of the City's Sustainability Framework, implement and regularly update the City's Climate Change Strategic Program to establish and address climate change response priorities, including capacity building, emission reduction, carbon sequestration and adaptation;
- c) develop and evolve targets for climate change response as part of the City's Climate Change Strategic Program;
- d) integrate climate change considerations for achieving a low-carbon and a climate-prepared City into key policies, plans, programs and services, including the City's land-use and development policies, Transportation Plan, Infrastructure Plan, Parks and Open Space Strategy, Flood Management Strategy, Dyke Master Plan, Social Development Strategy, Environmentally Sensitive Areas Management Strategy, Emergency Plan and Economic Development Strategy;
- e) regularly measure and report progress towards meeting established targets;
- f) review and update policies in a timely manner to integrate evolving climate change knowledge and best practices.





## OBJECTIVE 2: BUILD CAPACITY

Build community and City capacity to reduce the magnitude of climate change and effectively respond to unavoidable effects.

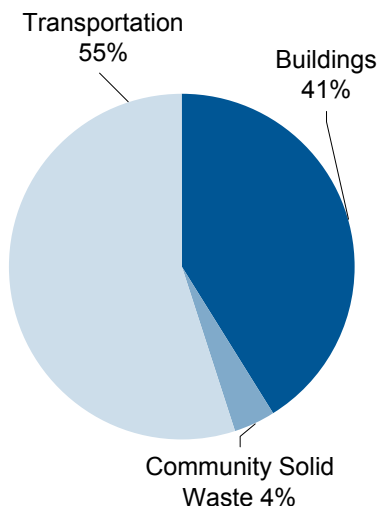
### POLICIES:

- deliver local programs and initiatives to increase awareness and empower the community and the City to take action to reduce and prepare for climate change impacts;
- advocate that senior governments and other organizations continue and expand programs which assist the community and City to take climate action (e.g., grants, incentives);
- advance partnership initiatives among the research community and practitioners to develop and implement climate change best practices that are cost-effective and provide meaningful benefit.



Building climate change awareness with young students through the Climate Change Showdown program

### Richmond Community GHG Emissions by Sector (2010)



## 2.2 Climate Change Mitigation

### OVERVIEW:

In 2010, measured emissions generated by the Richmond community were approximately 945,000 tCO<sub>2</sub> e. Approximately, 55% of the community's greenhouse gas emissions were transportation-related and about 41% were generated from energy use in buildings. Waste contributed about 4% of emissions. With a growing population, community GHG emissions are increasing every year. Significant action is needed to achieve real reductions and avoid levels of emissions that are predicted to result in unmanageable impacts and costs.

The Federal and Provincial governments have the jurisdiction over the two major sectors responsible for the majority of Richmond's community GHG emissions—transportation and building infrastructure. Thus, action by senior levels of government is critical. Equally important will be changes in the daily lifestyles of all Richmond residents and businesses to reduce vehicle dependency and fossil fuel based energy consumption.





## OBJECTIVE 1: REDUCE GHG EMISSIONS

Reduce GHG emissions from City operations and services, and support broad-base community GHG emission reduction to achieve a 33% reduction from 2007 levels by 2020 and 80% reduction by 2050.

### POLICIES:

- a) advocate that senior governments take a leadership role in reducing GHG emissions (e.g., legislation, programs, education, capital investments);
- b) request that senior governments provide funding and incentives to municipalities and other parties to reduce GHG emissions (e.g., existing building retrofits, new building improvements, transit, ride sharing, electrical vehicle plug ins, recycling);
- c) minimize GHG emissions by various initiatives, including heritage conservation, wood-frame development, material conservation and re-use;
- d) continue to advance GHG emission reduction planning and actions consistent with the City's Sustainability Policy;
- e) strengthen land use and development policies that support compact and complete communities, sustainable transportation and sustainable resource use, including energy, water and materials;
- f) reduce greenhouse gas emissions from new developments through high performance building design standards;
- g) automobile reliance will be reduced through compact land use, transit-oriented development practices and strengthened investments in alternative modes of transportation;
- h) prepare, implement and regularly update a Community Energy and Emissions Plan to identify and advance strategic actions to support meeting community-wide GHG emission reduction targets;
- i) prepare, implement and regularly update a Corporate Energy and Emissions Plan to identify and advance strategic actions to reduce GHG emissions from City services and operations;
- j) establish and regularly update sector-specific GHG reduction targets, including but not limited to building energy use, transportation and waste generation;
- k) regularly measure and report GHG emissions from City services and operations with evolving methodologies;
- l) regularly report community-wide GHG emissions as measured by the Provincial government.



City acquisition of the last remaining portion of the Northeast Bog Forest



## 2.3 Carbon Sequestration

### OVERVIEW:

It is no longer sufficient to “do less harm”. To achieve a sustainable community, conditions must be reversed, shifting from a trend of deterioration to a state of health and strength. This means investing in supporting Earth’s natural systems which are responsible for balancing greenhouse gas levels and stabilizing climatic conditions.

### OBJECTIVE 1: IMPROVE CONDITIONS

Advance action beyond impact reduction and aim to improve conditions through action that sequesters carbon.

### POLICIES:

- protect and enhance Richmond’s natural environments to support carbon retention as well as other important ecosystem service (e.g., pollution reduction, nutrient generation, habitat);
- integrate carbon retention objectives into key policies, plans and programs, including but not limited to Parks and Open Space Strategy, Environmental Sensitive Areas Management Strategy and land use and development policies.



Before and after a dike improvement project which enhanced intertidal habitat and the City's flood protection defences



## 2.4 Climate Change Adaptation

### OVERVIEW:

Climate change has the potential to significantly affect a wide range of community interests. Existing levels of GHG emissions in the atmosphere mean that some level of climate change is unavoidable. Accordingly, at the same time as establishing an effective means of limiting Richmond's contribution to climate change and improving natural processes for stabilizing the climate, it is also important to prepare for its various impacts with a range of adaptation measures. Successful adaptation does not mean that impacts will not occur, but it does mean that they will be less severe.

### OBJECTIVE 1: PREPARE FOR CLIMATE CHANGE

Increase City and community resiliency to climate change impacts.

### POLICIES:

- a) Sustainability staff to lead the development and implementation of adaptation strategies to manage climate change risk and optimize investment;
- b) Sustainability staff to lead the integration of climate change adaptation considerations into key policies, plans, programs and services, including land-use and development decision-making, city infrastructure design and management; floodplain management, emergency preparedness, natural ecosystem health, agricultural viability, social development planning and economic development;
- c) strengthen community resilience to projected global changes by increasing local self reliance and resource security (e.g., food security, energy security, groundwater security, intertidal ecological security).

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### **3.0 Connected Neighbourhoods With Special Places**

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## 3.0 Connected Neighbourhoods With Special Places

### 3.1 Promote Healthy and Connected Neighbourhoods

#### OVERVIEW:

The 2041 OCP Vision is for the City to be a place where people live, work and play in welcoming, vibrant and accessible spaces. This includes urban transit villages within the City Centre and single family neighbourhoods outside the City Centre. The 2041 OCP vision includes a thriving liveable City Centre and more distinct, healthy, connected and compact mixed-use neighbourhoods with a mix of housing, arterial road and neighbourhood shopping centre development.

There will be 280,000 residents living in Richmond in 2041, an increase of 80,000 new residents from 2011. To house these new residents, 42,000 new housing units will be needed—in ground oriented forms (18,000 units in single family, duplex, and townhouses) and apartment form (24,000 units in low, mid-rise and high-rise buildings). The majority of the growth in population (61%) and housing units (55%) will occur in the City Centre with 50,000 new residents moving there to live. In the City Centre, about 18,000 of the new units will be apartments and 5,000 will be ground oriented townhouse units. In the rest of Richmond, about 6,000 of the new units will be apartments and 13,000 will be a variety of ground oriented units.





## FACT

**Land use and design elements found in compact and walkable neighbourhoods are strongly linked to higher levels of physical activity. These elements include: residential and employment density, diversity of land uses, well-connected roads, bike paths, sidewalks, and transit accessibility. In contrast, residents of neighbourhoods with a lower degree of mixed use (typically lower-density areas) are more likely to be overweight or obese.**

Kim Perrotta, Public Health and Land Use Planning:  
Highlights, prepared for the Clean Air.

Partnership (CAP) in partnership with the Ontario Public  
Health Association (OPHA), 2011.



Richmond's residents said that they want to live in walkable, attractive neighbourhoods with amenities, shops and services close by. They want to retain their connection with each other, in their own neighbourhoods, support diversity, inclusiveness and the needs of a diverse and changing population including seniors and people with disabilities. They want to be connected and have neighbourhood centres with hearts (e.g., schools, shopping services, community centres).

Many more said that by 2041 they will prefer to live in their own home, close to friends and services or in a smaller unit in the same community, so that they could "age in place". The desire to live in single family homes will continue, but the demand for these will be at a slower rate than previous decades, and the demand for other forms of housing will increase. More medium to high-density dwelling units will be required for a growing and changing population. In fact, housing affordability, a home's proximity to services and amenities, and the availability of ground-oriented and apartment units will be major factors in attracting new residents, young families and young workers to Richmond.

## Elements of a Healthy Neighbourhood

Richmond's single family neighbourhoods will need to become more complete and inclusive. Richmond's neighbourhoods will need to carefully change so that they truly become places for all people. Richmond residents want their neighbourhoods to be places where there are opportunities to get out, move around easily, and meet up with their friends.

Some of the elements that make healthy neighbourhoods include:

- a diversity of housing densities, styles and types and tenures that are suitable for all people in their life cycles, income levels and abilities, including people with disabilities;
- opportunities to work close to home and walk to shops and amenities;
- residential and commercial buildings are easily accessible, especially by seniors and people with disabilities;
- a variety of linkages and connections (streets, walkways, rolling and bicycle pathways) that are pleasing and feel safe with many types of destinations within a short distance;
- a suitable range of convenient services, shops, amenities and facilities for daily living;
- special places to gather that foster a sense of community and identity.

Densification of the Neighbourhood Centres will play a more meaningful role in the future in many neighbourhoods by providing more types of housing, shops, services and jobs close to home. Residents strongly support more detailed future neighbourhood centre planning to create complete healthy communities.





## OBJECTIVE 1:

Continue to build on the City Centre Area Plan's (CCAP) vision to be a World class urban centre made up of distinct mixed use transit-oriented "urban villages".

## POLICIES:

- a) direct the majority of population, housing and employment growth to the City Centre with the focus around the transit oriented villages at the Canada Line stations and the waterfront communities adjacent to the Richmond Olympic Oval;
- b) provide for diverse housing choices (a range of ground-oriented townhouses, 4 to 6 storey and high-rise apartments) to support all ages, income groups families and household mixes;
- c) maintain employment lands, promote commercial uses in mixed development areas in the City Centre, support a range of high paying jobs, and support job creation in a variety of knowledge based and population serving industries;
- d) create "family-oriented neighbourhoods" by encouraging family-friendly housing especially near schools, child care and parks;
- e) support established neighbourhoods such as Moffatt, Acheson Bennett, St. Albans, McLennan South and McLennan North by maintaining the existing apartment and townhouse designations;
- f) use the Development Permit Guidelines in the City Centre Area Plan to reinforce the particular local character of the City Centre neighbourhoods and villages;
- g) apply the Ecological Network to promote ecosystem services, connectivity and green infrastructure.

**FACT**

Each additional grocery store within about a kilometer distance was associated with 11% reduction in the likelihood of being overweight.

Larry Frank, 2009.

**OBJECTIVE 2:**

To undertake, over time, separate Neighbourhood Shopping Centre planning processes to enable a wider variety of housing, stores, services, and amenities which support more jobs, effective transit, walking, rolling and cycling.

**POLICIES:**

- a) over time, prepare Master Plans (e.g., by City staff, or with City staff leadership and developer work and paying for the costs) to replan neighbourhood centres (e.g., each may take a year or more to complete);
- b) each Master Plan is to have a sustainability theme and integrate sustainability, land use, employment, transportation, infrastructure, park, community facility, urban design, the Ecological Network and energy conservation policies to contribute to a more complete and vibrant community;
- c) while Council may vary the following centre densification planning sequence, at this time the sequence is as follows:
  1. Broadmoor Shopping Centre may continue:
    - the Inner Core is already approved for densification, it may continue;
    - in the Outer Core, requests to rezone:
      - sites under 1 ha (2.5 ac.), may occur without replanning the whole Outer Core;
      - sites 1 ha (2.5 ac.) or over, may occur with the replanning of the whole Outer Core;
  2. Hamilton Shopping Centre: currently underway (completion anticipated in 2013);
  3. East Cambie Shopping Centre (To Be Determined by Council);
  4. Blundell Shopping Centre (To Be Determined by Council);
  5. Garden City Shopping Centre (To Be Determined by Council);
- d) at this time, densification planning processes for the following neighbourhood centres is not anticipated as they are relatively new and/or there is little public support:
  - Terra Nova Shopping Centre;
  - Ironwood Shopping Centre;
  - Seafair Shopping Centre;
- e) where a shopping centre consists of multiple properties or is a single property owned by multiple owners, the developer requesting to undertake the shopping centre densification planning process shall secure the written agreement of all the property owners of the affected shopping centre;
- f) the financing of neighbourhood centre infrastructure is to be primarily by developers in a variety of ways including Development Cost Charges (e.g., for roads, water, sanitary, drainage, parks, park improvements) and other mechanisms (e.g., service agreements, latecomer charges, phased development agreements and other means);



- g) the financing of neighbourhood centre community amenities (e.g., affordable housing, child care, sustainability, district energy, community planning services, community beautification above and beyond the City's standard servicing agreement requirements) is to be primarily done by developers through a variety of mechanisms;
- h) other amenities may be required, as determined by Council.

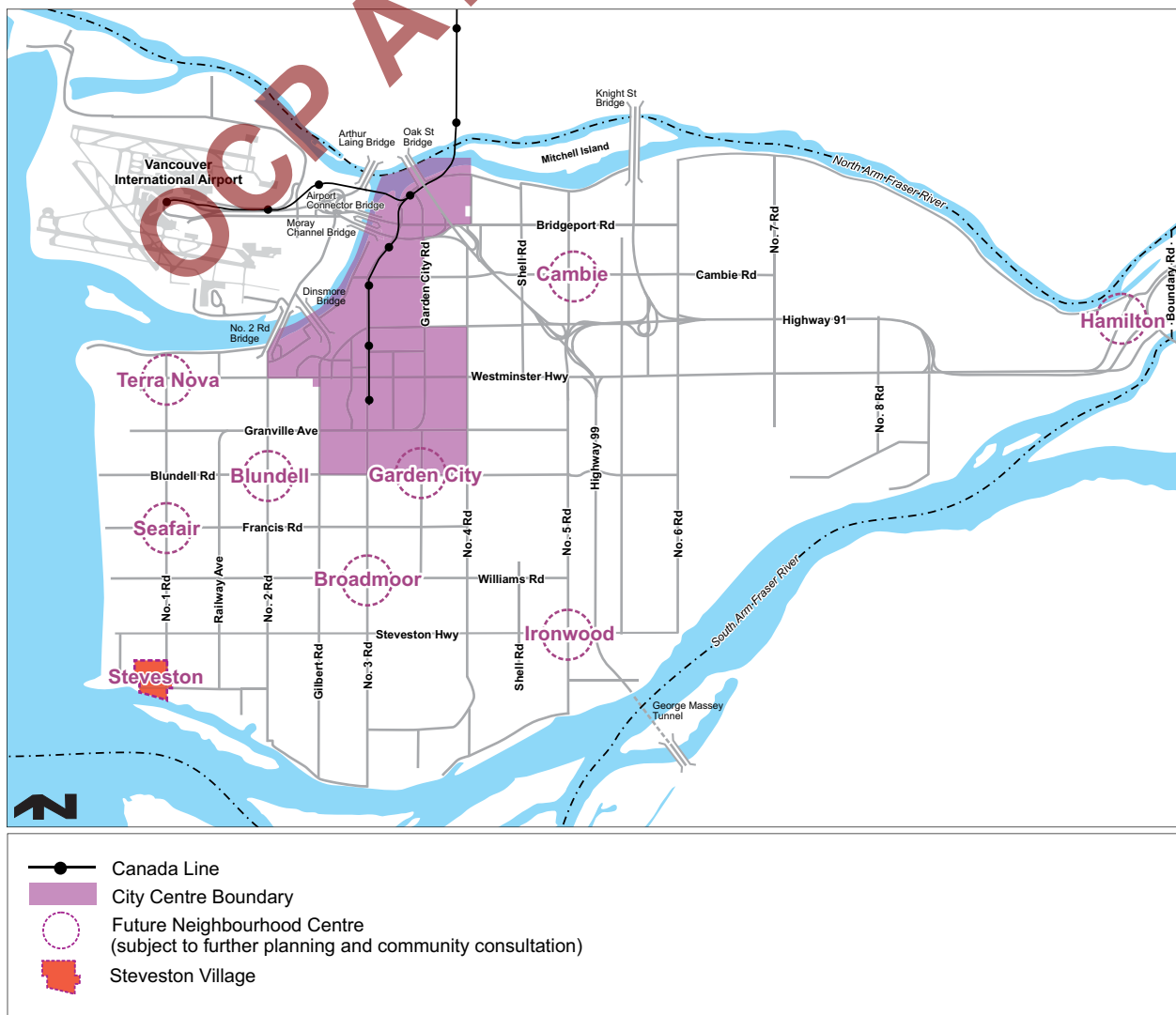
### OBJECTIVE 3:

In Neighbourhood Shopping Centres, promote a diversity of land uses and densities that support a wide range of residential, employment and daily shopping, personal service and enhanced transit service.

### POLICIES:

- a) accommodate a range of multiple family, commercial and institutional uses in neighbourhood service centres and include mixed use (residential above) in new commercial development, where possible;

## Future Neighbourhood Shopping Centre Map





- b) encourage the development of small, pedestrian-friendly, street front, personal service and assembly facilities on the major roads abutting the centre core to meet the needs of surrounding residents;
- c) encourage a mix of housing types including apartments, affordable housing units, family oriented apartments and other ground oriented housing and possible granny flats and coach houses;
- d) discourage the development of large big box stores in the neighbourhood shopping centres that could reduce the feasibility of smaller stores and retailers;
- e) establish Development Permit Areas and Design Guidelines for each shopping area to regulate the form and character of development to promote sustainability design excellence and reflect the unique qualities of each neighbourhood centre;
- f) in the Inner Core: Concentrate development to increase convenience;
- g) in the Outer Core: Establish transition uses like appropriate ground-oriented housing forms (duplex, townhouse, fourplex, triplex), while preserving the existing neighbourhood where desirable.



#### **OBJECTIVE 4:**

**Promote Neighbourhood Shopping Centres, schools, community centres and parks as “hearts” in a community, that provide a sense of place and welcome residents.**

#### **POLICIES:**

- a) build on each Centre’s unique characteristics and respond to the adjacent neighbourhood context;
- b) create an environment for residents to walk, roll and bike by providing interconnected circulation with direct links to shopping, jobs, community centres, parks and schools;
- c) encourage publicly accessible outdoor and indoor spaces, a distinct public realm, quality landscaping, outdoor green space and plazas where people can meet;
- d) integrate commercial uses such as cafes and restaurants, to create social spaces, vibrancy, street life and enhance social gathering opportunities;
- e) ensure appropriate placemaking and wayfinding design in neighbourhood shopping to reflect unique identities;
- f) use buildings to frame public places and form distinct street frontages which create a pleasing human scale edge.





## FACT

Poor infrastructure (like lack of sidewalks, steep terrain, poor lighting, and infrequent benches) is a deterrent for older adults and people with physical disabilities and mobility constraints. In contrast, safe crossings and being able to walk short distances to destinations are positively correlated with physical activity among older adults in particular, and reports of greater physical and mental health and life satisfaction.

Rimmer JH, Riley B, Wang E, Rauworth A, Jurkowski J. Physical activity participation among persons with disabilities: Barriers and facilitators. *Am J Prev Med* 2004 Jun; 26(5):419-25 and Fisher KJ, Li F. A community-based walking trial to improve neighbourhood quality of life in older adults.



## OBJECTIVE 5:

Redeveloped mixed use Neighbourhood Shopping Centres will incorporate a range of sustainable buildings and infrastructure (e.g., energy efficient, green).

## POLICIES:

### Energy

- a) promote features in buildings and infrastructure to reduce energy requirements such as Leadership in Energy and Environmental Design (LEED), district energy systems, passive solar design (e.g., self shading, external solar shading devices and high efficiency windows), natural ventilation, solar photovoltaics, solar hot water heating, wind power and wall to window ratios in buildings;

### Water

- a) integrate water conservation measures in site and building design to reduce water consumption (e.g., water meters, low flow toilets and fixtures, rain capture for irrigation);

### Materials

- a) enhance healthy indoor air quality (e.g., green paint and floor covering with low emission ratings);
- b) encourage the use of recycled, recyclable, regionally sourced building materials and certified green products;
- c) integrate recycling capabilities into trash receptacle areas;
- d) encourage the use of durable and natural materials;

### Landscaping

- a) use native plant species that require little or no water to reduce irrigation needs;
- b) minimize the "heat island effect" in parking lots (e.g., planting shade trees, podium roofs with gardens and natural habitat);



### Stormwater

- a) manage stormwater quality and onsite detention to lessen the impact on the City's stormwater system and maximize permeable ground cover to reduce runoff and increase infiltration (e.g., bio-swales);

### Ecological Network

- a) integrate the Ecological Network into Neighbourhood Service Centre Planning.



## 3.2 Neighbourhood Character and Sense of Place

### OVERVIEW:

Some say that communities happen on foot, so enhancing the character and accessibility of neighbourhoods is important.

### OBJECTIVE 1:

Manage change by considering community values.

### POLICIES:

- a) consider the following community values, for example:
  - employment opportunities;
  - sustainability initiatives;
  - the compatibility of new housing types with neighbourhood;
  - local employment opportunities;
  - traffic impacts;
  - existing and future infrastructure;
  - the provision of community amenities;
  - other as necessary;
- b) continue to implement the Single Family Lot Size Policies to ensure that the physical character of neighbourhoods takes place in a fair, consistent manner with community consultation;



- c) actively explore alternatives to Land Use Contracts (LUC) (e.g., seeking Provincial legislative changes, replacing LUC with appropriate zones, applying development permit guidelines) to achieve better land use management over time;
- d) coach houses and granny flats are to be allowed along arterial roads and in certain neighbourhoods (e.g., Edgemere) as approved by Council;
- e) coach house and granny flats are not anticipated to be allowed in other areas except in Neighbourhood Centres. If requests are made from owners and other neighbourhoods, they may be considered on a case by case rezoning basis;
- f) encourage local commercial uses such as corner grocery stores, and encourage new commercial and mixed uses where appropriate;
- g) applications to re-designate from "Community Institutional" to other OCP designations and to rezone Assembly zoned land for the purpose of redevelopment will be considered on a case by case basis:
  - without the need to retain assembly uses;
  - subject to typical development requirements (e.g., access; parking; layout; tree preservation; child care; public art; Affordable Housing Strategy requirements; servicing upgrades; etc.).



## OBJECTIVE 2:

Ensure that the City's neighbourhoods accommodate a range of uses with convenient access to jobs, services and recreation.

## POLICIES:

- a) continue to identify the unique needs and preferences of aging, youth, families and workers so that they can use and enjoy outdoor spaces, buildings, and transportation infrastructure;
- b) continue to improve mobility and accessibility for an aging population, monitor potential barriers and consult with seniors and the disability community regarding improvements;
- c) locate affordable housing close to transit, shops and services in neighbourhoods as much as possible;





- d) make green spaces and outdoor seating safe;
- e) work with senior governments and community agencies to strive for full accessibility for all ages and abilities.

### OBJECTIVE 3:

Recognize the importance of schools in neighbourhoods (e.g., education, day care, recreation, health, literacy and community life).

### POLICIES:

- a) continue to consult with the School Board to ensure that Richmond residents have access to a range of educational, jobs, recreation, sport, special event and community wellness opportunities, including where new school sites may best be located and how closed school sites may be used;
- b) strengthen pedestrian and cycling linkages between neighbourhoods and schools;
- c) create safe and walkable school areas and safe direct access to school sites;
- d) support public and private education programs and facilities to serve a broad range of interests and age groups.



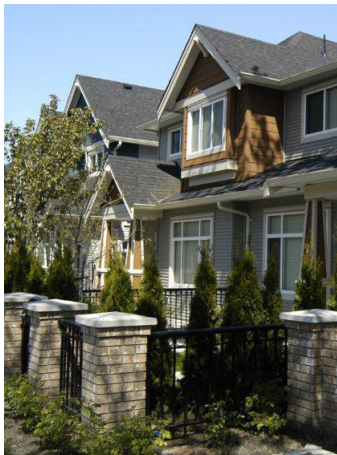
### OBJECTIVE 4:

Improve walking, rolling and bicycle linkages within neighbourhoods to create safer, more convenient and attractive routes to multiple destinations a short distance from home.

### POLICIES:

- a) look for opportunities to use right-of-ways, undeveloped lanes and local roads to improve access, and use wayfinding to create more linkages among neighbourhood shopping centres, schools, parks, community centres;





- b) provide mid-block crossing opportunities especially along the arterial routes that abut the neighbourhood shopping centres and other neighbourhood places;
- c) increase landscaped walkways, trails and boulevards to improve attractiveness and safety;
- d) create landscape medians along the arterial roads, especially in neighbourhood centres, as appropriate;
- e) ensure that transit areas have adequate street furniture and possible public art.

#### **OBJECTIVE 5:**

**Strengthen neighbourhoods by promoting a sense of place.**

#### **POLICIES:**

- a) identify neighbourhood landmarks and significant locations that can serve as focal points;
- b) encourage good urban design along arterial roads and improve neighbourhood identity through distinctive streetscape elements;
- c) promote special streetscapes for individual neighbourhoods based on one or more of the following: bike lanes, trails, trees, setbacks, narrower driving pavement, distinctive street lights, boulevards, porches and roofscapes;
- d) coordinate development and ensure that urban design achieves an attractive pedestrian scale and enhances neighbourhood identity at major intersections and around community facilities;
- e) integrate a network of parks and trails throughout neighbourhoods;
- f) create public gathering spaces in neighbourhoods such as “pocket parks” and in parks themselves (e.g., playgrounds, gardens);
- g) integrate Ecological Network components into neighbourhoods;
- h) utilize landscape elements that integrate nature into neighbourhoods and enhance liveability;
- i) use edges, signage and gateways as opportunities to define neighbourhoods and to symbolize transitions to another area;
- j) encourage heritage opportunities to unify neighbourhoods by commemorating the past;
- k) limit residential uses in the Riverport Entertainment Area to existing residential uses.



## FACT

When different types of housing to meet different needs are integrated throughout the community, people are healthier, there is less disparity in health among people, and people are safer.

Cohen, Rebecca. Centre for Health Policy. Positive Impact of Affordable Housing on Health: A Research Summary. 2007.



## 3.3 Diverse Range of Housing Types, Tenure and Affordability

### OVERVIEW:

More effort should continue to be made to provide additional housing choices for people.

Affordable housing means ensuring that there is an adequate supply of housing to respond to the needs of low and moderate income residents.

A significant portion of the rental housing stock is composed of secondary suites. Secondary suites increase the affordability of single detached housing for the homeowner, and at the same time provide affordable accommodation for renters. This is the same for coach houses and granny flats.

There is a shortage of special needs housing options for people who cannot have their housing needs met through the traditional housing market. These housing options include shelter beds, transition housing, community care facilities, and supportive housing units.

### OBJECTIVE 1:

Encourage a variety of housing types, mixes and densities to accommodate the diverse needs of residents.

### POLICIES:

- a) encourage a mix of housing types and tenures to support diverse needs (e.g., income and abilities), lifestyles (ages and values) and preferences (e.g., housing for older residents, persons with disabilities, rental and ownership housing, new homeowners and empty nesters, young workers and families);





## FACT

**Integrating different types of housing in a sensitive and well-designed way does not have a negative impact on neighbourhood residents in terms of decreasing property values, reported crime rates or neighbourhood complaints (i.e. noise, disruption and traffic).**

Patterson, 2008 in Alice DeWolff in association with the Wellsley Institute, Dream Team and University of Toronto, 2008. We are Neighbours. Accessed November 26, 2010.



- b) encourage a variety of forms of housing in neighbourhoods in appropriate locations to achieve housing choice including:
  - single family and infill housing;
  - secondary suites and other detached dwelling units (coach houses and granny flats);
- c) consider low and mid-rise multiple family housing (with grade access and private outdoor space) located near parks, schools, and community centres;
- d) consider fee simple row houses where there is lane access on a development site with at least 30 m (100 ft.) depth excluding the lane subject to a Development Permit application (e.g., within the City Centre such as the Spires Road area; within 400 m (1,312 ft.) or five minute walk of a Neighborhood Service Centre such as Broadmoor or Hamilton);
- e) continue to implement the 2007 Richmond Affordable Housing Strategy and update it periodically;
- f) limit the demolition or strata conversion of existing rental units, (duplex strata conversions are acceptable), follow a no net loss rental policy and encourage a 1:1 replacement if a conversion of existing rental housing units in multiple family and mixed use developments is approved, with the 1:1 replacement being secured as affordable housing by a housing agreement in appropriate circumstances;
- g) make affordable housing a component of future neighbourhood planning;
- h) encourage partnerships with government and non-governmental agencies to support the creation of affordable, rental and special needs housing in the community and request increased senior government funding for it;
- i) encourage housing that incorporates “aging-in-place” concepts, accommodates special needs and supports independent living units;
- j) encourage seniors housing in locations central to community amenities, including public transit;
- k) consider the Seniors Affordable Supportive Housing Design Guidelines, City of Richmond, June 2002, in the planning, design and evaluation of seniors’ supportive housing projects;
- l) expedite rezoning and development permit applications, at no additional cost to the applicant, where the entire building(s) or development consist of affordable subsidized housing units;
- m) encourage the provision of indoor amenity space for the enjoyment and use residents as part of multiple family development. In situations where it can’t be provided, cash in lieu, at an amount determined by Council Policy, may be provided.





**Accessible housing** is housing that can be approached, entered, used and/or occupied by persons with physical or sensory disabilities.

**Adaptable housing** is housing that is designed and built with basic universal housing features that do not affect the traditional look or function of the housing unit but add considerable utility to an occupant with mobility challenges.

Adaptable housing is limited to housing that is a single storey (i.e., apartment units).

Consistent with the BC Building Code, the basic universal housing features in adaptable housing include:

- one washroom with accessible:
  - toilet;
  - sink;
  - tub areas;
- one accessible bedroom:
  - doors and space;
  - window hardware and sill height;
  - closet;
- accessible kitchen:
  - counters;
  - cupboards;
  - plumbing;
- one living area:
  - window hardware and sill height;
- corridor widths and floor surfaces;
- outlets and switches;
- patio and/or balcony.

Additional basic universal housing features in Richmond include:

- task lighting at sink, stove and key working areas;
- easy to reach and grasp handles on cupboards;
- floor surfaces to be slip resistant.



## 3.4 Accessible Housing

### OVERVIEW

The City of Richmond has always taken a proactive role with respect to accessible housing.

For example, in 2007, after consultation with the development industry (i.e., Urban Development Institute—UDI) and disability community (i.e., Richmond Centre on Disability—RCD), City Council adopted basic universal housing features in its Zoning Bylaw. Essentially, this provides an optional incentive for developers to build some apartments as adaptable housing. Where this is the case, 1.86 m<sup>2</sup> (20 ft<sup>2</sup>) per dwelling unit is excluded from the floor area ratio (maximum density) calculations. Over the past five years (2007–2012), it is estimated that approximately 10% of all the new apartment units that have been approved in Richmond were accessible (13% if you include one large project where nearly all of the apartments were accessible).

Similarly, Richmond has also endeavoured to ensure that some of its new townhouses are accessible. Over the same period of time (2007–2012), nearly every new townhouse project has provided at least one convertible housing unit within its development. Furthermore, close to half of all the projects involving more than 20 townhouse units provided two or more convertible housing units. All of this was done without any specific Zoning Bylaw provisions or density bonus (i.e., these convertible housing units were built by the developer through the Development Permit process).

All multiple family residential developments in Richmond are required to have aging in place features in all their new units.

With an aging population, it is expected that more people will require accessible housing in the future and/or have physical or sensory disabilities. Therefore, City staff want to continue working with RCD, seniors, UDI and small time builders in Richmond who aren't part of UDI to come up with appropriate accessible housing requirements and incentives over the next year or two.





**Convertible housing** is housing that is designed and built to look like traditional housing but has features that are constructed or installed for easy modification and adjustment to suit the needs of an occupant with mobility challenges.

Convertible housing is limited to housing that is more than a single storey (i.e., townhouse units).

Typical convertible housing features include:

- vertical circulation such as wider staircase or the ability to install an elevator using stacked storage space;
- doors and doorways to entry, main living area, one bedroom and one washroom;
- corridor widths of hallways;
- one accessible parking space in garage and wider door to living area;
- one accessible washroom with toilet, turning diameter in kitchen;
- one window in living room and bedroom;
- outlets and switches;
- patios and/or balconies;
- wall reinforcement at top of staircase for future gate.

**Aging in place** is housing that is designed and built so that some accessibility features are provided now and so that others can be added more easily and inexpensively after construction.

Typical aging in place housing features include:

- stairwell handrails;
- lever type handles for:
  - plumbing fixtures;
  - door handles;
- solid blocking in washroom walls for future grab bars beside toilet, bathtub and shower.

## OBJECTIVE 1:

**Meet the existing need and future demand for accessible housing for the increasing population that has difficulties with or a reduction in their daily activities (e.g., mobility challenges).**

## POLICIES:

- a) aging in place continue to be required in all townhouses and apartments;
- b) adaptable housing features continue to be provided in apartments;
- c) convertible housing features continue to be provided in townhouse projects;
- d) City staff discuss with RCD, seniors, UDI and the Richmond small time builders ways to:
  - establish a certain percentage of apartments with:
    - visitability;
    - adaptable housing;
  - establish a certain percentage of townhouses with:
    - convertible housing (e.g., the larger the project, the more convertible housing);
    - 1 storey design; or
    - adaptable features, master bedroom, kitchen and accessible three piece washroom on the ground floor;
  - provide incentives for all forms of accessible housing (including customer-driven barrier free housing).



**Barrier free housing** is housing that is designed and built for universal access at the time of construction for an occupant/owner with mobility challenges.

Typical barrier free housing features include:

- wheel-in shower stall in one bathroom;
- grab bars in washrooms(s);
- lower countertops;
- kitchen work surfaces with knee space below;
- accessible appliances and cupboards;
- wider corridors and circulation areas;
- adaptable housing (basic universal housing) features or convertible housing features noted above.

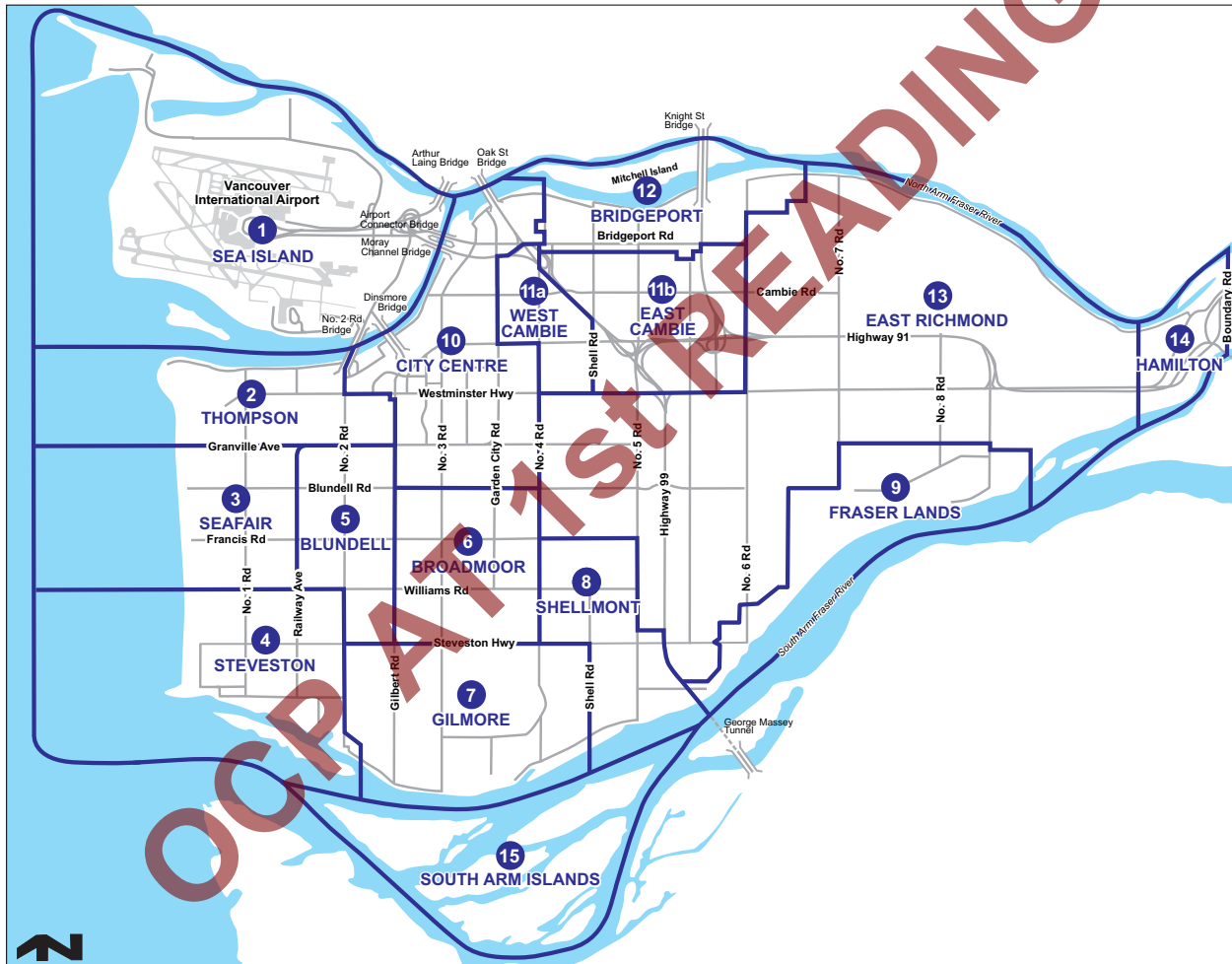
**Visitability** is housing that is designed and built to enable a visitor with mobility challenges to enter the unit, visit with the occupant and easily use one bathroom.

Typical visitability housing features include:

- one entrance with no steps and flush threshold;
- wider door and space at this one entrance;
- one accessible washroom on the visiting floor, with wider door and space.



## Planning Area Boundaries Map



### 3.5 Specific Richmond Neighbourhoods

#### OVERVIEW:

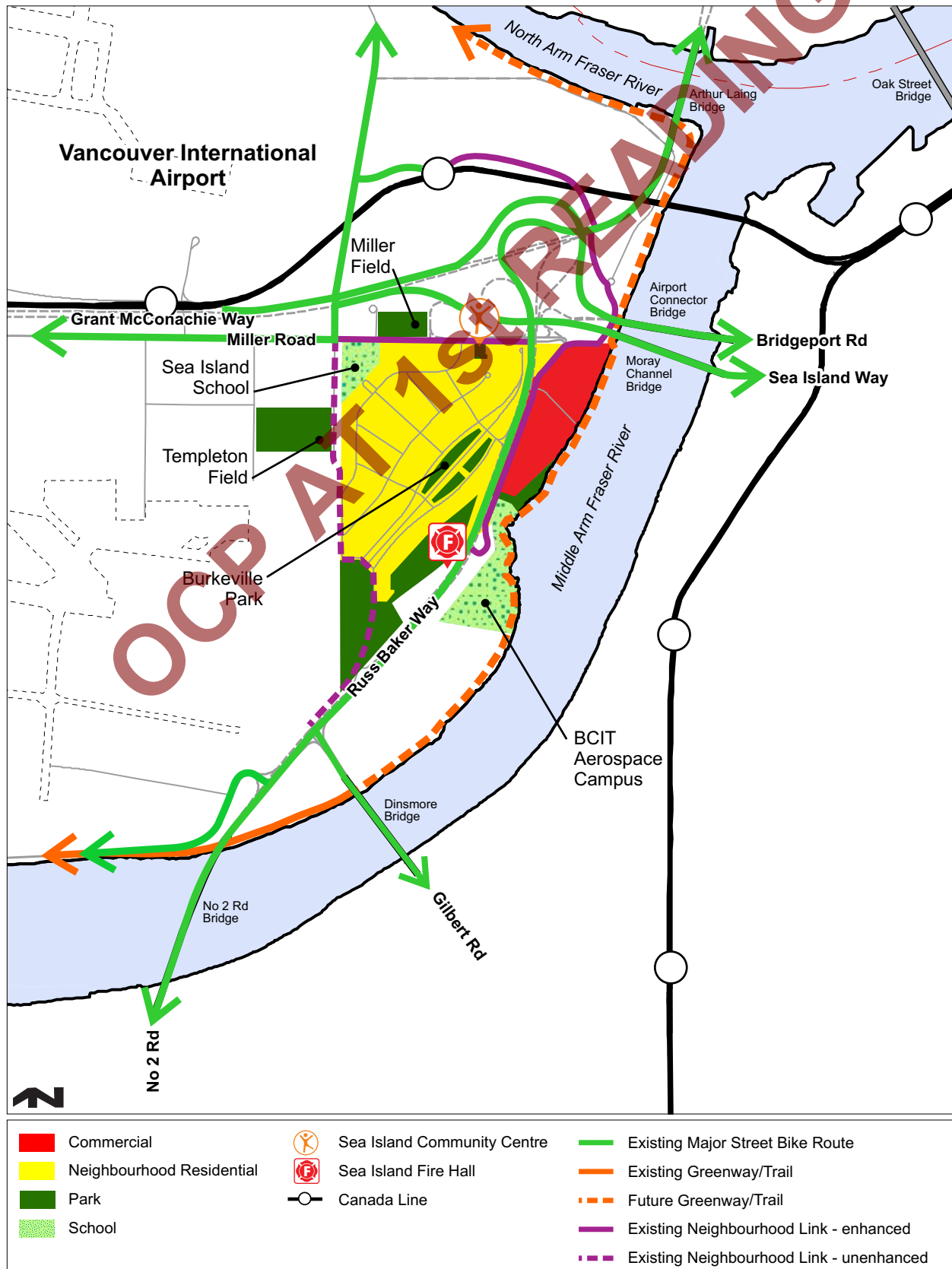
The City of Richmond has a limited developable urban footprint.

There are 16 neighbourhoods in Richmond. The following pages outline possible 2041 planning concepts for consideration when planning each neighbourhood.

Where there is an Area Plan or Sub-Area Plan in place (e.g., City Centre Area Plan; Steveston Area Plan), the Area Plan or Sub-Area Plan Land Use Map takes precedence over the following OCP Neighbourhood conceptual maps if there is a discrepancy. The exact location of proposed land uses, neighbourhood links and greenways within and outside of the Neighbourhood Shopping Centres will be determined through further studies and planning processes.



## 1. Sea Island (Burkeville)



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## 1. Sea Island (Burkeville)

### MAIN CHARACTERISTICS

#### Live:

- Burkeville is the only residential community on Sea Island;
- predominantly small, single storey houses built in the 1940s on larger single family residential lots with access to a rear lane.

#### Work:

- home to the Vancouver International Airport (YVR) and its related services;
- location of the Metro Vancouver Iona Island Waste Management Treatment Plant.

#### Play:

- Sea Island Conservation Area (SICA), McDonald Beach and Iona Beach Regional Park;
- Sea Island Community Centre and Elementary School in Burkeville.

### MANAGEMENT HIGHLIGHTS

#### Connected:

- work with YVR to implement developments around the Sea Island Canada Line Stations, in accordance with their Land Use Plan;
- encourage YVR to develop airport related uses on its land;
- consider new pedestrian/cycling bridge between Sea Island and City Centre (e.g., at Cambie Road);
- consider a new small local commercial store in Burkeville.

#### Healthy:

- retain the unique heritage character of Burkeville (e.g., small homes);
- multiple family residential development is not anticipated;
- aircraft noise sensitive development is considered subject to certain limitations/requirements.

#### Diverse:

- significant employment growth on Sea Island in a variety of sectors;
- proposal to allow granny flats and coach houses in Burkeville.

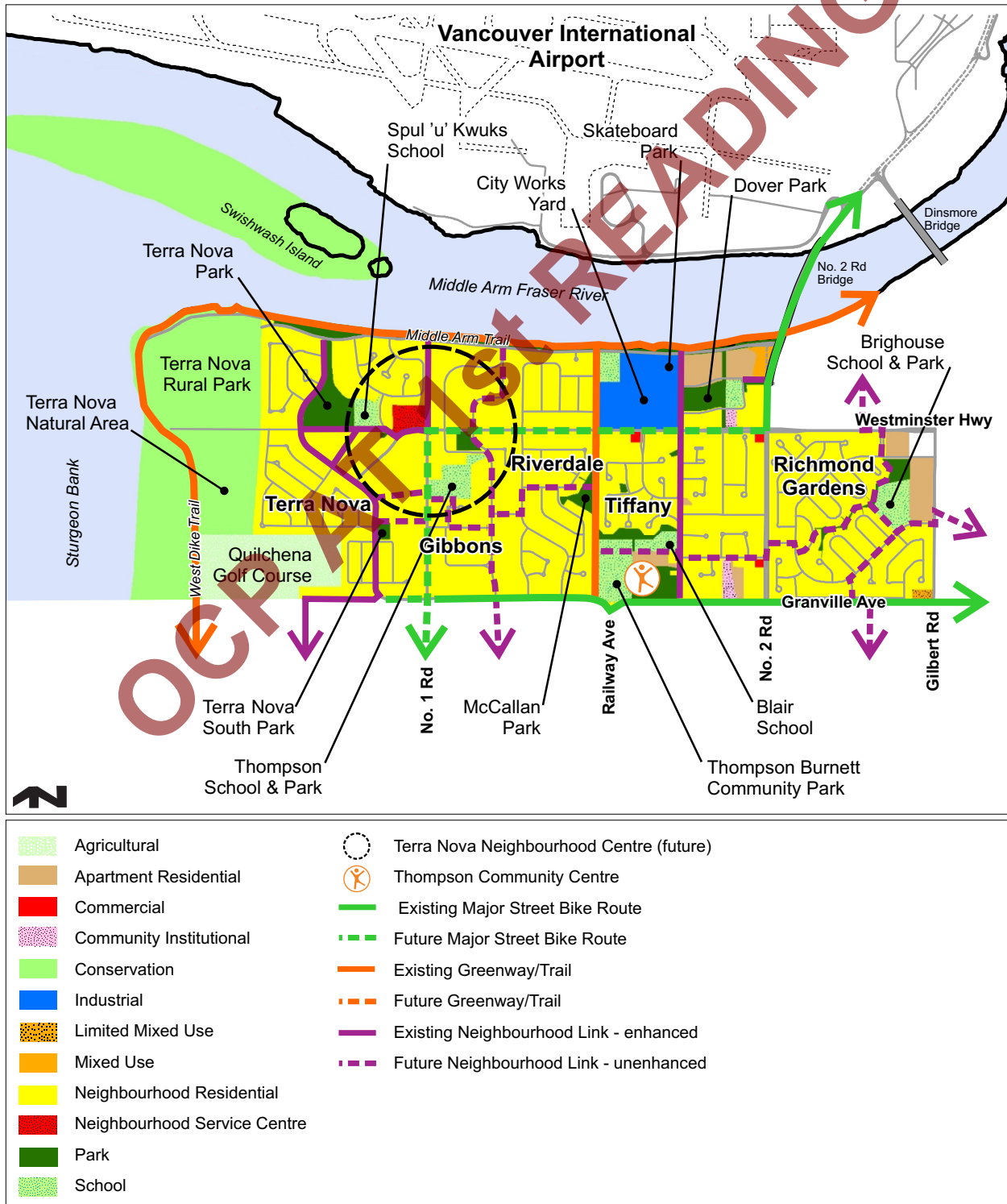
### POLICIES:

#### Sea Island

- a) see Resilient Economy;



## 2. Thompson





## 2. Thompson

### MAIN CHARACTERISTICS

#### Live:

- predominantly larger single family residential lots in the Gibbons, Riverdale and Richmond Gardens areas;
- some smaller single family residential lots in the Terra Nova and Garnet/Tiffany areas;
- multiple family residential townhouses and apartments.

#### Work:

- the key retail area is the Terra Nova Shopping Centre;
- some local/neighbourhood commercial on Westminster Highway and No. 2 Road;
- City's and School District's Works Yards.

#### Play:

- West Dike trail and dike trail along Middle Arm Fraser River;
- award winning Terra Nova Natural Area and Rural Park;
- Thompson Community Centre;
- Burnett Secondary School;
- 4 elementary schools: James Thompson, Brighthouse, Blair and Spul'u'kwuks;
- Quilchena Golf Course, which is in the ALR.

### MANAGEMENT HIGHLIGHTS

#### Connected:

- no densification of the Terra Nova Shopping Centre is proposed;
- enable new lane and smaller single family residential lots along the west side of No. 2 Road north of Walton Road and along the south side of Westminster Highway at Emerald Place.

#### Healthy:

- apply aircraft noise sensitive development requirements.

#### Diverse:

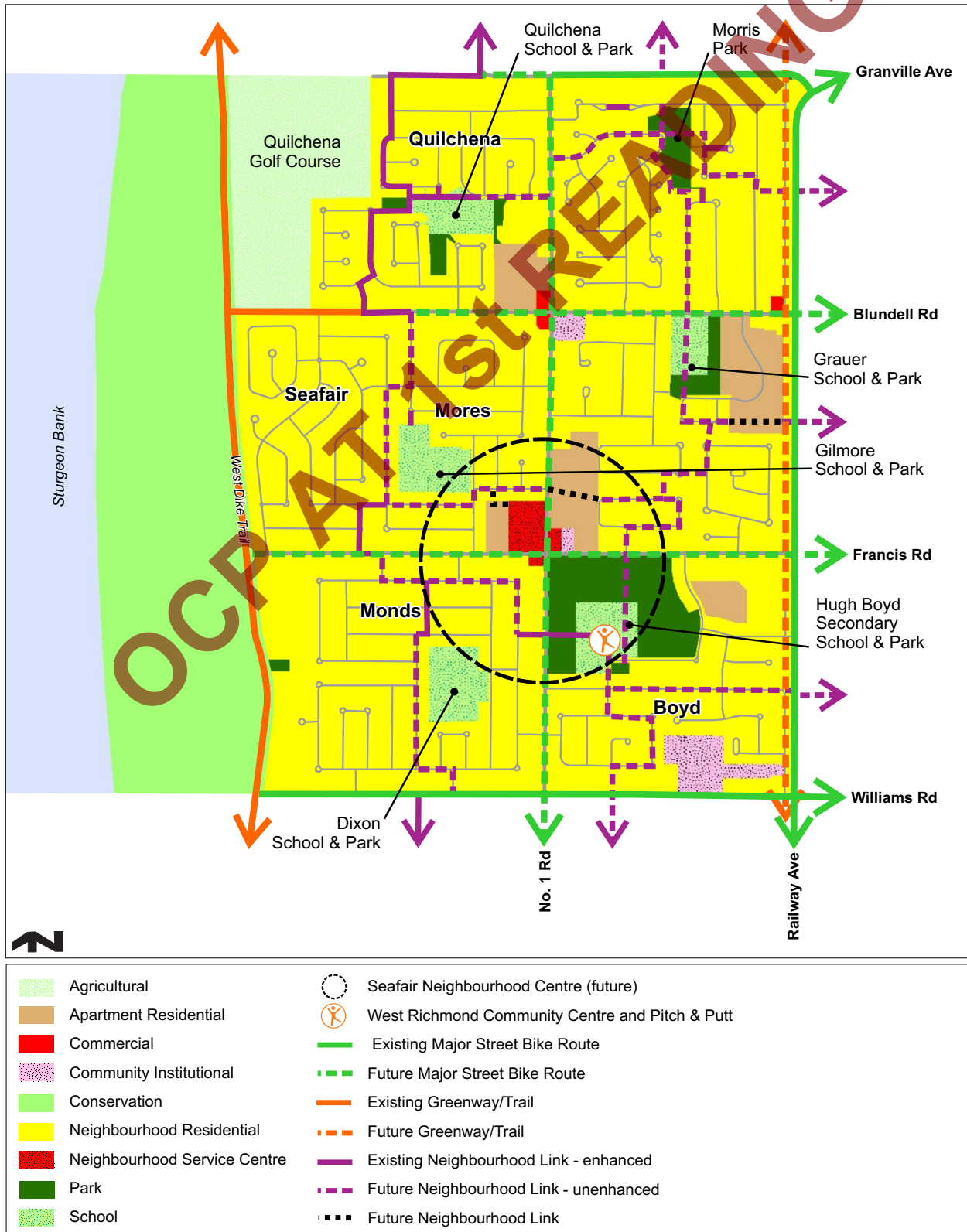
- granny flats and coach houses not being considered in this neighbourhood (particularly the Richmond Gardens area);
- subdivision (other than existing duplexes) or multiple family residential development not being considered in Gibbons and Riverdale areas;
- Dover/Walton/Garrison Roads have the potential for some smaller single family residential lots.

### POLICIES:

- a) see Dover Crossing and Terra Nova Sub-Area Plans.



### 3. Seafair



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### 3. Seafair

#### MAIN CHARACTERISTICS

##### Live:

- predominantly larger single family residential lots (e.g., Mores and Monds areas; Pendlebury Road);
- coach houses and compact single family residential lots permitted along No. 1 Road where there is an existing lane;
- some smaller single family residential lots in other areas (e.g., Lockhart/Marrington Road; Eperson Road; etc.);
- multiple family residential both in the form of townhouse residential and apartment residential (predominantly 3 storeys, although there is one older 7 storey apartment);
- concern that larger houses are replacing existing smaller homes to the detriment of the neighbourhood (e.g., Monds and Mores areas);
- serviced by a few churches, a synagogue, a private school and a congregate care facility.

##### Work:

- the key retail area is the Seafair shopping centre;
- a small amount of commercial development is elsewhere within the neighbourhood.

##### Play:

- West Richmond Community Centre;
- Hugh Boyd Secondary School;
- 4 Elementary Schools: Dixon, Gilmore, Quilchena, and Grauer;
- West Dike trail and Quilchena Golf Course, the latter of which is in the ALR.

#### MANAGEMENT HIGHLIGHTS

##### Connected:

- don't densify the Seafair shopping centre;
- limit future lanes and access points to the arterial road.

##### Healthy:

- better encourage alternative accessibility.

##### Diverse:

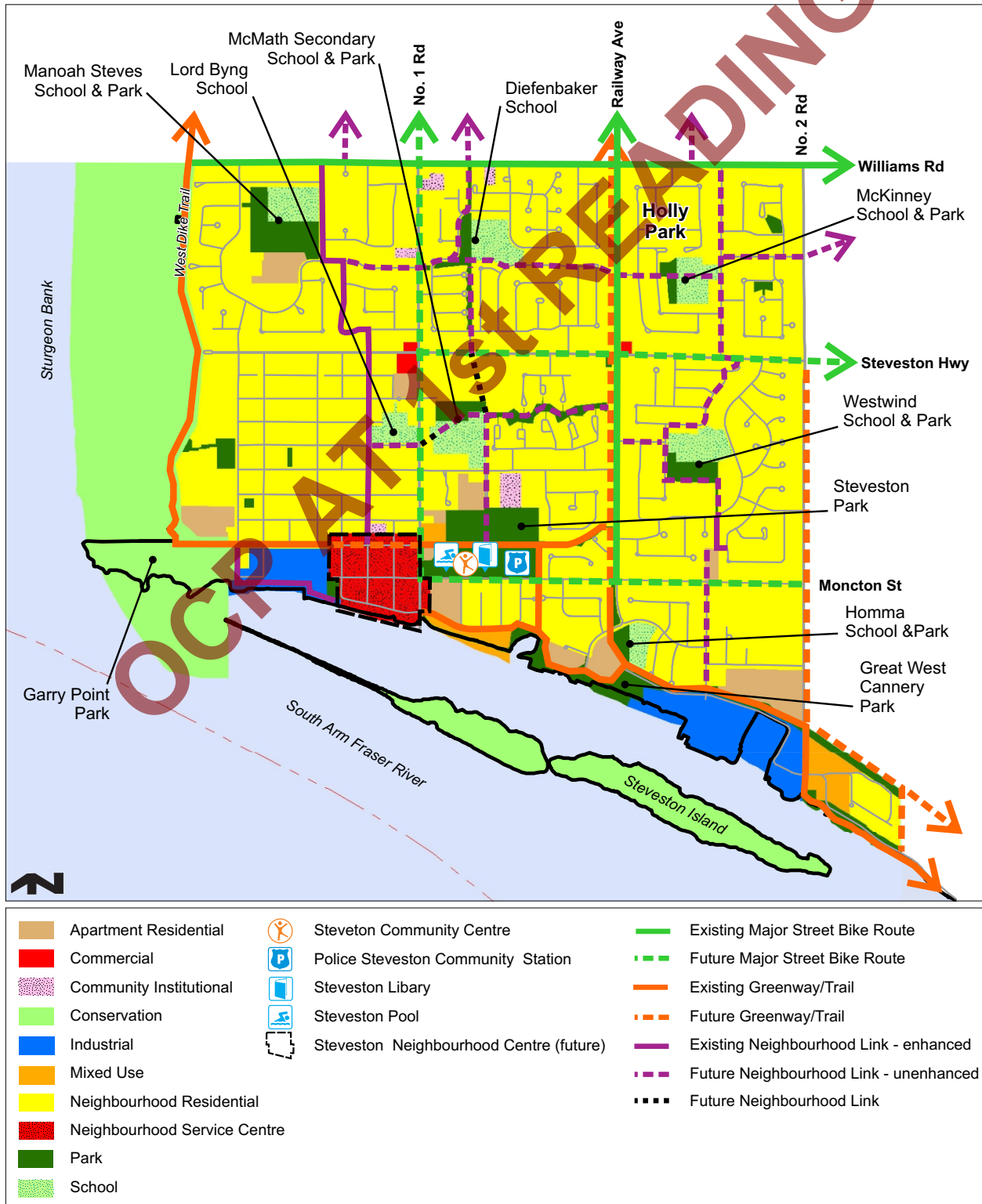
- limit the location of new townhouse residential and compact or smaller single family residential lots to selected arterial road locations;
- new townhouse development envisioned in area on the east side of No. 1 Road between Blundell Road and Coldfall Road subject to public consultation.

#### POLICIES:

- a) granny flats, coach houses, smaller single family residential lots and townhouse residential are not proposed in the Monds and Mores areas.



## 4. Steveston



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#### 4. Steveston

##### MAIN CHARACTERISTICS

###### Live:

- conserving its unique heritage character;
- a variety of compact, smaller and larger single family residential lots;
- townhouse residential and apartment residential uses scattered throughout the neighbourhood (including one older 7 storey seniors apartment);
- mixed uses (apartment residential over maritime uses or commercial and industrial uses).

###### Work:

- the key commercial node is the historic Steveston Village which is being conserved in heritage character;
- a few other commercial sites along Chatham Street and Steveston Highway;
- Steveston Harbour Authority industrial lands along the waterfront.

###### Play:

- Gulf of Georgia, Britannia Shipyard and Fisherman's Parks; Steveston Community Centre/Park, Garry Point Park, West Dike Trail, South Arm Fraser River open space and trails;
- McMath Secondary;
- 6 elementary schools: John G. Diefenbaker, McKinney, Manoah Steves, Lord Byng, Westwind and Homma;
- visit heritage, waterfront village.

##### MANAGEMENT HIGHLIGHTS

###### Connected:

- densify Steveston Village subject to the Steveston Village Heritage Conservation Strategy;
- encourage water connections and access within the Steveston neighbourhood for all of Richmond;
- prepare with senior governments and the Steveston Harbour Authority unified Steveston waterfront urban design policies and guidelines;
- assist the SHA in preparing its plans.

###### Healthy:

- retain waterfront walkways and access.

###### Diverse:

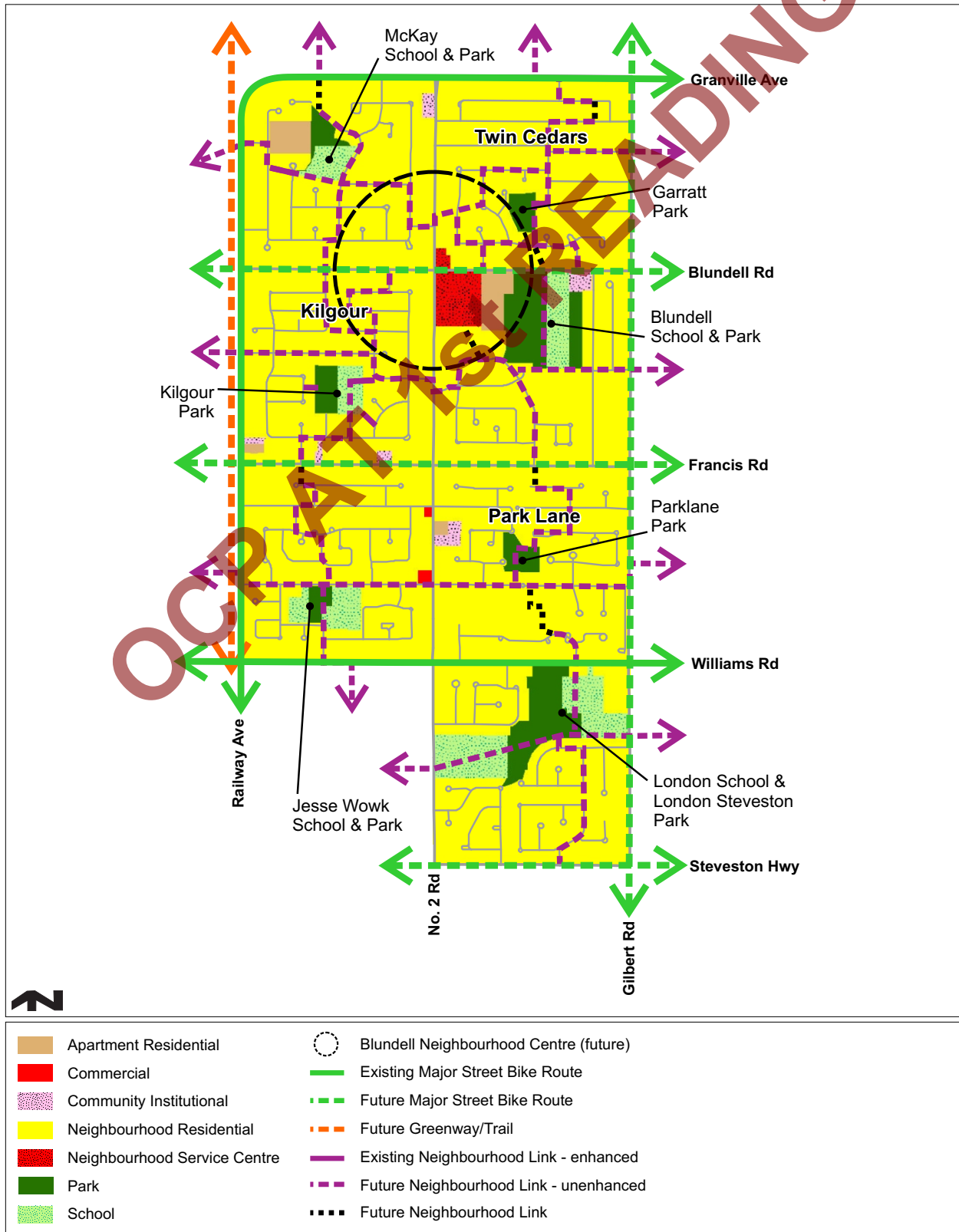
- convert Trites Road industrial area to single family residential and townhouse residential uses.

##### POLICIES:

- a) see Steveston Area Plan.



## 5. Blundell



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## 5. Blundell

### MAIN CHARACTERISTICS

#### Live:

- predominantly larger single family residential lots, with some areas of smaller single family residential lots;
- coach house and single family residential lots along arterial roads with a lane;
- townhouse residential throughout the neighbourhood;
- a few apartment residential sites (including an older 7 storey apartment adjacent to Blundell shopping centre);
- serviced by a private elementary school and a number of churches.

#### Work:

- the key retail area is the Blundell Shopping Centre;
- some small commercial developments along No. 2 Road.

#### Play:

- Railway Avenue greenway and Linear Park;
- London Secondary School;
- 4 elementary schools: Blundell, McKay, Wowk and Richmond Christian.

### MANAGEMENT HIGHLIGHTS

#### Connected:

- enable the Blundell Neighbourhood Centre densification planning process.

#### Healthy:

- the future use of the former Steveston Secondary School—TBD with School Board, City and Community discussion.

#### Diverse:

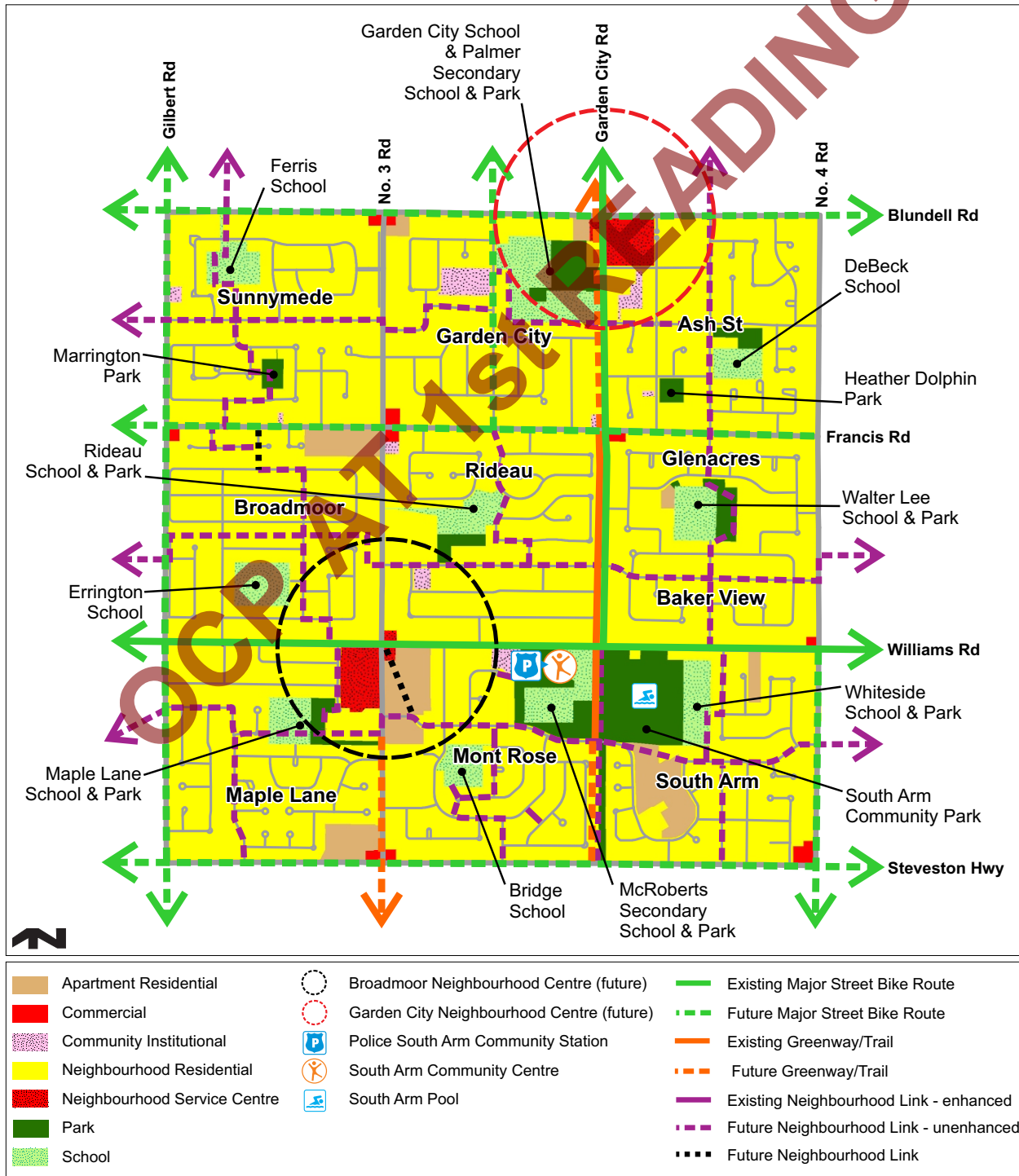
- encourage No. 2 Road, Gilbert Road and Railway Avenue to be distinct;
- new townhouse development envisioned along Blundell Road near Blundell Shopping Centre and along west side of Gilbert Road between Williams Road and Steveston Highway.

### POLICIES:

- a) see Laurelwood and East Livingstone Sub-Area Plans.



## 6. Broadmoor





## 6. Broadmoor

### MAIN CHARACTERISTICS

#### Live:

- predominantly larger single family residential lots;
- coach houses and compact single family residential lots along arterial roads with a lane;
- multiple family residential both in the form of townhouse residential and apartment residential.

#### Work:

- the Broadmoor and Garden City Shopping Centres are the key retail areas;
- a few other small commercial sites along the arterial roads.

#### Play:

- South Arm Community Centre/Park;
- McRoberts and Palmer Secondary Schools;
- 8 elementary schools: Bridge, De Beck, Errington, Ferris, Garden City, Lee, Maple Lane and Whiteside.

### MANAGEMENT HIGHLIGHTS

#### Connected:

- the densification of the Broadmoor Neighbourhood Centre as per the Broadmoor Neighbourhood Centre Master Plan may continue and more planning may occur around it in the future;
- the Garden City Neighbourhood Centre may undergo densification planning.

#### Healthy:

- accommodate a number of churches;
- the Williams Road bike lane and other non-vehicular links.

#### Diverse:

- consider densification of the Broadmoor Shopping Centre introducing apartment residential up to 6 storeys;
- new townhouse development is envisioned along No. 3 Road, Williams Road and Garden City Road.

### POLICIES:

- see Ash Street, Central West and Sunnymede North Sub-Area Plans;
- see Broadmoor Neighbourhood Centre Guidelines.



## 7. Gilmore







## 7. Gilmore

### MAIN CHARACTERISTICS

#### Live:

- limited housing because the entire area is in the Agricultural Land Reserve (ALR);
- some smaller agricultural lots only have a house (i.e., they are currently not being farmed).

#### Work:

- farming is the major employment;
- one industrial site at the southern end of Garden City Road;
- Metro Vancouver Lulu Island Waste Management Treatment Plant.

#### Play:

- Richmond Golf Club and International Buddhist church on Steveston Highway;
- London Farm, No. 3 Road doggie park and Woodward's Slough.

### MANAGEMENT HIGHLIGHTS

#### Connected:

- promote horse trails for the farming community;
- promote continuous pedestrian access along the Fraser River;
- improve waterfront trails.

#### Healthy:

- retain farming, agricultural related industries and supportive uses as principal uses;
- ensure adequate buffers on residential lands abutting the Gilmore neighbourhood (i.e., north side of Steveston Highway; west side of No. 2 Road).

#### Diverse:

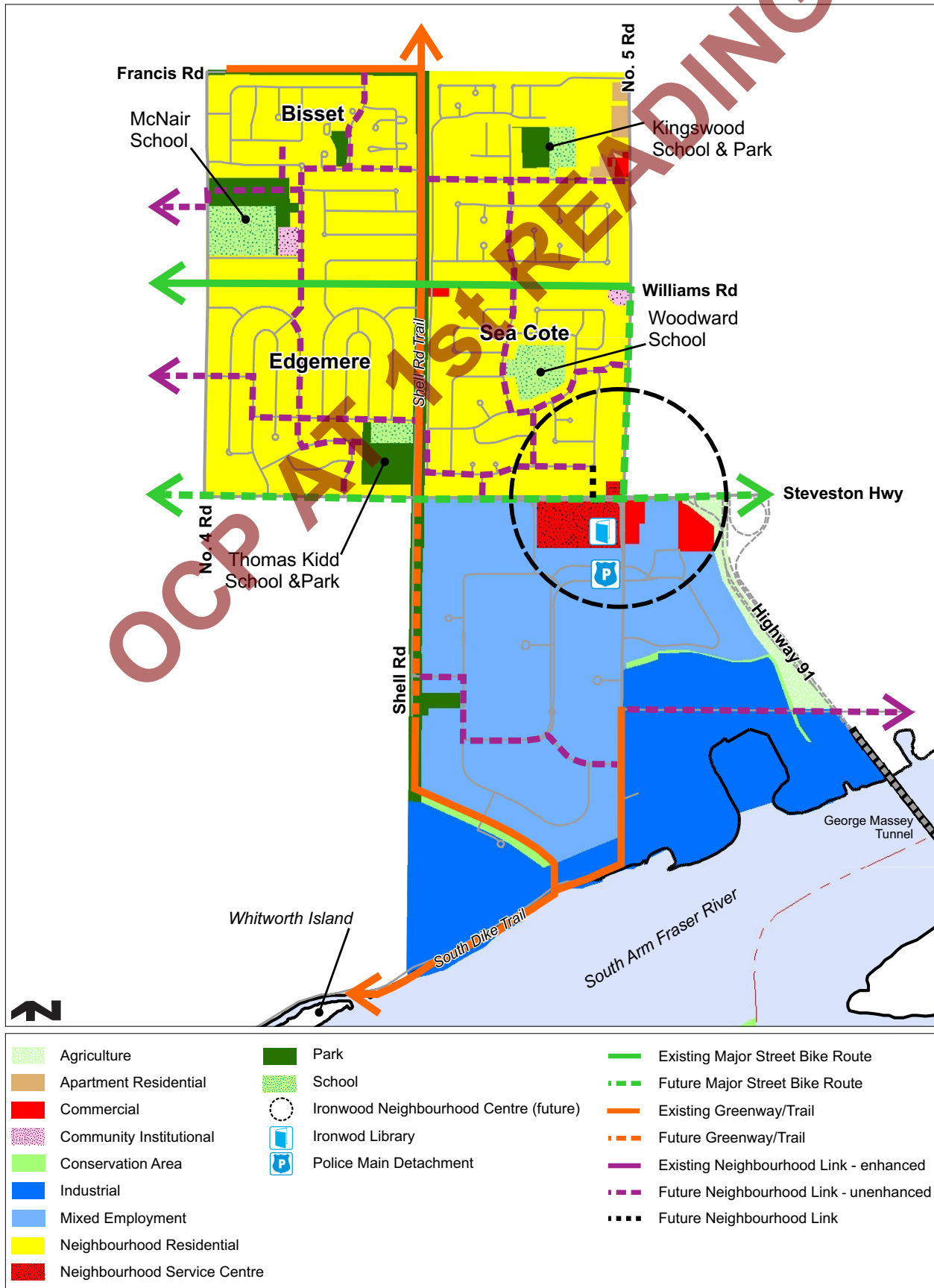
- encourage a variety of food production crops;
- limit housing and other non-farm uses;
- prohibit residential dwellings.

### POLICIES:

- a) see Resilient Economy;
- b) see Richmond Agricultural Viability Strategy (RAVS).



## 8. Shellmont



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## 8. Shellmont

### MAIN CHARACTERISTICS

#### Live:

- predominantly larger single family residential lots;
- coach houses and compact single family residential lots permitted along arterial roads where there is an existing lane;
- multiple family residential predominantly in the form of townhouse development and some apartment residential;
- the former Fantasy Gardens site is undergoing a major mixed use redevelopment.

#### Work:

- the key retail areas are the Ironwood, Coppersmith and Sands Shopping Centres;
- some local commercial on Williams Road and No. 5 Road;
- Riverside Industrial Park used for both business park offices and industrial uses.

#### Play:

- Shell Road trail and Horseshoe, Lee and Hartnell Sloughs;
- the Gardens Agricultural Park;
- McNair Secondary School;
- 3 elementary schools: Woodward, Kidd and Kingswood.

### MANAGEMENT HIGHLIGHTS

#### Connected:

- provide an attractive gateway to Richmond;
- the densification of the Ironwood Shopping Centre is not proposed;
- consider a new future lane and compact single family residential lots along the east side of No. 4 Road north of McNair Secondary School.

#### Healthy:

- recognize Shell Road corridor and various sloughs as important trails and ecological or riparian management areas;
- support the removal of isolated ALR properties in the Riverside Industrial Park.

#### Diverse:

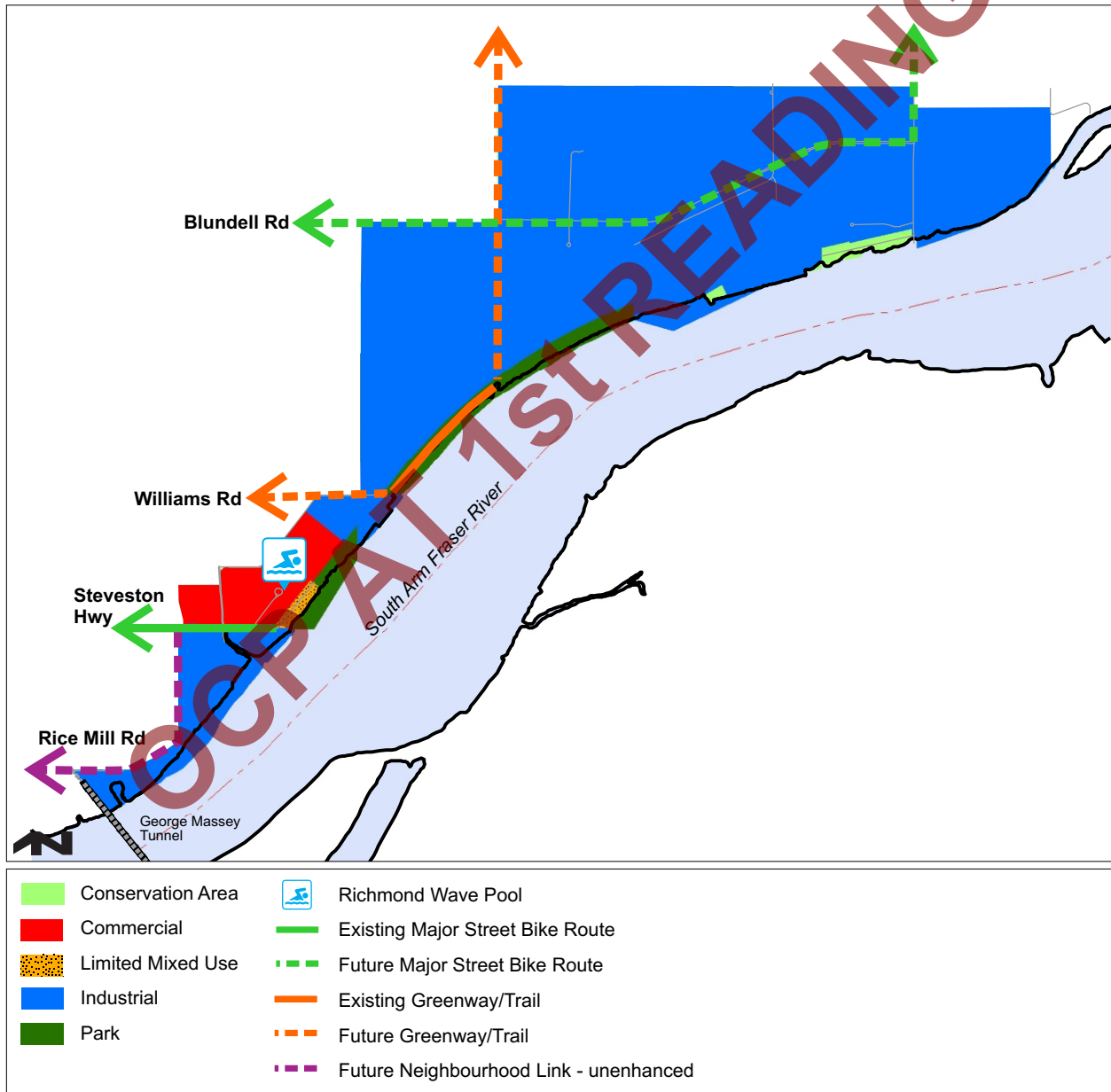
- a variety of distinct land uses (commercial; industrial; business park offices; residential; parks);
- mixed employment and industrial lands are not envisioned for commercial purposes and will not be converted to residential development;
- allow granny flats and coach houses in Edgemere where there is a rear lane.

### POLICIES:

- a) see Ironwood Sub-Area Plan;
- b) see Granny Flat and Coach House Guidelines.



## 9. Fraser Land Area







## 9. Fraser Land Area

### MAIN CHARACTERISTICS

#### Live:

- Riverport is the only mixed use/residential area;
- limited housing elsewhere because area is predominantly industrial.

#### Work:

- Port Metro Vancouver's significant industrial lands;
- Riverport, Fraser Wharves and Ecowaste are other major employment sources.

#### Play:

- Riverport recreation and entertainment centre;
- trails and open space along the waterfront.

### MANAGEMENT HIGHLIGHTS

#### Connected:

- complete a north/south cross city trail connection;
- separate industrial traffic from farming vehicles;
- possible future connection to Blundell Road and Highway 99 interchange.

#### Healthy:

- retain the area around the perimeter of the Fraser Lands in the Agricultural Land Reserve (ALR);
- provide access to the waterfront where possible.

#### Diverse:

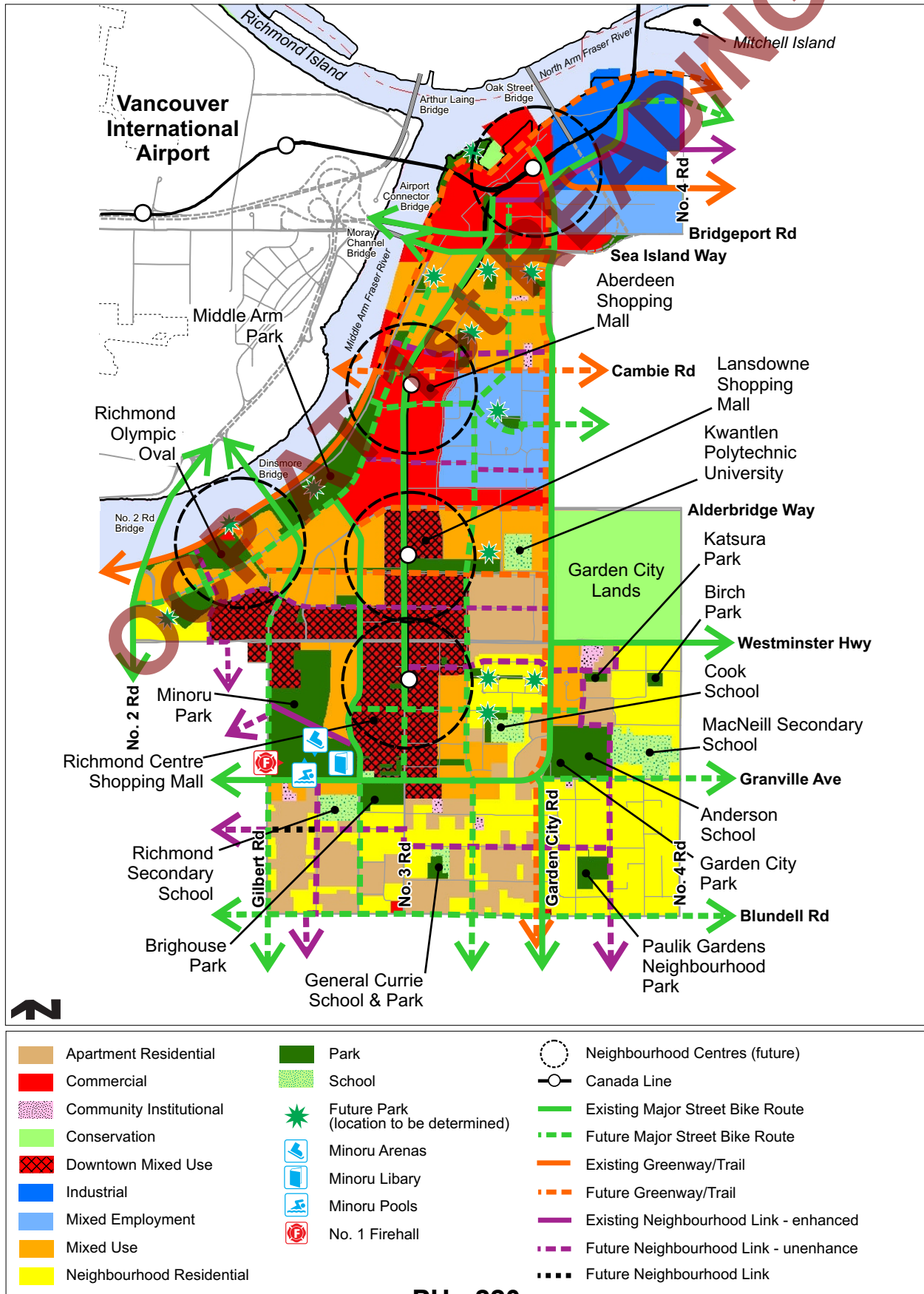
- retain industrial lands for industrial purposes only (not mixed employment) and prohibit residential/commercial conversions;
- consider agri-industry because of the proximity of farming operations and products.

### POLICIES:

- a) see Resilient Economy.



## 10. City Centre





## 10. City Centre

### MAIN CHARACTERISTICS

#### Live:

- a variety of high density urban villages with multiple family residential housing forms (townhouse residential; low-rise and high-rise apartment residential; mixed use residential over commercial);
- single family residential are gradually being phased out, with exception of Acheson Bennett area and a portion of McLennan South.

#### Work:

- the primary location of concentrated commercial development in Richmond;
- commercial integrated with mixed residential development;
- significant employment lands located in the aircraft noise sensitive land use areas where residential development is not permitted;
- mixed uses.

#### Play:

- a concentration of cultural, educational and recreational facilities;
- improve existing park space and new parks to provide greater diverse activity;
- 3 secondary schools: Richmond, MacNeill and Station Stretch (alternative);
- 3 elementary schools: Anderson, Cook, and General Currie;
- Oval, Middle Arm, Golden Village.

### MANAGEMENT HIGHLIGHTS

#### Connected:

- provide a shorter street pattern to aid walking, cycling and rolling;
- encourage higher densities around the Canada Line stations;
- integrate Ecological Network principles and opportunities.

#### Healthy:

- complete the proposed Middle Arm Park to serve as an iconic “Jewel In The Crown” in the City Centre, which together with the Oval will dramatically increase the downtown’s attractiveness and function;
- plan the future of the Garden City Lands—TBD.

#### Diverse:

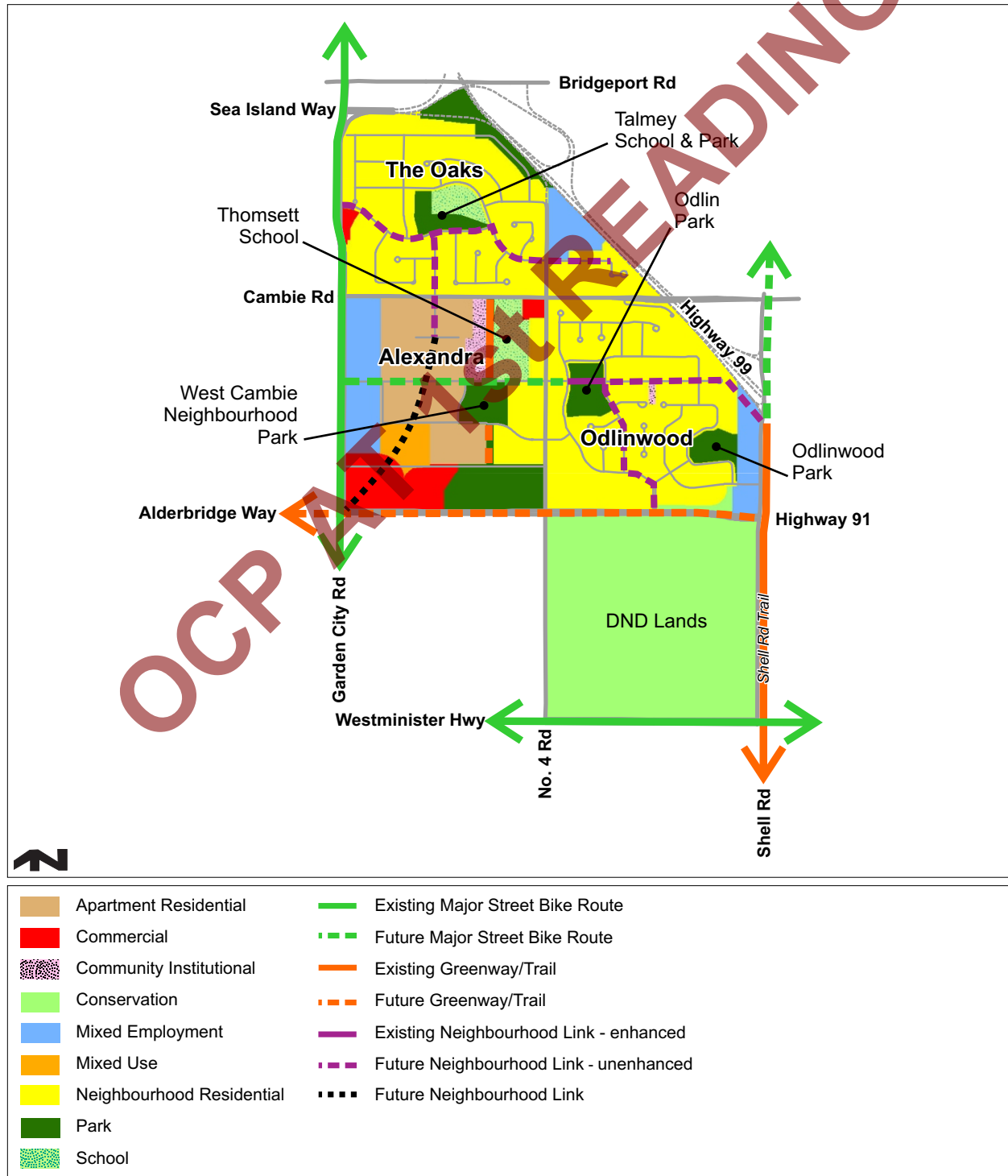
- housing, employment and recreation within distinct high density mixed use transit oriented urban villages.

### POLICIES:

- see City Centre Area Plan and St. Albans, Acheson Bennett, McLennan North and McLennan South Sub-Area Plans.



## 11a. West Cambie







## 11a. West Cambie

### MAIN CHARACTERISTICS

#### Live:

- centrally located between the City Centre and the Cambie Shopping Centre;
- Oaks and Odlinwood areas developed with a combination of small lot single family residential and townhouse residential;
- Alexandra neighbourhood undergoing redevelopment with apartment residential, townhouse residential and mixed use developments.

#### Work:

- limited amount of existing commercial and industrial development;
- the western and southern edges of Alexandra neighbourhood are designated for commercial and mixed employment purposes (e.g., business/office uses).

#### Play:

- West Cambie Neighbourhood Park;
- Odlinwood and Odlin major existing parks;
- 2 elementary schools: Talmey and Thomsett.

### MANAGEMENT HIGHLIGHTS

#### Connected:

- West Cambie Greenway;
- the Alexandra neighbourhood is to be better integrated with the Garden City Lands (TBD).

#### Healthy:

- aircraft noise sensitive land development is subject to certain requirements or prohibited;
- Department of National Defence (DND) lands designated as a Conservation Area in OCP.

#### Diverse:

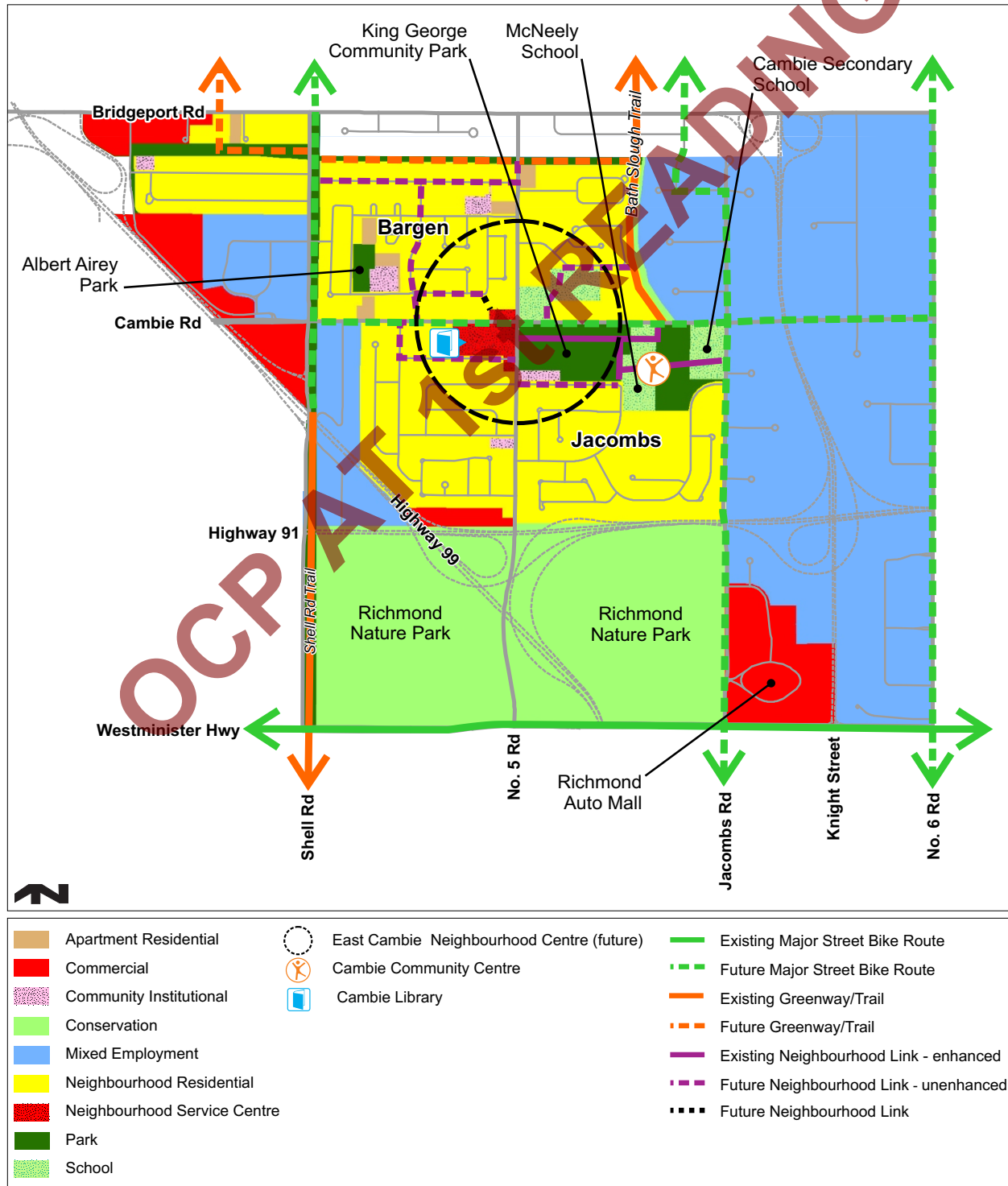
- retain existing and potential employment land uses;
- retain neighbourhood housing types and tenure diversity.

### POLICIES:

- a) see West Cambie Area Plan.



## 11b. East Cambie





## 11b. East Cambie

### MAIN CHARACTERISTICS

#### Live:

- a combination of smaller and larger single family residential lots;
- townhouse residential and apartment residential uses.

#### Work:

- Cambie Shopping Centre is the key retail area;
- additional commercial areas include the Richmond Auto Mall and hotel/automotive/other uses near Highway 99;
- mixed employment areas include industrial and business park offices in the Airport Executive Park, Crestwood Industrial Park, Knightsbridge Industrial Park, etc.

#### Play:

- Richmond Nature Park, King George Park/Cambie Community Centre and Bridgeport/Shell Road and Bath Slough trails;
- Cambie Secondary School;
- 2 elementary schools: Mitchell and McNeely.

### MANAGEMENT HIGHLIGHTS

#### Connected:

- densification of the Cambie Neighbourhood Centre may be undertaken;
- increase connectivity between the Nature Park, Community Centre and parks/sloughs.

#### Healthy:

- aircraft noise sensitive land development is subject to certain requirements or prohibited (e.g., no residential development in certain areas);
- the former Mitchell School and Sportstown sites represent two of the more major development opportunities (TBD).

#### Diverse:

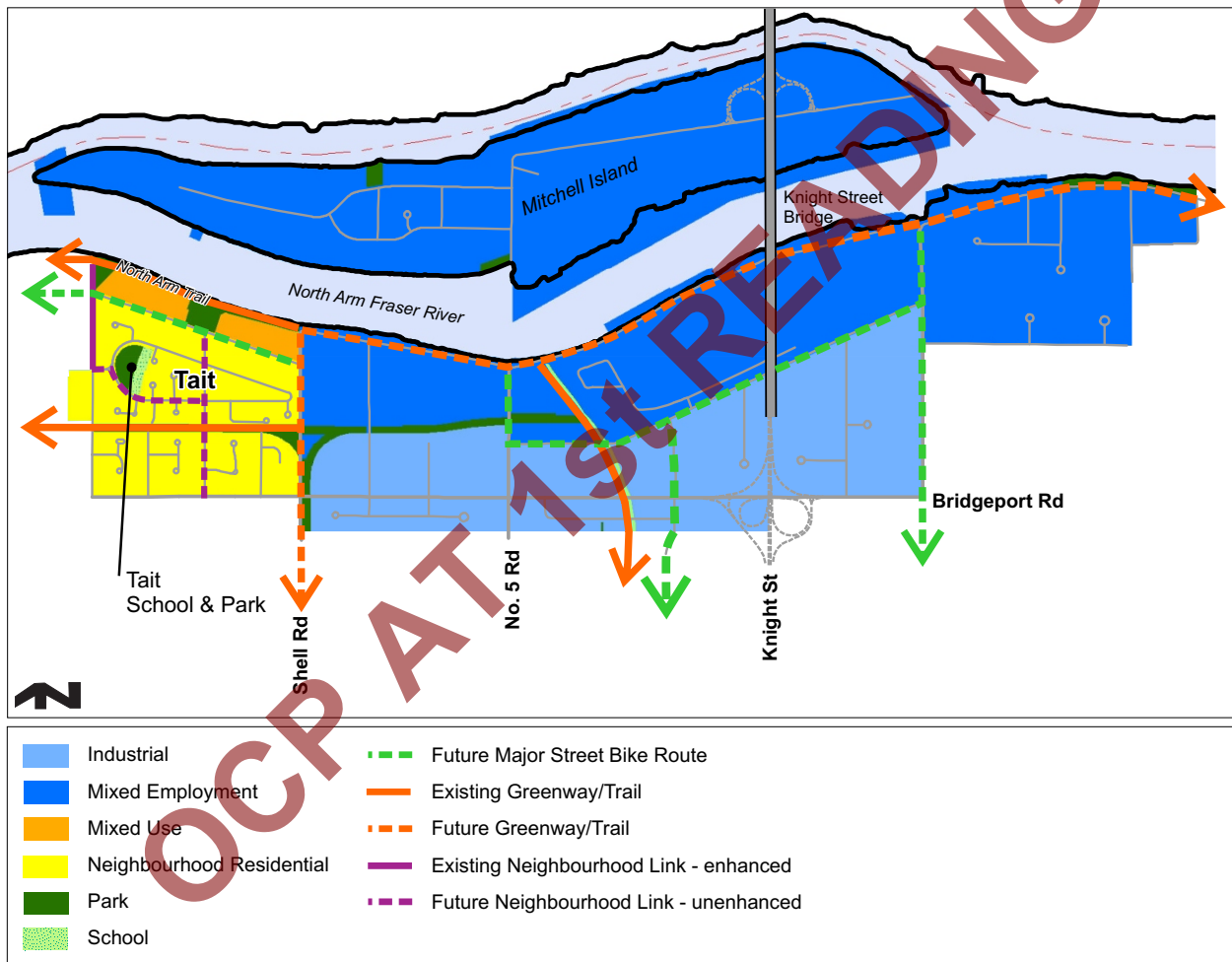
- mixed employment lands are not envisioned for commercial purposes (other than a limited range of commercial uses), and will not be converted to residential development;
- new townhouse development is envisioned along Cambie Road and No. 5 Road because of proximity to Cambie Shopping Centre.

### POLICIES:

- a) see East Cambie Area Plan.



## 12. Bridgeport (Tait)







## 12. Bridgeport (Tait)

### MAIN CHARACTERISTICS

#### Live:

- residential development is limited to the western edge of the neighbourhood;
- the north side of River Drive between No. 4 Road and Shell Road is undergoing a major mixed use redevelopment.

#### Work:

- the majority of the Bridgeport Road corridor is used for a limited range of commercial uses and industrial or office purposes;
- north of Vulcan Way and along the North Arm Fraser River (including Mitchell Island) are used for industrial purposes only;
- commercial area is limited to south side Bridgeport Road between Beckwith Place and Shell Road.

#### Play:

- Tait Elementary School and related facilities;
- various existing or proposed trails and waterfront parks.

### MANAGEMENT HIGHLIGHTS

#### Connected:

- the Tait area is identified for possible smaller single family residential lots;
- a lane is required along the north side of Bridgeport Road for coach houses and compact single family residential lots, and to a lesser extent along No. 4 Road, Shell Road and River Drive for smaller single family residential lots;
- improve waterfront trails.

#### Healthy:

- aircraft noise sensitive land development is subject to certain requirements or prohibited (e.g., no residential development in the majority of the mixed employment and industrial areas);
- a physical development and urban design strategy for the Bridgeport Road corridor may be undertaken to improve its viability and appearance.

#### Diverse:

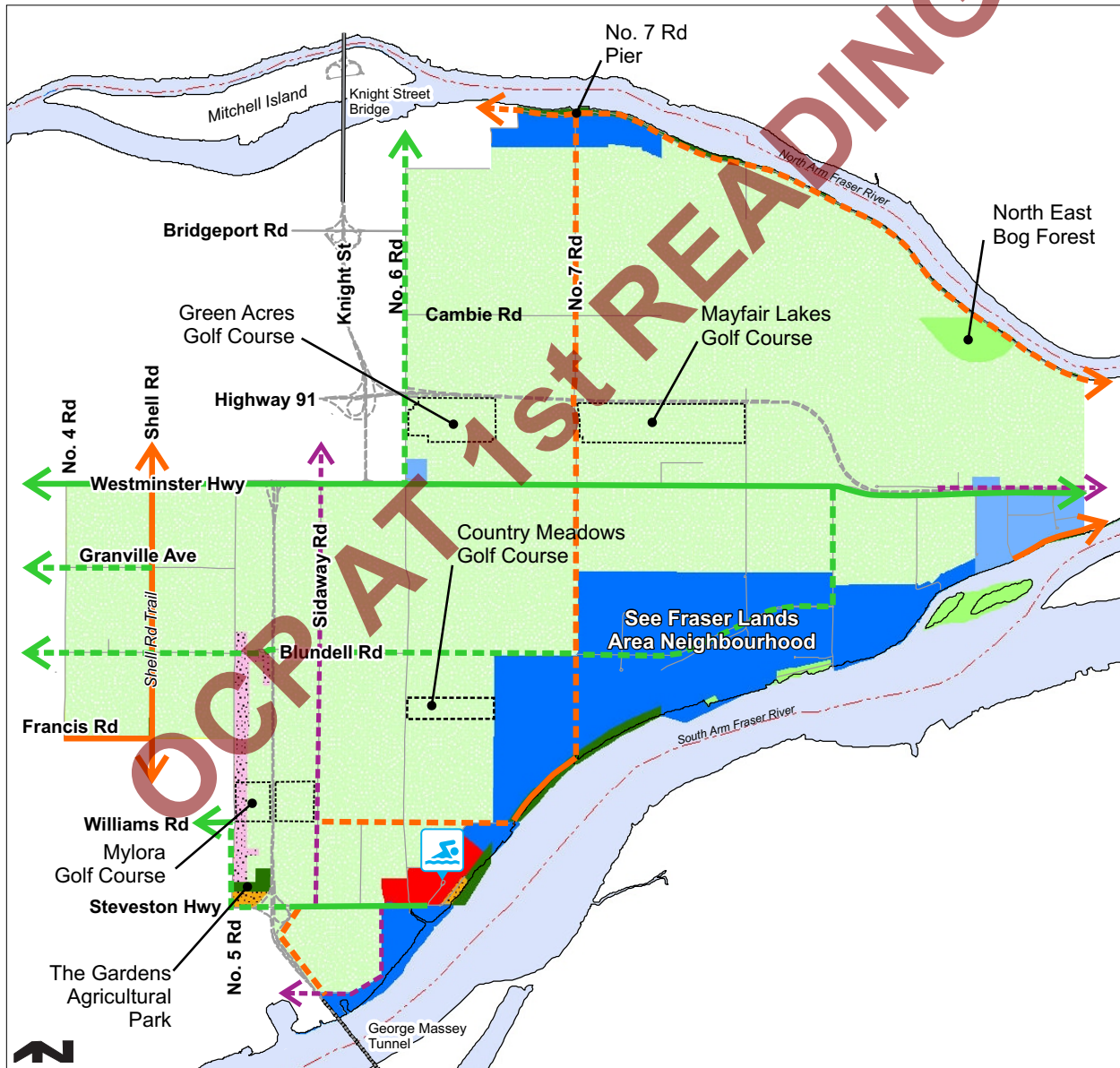
- the Bridgeport employment areas service the community as a whole and residents outside Richmond;
- mixed employment lands are not envisioned for commercial purposes (other than a limited range of commercial uses) and, along with industrial lands, will not be converted to residential development;
- permanent or predominantly commercial and office uses are not envisioned for the industrial areas.

### POLICIES:

- a) see Bridgeport Area Plan.



## 13. East Richmond



- |                         |  |
|-------------------------|--|
| Agriculture             | Richmond Wave Pool                     |
| Commercial              | Existing Major Street Bike Route       |
| Community Institutional | Future Major Street Bike Route         |
| Conservation Area       | Existing Greenway/Trail                |
| Industrial              | Future Greenway/Trail                  |
| Limited Mixed Use       | Existing Neighbourhood Link - enhanced |
| Mixed Employment        | Future Neighbourhood Link - unenhanced |
| Park                    |  |



### 13. East Richmond

#### MAIN CHARACTERISTICS

##### Live:

- limited housing because the majority of area is in the Agricultural Land Reserve (ALR);
- some smaller agricultural lots only have a home (i.e., they are currently not being farmed).

##### Work:

- farming is the major employment;
- includes the western portion of Fraserwood Industrial Park included in this neighbourhood;
- also includes some industrial lands along River Road and a mixed employment area on No. 6 Road.

##### Play:

- Northeast Bog Forest;
- Mayfair Lakes, Green Acres, Country Meadows and Mylora Golf Courses;
- community institutional uses along No. 5 Road (and a few other scattered locations in the ALR).

#### MANAGEMENT HIGHLIGHTS

##### Connected:

- consider improving transportation for farming vehicles;
- possible future Blundell Road interchange at Highway 99 and connection to the Fraser Lands;
- complete a north/south cross city trail connection.

##### Healthy:

- continue to recognize farming and agri-related industries;
- ensure adequate buffers on residential lands abutting agricultural properties;
- provide pedestrian, bicycle and rolling access to waterfront where possible.

##### Diverse:

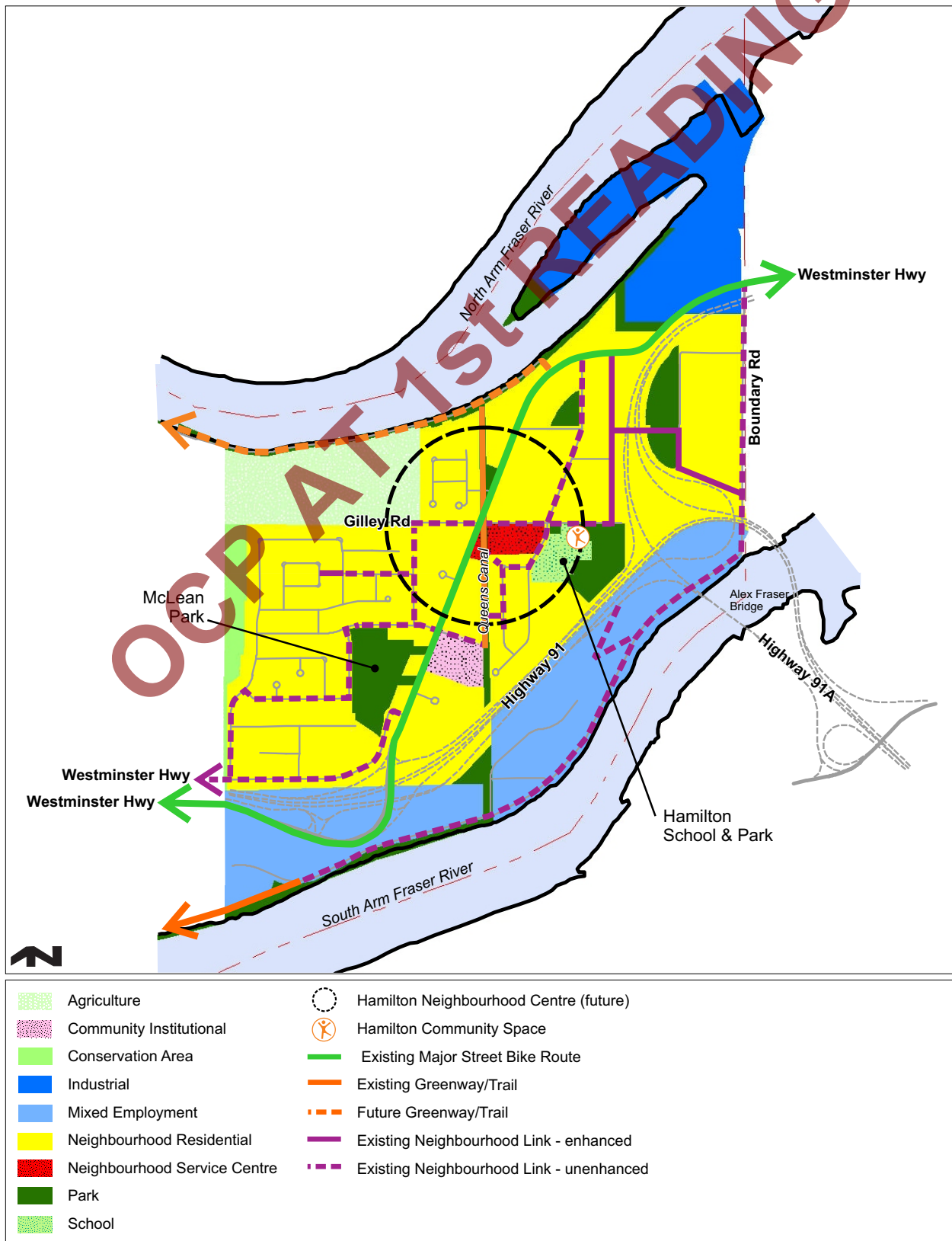
- encourage a variety of food production crops;
- mixed employment and industrial lands are not envisioned for commercial purposes and will not be converted to residential development.

#### POLICIES:

- a) prohibit principal residential dwellings;
- b) see McLennan Sub-Area Plan;
- c) see Resilient Economy;
- d) see Richmond Agricultural Viability Strategy (RAVS).



## 14. Hamilton



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## 14. Hamilton

### MAIN CHARACTERISTICS

#### Live:

- Hamilton has a variety of smaller and larger single family residential lots (e.g., some coach houses on small lots; homes without sanitary sewer on large lots);
- there is also a significant amount of townhouse residential development and a few float homes.

#### Work:

- Hamilton Shopping Centre is the only commercial area;
- the eastern portion of Fraserwood Industrial Park is a key mixed employment area;
- Tree Island Industries and a new Trans Link bus facility are the major industrial lands.

#### Play:

- McLean Park and Queen's canal are the major park lands;
- Hamilton Elementary School and community space provide for the educational and recreational/cultural needs of the neighbourhood.

### MANAGEMENT HIGHLIGHTS

#### Connected:

- the Hamilton Area Plan update is underway for the Hamilton Neighbourhood Service Centre and Areas 2 and 3; to be completed in 2013;
- increase connectivity within the neighbourhood, along both arms of the Fraser River and to the rest of Richmond/New Westminster.

#### Healthy:

- continue to protect the farming (ALR) areas;
- ensure adequate buffers and sound proofing for residential uses along Highway 91.

#### Diverse:

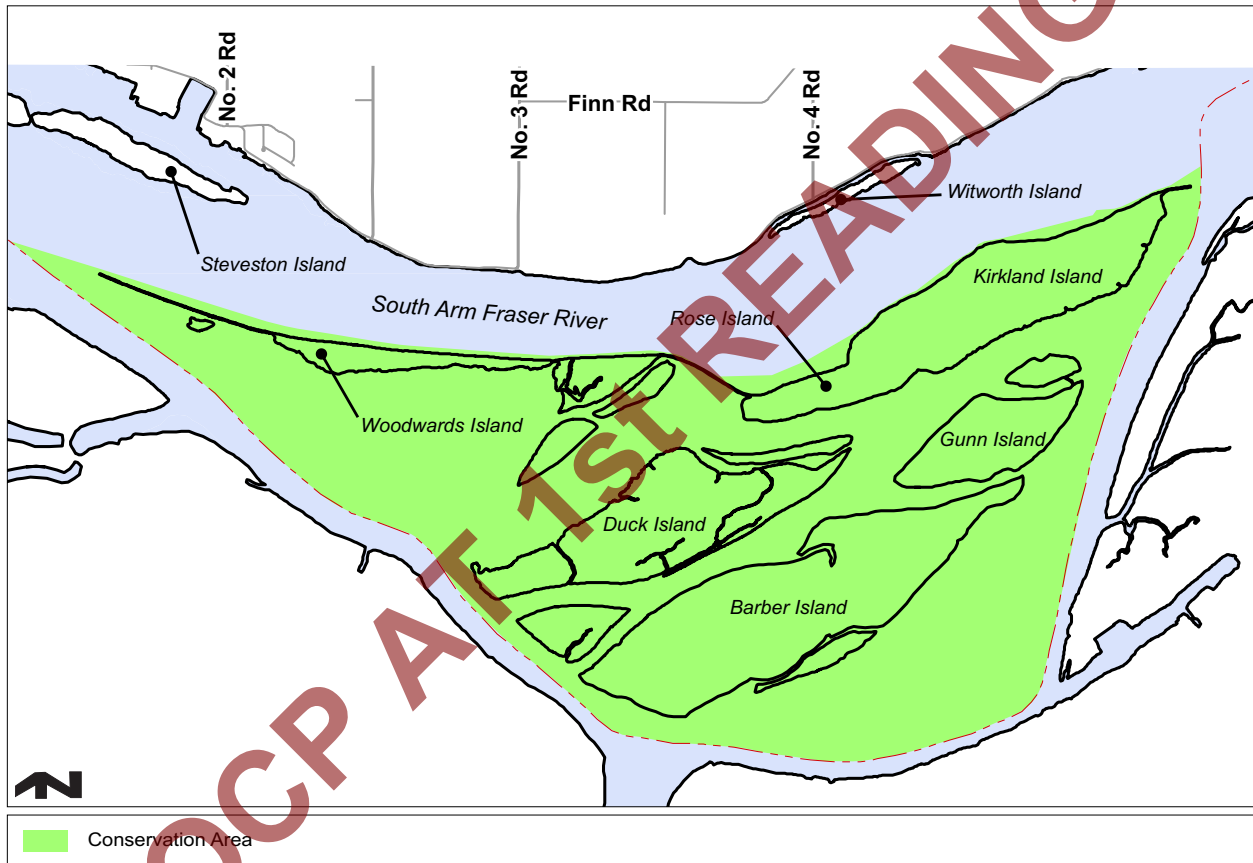
- potential Redevelopment of Areas 2 and 3;
- mixed employment and industrial lands are not envisioned for commercial purposes and will not be converted to residential development.

### POLICIES:

- a) see Hamilton Area Plan.



## 15. South Arm Islands





## 15. South Arm Islands

### MAIN CHARACTERISTICS

#### Live:

- no residential.

#### Work:

- no employment (although dredging and recreational activities occur);
- some farming.

#### Play:

- recreational boating and activities.

### MANAGEMENT HIGHLIGHTS

#### Connected:

- improve waterfront trails;
- continued marine access only.

#### Healthy:

- potential limited farming use since some of islands are in the Agricultural Land Reserve (ALR).

#### Diverse:

- retain as OCP Conservation Area.

### POLICIES:

- a) see Island Natural Environment.



## 3.6 Specific Policies and Guidelines

### 3.6.1 Arterial Road Policy

#### OVERVIEW:

The City has permitted densification along its arterial roads since the 1999 OCP was adopted. This densification includes compact lots (e.g., 9 m or 30 ft. wide lots) and coach house development with a rear lane as well as townhouses without a lane. The purpose of this densification is to locate development where there is transit service and to direct it away from the internal single family neighbourhoods which are not located on arterial roads. The City has reviewed and refined this policy over the years, including as part of the 2041 OCP Update.

#### OBJECTIVE 1:

**Direct appropriate development onto certain arterial roads outside the City Centre.**

##### 1. Arterial Road Map

The 2041 OCP Arterial Road Policy only applies to the arterial roads in Central Richmond and Steveston shown on the Arterial Road Map. It does not apply to lands located within the City Centre Area Plan (City Centre), the Agricultural Land Reserve (ALR) or Riverside Industrial Park.

##### 2. Additional New Arterial Road Areas

Additional new areas to the Arterial Road Policy outside Central Richmond and Steveston may be considered as part of the update of the applicable Area Plans (e.g., Bridgeport Area Plan; East Cambie Area Plan; West Cambie Area Plan; Hamilton Area Plan) after, the 2041 OCP Update.

##### 3. Areas Not Within Arterial Road Policy

The Arterial Road Policy does not apply to excluded areas shown on the Arterial Road Map (e.g., other land use designations; large single family lot size policy; not on arterial road; neighbourhood service centre; community centre; commercial service; public school; park).

##### 4. Arterial Road Development Map

The Arterial Road Development Map will be used to guide townhouse, compact lot (e.g., 9 m or 30 ft. wide lots) and coach house development. It is a conceptual map that does not need to be amended to show new townhouse or compact residential lot development areas approved by Richmond City Council.

##### 5. Additional New Townhouse Areas (Not on Arterial Road Development Map)

Rezoning and development permit applications for townhouse development on arterial roads in Central Richmond and Steveston may be considered in additional areas not identified on the Arterial Road Development Map if the townhouse development is within walking distance of any one of the following sites identified on the Arterial Road Map:

- a) 800 m (2,625 ft. or 10 minute walk) of a Neighbourhood Centre (e.g., Broadmoor, Blundell, Garden City, Seafair, Terra Nova or Ironwood Shopping Centres); or
- b) 800 m (2,625 ft. or 10 minute walk) of a City Community Centre (e.g., South Arm, Thompson, West Richmond or Steveston Community Centres); or





- c) 400 m (1,312 ft. or 5 minute walk) of a Commercial Service use (e.g., store, shopping plaza or gas/service station with a retail sales area); or
- d) 400 m (1,312 ft. or 5 minute walk) of a Public School (e.g., elementary or secondary school); or
- e) 400 m (1,312 ft. or 5 minute walk) of a Park on City or School Board lands (e.g., playing field or open space).

#### **6. No Townhouse Development**

Townhouse development will not be considered in Central Richmond and Steveston on sites identified for Arterial Road Compact Lot Coach House on the Arterial Road Development Map, except if the proposed townhouse development is within 800 m (2,625 ft. or 10 minute walk) of a Neighbourhood Centre (e.g., shopping centre) where there is an existing fully operational municipal lane.

#### **7. Additional New Compact Lot and Coach House Areas (Not on Arterial Road Development Map)**

Rezoning and subdivision applications for compact lot (e.g., 9 m or 30 ft. wide lots) and coach house development on arterial roads in Central Richmond and Steveston may be considered in additional areas not identified on the Arterial Road Development Map if the compact lot and coach house development:

- a) is located outside a Single Family Lot Size Policy;
- b) dedicates and constructs a fully operational municipal lane.

#### **8. No Compact Lot and Coach House Development**

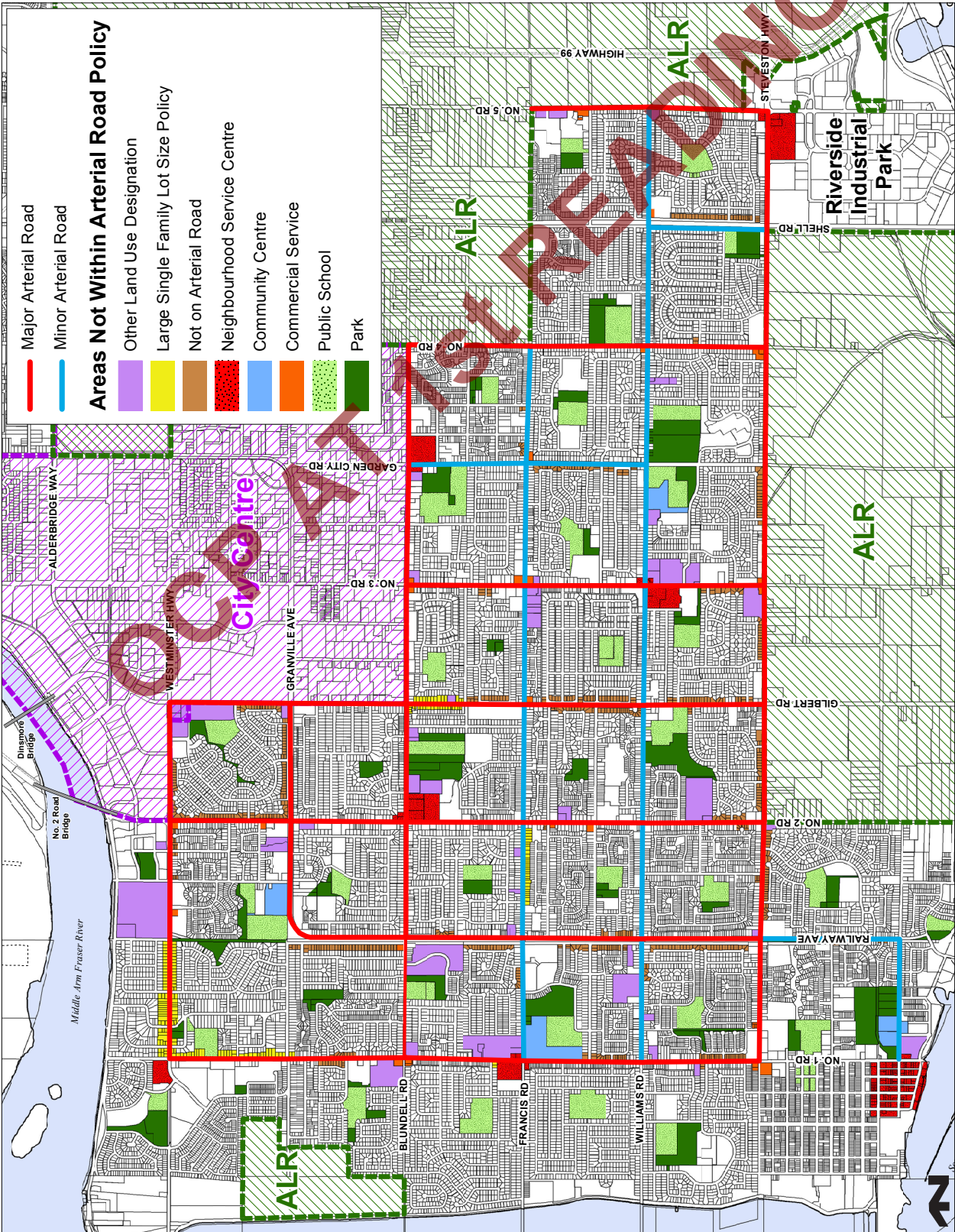
Compact lot and coach house development will not be considered in Central Richmond and Steveston on sites identified for Arterial Road Townhouse Development on the Arterial Road Development Map.

#### **9. Granny Flat Locations**

Rezoning applications for the construction of a granny flat on arterial roads in Central Richmond and Steveston may be considered on isolated sites that do not have potential for a townhouse, compact lot or coach house development (e.g., single lot without a lane).



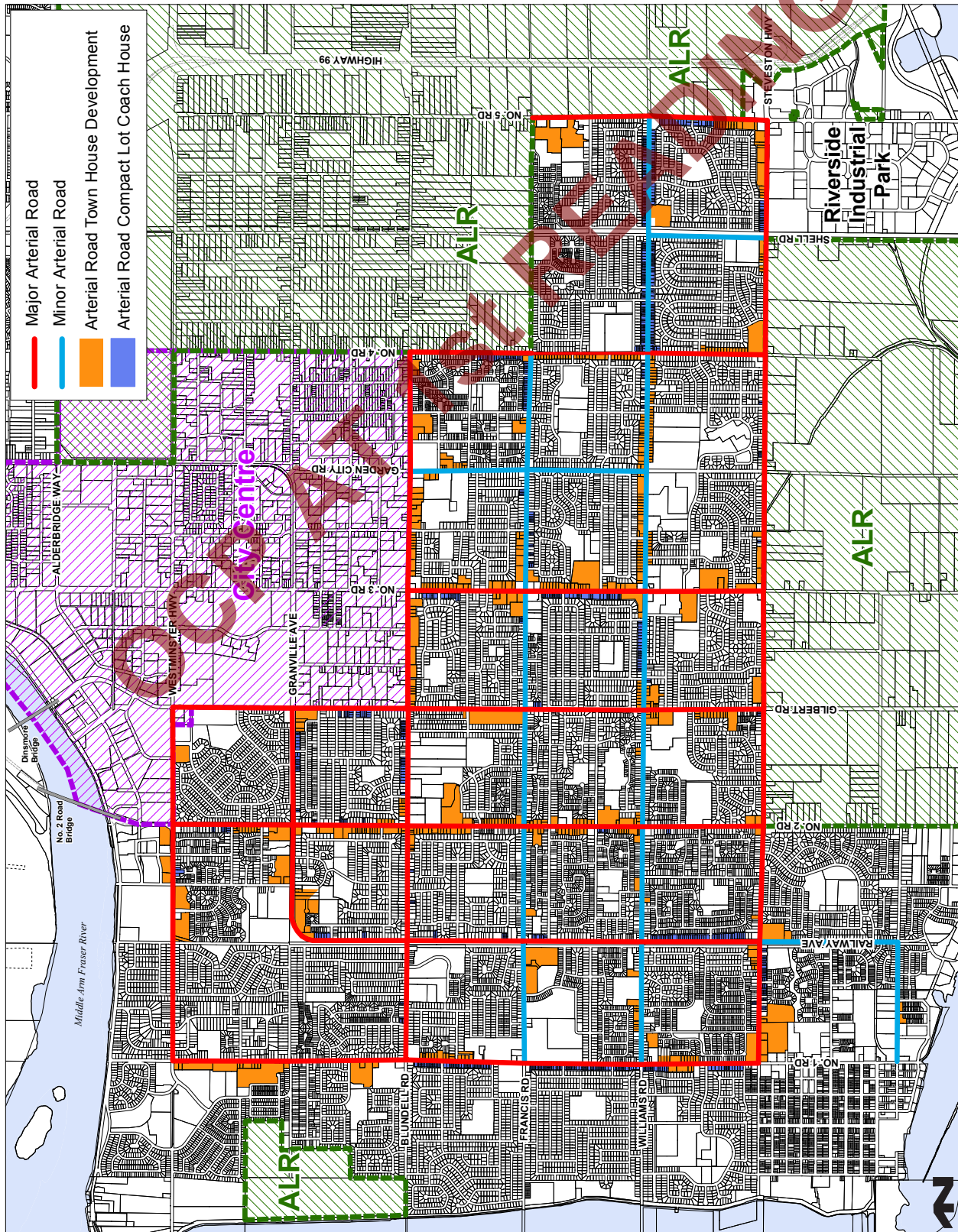
# Arterial Road Map







## Arterial Road Development Map



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### **Townhouse Development Requirements**

All townhouse developments in Central Richmond and Steveston on the arterial roads shown on the Arterial Road Map, whether or not they are on the Arterial Road Development Map, should meet the following development requirements.

#### **Land Assembly**

1. Involve a land assembly with at least 50 m (165 ft.) frontage on a major arterial road and 40 m (130 ft.) frontage on a local arterial road.

#### **Residual Sites**

2. Leave a residual site for future townhouse development with at least 50 m (165 ft.) frontage on a major arterial road and 40 m (130 ft.) frontage on a local arterial road.

#### **Public Consultation**

3. Include public consultation prior to Public Hearing where determined by Richmond City Council or City staff (e.g., if the site is the first townhouse development on that block of the arterial road; if it is expected that the surrounding properties will want input into the development; etc.).

#### **Newer Homes or Narrower Lots**

4. Recognize that developing townhouses on lots with new houses (e.g., less than 10–20 years old) and with narrow frontages (e.g., less than 18 m or 60 ft.), will be more difficult, especially for land assembly purposes.

#### **Internal Lot**

5. An internal lot facing and addressed off a local road may be included in a townhouse development if the lots facing and abutting the arterial road are less than 35 m (115 ft.) deep.

#### **Access—Local Road or Lane**

6. Access should not be from a local road or lane, unless acceptable to the City.

#### **Shared Access**

7. Access may be required to be provided through or shared with another townhouse development by means of a statutory right-of-way or other suitable arrangement to the City.

#### **Access Locations**

8. Driveway accesses should be located across from a local road or commercial access, where possible.

#### **Access Setbacks**

9. Townhouse access points should generally be setback:
  - a) 35 m (115 ft.) to 50 m (164 ft.) from a local road;
  - b) 50 m (164 ft.) to 75 m (246 ft.) from a local arterial road intersection;
  - c) 75 m (246 ft.) to 100 m (328 ft.) from a major arterial road intersection;
  - d) 80 m (262 ft.) to 100 m (328 ft.) from another townhouse access point.





### **Additional Density**

10. Additional density along arterial roads (e.g., increase from the normal density range of 0.60–0.65 FAR outside the City Centre to an additional density of 0.65–0.70 FAR) may be considered:
  - a) on corner lots with required frontage improvements on two or more streets; or
  - b) where significant road dedication is required; or
  - c) on a land assembly with more than 100 m (328 ft.) frontage on a major arterial road and 80 m (262 ft.) on a local arterial road; or
  - d) on a site abutting a park or other non-residential land use; or
  - e) where additional community benefits are provided (not including affordable housing contributions).

### **Compact Lot and Coach House Development Requirements**

All compact lot (e.g., 9 m or 30 ft. wide lots) and coach house developments in Central Richmond and Steveston on the arterial roads shown on the Arterial Road Map, whether or not they are on the Arterial Road Development Map, should meet the following development requirements.

#### **Landscape Plan**

1. A landscape plan, prepared by a registered landscape architect must be submitted as a condition of rezoning adoption.

#### **Landscape Cost**

2. The landscape architect must submit a cost estimate of the proposed landscaping (including fencing, paving and installation costs) as a condition of rezoning adoption.

#### **Landscape Security**

3. Security in the amount of the cost estimate submitted by the landscape architect for landscaping must be received by the City as a condition of rezoning adoption.

#### **Grade—Front Yard**

4. The grade between the City's sidewalk and the landscaping along the front property line should be the same.

#### **Grass Strip—Front Yard**

5. Wherever possible, a grassed strip with at least one deciduous tree (minimum 6 cm or 2.5 in. calliper) per lot should be installed along the front property line (see New Trees—Front Yard).

#### **Existing Tree and Hedge Retention**

6. Wherever possible, existing trees and hedges should be retained, particularly if the trees are in the front yard and the hedges are in the side yard.



### **Replacement Trees**

7. Where existing trees are being removed, the replacement trees shall:
  - a) meet the City's 2:1 replacement policy;
  - b) comply with the minimum planting sizes specified in the City's Tree Protection Bylaw, unless approved otherwise by the Director of Development or designate;
  - c) include an appropriate mixture of coniferous and deciduous trees.

### **New Trees—Front Yard**

8. In addition to the aforesaid landscaping along the front property line, one deciduous tree (minimum 6 cm or 2.5 in. calliper) or one coniferous tree (minimum height 3.5 m or 11.5 ft.) is to be planted on each lot in the front yard.

### **Coniferous Trees**

9. Coniferous trees must be sized and spaced appropriately and be subject to CPTED principles.

### **Fencing—Front Yard**

10. Fencing in the front yard is limited to a maximum height of 1.2 m (4 ft.) and must be picket, wicket or post-rail rather than solid panel, which could be setback from the front property line if possible.

### **Flowers and Low Lying Landscaping—Front Yard**

11. Fencing should incorporate flower beds, flowering shrubs and other low lying landscaping to provide improved articulation.

### **Decorative Features—Front Yard**

12. Decorative arbours/brackets/trellis features may be used to further articulate the fencing provided that they are in scale with and totally complementary to the fencing details.

### **Planting—Front Yard**

13. All front yard areas and front property lines must be planted with a combination of lawn, flower beds, flowering shrubs and ground cover to provide seasonal interest and water permeability.

### **Shrubs—Front Yard**

14. If individual shrubs are planted in the front yard, they must be of a low height that will not exceed 1.2 m (4 ft.) and must be located behind any fencing on the front property line.

### **Hedges—Front Yard**

15. Continuous hedges are not permitted in the front yard.

### **Walkways/Pathways—Front Yard**

16. Walkways/pathways from the arterial road to the entrance of the single family residence or coach house are not to consist of asphalt materials (e.g., should be aggregate concrete, stamped concrete, paving stones, pervious paving or other acceptable material to the City.



### 3.6.2 Broadmoor Neighbourhood Centre Policies

#### OVERVIEW:

In 2010, the City approved a plan to densify the Broadmoor shopping centre. This plan underwent considerable public consultation and was well received by the neighbourhood. As part of this process, specific objectives, policies and Development Permit Guidelines were included in the OCP.

#### OBJECTIVE 1:

To establish policies for the Broadmoor Neighbourhood Centre to guide its long-term redevelopment.

#### POLICIES:

a) general:

- the redevelopment of the Broadmoor Neighbourhood Centre is to be consistent with the OCP policies and Development Permit (DP) Guidelines. The Council approved "Broadmoor Neighbourhood Service Centre Master Plan" dated April 7, 2010 has been prepared to guide Centre redevelopment. The 2041 OCP policies and DP Guidelines shall prevail, in the event of a conflict;

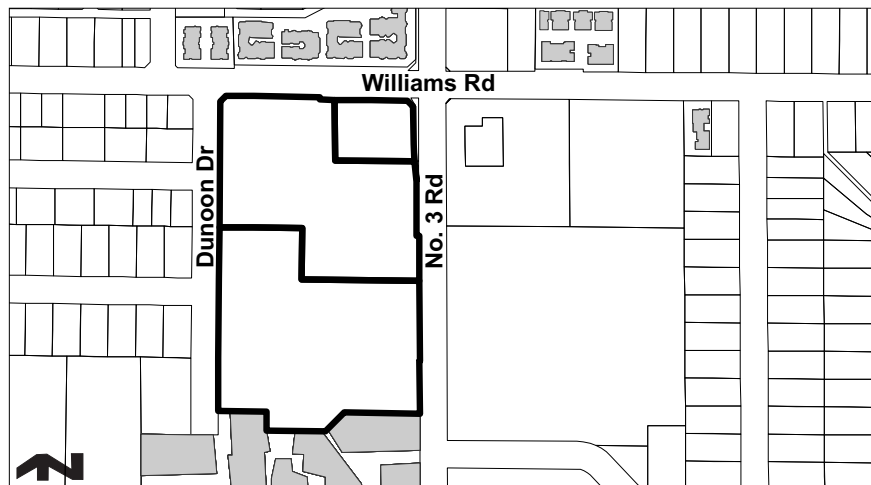
b) precedence:

- if there is a conflict with respect to a land use designation between the 2041 OCP Land Use Map and the more specific maps referred to in this section, the more specific map designations referred to in this section shall take precedence;

c) Broadmoor Neighbourhood Service Centre Area:

- see map;

#### Broadmoor Neighbourhood Centre Area Map



d) vision:

- the long-term Broadmoor Neighbourhood Centre Vision is: "A vibrant, accessible and sustainable mixed use hub where people will be able to live, work and meet their daily needs";



## e) flexibility:

- over the anticipated 30 year redevelopment period, as the Shopping Centre redevelops, owners clarify their proposals, more specific technical studies are completed and requirements become better known, Council may modify the OCP policies and DP Guidelines, and Master Plan, as necessary;

## f) mix and range of land uses:

- generally, the mix of land uses will be 60% residential with a variety of housing types and 40% commercial (e.g., retail and office);
- the Broadmoor Neighbourhood Service Centre land uses are to be as per the OCP Definitions (e.g., Neighbourhood Service Centres);

## g) density:

- base: The base density will be 0.5 Floor Area Ratio (FAR);
- maximum density: The maximum overall density will be 1.5 FAR and minor density variations across the site may be allowed, subject to Council approval.

### 3.6.3 Noise Management

#### OVERVIEW:

There are several types of urban noise, which affect Richmond:

- noise from construction activity;
- land use noise from the Canada Line on residential uses and certain land uses (e.g., industrial uses on residential uses);
- ambient noise, such as traffic noise;
- aircraft noise.

#### Construction Noise

The City's Noise Bylaw regulates the hours of construction activity.

#### Land Use Noise

It is increasingly important to minimize unwanted noise from the Canada Line on nearby residential uses and from new industrial and commercial uses on any nearby residential uses, and by new multiple family residential uses nearby industrial and commercial uses.

#### Ambient Noise

It is increasingly important that noise issues are addressed as the volume of City activity and the number of people affected increases.

#### Airport Noise

Airport noise falls under the Vancouver International Airport's (VIAA) jurisdiction. Both the VIAA and the City work towards managing airport noise and aircraft noise sensitive development in a complementary manner.

The City's goal is to:

- better co-ordinate and balance City, VIAA and other stakeholder interests to achieve economic and social development, and environmental protection, while minimizing aircraft noise related complaints and legal challenges to restrict or curtail airport operations;
- enable the VIAA to continue to operate and expand as a World Class Gateway airport and business which operates on a 24-hour per day (daytime and nighttime) basis;





- create high quality livable environments;
- improve aircraft noise sensitive land use and mitigation requirements;
- enable residents who choose to live in airport noise sensitive areas to:
  - be aware of the airport noise characteristics which may affect them and the risks that they are choosing to accept;
  - not experience unacceptable airport noise nuisance through proper building construction techniques and indoor liveability noise standards, given their conscious choice to live in such areas;
  - have little reason to complain or bring legal challenges against the City or the VIAA regarding airport noise nuisance.

An effective aircraft noise sensitive land use and area management system will establish:

- areas where aircraft noise sensitive land uses will be prohibited;
- areas where aircraft noise sensitive land uses will be considered, which may or may not actually be allowed based upon City priorities and requirements;
- for areas where aircraft noise sensitive land uses will be considered, requirements to better:
  - match aircraft noise sensitive uses to the different aircraft noise areas;
  - mitigate indoor aircraft noise;
  - minimize aircraft noise outdoors;
  - notify landowners and the public (e.g., developers, existing and potential residents) regarding the effects of aircraft noise and of the aircraft noise characteristics of areas in which they may choose to live, so that complaints and legal challenges to curtail airport operations will be avoided.

### **OBJECTIVE 1:**

**Manage urban development noise to maintain and enhance livability.**

### **POLICIES:**

- a) establish guidelines to reduce the noise exposure for multiple family residential development along high traffic streets;
- b) continue to encourage traffic noise reduction (e.g., signage to request truck drivers to avoid using engine brakes within West Richmond);
- c) reduce exposure to noise from construction by reviewing the Noise Bylaw to improve regulation and enforcement;
- d) preserve and create positive acoustic environments in public spaces, such as sound sculptures or acoustic playgrounds in City parks;
- e) establish quiet recreational areas to meet emerging needs for refuge from urban noise;
- f) foster public courtesy regarding noise issues and promote respect for the City's Noise Bylaw through educational campaigns in partnership with regional health authorities.



## OBJECTIVE 2:

Mitigate noise from the Canada Line in nearby residential uses, and between industrial and commercial uses on nearby residential uses and vice versa.

## POLICIES:

- a) to mitigate Canada Line Noise in adjacent New Multiple Family Residential Buildings (rezonings, Development Permits):
  - all new multiple family residential developments on sites located within 100 m (328 ft.) of the Canada Line right of way are required to achieve CMHC interior noise standards and ASHRAE 55-2004 “Thermal Environmental Conditions for Human Occupancy”, and require noise covenants. Acoustical and thermal reports are to be required during the development review process to ensure that these mitigation standards are achieved;
  - where possible, all multiple family residential units should not to be oriented directly adjacent to Canada Line guide way (avoid residential units at the guide way elevation);
- b) for all New Multiple Family Residential Developments (rezonings, Development Permits) within 30 m (98.4 ft.) of Commercial, Industrial and Mixed Use Sites:
  - to mitigate noise from commercial, industrial and mixed uses within 30 m (98.4 ft.) of new multiple family residential uses:
    - all new multiple family residential units are required to achieve CMHC interior noise standards and ASHRAE 55-2004 “Thermal Environmental Conditions for Human Occupancy”;
    - the registration of commercial, industrial and mixed use noise indemnity covenant on all new multiple family residential units;
- c) for New Commercial, Industrial and Mixed Uses (rezonings, Development Permits) within 30 m (98.4 ft.) of any Residential Use:
  - to mitigate unwanted noise on residential properties within 30 m (98.4 ft.) from commercial, industrial and mixed use areas, all new commercial, industrial and mixed use developments shall demonstrate that:
    - the building envelope is designed to avoid noise generated by the internal use from penetrating into residential areas that exceed noise levels allowed in the City’s current Noise Bylaw;
    - noise generated from rooftop HVAC units will comply with the City’s current Noise Bylaw;
- d) after the OCP is approved, City staff will work with the Province to explore bringing forth Building Bylaw amendments to require, at the Building Permit stage, that commercial, industrial and mixed uses mitigate their noise on nearby residential uses, and that residential uses mitigate noise generated by nearby commercial, industrial and mixed uses. These improvements will complement the City Noise Bylaw and minimize nuisance and the need for enforcement.



### Summary

The above requirements are summarized below:

	For new multiple family residential development within 100 m of the Canada Line ROW	For new multiple family development adjacent to commercial, industrial or mixed uses	For new commercial, industrial and mixed use developments adjacent to any residential areas
Noise covenants to be registered	Y	Y	N
Sound mitigation requirements	Y	Y	Y
Thermal comfort requirements	Y	Y	N
Noise generation within City Bylaw requirements	Y	Y	Y

### OBJECTIVE 3:

To encourage the effective management of aircraft noise at the source.

### POLICIES:

- continue to cooperate with the VIAA to manage and reduce aircraft noise to minimize its disturbance to the community;
- encourage the VIAA to reduce aircraft noise at the source, where feasible;
- encourage regular reviews and implementation of the VIAA's Noise Management Plan to achieve maximum noise reduction;
- ensure community input through participation in the VIAA Noise Management Committee initiatives.

### OBJECTIVE 4:

To manage aircraft noise sensitive development, areas and nuisance.

### POLICIES:

#### Terms

"Aircraft noise sensitive land uses" include:

Use Category	Meaning
Residential	Defined as all residential uses, including live/work and work/live uses, nursing homes.
School	Defined as public and private places in which K-12 education is offered, as per provincial requirements.



Use Category	Meaning
Day Care	Defined as licensed day care uses.
Hospital	Defined as places which provide medical services, as per provincial requirements where patients stay overnight or for longer periods of time.

### Aircraft Noise Sensitive Development Management

#### a) Relationship to Other OCP Policies

The Aircraft Noise Sensitive Development Policies, Table and Map are to be applied in conjunction with other OCP policies (e.g., OCP and area plan policies). All OCP policies are to be met.

For example, where:

- aircraft noise sensitive developments (e.g., residential) are proposed, the Aircraft Noise Sensitive Development Policies, Table and Map also apply;
- non-aircraft noise sensitive developments (e.g., assembly, places of worship, offices, commercial, institutional uses) are proposed and not affected by the Aircraft Noise Sensitive Development Policies, Table and Map, the other OCP and City policies apply.

#### b) Non-Aircraft Noise Sensitive Uses

Developers and property owners of non-aircraft noise sensitive uses (e.g., assembly, places of worship, offices, commercial, institutional uses) are encouraged to:

- consider:
  - the location of their developments in relation to existing aircraft noise areas;
  - the location of their developments in relation to possible future aircraft noise areas;
  - the degree of sensitivity of the uses in their development to aircraft noise;
- where appropriate, provide aircraft noise mitigation, to minimize aircraft noise nuisance.

#### c) Conformity

Aircraft noise sensitive land uses shall conform to the Aircraft Noise Sensitive Development Policies, Table and Map, and related City policies (e.g., Area Plans) and requirements (e.g., Zoning and Development Bylaw).

#### d) The Aircraft Noise Sensitive Development Table

Aircraft noise sensitive land uses are to be managed as indicated in the table entitled: Aircraft Noise Sensitive Development Table.

#### e) Aircraft Noise Sensitive Development Map

The map entitled "Aircraft Noise Sensitive Development Map" indicates where:

- the OCP aircraft noise sensitive land uses policy applies spatially;





- certain aircraft noise sensitive land uses are prohibited;
- certain aircraft noise sensitive land uses (e.g., residential) may be considered;
- City aircraft noise conditions, mitigation and insulation requirements apply.

#### f) Caution

**The “Aircraft Noise Sensitive Development Map” means that, in the areas where aircraft noise sensitive land uses are “considered”, those uses (e.g., residential) may or may not actually be developed, due to a wide range of City priorities and requirements, and senior government, stakeholder and private sector decisions.**

#### g) Aircraft Noise Sensitive Development Considerations

In areas where aircraft noise sensitive land uses may be considered, the following factors are to be taken into account, to determine if, where, how, to what degree, and to which requirements, aircraft noise sensitive land uses may occur in a specific location:

##### A. GROWTH NEEDS

1. Richmond’s limited land resource base.
2. As Richmond develops, the need for a wide range of land uses (e.g., assembly, residential, commercial, industrial, agricultural, office, institutional).
3. Canada Line and Oval supportive development.

##### B. CITY CORPORATE NEEDS

1. City Corporate land use and development needs (e.g., for community facilities and safety buildings, parks, infrastructure, environmental protection).
2. Achieving City policies.

##### C. CORPORATE POLICIES

1. The City’s Corporate Vision—appealing, livable, well managed.
2. City Strategies which include the:
  - Agricultural Viability Strategy;
  - Economic Development Strategy;
  - Land Acquisition Strategy;
  - Parks and Trails Strategy;
  - Social Development Strategy;
  - Recreational Strategy;
  - Waterfront Strategy.

##### D. COMMUNITY PLANNING CONSIDERATIONS

1. The Official Community Plan including:
  - Neighbourhood Residential policies;
  - High-Density Mixed Use policies;



- Neighbourhood Service Centre policies;
- Area Plan policies (e.g., City Centre).

## 2. Livability considerations:

- where aircraft noise sensitive land uses are permitted in an area or on a site, they are to achieve a high level of livability and maximize aircraft noise mitigation requirements;
- the livability and aircraft noise mitigation considerations include:
  - varying the development mix:
    - mixing aircraft noise sensitive development (e.g., residential) with other non-aircraft noise sensitive land uses (e.g., parks, commercial, office);
    - mixing various aircraft noise sensitive developments including residential land uses (e.g., single family, mid-rise, high-rise, live/work, work/live);
  - varying the density of aircraft noise sensitive land uses;
  - varying the degree of aircraft noise sensitive land use site coverage;
  - orienting and facing land uses and buildings to minimize aircraft noise;
  - ensuring land use compatibility;
  - encouraging high quality, innovative urban design and landscaping.

## 3. The City's Public Hearing (e.g., OCP, rezoning), subdivision, Development Permit, Building Permit approval processes.

## E. SERVICES AND INFRASTRUCTURE

1. The availability of City services and infrastructure.
2. The availability of Community amenities, parks, and facilities.

## F. STAKEHOLDER CONSIDERATIONS

1. Transport Canada guidelines.
2. VIAA considerations.

## G. OTHER

Other, as determined by Council.

## h) Interpretation

Where necessary, Council, or its designate, shall make the final decision regarding interpretations of the aircraft noise sensitive development policies, guidelines, table, and maps (e.g., exact boundaries of areas).

## i) Improved City-VIAA Co-operation

The City will continue to co-operate with the VIAA, to improve common City-VIAA airport and aircraft noise research, modelling, interior noise level limits, covenants, full disclosure statements, noise insulation standards, building design elements, community design elements, public document notification and the Richmond-VIAA Accord.



## OCP Aircraft Noise Sensitive Development

### A. AIRCRAFT NOISE SENSITIVE LAND USES DEFINED:

Residential	Defined as all residential uses, including live/work, work/live uses, nursing homes.
School	Defined as public and private places in which K-12 education is offered, as per provincial requirements.
Day Care	Defined as licensed day care uses.
Hospital	Defined as places which provide medical services, as per provincial requirements, where patients stay overnight or for longer periods of time.

### B. AIRCRAFT NOISE SENSITIVE AREAS

Areas NOTE 1	Reference NEF Contours	Objective	Requirements
1A. Restricted Area.	Approximately greater than NEF 35.	<ul style="list-style-type: none"> <li>• <b>Objective: To avoid all new aircraft noise sensitive land uses.</b></li> <li>• New Aircraft Noise Sensitive Land Uses are prohibited.</li> </ul>	<ul style="list-style-type: none"> <li>• Restrictive Covenants.<sup>NOTE 2</sup></li> </ul>
1B. Restricted Area.	Approximately NEF 30 to NEF 35.	<ul style="list-style-type: none"> <li>• <b>Objective: To avoid all new residential land uses.</b></li> <li>• New Residential Land Uses are prohibited.</li> <li>• Consider other aircraft noise sensitive land uses.</li> </ul>	<ul style="list-style-type: none"> <li>• Restrictive Covenants.<sup>NOTE 2</sup></li> <li>• An Acoustic Report.<sup>NOTE 3</sup></li> <li>• Noise mitigation incorporated in construction.</li> </ul>
2. High Aircraft Noise Area.	Approximately NEF 30 to NEF 40.	<ul style="list-style-type: none"> <li>• <b>Objective: To consider all new aircraft noise sensitive land uses, except single family.</b></li> <li>• All new Aircraft Noise Sensitive Land Uses may be considered, except single family, more specifically: <ul style="list-style-type: none"> <li>- new single family detached development requiring amendments to the OCP, Area Plan, or existing zoning other than Single-Family Housing District (R1) are prohibited, however,</li> <li>- rezonings from one Single-Family Housing District (R1) Subdivision Area to another Subdivision Area (A to K) may be considered, subject to all applicable Policies (e.g., Sub-Area Plans, 702 Policies, and Bylaw 5300—Division 600—Subdivision of Land).</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>• Restrictive Covenants.<sup>NOTE 2</sup></li> <li>• An Acoustic Report.<sup>NOTE 3</sup></li> <li>• Noise mitigation incorporated in construction.</li> <li>• Mechanical ventilation incorporated in construction.</li> <li>• Central air conditioning system incorporated in construction.<sup>NOTE 4</sup></li> <li>• Required Design Guidelines for siting and/or replacement of outdoor amenity areas with indoor amenity areas (e.g., enclosed balconies and increased size and type of indoor amenity areas).</li> </ul>
3. Moderate Aircraft Noise Area.	Approximately NEF 30 to NEF 35.	<ul style="list-style-type: none"> <li>• <b>Objective: To consider all new aircraft noise sensitive land uses.</b></li> <li>• All Aircraft Noise Sensitive Land Uses may be considered.</li> </ul>	<ul style="list-style-type: none"> <li>• Restrictive Covenants.<sup>NOTE 2</sup></li> <li>• An Acoustic Report.<sup>NOTE 3</sup></li> <li>• Noise mitigation incorporated in construction.</li> <li>• Mechanical ventilation incorporated in construction.</li> <li>• Central air conditioning capability (e.g., ductwork).<sup>NOTE 4</sup></li> </ul>



Areas NOTE 1	Reference NEF Contours	Objective	Requirements
4. Aircraft Noise Notification Area.	Approximately NEF 25 to NEF 30.	<ul style="list-style-type: none"> <li>• <b>Objective: To consider all aircraft noise sensitive land uses.</b></li> <li>• All Aircraft Noise Sensitive Land Uses may be considered.</li> </ul>	<ul style="list-style-type: none"> <li>• Restrictive Covenants.<sup>NOTE 2</sup></li> <li>• An Acoustic Report.<sup>NOTE 3</sup></li> <li>• Noise mitigation incorporated in construction (as required).</li> </ul>
<b>Residential Uses on the Fraser River</b> New residential uses (e.g., house boats) on the Fraser River which are above the 30+ NEF contour are only allowed in certain areas (see OCP Map).			
Not designated.	Approximately less than NEF 25.	<ul style="list-style-type: none"> <li>• <b>Objective: No aircraft noise sensitive concerns or considerations.</b></li> <li>• All Aircraft Noise Sensitive Land Uses may be considered.</li> </ul>	Not required.

### C. PLANNING CONDITIONS

Single-hatched	Approximately NEF 35 to NEF 40.	<ul style="list-style-type: none"> <li>• <b>Objectives: No new rezonings may proceed prior to Area Plan updates.</b></li> </ul>	<ul style="list-style-type: none"> <li>• Restrictive Covenants.<sup>NOTE 2</sup></li> <li>• An Acoustic Report.<sup>NOTE 3</sup></li> <li>• Noise mitigation incorporated in construction.</li> <li>• Mechanical ventilation incorporated in construction.</li> <li>• Central air conditioning system<sup>NOTE 4</sup> incorporated in construction.</li> <li>• Required Design Guidelines for siting and/or replacement of outdoor amenity areas with indoor amenity areas (e.g., enclosed balconies and increased size and type of indoor amenity areas).</li> </ul>
Cross-hatched	Approximately NEF 30 to NEF 40.	<ul style="list-style-type: none"> <li>• <b>Objective: To support the 2010 Olympic Speed Skating Oval.</b> <ul style="list-style-type: none"> <li>- Residential use: Up to 2/3 of the buildable square feet (BSF).</li> <li>- Non-residential use: The remaining BSF (e.g., 1/3).</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>• Restrictive Covenants.<sup>NOTE 2</sup></li> <li>• An Acoustic Report.<sup>NOTE 3</sup></li> <li>• Noise mitigation incorporated in construction.</li> <li>• Mechanical ventilation incorporated in construction.</li> <li>• Central air conditioning system incorporated in construction.<sup>NOTE 4</sup></li> <li>• Required Design Guidelines for siting and/or replacement of outdoor amenity areas with indoor amenity areas (e.g., enclosed balconies and increased size and type of indoor amenity areas).</li> </ul>





Areas NOTE 1	Reference NEF Contours	Objective	Requirements
Dotted	Approximately NEF 30 to NEF 40.	<ul style="list-style-type: none"> <li>• <b>Objective: Current 2004 rezoning applications (i.e., Aberdeen, Suntech, Wall) may proceed, prior to Area Plan updates, based on the formula:</b> <ul style="list-style-type: none"> <li>- residential use: Up to 2/3 of the buildable square feet (BSF);</li> <li>- non-residential use: The remaining BSF (e.g., 1/3);</li> <li>- the Aberdeen residential component is limited to the conversion of the previously approved hotel.</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>• Restrictive Covenants.<sup>NOTE 2</sup></li> <li>• An Acoustic Report.<sup>NOTE 3</sup></li> <li>• Noise mitigation incorporated in construction.</li> <li>• Mechanical ventilation incorporated in construction.</li> <li>• Central air conditioning system incorporated in construction.<sup>NOTE 4</sup></li> <li>• Required Design Guidelines for siting and/or replacement of outdoor amenity areas with indoor amenity areas (e.g., enclosed balconies and increased size and type of indoor amenity areas).</li> </ul>

#### Notes

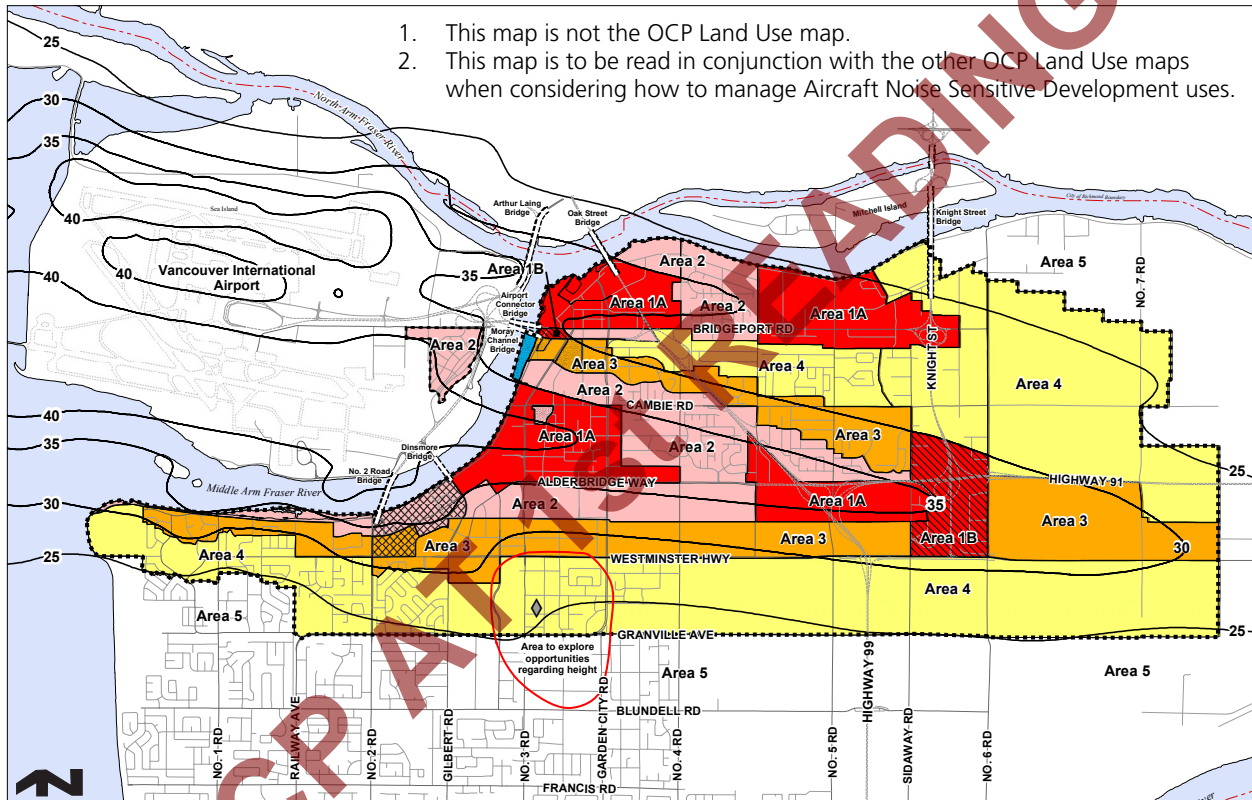
1. The Areas in the above Table are identified on the "Aircraft Noise Sensitive Development Map".
2. Restrictive Covenants on Land Titles include information to address aircraft noise mitigation and public awareness.
3. Indoor Sound Level Mitigation—Building Components (e.g., walls, windows) must be designed to achieve the following indoor sound level mitigation criteria (with doors and windows closed):

Portions of Dwelling Units	Noise Levels (decibels)
Bedrooms	35 dB
Living, dining, and recreation rooms	40 dB
Kitchen, bath, hallways, and utility rooms	45 dB

4. The standard required for air conditioning systems and their alternatives (e.g., ground source heat pumps, heat exchangers and acoustic ducting) is the ASHRAE 55-2004 "Thermal Environmental Conditions for Human Occupancy" standard and subsequent updates as they may occur.



## Aircraft Noise Sensitive Development Map



### Aircraft Noise Sensitive Development (ANSD) Policy Areas (see Aircraft Noise Sensitive Development Policy Table)

#### No New Aircraft Noise Sensitive Land Uses:



#### AREA 1A

New Aircraft Noise Sensitive Land Use Prohibited



#### AREA 1B

New Residential Land Uses Prohibited

#### Areas where Aircraft Noise Sensitive Land Uses may be considered: subject to Aircraft Noise Mitigation Requirements



#### AREA 2

All Aircraft Noise Sensitive Land Uses (except new single family) may be considered (see Table for exceptions)



#### AREA 3

All Aircraft Noise Sensitive Land Use types may be considered



#### AREA 4

All Aircraft Noise Sensitive Land Use types may be considered

#### No Aircraft Noise Mitigation Requirements



#### AREA 5

All Aircraft Noise Sensitive Land Use types may be considered



Objective: Current rezoning may proceed prior to Area Plan updates, based on the formula:  
- Residential use: Up to 2/3 of the buildable square feet (BSF);  
- Non-residential use: The remaining BSF (e.g., 1/3)



Objective: To support the 2010 Olympic Speed Skating Oval:  
- Residential use: Up to 2/3 of the buildable square feet (BSF);  
- Non-residential use: The remaining BSF (e.g., 1/3)



On Fraser River Above 30 NEF Residential (e.g. house boats) may be considered



Area to explore opportunities regarding height. Potential would be subject to application process



2015 Noise Exposer Forecast (NEF) Contours



Extent of Aircraft Noise Insulation



City Hall



### 3.6.4 Potential City Centre Building Height Increase

#### OVERVIEW

The City wishes to explore increasing building height in a portion of the City Centre. Transport Canada regulates building heights around the airport. YVR and the City have identified a possible area to study for increasing building height (around City Hall see OCP ANSD Map).

#### OBJECTION 1:

Maximize City Centre viability safely by exploring with YVR possible increases in building height around City Hall to improve sustainability, social, economic and environmental benefit.

#### POLICIES:

- a) continue to explore with YVR the possibility of increasing building height around City Hall;
- b) if such building height increases are allowed by the Federal Government, study the implications and benefits (e.g., how high to build, what uses would occur, what the community benefits may be).

OCP AT 1st READING



OCP AT 1st READING

## 4.0 Vibrant Cities

OCP AT 1st READING



## 4.0 Vibrant Cities

### 4.1 Arts, Culture and Heritage

#### OVERVIEW:

Richmond wants to strengthen its sense of place and distinct identity that generate, in residents and visitors alike, clear, unique images, exciting expectations and happy memories. Through its diverse culture, visible heritage, vibrant and pervasive arts, architecture and landscapes, interesting and people friendly streets, excellent cuisine and exciting events and celebrations, Richmond welcomes and encourages creativity and participation among visitors and residents.

Arts and culture include all forms of creative expression, from individual to collective, from grassroots to professional and institutional. These forms of expression frequently draw inspiration from the existing natural and artificial landforms, built environments, belief systems and values which shape who we are—our local, regional, national and global identities. By building on these foundations, arts and culture evolve, develop and enhance our cultural identities and foster a sense of place.

**Culture:** relates to the set of shared behaviours, goals and attitudes that are manifested in a group. Culture gives people a formula for organizing experiences and to interpret and cope with the world and one another (e.g., relating to each other, creating distinct identities, interacting with the world). Cultural systems shape our development and influence our way of life, spiritual beliefs, class and value systems.



**Arts:** include disciplinary, multi-disciplinary and inter-disciplinary work in the literary, media, performing and visual arts and new media. Artistic activity involves creation, production, presentation, distribution and dissemination. It includes arts education, arts instruction, art collection, community arts, public art, arts training, arts facilities and venues and arts programs.

**Heritage:** is a legacy inherited from the past, valued in the present, which it helps interpret and shape the future. Heritage activity includes museums, archives, historic sites, built heritage, cultural heritage landscapes, natural heritage, archaeological resources, educational and interpretive programs and events.

Arts and heritage are the tangible products of culture.

The arts play a pervasive, socially integrating role in fostering community identity, creativity, cohesion, innovation, well-being and vitality. There is increasing awareness that participation in various forms of arts and culture contribute to help instil self-confidence, personal well-being, community identity, citizenship and pride.

A vibrant cultural sector provides benefits not just to its creators and viewers, but to society as a whole in the form of needed innovation and originality. The presence of innovation and creativity in all citizens provides a way to see and adapt to new situations and develop new solutions.

The City of Richmond has an exciting array of heritage resources, in both public and private ownership, that are unique in Metro Vancouver and has an impressive legacy of heritage conservation.

Culture is now being recognized as a means to community building, encouraging outdoor activity, healthy lifestyles, life-long learning, increasing accessibility to programs for all levels of society and celebrating diversity and cultural differences.

Cultural vitality is essential to a healthy and sustainable society as it expands the way we think about the world around us and how we adapt to changing situations. Richmond citizens' innovation and creativity provide a way to adapt to new situations and develop new solutions to social, economic and environmental challenges.





### General

Richmond is one of the most diverse cities in Canada. In 2006, 57.4% of the population were immigrants with 18.8% of that having arrived between 2001 and 2006. Bridging the understanding and appreciation of the arts and heritage across diverse cultures enriches the community.

As the community continues to grow and participation in arts and cultural activities increases, the demand for arts space will continue to be a challenge.

The City lacks a supply of affordable housing and creation spaces suitable to the creative sector. As housing prices escalate in Richmond, many local artists have, and will continue to be forced to move out of the City to other areas in the region that are more affordable. The City may lose the opportunity to build on its artistic talent and creative potential.

Heritage resources must be properly managed and supported for them to fulfil their potential of contributing to the vibrancy of the city and position Richmond as a destination city. Heritage conservation policy and programming require the creative management of heritage assets and the preservation of stories as well as entrepreneurial community partnering and cost sharing.

Historically, the focus has been on tangible heritage (such as buildings, sites, artefacts), rather than intangible heritage (such as storytelling, rituals and events). With the growth in new media, intangible heritage can become more accessible through recording and on-line sharing.



The City plays a multifaceted role in ensuring a healthy and contributing arts, culture and heritage sector including:

- welcoming artists and arts organizations;
- facilitating opportunities for lifelong learning, creating and participating;
- creating supportive sector environments through policies, programming and land use management approaches (e.g., heritage density bonusing).

Many factors contribute to making Richmond a more vibrant, healthy, sustainable and engaged community and the presence of a thriving arts, cultural and heritage sector plays a critical role.

In order to create the environment for the City to be a thriving, resilient, diverse and creative community where people have a strong sense of identity and a clear sense of the attributes that make it unique; where citizens are empowered, engaged and connected; and a vibrant tourist destination, the following concepts will be focused on:

- **Cultural Engagement:** facilitate and create an environment and culture that support the arts and culture and enhance their contribution to vibrancy and community vitality.
- **Lifelong Learning:** foster a joy of reading and a culture of life long learning.
- **Celebrating Heritage:** preserve, promote and celebrate community heritage.
- **Community Revitalization:** encourage and develop a mosaic of appealing, lively and distinctive areas, vibrant public spaces, festivals, events and activities.
- **An Economic Engine:** harness the benefits of and support a creative economy and contribute to the thriving community tourism sector.



Credit: GTFX

**OBJECTIVE 1:**

Create a culture and climate that supports and enhances the arts and culture sector.

**POLICIES:**

- a) continue to promote creativity and cultural expression;
- b) improve strategies to attract cultural industries and services;
- c) facilitate improved community engagement and experiences in arts, cultural and heritage activities;
- d) collaborate with the Richmond School Board, community groups, Vancouver Coastal Health and others to promote improved arts opportunities that enable all to experience cultural, art and heritage activities and develop creativity;
- e) continue to request senior governments and partners to support policies, programming and funding to significantly advance the arts, culture and heritage in one of Canada's most culturally diverse cities;
- f) seek grants, partnerships and other sources of funding to assist with facility development and replacement;
- g) innovatively explore and support the provision of cultural, art and heritage space (e.g., city incentives, partnerships, zoning), including the provision of affordable creation spaces (work spaces for visual and performing artists and arts organizations) and affordable housing for artists.

**OBJECTIVE 2:**

Foster a joy of reading and a culture of life long learning.

**POLICIES:**

- a) the main city library service is in the City Centre;
- b) continue to respond to the community's informational and recreational library needs by providing collections in a wide variety of print, multimedia and digital formats;
- c) expand free and easy access to high quality and responsible library services within neighbourhoods;
- d) library branches are to provide a welcoming gathering place for all ages and backgrounds with sufficient space, collections and staff to meet public needs;
- e) recognizing that Richmond residents are amongst the heaviest users of library materials in Canada, the Richmond Library system will strive to meet the diverse needs of residents (maintain substantial collections of print, multimedia and digital materials that reflect the interests and needs of our diverse community);
- f) continue to provide up-to-date information technology, equipment and facilities to support public education;
- g) continue to create library programs that are informative, entertaining and reflect the multicultural nature of our community;
- h) the library will work with other community agencies to provide services to better meet community needs.





### OBJECTIVE 3:

With a network of unique, historic assets, an excellent archive, vibrant heritage programs and a new destination museum, Richmond will be in a unique position to become the leading museum and heritage destination in the Metro Vancouver region. Celebrate heritage by preserving, promoting and commemorating tangible and intangible elements.

### POLICIES:

- a) enhance and update the directions adopted in the 2007 Richmond Museum & Heritage Strategy;
- b) position and brand Richmond as the leading museum and heritage destination in the Metro Vancouver region;
- c) improve the conservation of heritage resources by updating heritage inventories, incorporating special conservation policies for identified heritage areas (e.g., Steveston, City-wide), conserving known archaeological sites in accordance with provincial legislation and offering incentives where appropriate to private owners of heritage resources;
- d) enhance, preserve and celebrate the built, natural and cultural heritage of Richmond and ensure it is visible and accessible;
- e) encourage the preservation and celebration of community heritage;
- f) where possible, encourage the adaptive reuse of heritage buildings to maintain them for the future;
- g) continue to engage the private and volunteer sectors and take advantage of partnership opportunities with senior levels of government to preserve and rehabilitate heritage assets;
- h) integrate a broad interpretation of heritage into festivals and celebrations unique to Richmond.





#### OBJECTIVE 4:

Encourage and develop a mosaic of appealing, lively and distinctive areas, vibrant public spaces, festivals, events and activities.

#### POLICIES:



- a) promote animated public spaces and places where people can gather and celebrate through: art friendly public spaces and facilities that connect communities, animate the public realm (including City infrastructure such as pump stations, district energy utilities), and enhance quality of life;
- b) build on the strengths of the Public Art Program to ensure that it is a key element in shaping, animating and enriching the public realm, civic pride and community identity;
- c) prepare Public Art Plans for specific areas of the City where appropriate such as City Centre and Steveston;
- d) recognize the importance of community festivals in the community's cultural life, and support and encourage their production through community groups and organizations;
- e) work with the community to develop several unique signature festivals and events that become a tourist draw to the City;
- f) create cultural districts within the City such as in City Centre with the Arts and Entertainment District;
- g) create opportunities for people to experience art in everyday life and for artists and communities to participate in the design, look and feel of the City through public art initiatives;
- h) promote opportunities to interpret Richmond's spectacular island foreshore and natural environment through the arts.



### OBJECTIVE 5:

Harness the benefits of and support a creative economy and tourism sector that positions Richmond as a cultural destination.

### POLICIES:

- a) build on the City's Tourism Strategy and develop programs to strengthen the contribution of the City's arts, heritage and diverse cultures to the thriving tourism sector;
- b) continue to develop and position Richmond as a cultural destination both for residents and visitors through festivals, heritage sites, exhibitions and performances, arts education programming for children and youth and master art classes and workshops for adult artists;
- c) encourage, through policies and working with the private sector, cultural industries (film, publishing, recording, new media) within the City;
- d) study how to better attract and retain cultural (e.g., arts) industries.



## 4.2 Recreation and Community Wellness

### OVERVIEW:

Recreation services, programs and facilities contribute to Richmond being a vibrant city by providing opportunities for residents to be physically active and healthy, nurture a permanent commitment to wellness and feel increasingly connected to their community.

The World Health Organization defines wellness in the following manner: "Wellness is the optimal state of health of individuals and groups. There are two focal concerns: the realization of the fullest potential of an individual physically, psychologically, socially, spiritually, economically, and the fulfillment of one's role and expectations in the family, community, place of worship, workplace and other settings."

A current profile of residents in Richmond related to recreation and wellness finds that while Richmond residents are not as overweight as other BC residents, have a longer life expectancy and smoke less, they appear to be less physically active, eat fewer fruits and vegetables, have a lower sense of belonging and, for children and teens, have a low involvement in sport and are spending a high proportion of their time using computers and other similar devices. These factors indicate that Richmond has work to do to achieve true community wellness.

A 2009 community needs assessment shows that residents are generally satisfied with their recreation experiences at City facilities and with the delivery of programs, services and facilities. Residents also found few barriers to accessing services except within some specific cultural or ethnic groups. These results point to the success of City and community partners' parks and recreation programs and services, although more focus is needed on serving cultural and ethnic communities.

Similar to the trend across North America, Richmond's population is increasingly becoming more aged. Below-replacement fertility rates will see younger generations grow more slowly, with longer life expectancies resulting in rapid growth for older generations.







Considering these trends, those responsible for planning and delivering recreation and wellness programs and services must focus on the following concepts:

- Collaboration—strategies to deliver services with others;
- Serving a unique population—strategies to ensure that our services meet the needs of diverse populations;
- Connecting and growing—strategies to ensure that residents have opportunities for life-long learning and enjoy a feeling of belonging in the community;
- Living healthy and active lives—strategies to encourage people to make healthy and active lifestyle choices throughout their lives;
- Investing in parks and recreation infrastructure (e.g., the Oval sports facilities)—strategies to ensure that places and spaces support active and healthy living objectives.



### OBJECTIVE 1:

Collaborate with others to ensure that there is a coordinated, efficient response to quality of life recreation and community wellness needs (e.g., community associations, local sport organizations, the Richmond Olympic Oval Corporation, Volunteer Richmond Information Services, social agencies, the private sector, Richmond School District, Vancouver Coastal Health).

### POLICIES:

- a) continue to deliver recreation services with a variety of community associations and non-profit groups;
- b) build on established working relationships with the Richmond School District, Metro Vancouver, Vancouver Coastal Health and other key agencies to jointly address recreation and community wellness issues;
- c) explore opportunities for collaboration with new groups and the private sector;
- d) coordinate and enhance recreation and wellness services being provided by other agencies where required;
- e) support the co-planning and co-delivery of community sport hosting events;
- f) in consultation with stakeholders and residents, guide the future planning of recreation and wellness programs and services to meet community needs.





## OBJECTIVE 2:

Ensure that recreation and wellness services, programs, spaces and places meet diverse community needs.

### POLICIES:

- continue to reach-out to 'hard to reach' populations (e.g., new immigrants, socially isolated individuals), people with disabilities, older adults and youth (especially low-asset youth);
- deliver a broad range of programs and opportunities that appeal across all cultures, age groups and to under-served groups;
- address recreation accessibility and affordability issues in collaboration with community agencies through guidance and financial support where appropriate;
- include diverse cultural and ethnic populations in celebrations;
- ensure existing and future demographic flexibility in system and space design.



## OBJECTIVE 3:

Provide opportunities to connect with neighbours, feel a sense of belonging, and engage in lifelong learning.

### POLICIES:

- ensure that people have opportunities to connect with the physical environment through stewardship and other engagement activities;
- maximize volunteer involvement in the delivery of parks, recreation and wellness programs and services;
- better link the trail system to neighbourhoods, community facilities and nature;
- better facilitate community programs and events to provide residents opportunities to interact;
- provide a range of programs and services that allow for individual development at all levels of ability and expertise.



#### OBJECTIVE 4:

Encourage people to make healthy, active lifestyle choices throughout their lives.

#### POLICIES:

- a) ensure that children and youth have an opportunity to build healthy habits through physical activity—both through unstructured play and organized activities and programs;
- b) increase awareness of, and opportunities for children to learn, physical literacy and fundamental movement skills through encouraging recreation and sport service providers to incorporate physical literacy concepts into programs;
- c) reduce barriers to living a physically active life for vulnerable populations;
- d) promote opportunities for active lifestyles for aging populations and programs that allow older adults to 'age in place';
- e) develop, support and promote opportunities for people of all ages to be active for life and achieve one's highest potential.



#### OBJECTIVE 5:

Invest in parks and recreation infrastructure to support active and healthy living objectives.

#### POLICIES:

- a) advocate for long-term senior government funding to assist with the replacement of aging municipal recreation infrastructure;
- b) continue to develop the facilities prioritized in the endorsed Parks and Recreation Facilities Strategic Plan;
- c) prioritize co-location with other services in selecting potential sites;
- d) design new spaces to: eliminate physical access barriers, encourage programmed and unstructured activity, ensure flexibility of use and minimize functional obsolescence (e.g., ensuring that the space can be altered at a later date to accommodate changing demands from users).

OCP AT 1st READING

## 5.0 Safe City

OCP AT 1st READING





## 5.0 Safe City

### OVERVIEW:

Richmond continues to grow and evolve into a vibrant and diverse metropolitan City with most of the vertical growth focussed in the urban City Centre area. As Richmond continues to change, it brings with it an increased desire to build, grow and sustain a safe City. There is a need to deliver public safety services in a strategic, agile, coordinated and cost-efficient way that includes everyone taking some responsibility for their safety. Through the design of safe attractive gathering places and strategically located service delivery facilities, Richmond will be one of the safest and livable cities in Canada.

### Police

Police services are important to the quality of life, life safety, and well-being for all Richmond citizens. Enhanced personal safety and security, and lower economic costs are two of the benefits of reducing crime and other anti-social behaviours.

The Richmond detachment of the RCMP is committed to working in partnership with the citizens of Richmond to achieve the goal of "Safe Home and Safe Communities" to provide quality police services in a cost-effective, proactive manner. These strategies include but are not limited to partnerships, education, problem solving, increased visibility, intelligence-led policing, crime reduction initiatives and enforcement.





### Fire-Rescue Services

Richmond Fire-Rescue delivers fire and life safety prevention, education and emergency response services. It places an emphasis on service excellence in the delivery of its prevention and education services to support and manage the growing demand for emergency 9-1-1 fire and rescue services.

To meet the challenges of delivering its services in support of a safe city, Richmond Fire-Rescue believes that it must be: capable of responding to 9-1-1 fire and rescue calls in urban and rural environments; prevention focussed; public educators through community partnerships; integrated with community safety providers; agile; responsive to customer needs; able to operate at a optimum level in the event of a significant major emergency; and able to deliver services in a financially sustainable manner.



### Emergency Programs

Emergency Programs develops emergency plans and programs, and educates and implements these plans to ensure that the City is prepared to respond and recover from emergencies and disasters.

Community-based emergency preparedness allows Richmond residents to be prepared for and able to respond to anticipated disruptions and potential hazards following an emergency or disaster. By working in partnership, community neighbourhoods and the City can reduce injuries, protect property, reduce emergency needs, manage existing resources until organized assistance becomes available, and recover quickly.

### Community Bylaws

City Council establishes bylaws to manage activities and provide an appealing, safe and livable community. These bylaws regulate, prohibit or impose a variety of requirements, and enforcement is undertaken often on a complaint basis where necessary to obtain compliance with City regulations. The goal for Community Bylaws is to work with the residents, businesses and stakeholders to educate and establish compliance prior to enforcement.







## Community Safety Facilities Map



### OBJECTIVE 1:

Maintain a safe community through the provision of sufficient fire rescue, policing and emergency services and facilities.

### POLICIES:

- a) review and maintain RCMP detachment, Community Police Offices, Richmond Fire Rescue and Emergency facilities in appropriate locations to ensure effective service delivery;
- b) review fire and policing considerations for all public and private developments;
- c) periodically monitor the effectiveness of the locations of these facilities and delivery of services.



## OBJECTIVE 2:

Increase Police effectiveness through community awareness, and partnerships in crime prevention, road safety and emergency assistance.

## POLICIES

- a) establish crime prevention programs in conjunction with the local community;
- b) ensure local input in setting policing priorities through public forums, advisory groups and task forces;
- c) increase community awareness of crime prevention programs, including appropriate security measures for private property;
- d) continue pedestrian and traffic safety awareness and education programs in conjunction with the community, insurance providers and other agencies, supported by effective enforcement if necessary;
- e) increase crime reduction and prevention strategies around organized crime;
- f) use community forums, media and social media to explain the role and interdependency of police and the community around prevention;
- g) participate in regular exercises to test emergency readiness;
- h) educate the community in the use of appropriate City and other contact for relevant needs including the “proper” use of 9-1-1;
- i) establish partnerships with the community to ensure emergency assistance.





### OBJECTIVE 3:

Reduce high-risk threats to public safety through crime reduction strategies and targeted enforcement.

#### POLICIES

- a) increase enforcement for potential serious crimes;
- b) target the sources and suppliers of drugs through increased enforcement;
- c) use of bike squads and community policing initiatives to increase local policing services;
- d) ensure adequate prevention and enforcement at high accident intersections and roadways.



### OBJECTIVE 4:

Clearly define appropriate Fire Rescue strategies and responses that meet the needs of the changing community.

#### POLICIES

- a) develop community safety plans for each part of the community, and work in partnership with other service providers (e.g., police, ambulance, emergency programs, health, and other City departments);
- b) use community forums, media and social media to explain the role and interdependency of fire prevention and the community;
- c) work with the development community to ensure that safety standards are met;
- d) work with the community to ensure that buildings and homes are equipped and the equipment is maintained, to prevent fires and accidents;



- e) ensure local input in setting fire-rescue policies;
- f) increase community education and awareness relating to safety and accident prevention (e.g., hazardous materials, fires, use of 9-1-1.).

#### **OBJECTIVE 5:**

**Ensure the city's emergency plans are current and appropriate.**

#### **POLICIES**

- a) maintain, review, and update the City's emergency plans annually;
- b) educate, train and exercise the City's emergency plans;
- c) partner with public safety agencies to ensure the emergency plans are up to date and a coordinated response is in place;
- d) maintain a centrally-located, multi-agency Emergency Operations Centre;
- e) work with the community to develop emergency response capabilities which are woven into the social fabric of the community neighbourhood associations, schools, workplaces, places of worship and other existing organizations;
- f) increase community awareness of emergency management programs and strategies.

#### **OBJECTIVE 6:**

**Ensure that the public safety agencies serving Richmond have a common communication and dispatch system that enables direct inter-agency communication and coordination.**

#### **POLICIES**

- a) ensure that emergency services are coordinated in an effective and efficient way;
- b) ensure that borderless responses are encouraged in emergency situations;
- c) work to proactively provide input into communication and dispatch service enhancements.

#### **OBJECTIVE 7:**

**Maintain safe and secure neighbourhoods through good design practices.**

#### **POLICIES**

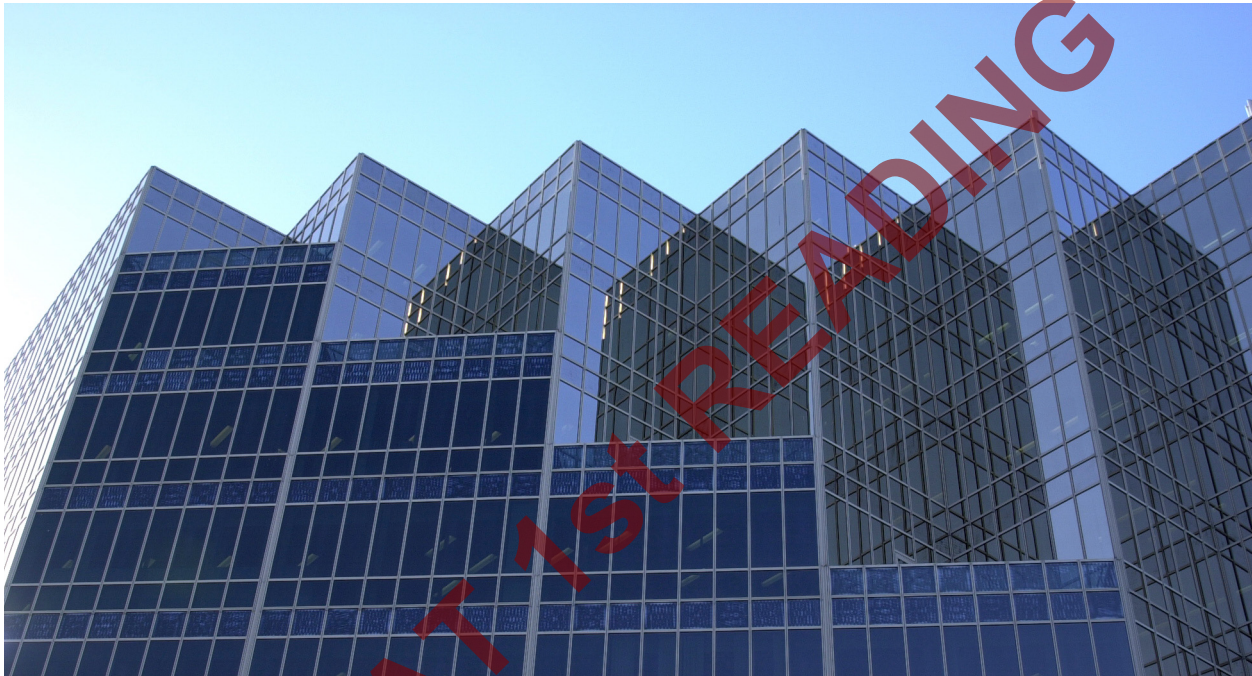
- a) encourage best practices for crime reduction through design for all developments in the City (e.g., Crime Prevention Through Environmental Design—CPTED);
- b) enhance bicycle lanes and pedestrian walkways to ensure safe movement;
- c) periodically review crosswalk lights and traffic lights for safety.

OCP AT 1st READING

## 6.0 Resilient Economy

OCP AT 1st READING





## 6.0 Resilient Economy

### OVERVIEW:

#### Vision

Richmond serves as a pre-eminent Asia-Pacific, sea, air, land and intermodal gateway facilitating the exchange of people, goods and knowledge. It is home to a diversified range of sectors, with a favourable jobs-to-labour force ratio and jobs for local and regional residents from across the social spectrum. Richmond's future economic resilience is accomplished by balancing residential with business tax-base growth, the retention and intensification of existing employment lands, and the application of an asset-driven economic development approach, incorporating local and regional natural, social and economic assets.

#### Objectives

To achieve its vision for a resilient economy, the City's economic development policies will focus on six core objectives:

1. Asia-Pacific Gateway—foster a strong and competitive Asia-Pacific Gateway enabling sector that capitalizes on Richmond's strategic location, industry infrastructure and Asia's economic growth.
2. Knowledge-Based Industries—cultivate a thriving innovation and creative hub that generates high-paying jobs and attracts skilled talent locally and from abroad.
3. Amenities and Attractions (e.g., retail, restaurants, arts)—develop a diversified and lighter-footprint commercial sector providing jobs for local workers, serving local residents and attracting visitors.



4. Sustainable Resource Use—champion a viable agricultural sector for both commercial and non commercial farmers and resource-sharing initiatives (e.g., energy, water, transportation, administrative services, office space, child care) amongst users and neighbours of employment lands.
5. Population Services—nurture a responsive institutional sector that better serves the access, mobility and safety needs of a growing, multicultural and demographically changing community.
6. Micro-Business—facilitate and support the needs of entrepreneurial, home-based and micro-businesses.

### Strategies

Two core strategies guide the achievement of Richmond's six resilient economy objectives:

1. 2041 Employment Lands Strategy—completed in 2010, ensures an adequate and appropriate supply of employment lands and associated policies to meet future community economic development needs.
2. Resilient Economy Strategy—to be done to establish a proactive economic and skills development plan based on Richmond's natural, social and economic assets.

The 2041 OCP incorporates an Employment Lands Strategy, which examines the supply of employment lands and policies to address Richmond's long-term economic and business development needs. Upon adoption of the 2041 OCP, the City will prepare an asset-driven Resilient Economy Strategy aimed at establishing a flexible and sustainable framework for economic development, which complements the Employment Lands Strategy.

### Employment Lands Strategy

Maintain an adequate, demand-driven supply of employment lands to support future Richmond business, economic development and community needs.

### Background

The 2041 Employment Land Strategy (ELS) determines the City's employment land use needs for the next 30 years, including projections for employment, employment building area, employment land area type and density.

The 2041 ELS determined that Richmond has enough employment lands to meet demand in all sectors to 2041, including any employment lands currently planned for redevelopment to other uses.



### Employment Lands Required to 2041 from ELS Report – By Land Use Type

Category	Total Supply (2009)*	Projected Required Land (2041)	Net Surplus or Deficit (2041)
Industrial	1,706 ha (4,216 ac.)	1,441 ha (3,561 ac.)	265 ha (655 ac.)*
Commercial	450 ha (1,112 ac.)	433 ha (1,069 ac.)	17 ha (43 ac.)
Office	176 ha (436 ac.)	181 ha (449 ac.)	-5 ha (-13 ac.)
Institutional	488 ha (1,206 ac.)	502 (1,240 ac.)	-14 ha (-34 ac.)
TOTAL	2,820 ha (6,970 ac.)	2,557 ha (6,319 ac.)	263 ha (651 ac.)

\* The available 2009 supply (Source: City of Richmond) is based on current Official Community Plan designations (land zoned and designated for future development), which may change with future OCP reviews.

\*\* The total supply of industrial land (1,706 ha or 4,216 ac.) may be able to meet future needs (1,441 ha or 3,561 ac.). However some of these designated industrial uses are limited to certain types of users (e.g. Vancouver International Airport Authority and Port Metro Vancouver), which limits potential availability to all users; thus the actual surplus may be less than indicated. Specifically, the limitation to airport-related and port-related uses, as designated in YVR's and PMV's long-term land use plans, will make the majority of the industrial land surplus unavailable for small- and medium-sized traditional manufacturing uses. The projected industrial land surplus is also contingent on the ability to convert all of the OCP designated and yet to be redeveloped property for employment uses. If some of this expected development does not occur, the indicated surplus will be further reduced (e.g., if the area cannot be properly serviced or if a land owner does not want to develop their land).

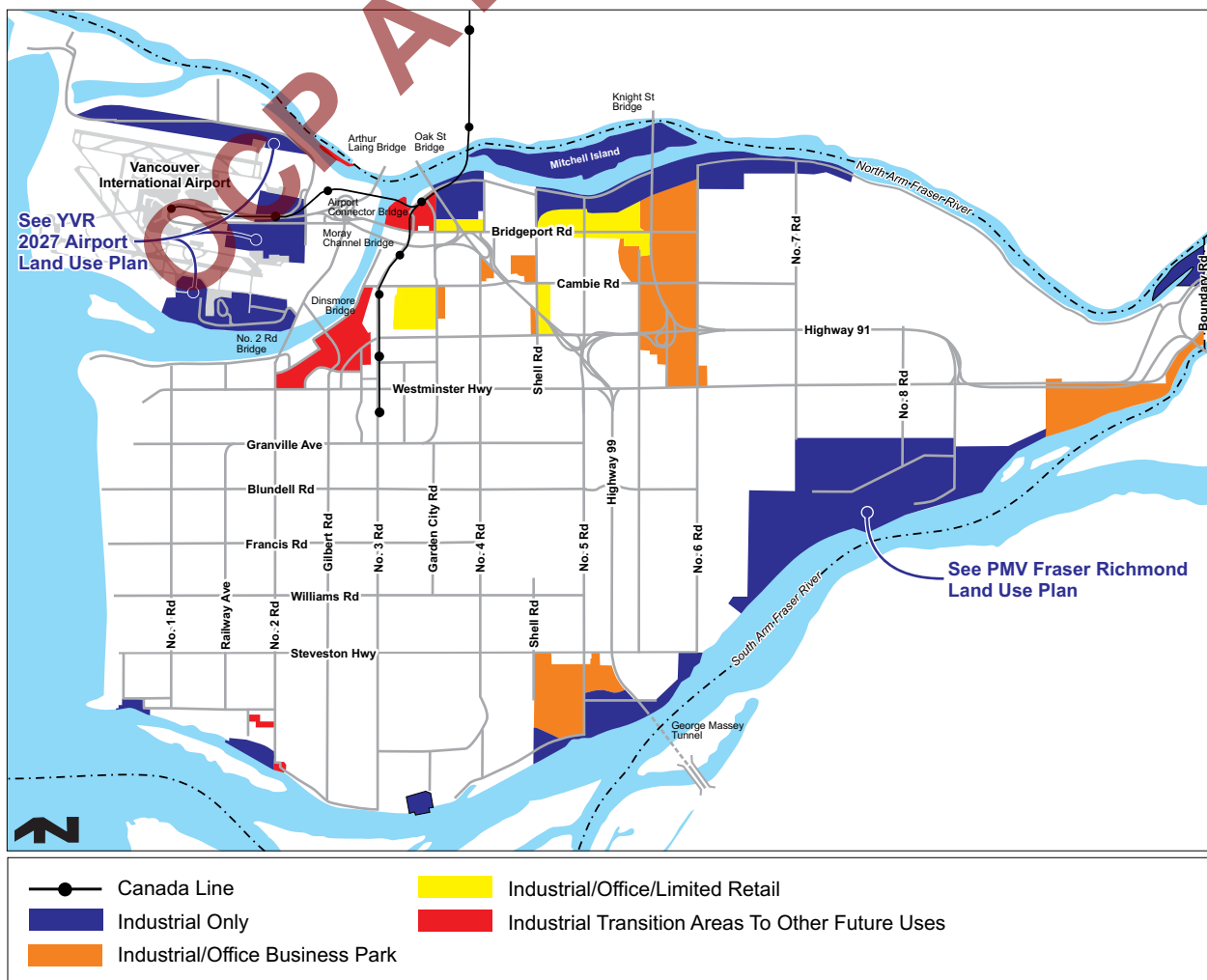
Note that the City, YVR and Port Metro Vancouver will monitor land use and periodically update their employment projections and land needs. If YVR and the Port use all their lands for their purposes, the City will strive to accommodate uses which are dislocated elsewhere in the City to other existing industrial areas. It is understood that some industrial uses may leave the City and may be replaced by higher density employment lands and uses (e.g., in the City Centre).



### 1. Industrial Lands to 2041

- In 2009, there were an estimated 1,261 ha (3,115 ac.) of industrial-zoned land in Richmond.
- By 2041, 1,441 ha (3,561 ac.) including 180 additional hectares (446 ac.) will be needed.
- As the OCP designates 1,706 ha (4,216 ac.) as industrial-zoned land, there remains 265 ha (655 ac.) of land for future industrial needs.
- The projected supply of industrial land for traditional industrial uses is likely to be lower based on sector-specific restrictions by land owners (e.g., marine-oriented transportation on PMV lands, and airport- and Asia Pacific Gateway-related uses on YVR lands).
- It is acceptable that industrial businesses may relocate elsewhere within or out of the City due to highest-and-best-use market needs and the City will try to help retain these uses.
- Co-operate with Eco Waste and others to meet long-term City and Port needs.

### Industrial Lands to 2041 Map



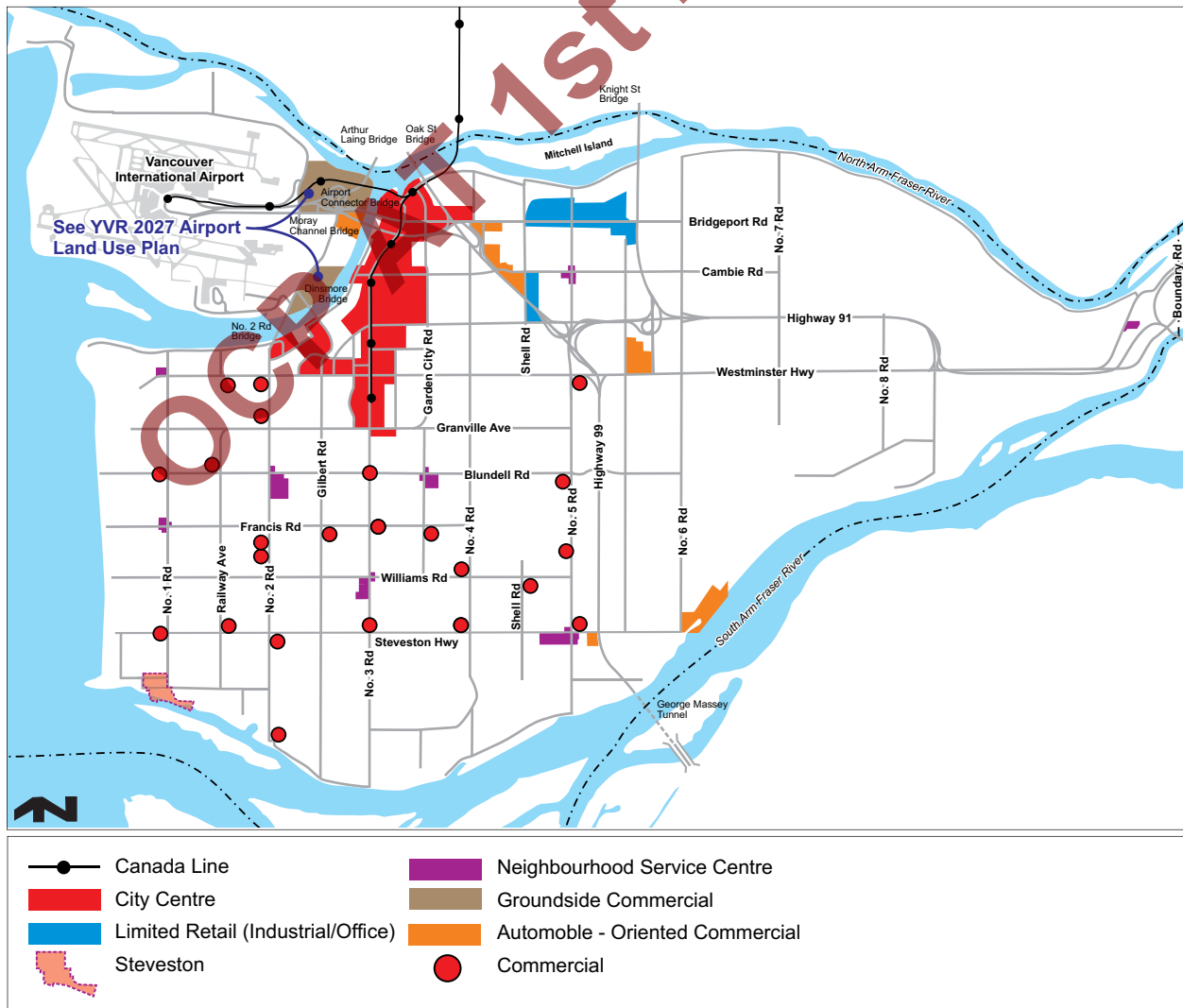




## 2. Commercial Lands to 2041

- In 2009, there were an estimated 401 ha (990 ac.) of commercial-zoned land in Richmond.
- By 2041, 433 ha (1,069 ac.) including 32 additional hectares (79 ac.) will be needed.
- The OCP designates 450 ha (1,112 ac.) as potential commercial-zoned land providing an ample supply to meet future needs.
- North Richmond and East Richmond sub-areas may have more commercial land than required (23 ha or 56 ac. and 3.6 ha or 9 ac., respectively).

### Commercial Lands to 2041 Map

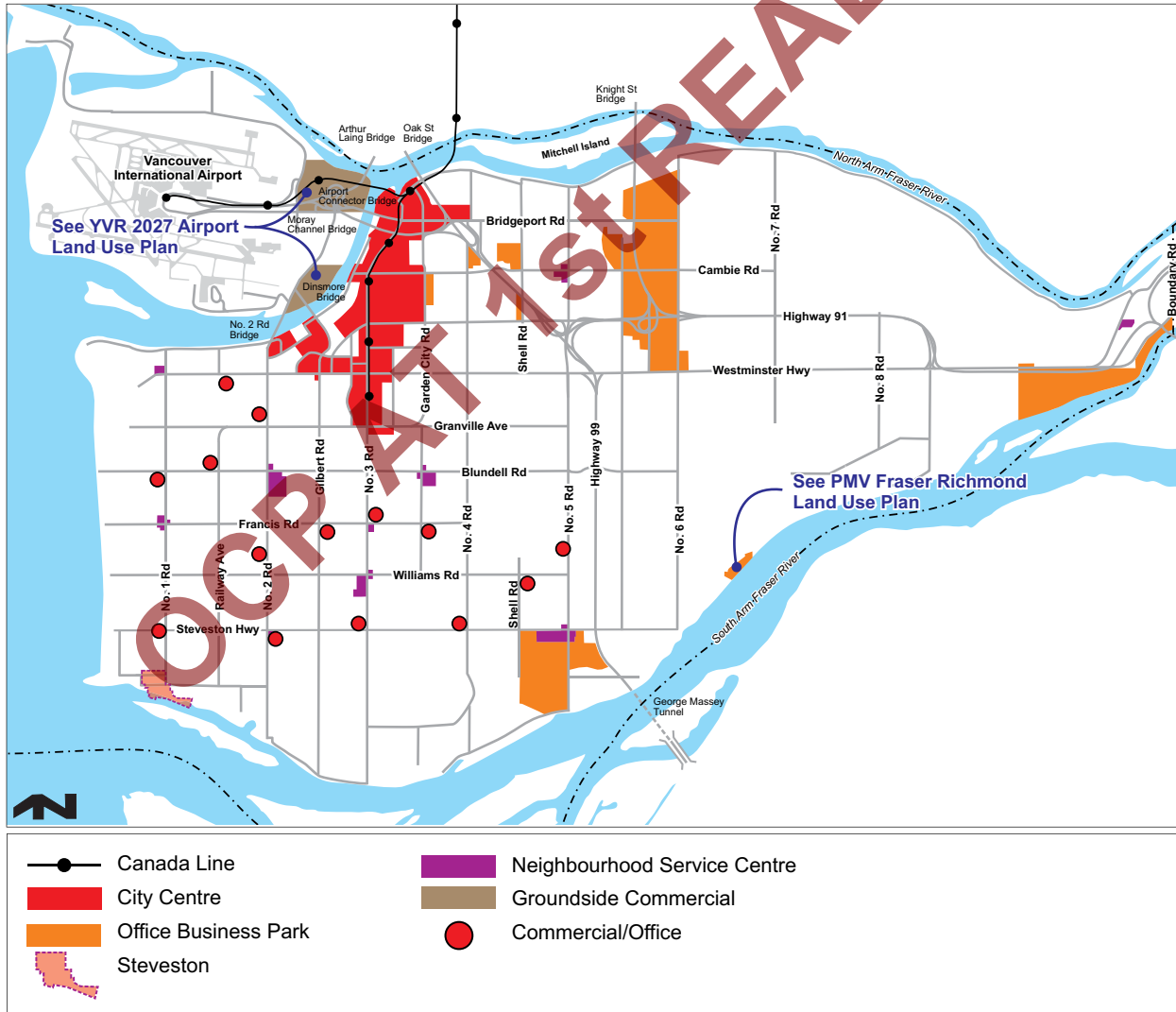




### 3. Office Lands to 2041

- There were an estimated 176 ha (436 ac.) of office-zoned land in Richmond in 2009.
- By 2041, 182 ha (449 ac.) will be needed—a deficit of 5.3 ha (13 ac.).

### Office Lands to 2041 Map

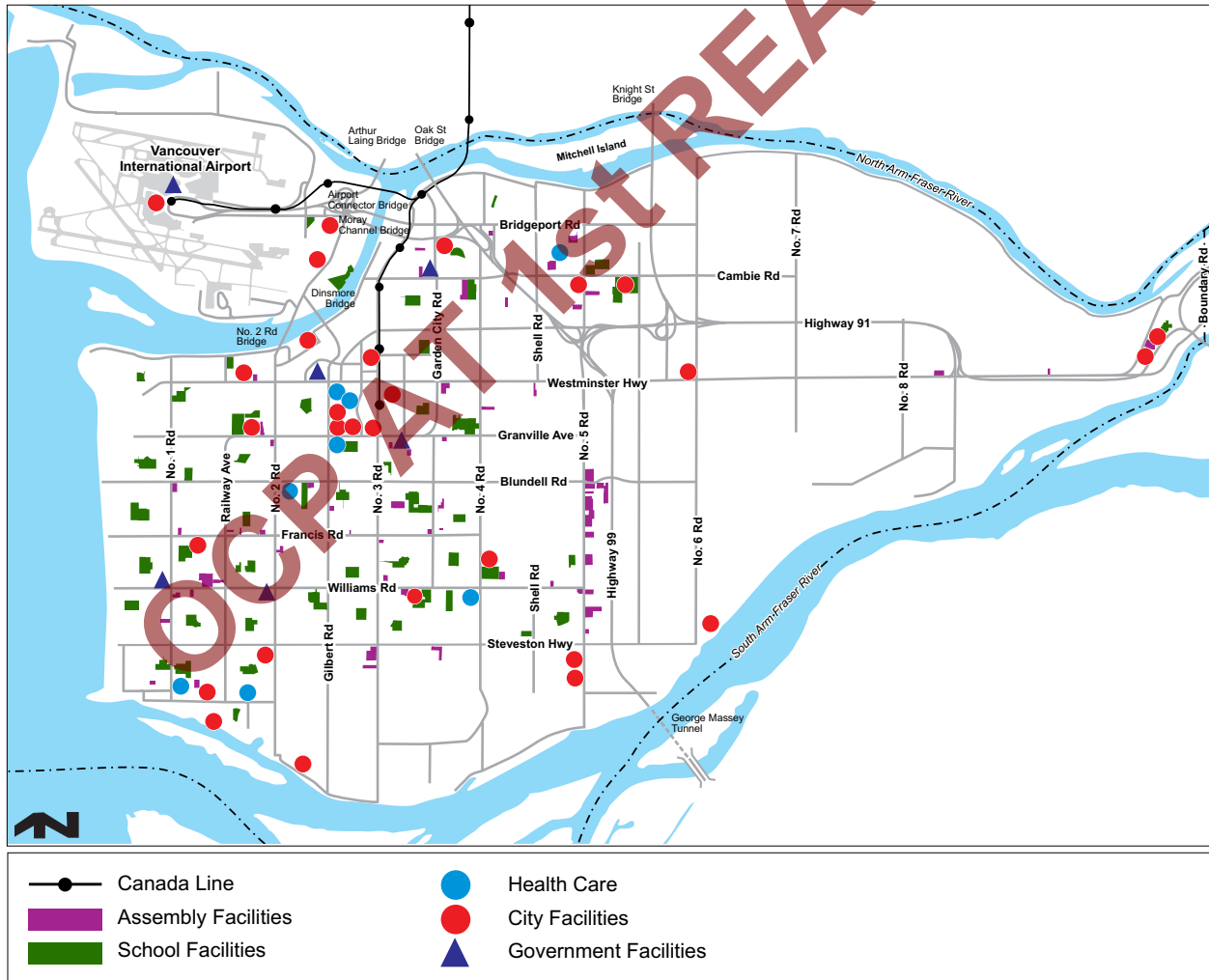




#### 4. Institutional Lands to 2041

- There were an estimated 488 ha (1,206 ac.) of institutional-zoned land in Richmond in 2009.
- By 2041, 502 ha (1,240 ac.) will be needed—a deficit of 14 ha (34 ac.).

### Institutional Lands to 2041 Map





## 6.1 Multi-Objective Employment Lands Policies

### OBJECTIVE 1:

Support the development of community-wide employment lands to achieve a resilient economy through the following over arching policies.

### POLICIES:

- a) pursue targeted, high-paying, quality employment uses (e.g., office uses supporting knowledge-based industry jobs), while continuing to support lower-paid jobs for a vibrant community (e.g., commercial uses supporting farm workers, arts and entertainment, tourism and service jobs);
- b) densify neighbourhood commercial centres through multi-use development integrating a range of employment uses;
- c) review DCC rates and programs, to encourage employment lands development (e.g., light industrial DCCs based on level of use, parkland DCCs on employment lands, potential for DCC rates reduction in areas with established infrastructure and lower DCCs on upper storeys to encourage employment lands densification);
- d) ensure that the 2040 Regional Growth Strategy continues to reflect Richmond's employment strengths and interests;
- e) continue to coordinate long-term community planning with neighbouring jurisdictions, vital to long-term employment and a resilient local and regional economy (YVR, PMV, TransLink, Metro Vancouver, Steveston Harbour Authority);
- f) continue to seek from TransLink provisions for suitable transit services to all major employment areas in the community;
- g) establish the City Centre as Richmond's principal commercial and office area;





- h) advance servicing programs and provide adequate, flexible services (e.g., utilities and roads sized to projected and intensive use of employment lands);
- i) periodically review the Zoning Bylaw to simplify the list of permitted uses on employment lands and re-examine FARs, lot coverage and building heights to enable densification and multi-use;
- j) enable multi-use, rather than singular use, of employment lands;
- k) permit temporary use permits in areas designated Industrial, Mixed Employment, Commercial, Neighbourhood Shopping Centre, Mixed Use and Limited Mixed Use, Agricultural (outside of the ALR) where deemed appropriate;
- l) increase density (greater FAR, higher lot coverage, increased building heights) for employment uses;
- m) consider reducing parking requirements for employment developments along major transportation corridors, in combination with other non-vehicular transportation improvements and near transit hubs;
- n) explore the potential for shared parking between sites of different uses (e.g., office and hotel) where parking demand occurs at different times of day;
- o) increase sustainability initiatives (e.g., resource-sharing and eco-industrial applications) for employment lands and mixed-use development;
- p) explore sector-specific workforce housing options and programs (e.g., market rental housing for highly mobile technology sector employees, affordable housing and lower commute times for lower paid services or seasonal farm employees).



## 6.2 Objective Specific Employment Lands Policies

### OBJECTIVE 1: ASIA-PACIFIC GATEWAY

Situated on a major crossroad route between North America and Asia, Richmond is geographically positioned and endowed to support trade activity and an exchange of resources and skills between two continents. Foster a strong Asia-Pacific Gateway enabling sector that capitalizes on Richmond's strategic location, existing transportation and industry infrastructure, and Asia's economic growth is a key objective in support of a competitive local economy.



Credit: Fraser Wharves

### POLICIES:

#### Community-Wide Employment Lands

a) protect the industrial land base:

- integrate YVR and PMV long-term economic development plans with Richmond's long-term plans to recognize the potential unavailability of YVR and PMV lands for traditional manufacturing uses (e.g., marine-facing industrial on PMV lands, such as container terminal operations, and gateway-supporting industrial, such as freight operations, on Sea Island);

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- monitor the availability of industrial lands in Richmond, as other research under way becomes available (e.g., economic and OCP updates);
  - wherever possible, aim to accommodate traditional manufacturing displaced by higher-priced development within the City;
- b) continue to implement the City's Aircraft Noise Sensitive Development Policy and maintain compliance throughout the development applications and building permitting processes;



- c) improve road infrastructure to achieve efficient truck movement;
- d) improve dredging and rail services within the existing urban footprint boundary;
- e) promote short sea shipping to reduce road usage and GHG emissions;
- f) promote wider roads in logistics-driven areas for truck traffic and narrower roads in business parks for vehicular traffic;
- g) pre-service lands where long-term industrial development is expected and it is feasible to do so;
- h) investigate the feasibility of establishing minimum floor area ratios (FARs) in industrial zones;
- i) except in areas of industrial development abutting residential use, consider increasing the maximum building height in industrial zones (e.g., from 12 m to 20 m or 39.4 ft. to 65.6 ft.) or removing it altogether;
- j) consider increasing maximum lot coverage (e.g., from 60% to 75%) in industrial zones, provided that parking and loading requirements are met;
- k) consider allowing hotels as permitted uses in mixed employment business parks;
- l) consider reducing surface parking requirements in areas of low employment-to-building area ratios (e.g., traditional industrial zones);
- m) continue collaboration and coordination with Asia Pacific Gateway partners, including YVR, PMV, Metro Vancouver and tourism bodies;
- n) explore establishing light industrial DCCs based on building area, rather than land area, to ensure a more equitable infrastructure improvement capital cost collection system based on levels of use;



- o) periodically review parkland DCCs on employment land uses;
- p) consider area-specific DCC reductions or eliminations in areas of redevelopment with already established infrastructure;
- q) consider creating a DCC incentive of lower DCCs on upper storeys in multi-storey industrial developments;
- r) continuously monitor and adjust the balance of DCCs vis-à-vis municipal taxes and their impact on employment lands development;

### **Area-Specific Employment Lands**

#### *City Centre*

- a) manage employment land uses as per the OCP Aircraft Noise Sensitive Development (ANSD) and City Centre Area Plan (CCAP) policies;
- b) generally support building height restrictions under the flight path;
- c) consider, with YVR, increasing building height in certain areas of the City Centre;
- d) encourage higher density industrial employment uses (e.g., advanced technology manufacturing);

#### *North Richmond*

- a) manage employment land uses as per the OCP Aircraft Noise Sensitive Development (ANSD) policy;
- b) implement the employment lands policies of the Bridgeport Area Plan;



Credit: YVR

#### *Sea Island*

- a) support YVR in promoting airport-related industrial and office development on Sea Island that enhances YVR as the Asia-Pacific Gateway hub of North America, minimizes City transportation and servicing costs, and expands Richmond's business tax base and employment growth;
- b) facilitate airport related operational aspects of developments on Sea Island and nearby Lulu Island (e.g., transportation and infrastructure linkages);





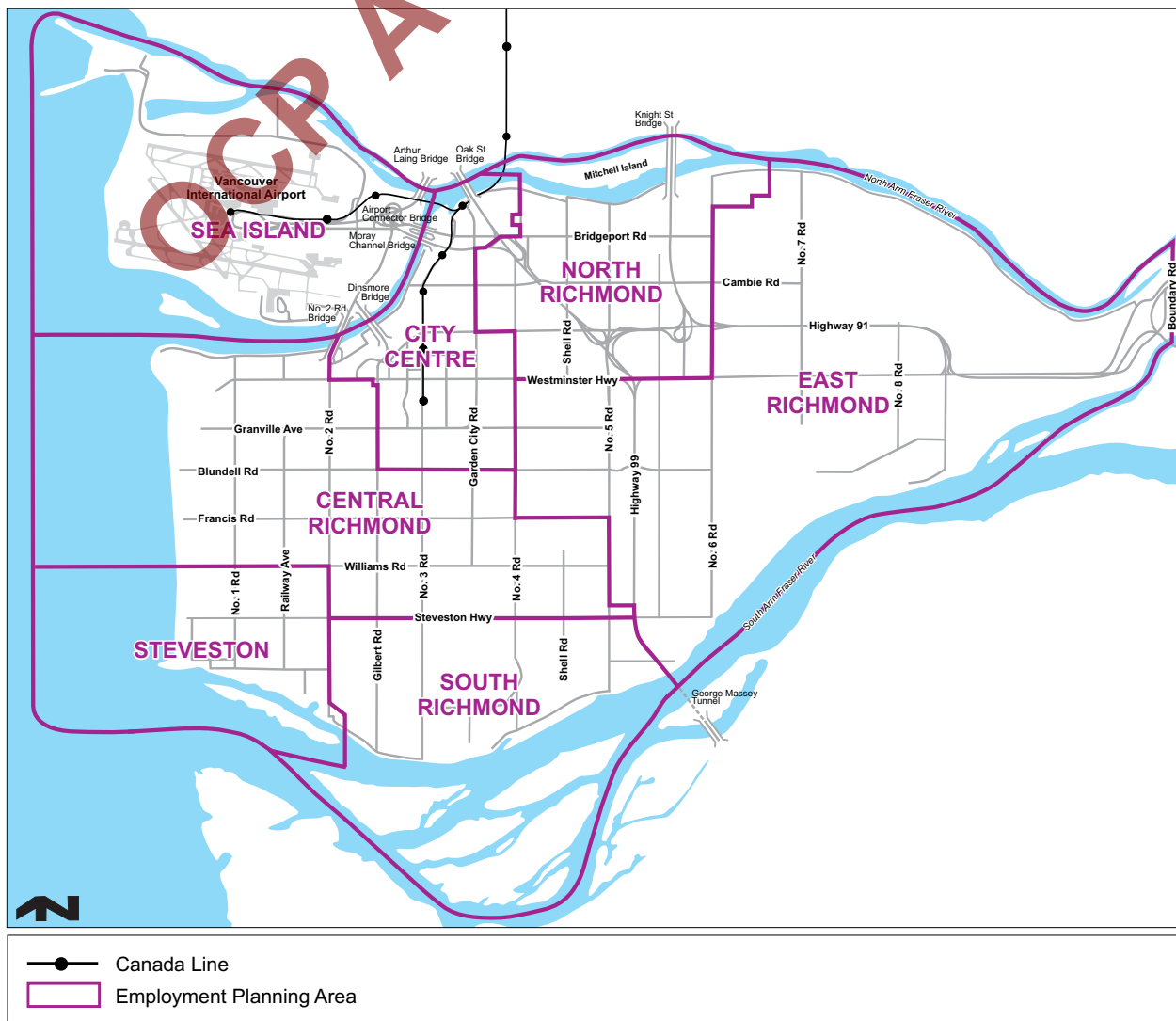
### East Richmond

- retain the industrial areas along the South Arm of the Fraser River for marine-oriented logistics and transportation industries;
- maintain adequate flexibility in industrial land designations within the urban footprint to meet future land use needs;
- prohibit riverfront residential development along the south arm of the Fraser River in areas of potential conflict with industrial zones;

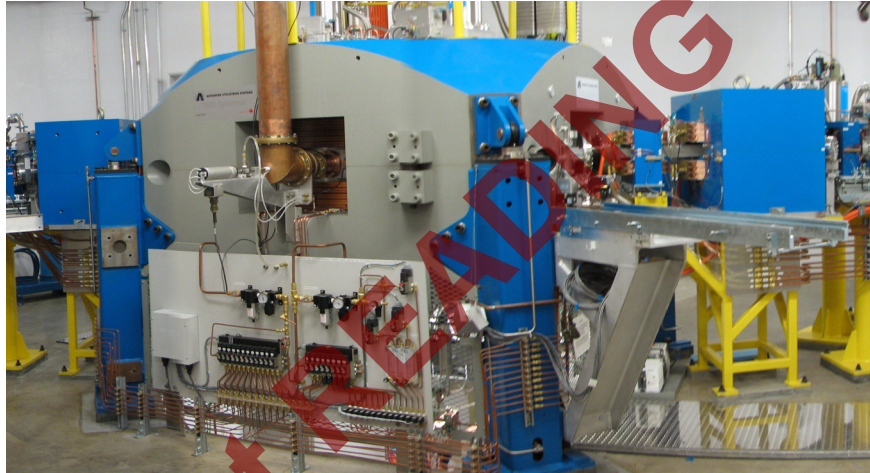
### Steveston

- continue to coordinate City development plans with the Steveston Harbour Authority to accommodate the industrial land needs of the Steveston Home Port and specific industries, such as fishing and fish processing;
- encourage displaced industrial land users to relocate to East and South Richmond;
- consider establishing a minimum FAR of 0.4 to intensify Steveston industrial lands for industries wholly contained within a building.

## Employment Area Boundary Map



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Credit: Advanced Cyclotron Systems

## OBJECTIVE 2: KNOWLEDGE-BASED INDUSTRIES

Richmond offers a superb quality of life—a key ingredient of attracting skilled workers to a community. Cultivating a thriving technology and creative hub that supports high-paying jobs and attracts skilled talent is a key objective in pursuing a self-regenerating Richmond economy.

### POLICIES:

#### Community-Wide Employment Lands

- consider increasing office FARs along major transportation corridors (e.g., 1.5 FAR in Neighbourhood Shopping Centres);
- enhance the attractiveness of business parks by encouraging: mixed-use and public spaces, the upgrading of City services and pedestrian-friendly streetscape design;



Credit: Ultrasonix



#### Area-Specific Employment Lands

##### City Centre

- establish City Centre as the primary area of future office development in the City, to accommodate future regional/local office and institutional demands;



Credit: fSONA

- b) consider policy and tax incentives for stand-alone and/or mixed-use office space in the Bridgeport and Aberdeen commercial reserves;
- c) ensure that public realm improvements (streetscape, public spaces) maintain high property values and, where appropriate, encourage the re-development of single-storey retail and light industrial properties to higher-density office space;

#### *North Richmond*

- a) maintain flexible land use designations along certain portions of Bridgeport Road which are designated Mixed Employment lands to accommodate limited mixed industrial/office uses;
- b) in the redevelopment of Bridgeport Road, enable improved access (e.g., secondary back-lane access for businesses) and a more attractive physical environment;

#### *Sea Island*

- a) continue consultation with YVR to encourage the development of new airport-related groundside commercial uses on Sea Island to address their operational aspects, such as traffic implications and infrastructure connectivity;
- b) support airport passenger, visitor and tourism related commercial development (e.g., terminal services, hotels, accessory use retail);

#### *Central Richmond*

- a) in the redevelopment of Neighbourhood Shopping Centres allow for professional services and population-serving businesses (e.g., medical clinics, financial institutions);
- b) consider intensified mixed development (e.g., 4-6 storey versus 1-2 storey), which incorporate small office space in residential/commercial redevelopments.





Credit: Tourism Richmond



Credit: Tourism Richmond

### OBJECTIVE 3: AMENITIES AND ATTRACTIONS

Amenities and attractions, such as retail, restaurants, arts and entertainment, are the businesses that support diversified population-serving and tourism industries and a vibrant local community. A diversified and lighter-footprint commercial sector that provides jobs for local workers, serves the needs of local residents and attracts visitors is a key objective in meeting the needs of a growing population and attracting visitors to Richmond.



### POLICIES:

#### Community-Wide Employment Lands

- discourage stand-alone large footprint retail development (e.g., box retail, malls) in automobile-access only areas; integrate large-footprint retail into City Centre and neighbourhood densification and redevelopment;
- based on market demand, allow for commercial/retail uses (such as hotels, food establishments) in business parks;

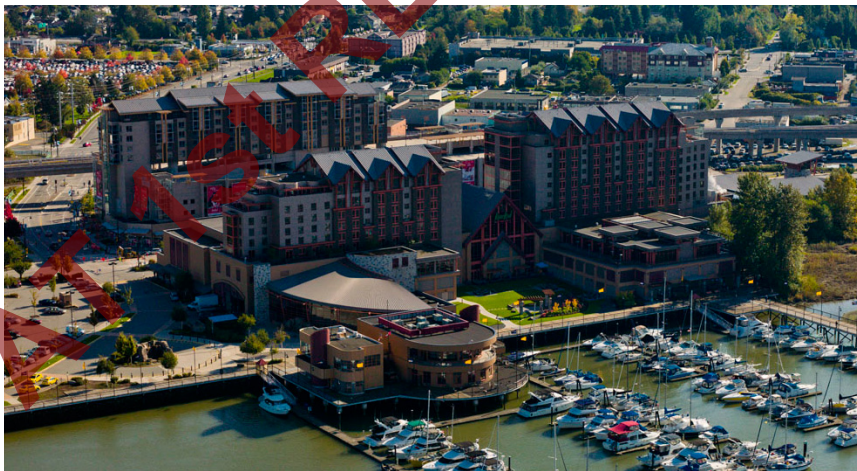




## Area-Specific Employment Lands

### *City Centre*

- a) establish the City Centre as the primary commercial development area in the City, to accommodate the future demand for population- and visitor-serving industries, such as retail, amenities and attractions;
- b) promote grade-level retail for mixed-use development;
- c) consider mixed projects (e.g., 50-50 hotel and residential) in areas outside of the City Centre commercial/industrial reserves;



### *North Richmond*

- a) promote land assembly to provide larger sites (1,858 m<sup>2</sup> or 20,000 ft<sup>2</sup> plus) for mixed use commercial sites in the Alexandra neighbourhood;
- b) evaluate enhancing opportunities for redeveloping the Alexandra neighbourhood through potential property tax incentives, DCC and permit fee reductions, and permit process streamlining;
- c) prepare a redevelopment strategy for the Bridgeport Road commercial area (e.g., property ingress/egress, signage, landscaping, lighting, building form, cohesive design, employee amenities, streetscape design, secondary/lane access for business);

### *Sea Island*

- a) continue consultation with YVR to encourage the development of new airport-related groundside commercial uses on Sea Island to address their operational aspects, such as traffic implications and infrastructure connectivity;
- b) support airport passenger, visitor and tourism related commercial development (e.g., terminal services, hotels, accessory use retail);



### *Central Richmond*

- a) allow for local population serving commercial and retail uses in the redevelopment of Neighbourhood Centres (e.g., buildings which include both residential and ground level retail components);
- b) encourage the retention of existing commercial-zoned sites in Central Richmond and/or encourage mixed use developments if these sites redevelop;



### *Steveston*

- a) maintain and enhance the visitor appeal of Steveston (e.g., retain waterfront commercial uses, add attractions);
- b) where appropriate, encourage mixed use projects that include an employment component.



#### OBJECTIVE 4: SUSTAINABLE RESOURCE USE

To ensure long-term business continuity by implementing a sustainable approach to managing natural and man-made resources for industries. As an industry sector, agriculture provides specific opportunities, with 40% of Richmond's land zoned as agricultural. Within the urban footprint, resource sharing amongst users and neighbours of employment lands, opportunities exist (e.g., energy, water, transportation, administrative services, office space, child care).

#### POLICIES:

##### Community-Wide Employment Lands

- a) continue to protect the agricultural land base;
- b) promote eco-industrial development related to employment lands—commercial or mixed developments that incorporate a capacity to share resources (e.g., energy, water, parking, transportation, child services);
- c) consider area-specific DCC reductions in employment areas where infrastructure and road impacts are minimal;
- d) encourage the reduction of impervious surfaces in employment lands development;
- e) promote opportunities to integrate the ecological features and services into development;
- f) strategically develop waterfront properties for employment use and continue to improve flood protection;
- g) in areas of improved transit service outside City Centre, consider reducing parking requirements and promote densification;
- h) support private sector investment towards mitigating the impacts of climate change (e.g., renewable energy, stormwater and waste reduction);





### Area-Specific Employment Lands

#### *City Centre*

- a) consult with TransLink to ensure that there are adequate capacities on the Canada Line to accommodate population and employment growth;
- b) encourage mixed uses in higher density development areas to provide stable demand for eco-industrial development;

#### *East Richmond and South Richmond*

- a) retain ALR lands;
- b) encourage industrial and business park uses to provide a buffer to agricultural lands;
- c) work with partners to expand food production, urban farming and related employment within the ALR (e.g., food processing, storage and shipping, where approved by the ALC).





### OBJECTIVE 5: POPULATION SERVICES

As the population increases and ages, employment lands will be needed to meet a range of public and institutional uses. A growing, culturally diverse and demographically changing community at the regional level contributes to this trend. Dedicated employment lands and allocating services within the community is a key objective to ensure responsive and adequately resourced public and institutional sectors.



### POLICIES:

#### Community-Wide Employment Lands

- incorporate institutional uses (e.g., schools, medical centres, childcare) into planned areas of dense population and employment (e.g., mixed use projects in City Centre and Neighbourhood Centres);
- investigate the feasibility of intensifying current school/institutional (SI) zones (e.g., consider minimum FARs on which the building is located, net of park or playground areas);



### Area-Specific Employment Lands

#### City Centre

- a) encourage retail and office uses on the perimeter of large institutional uses (e.g., hospital, WorkSafe BC) that flank major perimeter roads;
- b) encourage major public and institutional uses (e.g., universities, Crown corporations) in the Bridgeport and Aberdeen commercial reserves.

### OBJECTIVE 6: MICRO BUSINESS

Entrepreneurs, home-based and micro businesses include a wide range of industries, from arts and entertainment, to contractors, designers, and architects. Development policies that support the employment needs of micro businesses are a key component to building a vibrant and innovative community.

#### POLICIES:

#### Community-Wide Employment Lands

- a) encourage suitably selected home-based businesses (e.g., designers, software developers) which can access nearby support services within the residential areas of the City Centre and Neighbourhood Shopping Centres;
- b) consider zoning bylaw policies to allow for a wider variety of home business uses (e.g., woodworking shop);
- c) encourage live-work elements as parts of mixed-use development projects.

## 7.0 Agriculture and Food

OCP AT 1st READING





## 7.0 Agriculture and Food

### 7.1 Protect Farmland and Enhance Its Viability

#### OVERVIEW:

Richmond agriculture: an important contributor to the local economy.

In 2011:

- no. of farm operators: 295
- no. of farms: 211
- amt. of land farmed: 3,072 ha.
- gross receipts: \$48.6 million
- jobs: 1,631
- paid labour: 26,197 weeks

Richmond agriculture is diverse:

- cranberries, blueberries, strawberries, raspberries
- other fruits, and vegetables, nut trees
- greenhouses and nurseries
- poultry and mushrooms
- honey bees and honey
- horses, hay and pasture
- oats, corn, alfalfa

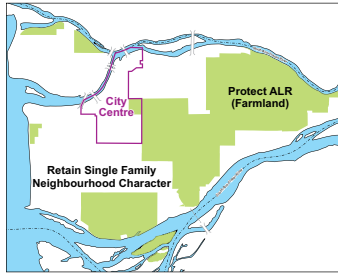
Source: 2011 Census of Agriculture.

Richmond has a rich agricultural tradition and history and today, it remains a vital component of land use in the City. Farmers have made use of the fertile soils to produce a wide variety of crops and livestock. As the fourth largest city in the Metro Vancouver region, Richmond is fortunate to have significant amounts of protected farmland within its boundaries. Nearly 39% (4,993 ha.) of its land base is protected in the Agricultural Land Reserve (ALR). Additional protection and policy support is provided through Metro Vancouver's Regional Growth Strategy's goals, objectives and its agriculture land use designation intended to protect the agricultural land base in the region.





## ALR and City Centre Map



The City recognizes the importance of agriculture as a food source, an environmental resource, a heritage asset and an important contributor to the local economy. Agricultural land and farming is sustained by long-term City policies that maintain an urban containment boundary that keeps residential growth outside of the ALR. As well, it is to be noted that the City owns and controls road rights-of-way (except for highways) in the ALR.

Richmond residents have always placed a high value on the protection of the city's farmlands.

Like any other industry, farmers face many challenges to make farming financially viable. Some of these include:

- economic issues such as competing in the international marketplace;
- drainage, servicing and infrastructure limitations;
- development pressures, absentee land ownership;
- aging of agricultural owners and farm operators and the possibility that they may not be replaced;
- finding ways to attract new farmers into the business.

The City's 2003 Agricultural Viability Strategy (AVS) is a long-term commitment and partnership of the City and agricultural community to strengthen and enhance agricultural viability in Richmond.

In 2011, the AVS was reviewed by the Agricultural Advisory Committee (AAC). It was found that the AVS continues to enhance agricultural viability. Some main achievements to date include the Nelson Road Interchange, improved drainage, seasonal farm dwellings, promotional farm tours and the review of urban development proposals adjacent to the ALR and agricultural proposals in the ALR. Some AVS changes include modifying urban-ALR buffer requirements (e.g., continuing to encourage small lots to be consolidated, discouraging roads in the ALR).

### OBJECTIVE 1:

Continue to protect the City's agricultural land base in the Agricultural Land Reserve (ALR).

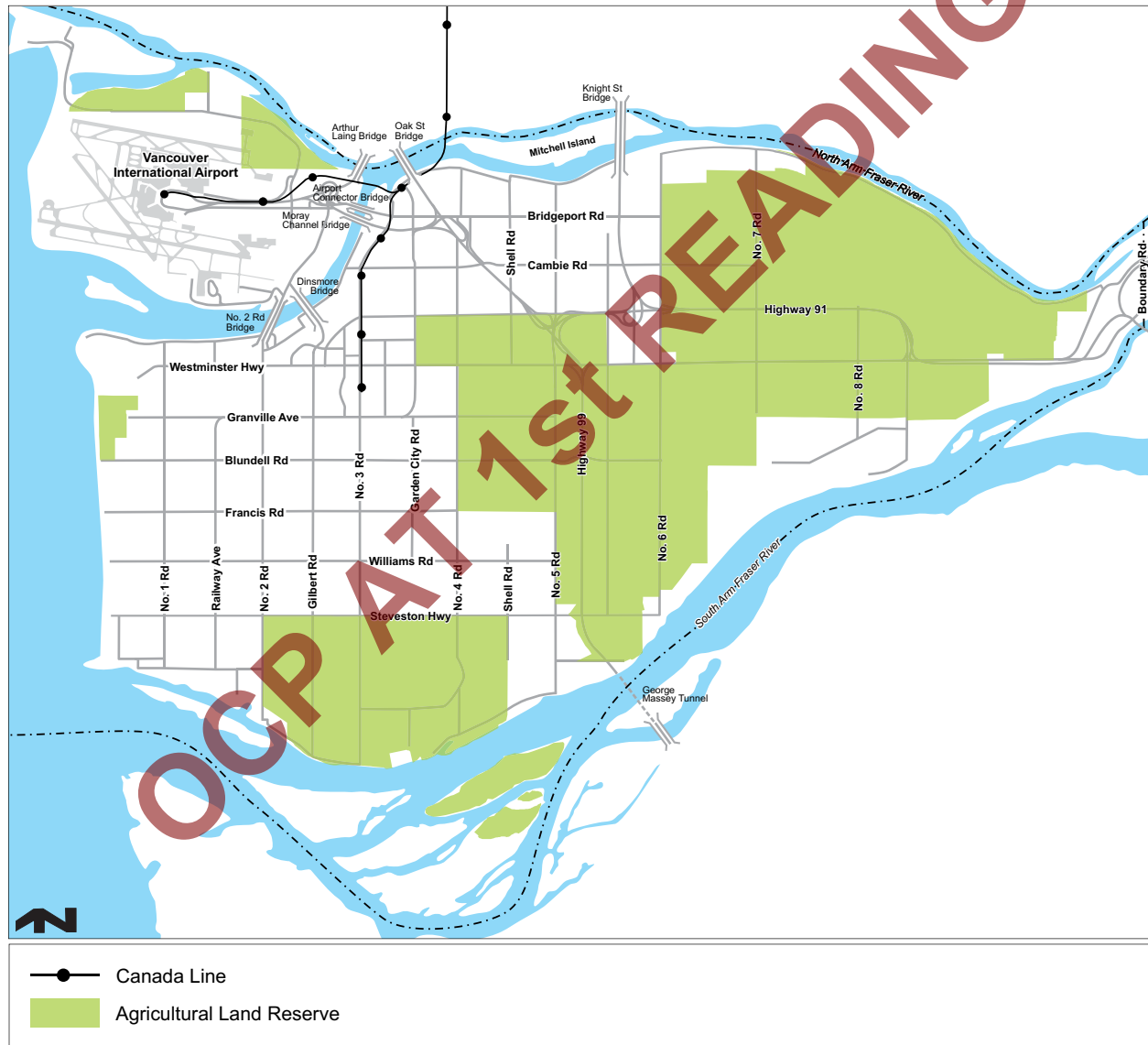
### POLICIES:

#### Farmland Protection

- a) maintain the existing ALR boundary and do not support a loss of ALR land unless there is a substantial net benefit to agriculture and the agricultural community is consulted;
- b) collaborate with the Agricultural Land Commission (ALC) to ensure that:
  - the integrity of the ALR and its existing boundaries for both soil bound and non soil bound agriculture (e.g., green houses) is maintained;
  - all land uses within the ALR to conform to the policies and regulations of the *Agricultural Land Commission Act* and the *BC Farm Practices Protection (Right to Farm) Act*, *Water Management Act*, *Pesticide Control Act*;



## Agricultural Land Reserve Map



- c) support the 2040 Metro Vancouver Regional Growth Strategy which includes agricultural designations and policies for protection of agricultural land;
- d) ensure that all City bylaws (e.g., OCP, Zoning, noise control) which affect farmland and farm operations are consistent with:
  - the Agricultural Land Commission Act, Procedure Regulations and General Orders;
  - the standards in the Ministry of Agriculture, Fisheries and Food's "Guide for Bylaw Development in Farming Areas";
- e) increase public awareness of farming practises, farm products and support educational programs that provide information on agriculture and its importance to the local economy and local food systems.





## **OBJECTIVE 2:**

Enhance all aspects of the agricultural sector including long-term viability, opportunities for innovation (agri-industry), infrastructure and environmental impacts.

## **POLICIES:**

### **Long-term Viability**

- a) build strong alliances with farmers and work with the City's Agricultural Advisory Committee so that issues and policies that affect agriculture and impact farmers are addressed;

### **Opportunities for Innovation**

- a) pursue incentives to increase actively farmed agricultural land and encourage new farmers;
- b) encourage value-added business initiatives;

### **Land Use Considerations**

- a) support farm activities which follow normal farm practices and do not create health hazards;
- b) consider agricultural projects which achieve viable farming while avoiding residential development as a principal use;
- c) discourage, wherever possible, roads in the ALR, except as noted on the Existing Status of Road Improvements in the ALR map;
- d) for agricultural operations on agriculture sites with no direct road access, the City may facilitate access (via driveways, lease arrangements with owners to existing improved roads, but not new or improved roads);
- e) continue to explore with the Province maximum residential floor area and setback regulations for development within the ALR;
- f) ensure that land uses adjacent to, but outside of, the ALR are compatible with farming by establishing effective buffers on the non-agricultural lands;





- g) designate all parcels abutting, but outside of, the ALR boundary as Development Permit Areas with Guidelines for the purpose of protecting farming;
- h) where there is an intervening road between the ALR and the non-ALR lands:
  - encourage appropriate landscaping within the road right-of-way in front of the non-agricultural lands (e.g., between the road curb, any sidewalk and the property line) through the servicing agreement process;
  - encourage an appropriate landscaped setback on the non-agricultural lands (e.g., 3 m or 9.84 ft. to parking and 6 m or 19.68 ft. to buildings) through the:
    - Rezoning and/or Building Permit process for industrial and institutional uses;
    - Rezoning and/or Development Permit process for commercial and multiple family residential sites;
    - Rezoning and/or Subdivision process for single family residential sites;
- i) minimize conflicts among agricultural, recreation, conservation and urban activities;
- j) continue to encourage the use of the ALR land for farming and discourage non-farm uses (e.g., residential);
- k) limit the subdivision of agricultural land into smaller parcels, except where possible benefits to agriculture can be demonstrated;

#### **Seasonal Farm Labour Accommodation**

- a) seasonal farm labour accommodation, as an additional residential use, may be considered so long as the accommodation is accessory to the principal agricultural purpose and helps to support a farm operation in the Agricultural Land Reserve;

#### **Servicing and Infrastructure—Drainage**

- a) support the City's Master Drainage Plans:
  - identify and ensure that drainage improvements to the ALR occur in order of priority and according to ARDSA performance standards;
  - ensure that drainage improvements are considered in a comprehensive manner in consultation with the agricultural community and relevant City departments;
  - encourage sufficient notification to the agricultural sector of ditch-cleaning plans in order to achieve beneficial, effective and timely agricultural drainage;

#### **Irrigation**

- a) facilitate the improvement of irrigation and drainage infrastructure to provide secure and affordable water supplies that support the agricultural sector;





Credit: Richmond Food Security Society

### Roads

- a) discourage, wherever possible, roads in the ALR, except as noted on the Existing Status of Road Improvements in the ALR map;
- b) for agricultural operations on agriculture sites with no direct road access, the City may facilitate access (via driveways, lease arrangements with owners to existing improved roads, but not new or improved roads);

### Environment

- a) explore with farmers ways to protect the Ecological Network values of their lands such as:
  - explore programs contained in the 2012 Environmentally Sensitive Area Management Strategy;
  - encourage environmentally sound agricultural practices by promoting the BC Environmental Farm Program;
  - explore the viability of leasing agricultural lands that have important environmental values from farmers to manage these lands for both agricultural and environmental goals;
  - explore mechanisms that compensate farmers for the loss of cultivation to maintain key ecological objectives.



Credit: Richmond Food Security Society

## 7.2 Promote Urban Agriculture and Advance Food Security

### OVERVIEW:

Urban agriculture is commonly defined as the growing of food (fruits, vegetables, grains, mushrooms, meat, dairy products) and herbs within cities. Over the last few years, there has been renewed interest in growing local foods, not only in back yards, but in community gardens located in parks, school yards, vacant lots, along roads, and privately donated land and rooftops.

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Richmond imports the vast majority of our food from elsewhere which has caused concerns for the stability of the food supply. These issues have focussed more attention toward more food security. In a food-secure community, the growing, processing and distribution of healthy, safe food is economically viable, socially just, environmentally sustainable and regionally based.

Action to increase food security can be seen as a continuum that ranges from:

- providing emergency food for those in need (e.g., providing support for food banks and community kitchens);
- building capacity to help those in need (e.g., programs to promote healthy eating and food preparation skills) and access within the community (e.g., ensuring that neighbourhoods have grocery stores within walking or cycling distance);
- strengthening the local food system (e.g., support for community gardens and farmer's markets; raising awareness about the supply of local food such as food directories);
- food waste management (e.g., composting).



### OBJECTIVE 1:

To support and increase the range of urban agriculture (e.g., community gardening) and strengthen the food system beyond production.

### POLICIES:

#### Urban Food Production

- a) continue to seek out opportunities to collaborate with others to increase urban agriculture, the number of community gardens, edible landscapes and food-bearing trees;
- b) encourage the retention of open space for food production (e.g., edible landscaping, gardens, rooftop gardens, food bearing trees) for the use of residents in new residential developments;





- c) continue to support incubator farms in order to help new farmers develop the necessary skills and their businesses;
- d) support the Richmond Fruit Tree Sharing Farm Project which offers stewardship programs to local groups and corporations on its farm site at Terra Nova Rural Park;
- e) explore the keeping of small animals (e.g., poultry and bees) on a limited basis on small agricultural parcels, in consultation with the AAC, ALC and Vancouver Coastal Health;

#### **Food System Infrastructure**

- a) seek ways to support the food system (e.g., retail uses, bakeries, restaurants, street vending opportunities);
- b) explore local street vending opportunities.



### **OBJECTIVE 2:**

Strengthen the local food system to contribute to the economic, ecological and social well being of the City.

### **POLICIES:**

- a) continue to collaborate with Metro Vancouver, the Province, food producers, Vancouver Coastal Health, other municipalities and stakeholders to advance the goals in the Metro Vancouver Regional Food System Strategy;
- b) develop a "Richmond Food Strategy" with citizens and community groups to determine the best role for the city;
- c) continue to raise awareness to strengthen food security; for example:
  - Richmond School Yard Society, Richmond Fruit Tree Sharing Project which offers stewardship programs to local groups and corporations at Terra Nova Rural Park;
  - Kwantlen Farm School at Terra Nova Rural Park;
- d) promote available programs and continue to support community organizations involved with food production/distribution (e.g., Richmond Local Food Guide).



### OBJECTIVE 3:

Support Locally Grown Food.

#### POLICIES:

- a) develop a “Buy Local” marketing initiative to increase the demand for locally grown agricultural products, in partnership with Tourism Richmond, Chamber of Commerce, the RFI, and others.



### FACT

In a recent evaluation of the Community Food Action Initiative--across all incomes --86% of participants reported that their participation gave them better 'food skills' and helped them to eat better or have a healthier lifestyle.

Canadian Food Action Initiative, Vancouver Coastal Health.

### OBJECTIVE 4:

Increase access to affordable, healthy food for residents.

#### POLICIES:

- a) continue to support programs that promote healthy eating and increase food-related skills and knowledge about sustainable food systems;
- b) support Terra Nova Schoolyard Society;
- c) encourage local gardeners to grow extra produce or distribute produce they don't use to the Richmond Food Bank or other community groups;
- d) support programs that encourage children and families to learn healthy eating habits.



### OBJECTIVE 5:

Find ways to recover food waste.

### POLICIES:

- support the efforts of community groups and the private sector to establish initiatives that divert recoverable food from the pre-waste stream for redistribution to local food banks;
- develop strategies to encourage organic waste diversion from multi-family housing and commercial properties;
- support the recycling and re-use of organic waste;
- develop an educational program to promote awareness around food production, health, and impacts on the community.



Credit: Richmond Food Security Society

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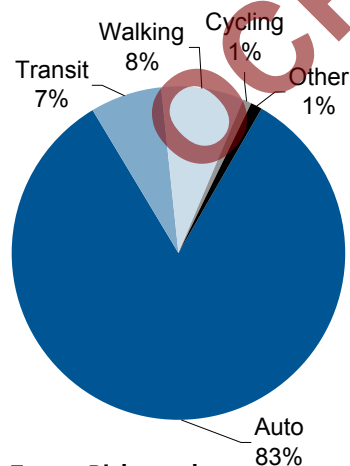
## 8.0 Mobility and Access

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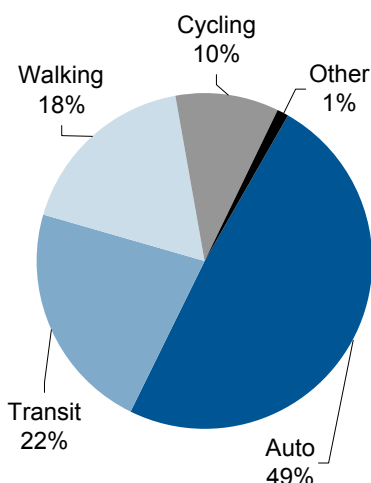


## 8.0 Mobility and Access

Richmond Mode Share (2008)



Target Richmond Mode Share (2041)



### OVERVIEW

Mobility and access are vital to the life of a city. Residents, employees and visitors need to get to places to work, live and play, and access health care services and recreational, shopping and cultural activities. Businesses require efficient goods movement and emergency service providers need clear and convenient access.

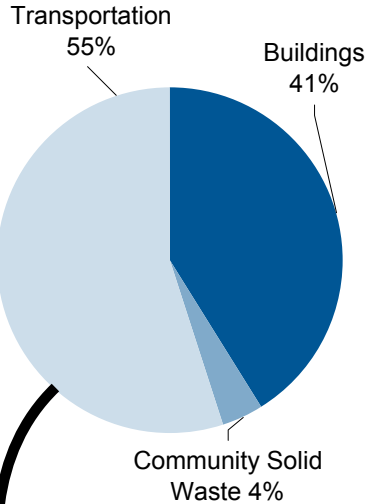
While private automobiles provide a high degree of personal mobility, greater consideration of the consequences of individual and collective travel choices is needed as this preferred travel mode affects the rate of climate change, the environment, air quality, the peace and quiet of neighbourhoods, the health and safety of residents, social equity, the quality, comfort and design of urban development, and investment and maintenance costs.

In 2008, 83% of all trips in Richmond were made by car. If everyone continues to drive at that rate as the population grows, the valued quality of life will decline due to rising traffic congestion, a deterioration in air quality and an omnipresence of cars in every neighbourhood.

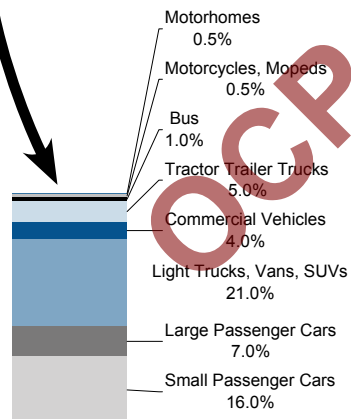
Moreover, on-road motor vehicle transportation accounts for over one-half of all greenhouse gas (GHG) emissions in Richmond as of 2010. Driving cars that use fossil fuels contributes to climate change and, if left unchecked, will significantly undermine efforts to achieve the City's GHG emission reduction targets of 33% below 2007 levels by 2020 and 80% below 2007 levels by 2050 (the same targets as those of the Province and Metro Vancouver).



### Richmond Community GHG Emissions by Sector (2010)



### Transportation GHG Emissions by Motor Vehicle Type (2010)



To make notable progress towards these goals will require that residents' travel patterns become more sustainable to ensure that access to people, services and goods is met without producing harm to the environment or social inequity. At a minimum, the percentage of trips by transit, cycling or walking needs to triple from 17% to 51% over the next 30 years. In other words, TransLink and the City need to offer, and residents need to choose, more sustainable travel modes for one of every two trips we make. Given recent positive trends in modal shift (e.g., growing transit use since the opening of the Canada Line) that will be further reinforced by the implementation of the policies outlined in this section, accomplishing such a shift is feasible.

A key action is creating compact, walkable and bikeable neighbourhoods with mixed land uses and convenient public transit service that foster low impact movement by foot, rolling (e.g., wheelchairs and scooters), bicycle, and transit.

Richmond's objectives and policies for meeting this challenge and transitioning to a more sustainable transportation system that enhances the vibrancy, safety and health of the city for future generations are based on achieving the following goals.

### Being Part of a Livable Region

- Support TransLink's Transport 2040 and Metro Vancouver's 2040 Regional Growth Strategy, and encourage a greater share of trips made by transit, multiple-occupancy vehicles, cycling, and walking.
- Support a livable city by focussing growth in the City Centre and, subject to public acceptance, neighbourhood shopping centres to better meet the daily needs of residents with closer access to shopping, jobs, housing and personal services that, in turn, will help to decrease traffic congestion, energy consumption and air emissions.
- Strive to transform auto-dependant neighbourhoods to foster walking, rolling and cycling as the preferred travel options for accessing local services.
- Enhance transit, rolling and cycling connections between neighbourhood centres and major employment areas for easy city-wide travel without a car.

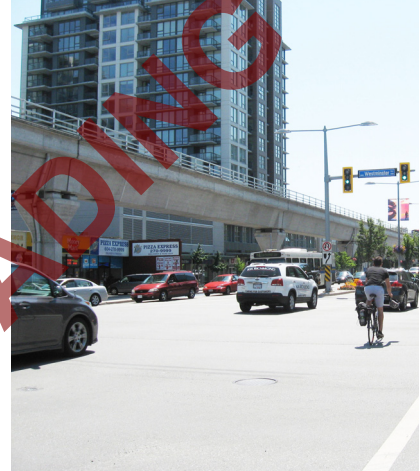
### Creating Everyday Transportation Choices

- Increase the priority of sustainable transportation modes (cycling, rolling, walking) while maintaining an adequate balance in road capacity for all users.
- In recognition of changing demographics (e.g., aging population), retrofit existing transportation infrastructure to meet the accessibility and comfort needs of the community.
- Improve safety measures for road users, particularly pedestrians, cyclists and those with living with disabilities, and enhance neighbourhood livability.
- Continue to implement the Child- and Youth-Friendly Land Use and Transport Planning Guidelines for British Columbia.





No. 3 Road—Before



No. 3 Road—After

### Making Travel More Efficient

- Implement timely roadway improvements for goods movement to support economic activities.
- Deploy efficient and innovative transportation technologies to optimize the overall performance of the transportation system and reduce vehicle emissions and energy use.



## 8.1 Road Network

### OVERVIEW:

Richmond's current road network has been largely designed to facilitate vehicle trips and the resulting street environments may be unappealing for many users. To become a sustainable city for people, not cars, the design of the road network needs to become more inviting for walking, rolling, cycling, and transit.



## OBJECTIVE 1:

Reduce the reliance on private vehicle travel by increasing the priority of walking, rolling, cycling, and transit within the road network.

### POLICIES:

- over time, redistribute road capacity from private vehicles to transit, cycling, rolling, and walking to enhance the livability of the city;
- re-design streets within a 400 m (1,312 ft.) radius around neighbourhood centres to better support walking, rolling, and cycling (e.g., wider and uninterrupted sidewalks, shorter street crossing distances, improved lighting, enhanced audible signals, more street benches, and signed off-street paths);
- create shorter blocks to improve connectivity and access, particularly around neighbourhood centres;
- re-program traffic signals to give priority to pedestrians (e.g., shorter wait time and longer crossing time) where appropriate, as well as priority for cyclists and transit at intersections along bike and bus routes;
- ensure that new developments provide transportation facilities and programs that encourage greater use of transit, walking, rolling, cycling, and energy efficient vehicles (e.g., electric cars).



### Neighbourhood Gateways

Enhanced streetscapes near neighbourhood centres with:

- sidewalks on both sides of the street;
- curb ramps at all intersections;
- benches and landscaping;
- local connecting bike routes;
- gateway features that reflect neighbourhood characteristics.

## OBJECTIVE 2:

Encourage sustainable travel by enhancing the safety, comfort and accessibility of the transportation system for vulnerable road users (e.g., pedestrians, the mobility challenged, cyclists).

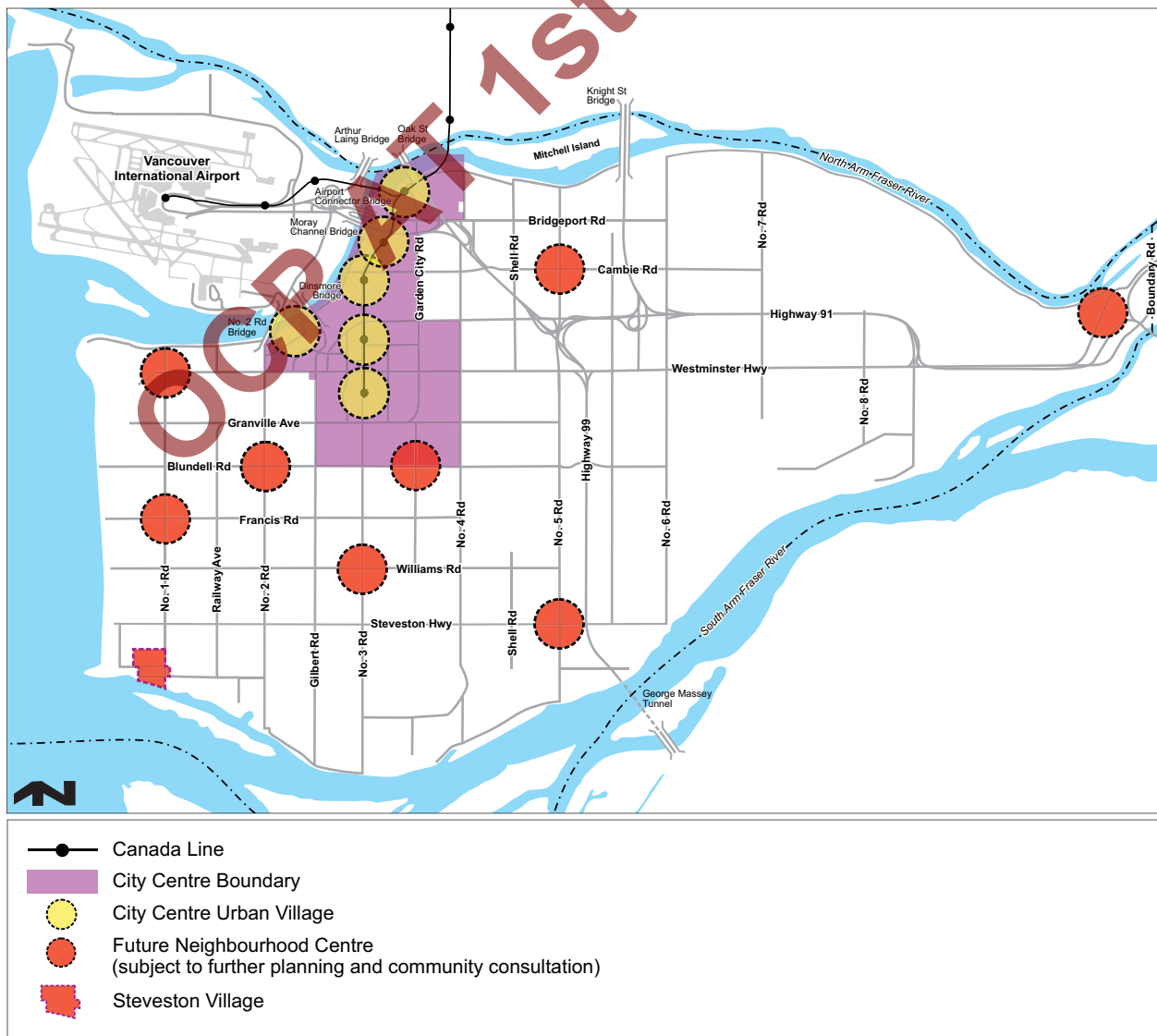
### POLICIES:

- retrofit road and streetscape features to meet the changing mobility needs of the community to enhance accessibility, comfort and security for all ages and abilities of users (e.g., all sidewalks and pathways to have curb ramps at intersections as required, additional benches, larger font for signage, wayfinding maps);



- b) install accessible pedestrian signal features (e.g., audible wayfinding messages and “walk/do not walk” tones) at all special crosswalks (i.e., those with pedestrian-activated overhead flashing amber lights) and signalized intersections;
- c) implement traffic calming measures (e.g., speed humps, traffic circles) where necessary to mitigate speeding and cut-through traffic to enhance neighbourhood livability;
- d) implement pedestrian-friendly traffic control measures (e.g., lower speed limits, no right-turns allowed on red) in areas with high pedestrian volumes.

## Priority Areas for Distinctive Street Design and Pedestrian/Rolling/Cycling Improvements Map







### OBJECTIVE 3:

Optimize the existing road network to improve circulation and goods movement and reduce the need for added road capacity.

### POLICIES:

- a) implement road improvements identified in the City Centre Transportation Plan to reduce congestion and improve circulation in the city core;
- b) use a hierarchy of local to major roads that directs through traffic to major roads, allows local circulation in areas of intense land use activity and minimizes traffic intrusion into residential neighbourhoods;
- c) require shared access and lanes parallel to major roads to discourage individual driveways that impede through traffic flow and create safety hazards for transit, cyclists and pedestrians;
- d) support the implementation of improvements along Highway 99, including an upgraded interchange at Steveston Highway and a new interchange at Blundell Road, to enhance local circulation and connectivity, increase safety and improve goods movement;
- e) implement timely road improvements for goods movement, particularly in commercial and industrial areas, to support and promote economic activities;
- f) implement new and proven technological measures (such as traffic signal preemption) to continually improve access and minimize response times for emergency services;
- g) limit the expansion of travel lane capacity for single-occupant private vehicles at all regional and provincial bridges/highways and give priority to transit, trucks and high-occupancy vehicles.







### Implementation

Road and streetscape improvements will be undertaken through:

- development (e.g., redevelopment of neighbourhood centre);
- the City's annual Capital Program; and/or
- initiatives of senior governments (e.g., external grants, improvements to the Highway 99 corridor).

Projects carried out by the City will be evaluated and prioritized based on the following criteria:

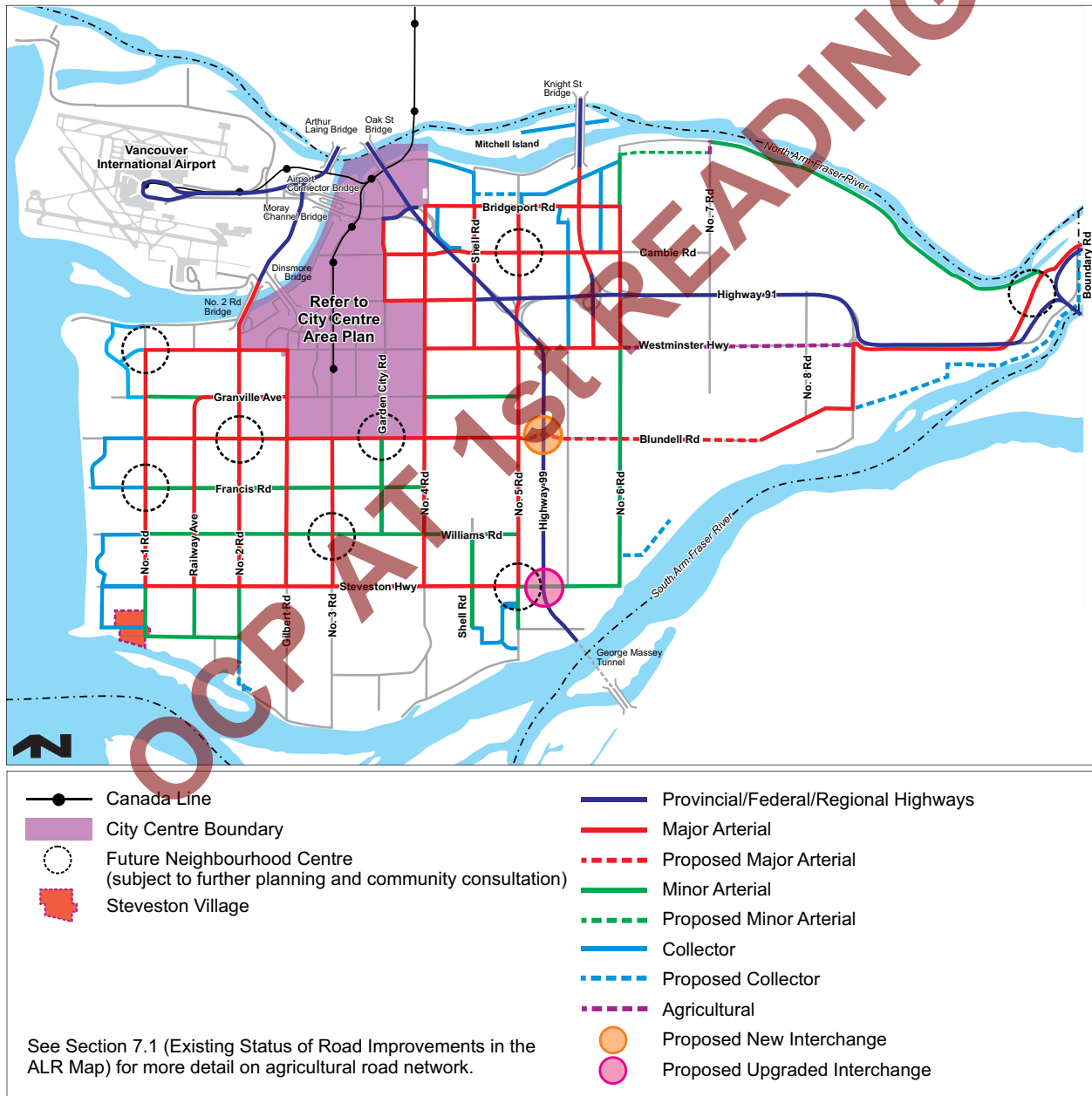
- within a 400 m (1,312 ft.) radius of a neighbourhood centre;
- crash history and traffic volumes/speeds on the roadway;
- enhances road safety for all users;
- provides a key connection for goods and transit;
- sufficient right-of-way available (i.e., no property acquisition required).

Road and streetscape improvements will be funded through the following mechanisms:

- development cost charges (DCC);
- as part of required works and services for new developments;
- voluntary developer contributions;
- general City revenues;
- grants and/or cost-share funding from senior governments;
- other future new revenue sources.



## Road Classification Map





## 8.2 Transit

### OVERVIEW:

The Canada Line rapid transit system is a planned key element in transforming Richmond's City Centre from auto- to transit-oriented, as it offers a convenient, frequent, reliable, and accessible travel choice. Beyond the City Centre, transit service needs to be enhanced to better allow all trips to be made using a refined hierarchy of services (e.g., more frequent regional and local bus routes, neighbourhood community shuttles) tailored to meet the mobility needs of the community.

### OBJECTIVE 1:

**Make transit the preferred travel choice of Richmond's transportation system.**

### POLICIES:

- a) work with TransLink to establish a hierarchy of transit services:
  - a Frequent Transit Network (enhanced with transit priority measures along selected roadway sections) that directly connects the City Centre, major employment areas, neighbourhood centres, and other major destinations outside Richmond (e.g., town centres, University of British Columbia, Tsawwassen Ferry Terminal);
  - more convenient buses that better serve other key local destinations and activity centres (e.g., community centres, schools, parks);
  - community shuttles that better serve local neighbourhoods and lower density areas;
- b) in collaboration with TransLink, improve transit service through:
  - developing successive Richmond Area Transit Plans that identify planned short-term and long-term transit service improvements (both bus and rapid transit) for both existing routes (e.g., increased frequency, longer hours of operation, more capacity) and future services (e.g., new rapid transit and bus routes);

#### Frequent Transit Network

Work with TransLink to establish a Frequent Transit Network with service:

- every 15 minutes;
- 13-15 hours per day;
- 7 days per week.



- enhancing transit coverage by introducing new routes along roadways not yet served by transit, particularly in east-west and north-south directions that do not necessarily travel through the City Centre;
- developing centralized transit exchanges in the City Centre, Steveston Village and elsewhere to maximize passenger convenience for transfers and minimize vehicle circulation;
- increasing HandyDART service for people who are unable to use public transit without assistance (e.g., longer and more flexible hours of operation, more capacity);
- exploring the potential of water-based public transit services.



#### Transit Amenities

Provide better amenities at bus stops:

- more shelters and benches;
- landing pads for full accessibility;
- better connected sidewalks and crosswalks;
- transit information at high passenger locations.

#### OBJECTIVE 2:

Enhance the appeal of transit service with supporting amenities.

#### POLICIES:

- for each neighbourhood shopping centre, establish weather-protected transit plazas with convenient pedestrian, rolling and bike access, wayfinding, and connections to bus stops.
- improve transit accessibility and amenities by providing:
  - landing pads to accommodate rolling (e.g., wheelchair and scooter access) including improved accessible taxi loading and unloading places;
  - better connected sidewalks, marked crosswalks and pedestrian lighting;
  - attractive, recognizable and comfortable shelters, benches and litter/recycling receptacles;
  - weather protection;
  - transit information (e.g., route maps) including real-time information at high passenger volume locations;





- c) encourage retail services to locate within Canada Line stations, exchanges and neighbourhood shopping centre areas for improved passenger convenience, as well as added security;
- d) implement transit priority measures (e.g., queue jumper lanes, transit-only signal phase) where warranted;
- e) encourage the use of transit through developer-provided transit passes or other incentives for residents and employees in new developments;
- f) seek opportunities to integrate car-share and bike-share programs with transit facilities to support a car-free lifestyle.

### Implementation

TransLink is responsible for the provision of public transit service and the City will work with TransLink to facilitate service improvements. Transit amenity improvements will be undertaken through development and the City's annual Capital Program.

Projects carried out by the City will be evaluated and prioritized based on the following criteria:

- within a 400 m (1,312 ft.) radius of a neighbourhood centre;
- demonstrated community demand (e.g., upgrade of bus stop to become accessible);
- transit service frequency and/or passenger volumes;
- sufficient right-of-way available (i.e., no property acquisition required).

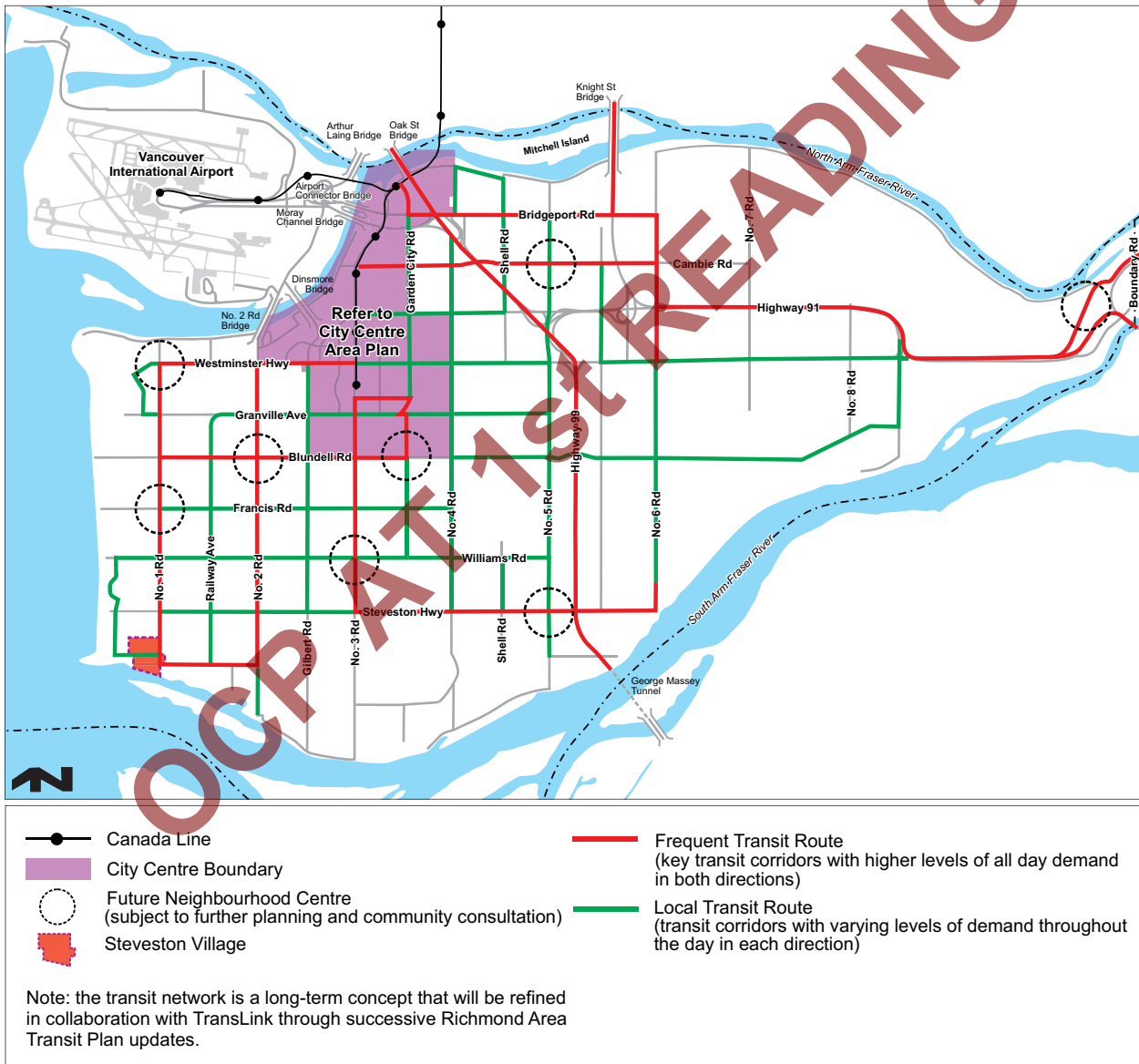
Transit amenity improvements will be funded through the following mechanisms:

- payment of development cost charges (DCC);
- as part of required works and services for new developments;
- voluntary developer contributions;
- general City revenues;
- grants and/or cost-share funding from senior governments;
- other future new revenue sources.





## Transit Network Map





## FACT

Shifting from private motorized transport to walking, cycling and public transit is associated with reduced cardiovascular and respiratory disease from air pollution, less traffic injury, and less noise-related stress. In addition, significant health benefits are expected from increased physical activity, which can prevent some cancers, Type 2 diabetes, heart disease, and obesity-related risks.

American Public Health Association, The Hidden Health Costs of Transportation, February 10, 2010. 15 Mar 2012.



## 8.3 Walking

### OVERVIEW:

Walking should be an experience that is enjoyed not merely endured. The walkability of a community is a key indicator of its health, safety and inclusiveness, and the quality of its public realm. To encourage more walking, whether for transportation, a stroll or sightseeing, barriers that limit walking need to be reduced and the pedestrian environment must be safe, appealing and accessible.

### OBJECTIVE 1:

Foster a culture where people choose to walk for transportation and for health.

### POLICIES:

- a) create a high quality and appealing streetscape by providing:
  - gathering and resting areas along streets, at bus shelters and within neighbourhood shopping centres where pedestrians are encouraged to linger and feel comfortable;
  - street furniture including more benches both along the street and in areas with higher volumes of pedestrians (e.g., City Centre, neighbourhood centres);
  - landscaped boulevards, trees and curbside parking where appropriate as a buffer from vehicle traffic;
  - pedestrian lighting to improve safety, visibility and minimize the potential for crime;
  - street-facing businesses oriented for pedestrian access;
  - continuous weather protection;
  - pedestrian-scale wayfinding and directional signage;
  - public art that animates the environment;
- b) encourage “walk to school” programs to increase community health and safety, and to reduce school-related vehicle trips.

### A Culture of Walking

Improve the walking environment with features such as:

- gathering and resting areas including more benches;
- landscaped boulevards and trees;
- continuous weather protection (e.g., awnings) along commercial frontages;
- wayfinding and public art.







## OBJECTIVE 2:

Expand and enhance the network for walking and rolling (scooters, skates and other personal low-powered travel modes).

## POLICIES:

### Neighbourhood Links

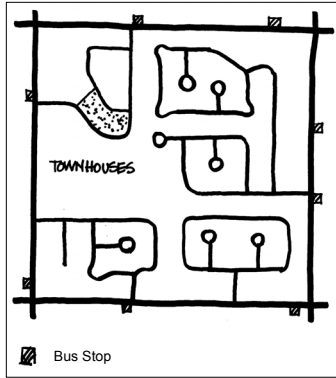
Establish a network of neighbourhood links that provide walking connections to:

- local destinations (schools, parks, transit stops, neighbourhood centres);
- city-wide greenways.

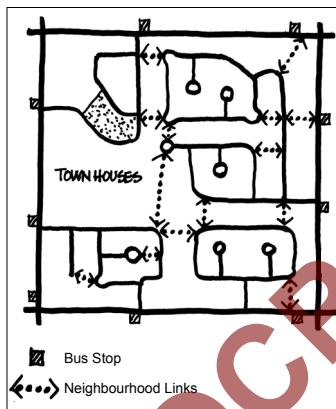


- provide direct walking routes to popular local destinations such as schools, neighbourhood centres, transit stops, and recreation areas;
- where no side streets exist, provide safe opportunities for crossing at mid-block locations;
- improve the connectivity of the pedestrian and rolling network (e.g., sidewalks, neighbourhood links, greenways, trails) by placing a high priority on filling in missing gaps (e.g., discontinuous sidewalks);
- create new connecting pathways and links within neighbourhoods as development opportunities occur;
- in higher volume pedestrian areas or as a traffic calming measure, extend sidewalks across streets as raised crosswalks;
- provide appropriate measures of protection from vehicle traffic, particularly at intersections, such as:
  - curb extensions to decrease crossing distance and increase visibility;
  - traffic calming (speed humps, raised crosswalks, median refuges);
  - special pavement markings and textures;
  - priority via an advance walk phase before the green traffic signal for vehicles;
  - restrict vehicles from turning right on a red light;
- maximize the duration of the walking and rolling phase for pedestrians at all signalized intersections;
- minimize the waiting time at traffic signals by giving immediate priority to those wishing to cross the street;
- provide a barrier-free walking and rolling environment that is accessible for users of all abilities including:





Typical Subdivision with Limited Pedestrian Access



Enhanced Subdivision with Neighbourhood Links



- well-maintained and smooth walking surfaces that have an adequate width free of obstructions;
- curb ramps at all intersections;
- accessible pedestrian signal features at all signalized intersections and special crosswalks (crosswalks with pedestrian-activated overhead flashing amber lights);
- in high pedestrian areas, continuous detectable warning surfaces at curb ramps and street edges to delineate the pedestrian area from the street.



### OBJECTIVE 3:

Expand and improve walking and rolling connections to Neighbourhood Centres.

### POLICIES:

- Within a 400 m (1,312 ft.) radius around each neighbourhood centre, enhance the pedestrian and rolling environment by providing:
  - curb ramps at all intersections and in each direction of travel;
  - sidewalks on both sides of the street that are continuous across driveways;
  - a minimum sidewalk width of 1.5 m (4.92 ft.) and preferably 2.0 m (6.56 ft.);
  - shorter street crossings via curb extensions and/or narrower roadways (e.g., remove right-turn lanes);
  - pedestrian-scale lighting and wayfinding;
  - resting areas with benches and other streetscape features and amenities such as trees, litter and recycling receptacles, drinking fountains, banners, planters and other landscaping and public art.

### Implementation

Pedestrian and streetscape improvements will be undertaken as part of redevelopment and the City's annual capital program.



Projects undertaken by the City will be evaluated and prioritized based on the following criteria:

- within a 400 m (1,312 ft.) radius of a neighbourhood centre;
- provides direct access to local destinations such as schools, parks, neighbourhood centres, and transit stops;
- location coincides with proposed neighbourhood links identified in Section 3.5 (Specific Richmond Neighbourhood Maps);
- completes a gap in pedestrian facilities to create a continuous link;
- degree of neighbourhood support;
- crash history and traffic volumes/speeds on the roadway;
- sufficient right-of-way available (i.e., no property acquisition required).

Projects will be funded by the following mechanisms:

- payment of development cost charges (DCC);
- as part of required works and services for new developments;
- voluntary developer contributions;
- general City revenues;
- grants and/or cost-share funding from senior governments;
- other future new revenue sources.



## 8.4 Cycling

### Major Street Bike Network

Complete missing links in the major street bike route network including:

- new north-south route between Railway Avenue and Garden City Road;
- new east-west route between Williams Road and Granville Avenue;
- completion of Shell Road north of Highway 99.

### OVERVIEW:

Richmond's flat topography makes cycling a practical and enjoyable means of travel that also provides significant health and environmental benefits. As nearly one-half of all trips within Richmond are 5 km (3.1 mi.) or less in length—which an average cyclist can ride in only 20 minutes—cycling is a fast, convenient and fun way to get around. Increasing the number of trips by bike requires an improved cycling network that is safe and continuous, secure bike parking, seamless integration with transit, and supportive strategies that seek to promote cycling as well as educate both cyclists and motorists.





Examples of major street bike routes:



Painted



Protected



Off-street

## OBJECTIVE 1:

Encourage more bike trips by providing a safe and cohesive cycling network.

## POLICIES:

- a) implement an expanded bike route network with designated facilities spaced at least every 800 m (2,625 ft.) that connect to major destinations within Richmond and to the rest of the region;
- b) for bike routes that use streets, match the route type to the road classification whereby:
  - selected arterial roads and collectors with higher traffic volumes and speeds have “major street bike routes” that comprise, either on-street bike lanes with physical separation from motor vehicles where possible, or off-street bikeways parallel to the roadway;
  - local roads with lower traffic volumes and speeds have “neighbourhood bike routes” where cyclists and drivers share the roadway with no delineation of separate cycling facilities;
- c) continue to update the existing major street bike network to:
  - identify and prioritize missing routes, gaps and deficiencies;
  - where feasible, upgrade key segments by providing a physical separation between cyclists and motorists;
- d) expand the major street bike route network by:
  - establishing new off-street bikeways as part of new developments including the re-aligned River Road via former CP Rail corridor (Hollybridge Way to Capstan Way), Capstan Way (River Road to Garden City Road) and Sexsmith Road-Brown Road-Cooney Road;
  - establishing on-street bike routes, with physical separation where feasible, by reallocating road space (e.g., reducing travel or parking lanes);
- e) establish a grid of neighbourhood bike routes that:
  - use local streets and connecting off-street pathways;
  - where feasible, are spaced approximately every 800 m (2,625 ft.) between every major road both north-south and east-west;
  - connect directly or through branch routes to local destinations such as schools, neighbourhood centres and recreation areas;
  - integrate with major street bike routes for connections to other city and regional destinations;
  - have distinctive, visible and recognizable wayfinding that guides cyclists and identifies nearby attractions;
  - where necessary, have traffic calming measures to moderate vehicle speeds and volumes;
  - have enhanced crossings at arterial roads (e.g., pedestrian signal with bicycle detection);



### Neighbourhood Bike Routes

Establish a City-wide network of neighbourhood bike routes that:

- use local streets and off-street pathways;
- are spaced between each north-south and east-west arterial road;
- connect to local destinations;
- integrate with major street bike routes and greenways;
- have distinctive wayfinding and enhanced crossings at arterial roads.

- f) require secure and sufficient short-term and long-term bike parking at all developments and consider covered and secure facilities in areas with high demand (e.g., libraries, recreation facilities, transit stations);
- g) encourage the provision of end-of-trip facilities (e.g., lockers, showers, changing rooms) in major developments;
- h) work with TransLink to ensure cyclists have full access to all transit services;
- i) support the implementation of a public bike-share system as part of a regional program that integrates with transit service.



### OBJECTIVE 2:

Support skills training programs for cyclists, motorists and other road users (e.g., the mobility challenged).

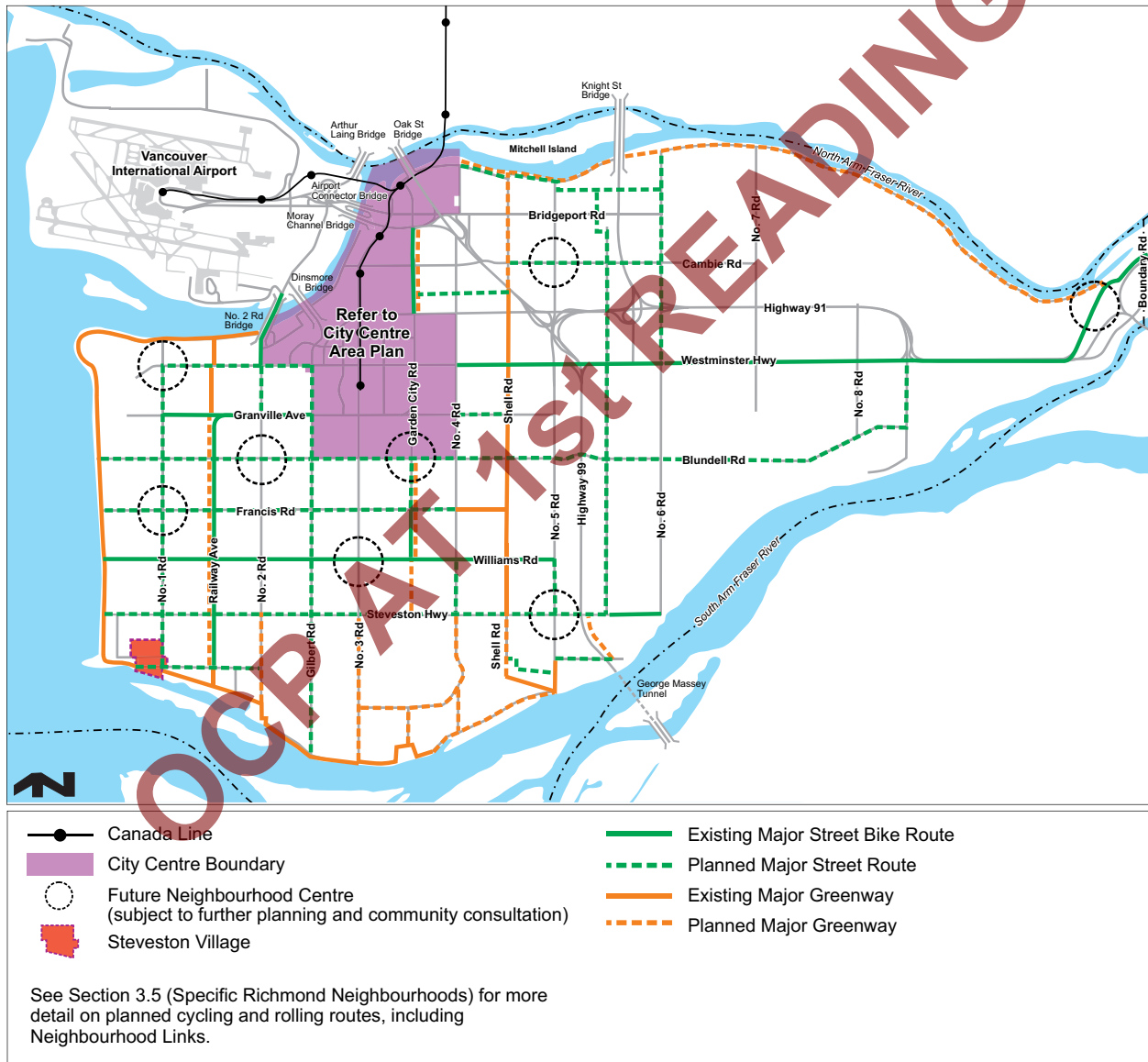
### POLICIES:

- a) encourage the inclusion of cycling skills training and testing in elementary and secondary school curricula;
- b) support programs offering cycling skills and traffic safety training and education for adults;
- c) encourage the inclusion of education material that emphasizes the rights and responsibilities of motorists, cyclists and the mobility challenged in driver training, testing and safety education programs.





## Cycling Network Map



### OBJECTIVE 3:

Support legislation that enhances the safety of cyclists and other vulnerable road users.

### POLICIES:

- Support legislative amendments to better protect cyclists and other vulnerable road users including:
  - increased legal protection;
  - a better definition and support of rights and responsibilities;



- a better definition and regulation of motorized and non-motorized road users;
  - more effective regulation of vehicle design;
- b) Consider the implementation of 30 km/h speed limits on certain bike routes (e.g., neighbourhood bike routes on local roads);
- c) Delineate designated off-leash dog areas from adjacent greenways and trails used by cyclists.



#### OBJECTIVE 4:

Create a culture where cycling is seen as a normal, convenient and desirable travel option.

#### POLICIES:

- a) undertake and support community events that encourage and celebrate cycling;
- b) continue consultation with local stakeholders to identify and develop cycling facilities and programs;
- c) support and participate in cycling incentive campaigns targeted to workplaces, households and schools;
- d) support amendments to legislation to provide financial incentives for cycling as a travel mode (e.g., tax exemptions for bicycles and related safety equipment, free employee vehicle parking designated as a taxable benefit).

#### Implementation

Cycling infrastructure improvements will be undertaken as part of redevelopment and the City's annual capital program.

Projects undertaken by the City will be evaluated and prioritized based on the following criteria:

- within a 400 m (1,312 ft.) radius of a neighbourhood centre;
- provides direct access to local destinations such as schools, parks, neighbourhood centres, and transit stops;



- location coincides with proposed neighbourhood links identified in Section 3.5 (Specific Richmond Neighbourhoods);
- completes a gap in the cycling network to create a continuous link;
- crash history and traffic volumes/speeds on the roadway;
- sufficient right-of-way available.

Projects will be funded by the following mechanisms:

- payment of development cost charges (DCC);
- as part of required works and services for new developments;
- voluntary developer contributions;
- general City revenues;
- grants and/or cost-share funding from senior governments;
- other future new revenue sources.



## 8.5 Transportation Capacity and Demand Management

### OVERVIEW:

As the shift to a more sustainable transportation system occurs, motor vehicles will not disappear, but their use will become more strategic and targeted to the type and purpose of the trip. For private travel, driving will be considered as an option. The optimization of our existing transportation system and management of travel demand are important strategies to encourage and support the transition to a reduced reliance on cars.

### OBJECTIVE 1:

**Manage travel demand at its source to reduce private vehicle trips.**

### POLICIES:

- Support a shift to a more equitable user-pay system (e.g., region-wide road pricing, increased fuel taxes, distance-based or variable vehicle insurance rates) that reflects the true environmental, economic and social costs of driving.

### Car-Sharing

Support and facilitate car-sharing services through:

- targeting the location of car-share parking spaces to where demand exists;
- supporting the provision of off-street car-share parking spaces in new developments;
- providing reserved on-street parking spaces.





b) Support employer-based trip reduction programs such as:

- telecommuting, compressed work weeks, staggered shifts, and flexible work hours;
- free or discounted transit passes and incentives for cycling and walking;
- provide a ride home on an occasional basis for commuters who typically use transit, walk or bike;
- ride-sharing using company or privately-owned vehicles with preferred parking spaces;
- a reward system equivalent to the subsidized benefit of free workplace parking given in lieu of providing parking;
- the provision of secure bike parking with end-of-trip facilities;
- the reimbursement of business travel expenses for modes other than motor vehicles;

c) Support the reduction of school-related vehicle trips and congestion by encouraging walk, bike and rolling to school programs;

d) In consultation with car-share companies, facilitate car-sharing as a convenient and cost-efficient alternative to private vehicle ownership through:

- targeting the location of car-share parking spaces to where demand exists with priority given to locations in close proximity to a Canada Line station, along a Frequent Transit Network route and future neighbourhood centres;
- designating on-street parking spaces for car-share vehicles;
- requiring the provision of off-street car-share parking spaces in new developments where demand exists as a tool to reduce private auto travel;

e) Support revised tax policies that encourage a greater use of sustainable travel modes.

## OBJECTIVE 2:

Use existing parking capacity more efficiently and as a tool to reduce private vehicle use.

## POLICIES:

- permit the provision of optional rather than mandatory parking spaces for residential developments where practical;
- pursue mechanisms to allow developers' funding contributions towards alternative transportation modes (transit, cycling, walking) in lieu of providing vehicle parking;
- permit reduced parking requirements for new developments located near major transit corridors and for mixed-use developments sharing parking, for example, for multiple family residential developments:
  - in the City Centre, 30% reduction and up to a further 10% reduction with provision of transportation demand management measures for locations within 400 m (1,312 ft.) of the Canada Line;





- at neighbourhood centres outside the City Centre, up to 10% reduction with provision of transportation demand management measures;
- d) support the use of electric vehicles through the mandatory provision of electric vehicle charging infrastructure in new multi-family residential developments whereby, in line with forecast market penetration rates for electric vehicles in British Columbia:
  - a minimum of 20% of parking stalls will be provided with a 120 volt receptacle to accommodate electric vehicle charging equipment;
  - an additional 25% of parking stalls will be constructed to accommodate the future installation of electric vehicle charging equipment (e.g., pre-ducted for future wiring);
- e) in concert with changing population demographics, increase the percentage of disabled parking spaces both on-street and in new developments;
- f) support the use of pay parking to reduce automobile use and encourage transit, cycling and walking;
- g) where pay parking is in effect, establish parking rates that are equal to or exceed transit fares and vary across times and priority locations.



#### Electric Vehicles

Facilitate a transition to electric vehicles by:

- requiring new residential developments to provide charging equipment for a minimum of 20% of the parking spaces;
- supporting a network of publicly available charging stations.

### OBJECTIVE 3:

Optimize the performance of the transportation system.

#### POLICIES:

- a) Expand the use of video detection at intersections to improve traffic flow and provide real-time monitoring;
- b) Support new vehicle technologies that reduce non-renewable energy use and air emissions (e.g., electric cars and scooters);
- c) Work towards providing on-line and wireless pre-trip and en route traveller information such as traffic conditions and parking locations with current capacity available.



### Implementation

Transportation demand management (TDM) and capacity optimization measures will be undertaken as part of development and the City's annual capital and operating programs.

TDM projects undertaken by the City will be targeted to locations that generate a large number of vehicle trips and have adequate levels of pedestrian and cycling infrastructure as well as transit service to support a shift to alternate travel modes (e.g., in the City Centre, within a 400 m or 1,312 ft. radius of a neighbourhood centre, major employment centres).

Measures to optimize transportation capacity will be directed to key corridors such as river crossings and Richmond's portion of TransLink's Major Road Network.

Projects will be funded by the following mechanisms:

- payment of development cost charges (DCC);
- as part of required works and services for new developments;
- voluntary developer contributions;
- general City revenues;
- grants and/or cost-share funding from senior governments.

## **9.0 Island Natural Environment**

(including an Ecological Network approach)

OCP AT 1st READING





## 9.0 Island Natural Environment

(including an Ecological Network approach)

### OVERVIEW:

Richmond's spectacular estuarine location—at the point where the Fraser River meets the Pacific Ocean—means that the island City is located within one of the most productive ecosystems in the world. Our community relies upon a healthy and diverse landscape to maintain biological diversity and a resilient natural environment. Richmond's inland and foreshore habitats weave an intricate and unique tapestry of landscapes that provide a host of ecosystem services, the fundamental life supports for human settlements and a wide variety of plants and animals. These essential ecosystem services include temperature regulation, soil stability, clean air and water, carbon sequestration, pollination and drought and flood mitigation.

Trends towards increasing growth place higher demands on already stretched ecological resources. Research on ecological sustainability indicates that the worldwide use of resources is exceeding the Earth's capacity to renew and replenish them. At the same time, awareness is growing that communities like Richmond are likely to experience significant impacts from changing environmental conditions (e.g., climate change), urbanization and agricultural expansion. Key concerns exist for Richmond's natural environment in regards to the loss of local biodiversity due to climate change impacts (e.g., loss of foreshore habitat due to sea level rise and/or loss of inland habitat due to increasing storm intensity), urbanization and proliferation of invasive species.



Accommodating future growth, responding to climate change and adapting to urban and agricultural expansion necessitate a sustainable approach to protecting and maintaining the ecological health and resilience of our unique island natural environment. The objectives and policies for the natural environment identify a broad range of tools and approaches that target the protection, enhancement, connectivity and acquisition of ecological lands and services. These tools include policies to integrate ecological values, lands and connectivity into land use planning initiatives at a variety of scales and in a manner that promotes ecosystem services including human well-being.



### **OBJECTIVE 1:**

#### **Protect, enhance and expand a diverse, connected and functioning Ecological Network.**

In a developing urban and rural environment, retention of biological productivity and biodiversity is a challenge. Biodiversity principles clearly demonstrate that contiguous or connected areas offer greater habitat value and overall ecosystem resiliency than numerous fragmented portions. To gain the maximum benefit to biodiversity through land-use planning, the creation of an Ecological Network (EN) will help guide the strategic enhancement, layout and acquisition of lands. The EN comprises larger “hubs”, smaller “sites” and interconnecting corridors that act to conserve and connect natural and semi-natural areas. The EN approach recognizes the ecological services provided by these natural and semi-natural areas that contribute to the health and livability of the City. Connectivity between people, the built environment and natural lands is intrinsic to the EN. It is an innovative and opportunistic approach to better achieve the acquisition, protection, enhancement, connectivity and management of biodiversity components and the ecosystem services they support, within an expanding urban and rural context.

### **POLICIES:**

- a) identify an EN to provide an innovative framework to better protect the city's ecological resources (e.g., see Ecological Network Management Map);
- b) include the EN as a foundational tool within the Green Built and Natural Environment program of the City's Sustainability Framework. Implementation within the program will include the establishment of targets and adoption of the Ecological Network concept;
- c) establish a meaningful and robust EN by:
  - expanding the EN with Green Infrastructure (GI) as the key management tool. GI is a term used to describe the interconnected network of natural and engineered “green” elements that occur at a variety of scales (i.e. site, building, neighbourhood, community-wide, regional etc). GI is a foundational support tool for the function and quality of communities and ecological systems. Green elements include the built and the natural environment (e.g., district energy systems, green buildings, permeable pavement, eco-industrial development, storm-water management features);



City of Richmond Official Community Plan  
Plan Adoption: \_\_\_\_\_

9-3



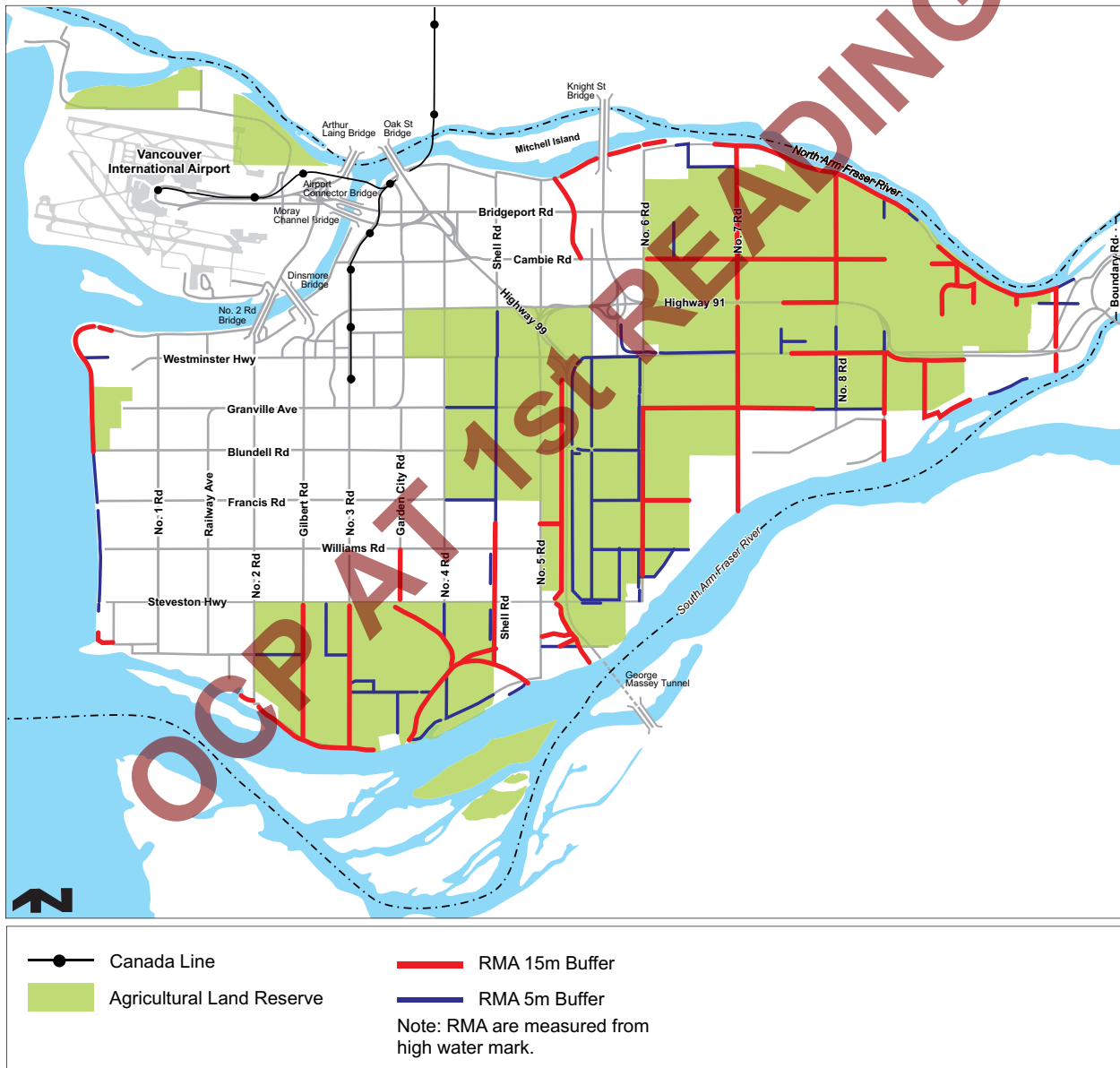


- considering the prioritization of EN lands, including City, private and other jurisdictions, for future planning, land acquisition, protection and enhancement (e.g., Riparian Management Areas, Park and Open Space policies, Environmentally Sensitive Area, etc.). The EN data set includes information for the relative “naturalness” of given areas and also assesses their suitability for restoration and enhancement of lands (e.g., functioning, impaired and non-functioning corridors). Prioritization and recommendations can be made to identify possible acquisition, enhancement and protection strategies. Note: Currently the EN map does not include any corridors. The City purchased Railway corridor is, therefore, currently under consideration. Further planning work and costing will be undertaken. Amendments to the OCP will be made, as appropriate, prior to the next OCP update;
- establish clear goals and objectives to strengthen and expand the existing EN. This will include a review and recommendation of potential targets and metrics to assure successful implementation of the EN;
- developing a toolbox of planning and environmental policies to support site and neighbourhood level planning processes to integrate the GI tool within the EN. This will include the identification of opportunities to acquire, enhance and protect lands through redevelopment and rezoning;
- over time, establishing new design objectives (e.g., ecological landscape design guidelines), policies and principles for city lands, operations, environmental stewardship initiatives and private developments to ensure integration with the EN;
- exploring possible strategies to manage the EN based on the five goals and the Big Ideas presented within the 2012 Environmentally Sensitive Area Management Strategy;
- linking the EN to emerging social and economic opportunities (e.g., organic farming, community gardens, recreation, eco-tourism) that will encourage the use of the land in an ecologically responsible manner and maximize GI opportunities;
- implementing the 2012 Environmentally Sensitive Areas (ESA) Management Strategy and updating it every five years (by Policy Planning);
- over time, updating the City's Riparian Management Areas (RMA) Response Strategy, Parks and Open Space Strategy and related policies to reinforce the value of connectivity through the implementation of GI;
- all private development and City works will comply with the City's Environmentally Sensitive Areas policies, the City's RMA setbacks (5 m or 16.4 ft. and 15 m or 49.2 ft.), the City's Tree Protection Bylaw, the Fraser River Estuary Management Program (FREMP) project review process and will respond to the EN policies and all other applicable environmental legislation;
- as city resources enable, strategically acquiring portions of the EN that become available and are considered important properties to be owned by the City;
- continuing to establish partnerships, incentives, policies, programs and measures, as appropriate, to improve the EN.





## Riparian Management Map





## OBJECTIVE 2:

**Promote green infrastructure and their underlying ecosystem services (e.g., clean air, water, soils), on all (e.g., city and private) lands (by Environmental Sustainability).**

Green infrastructure is referred to as the physical environment within and between our cities, towns and villages, forming a network of multi-functioning open spaces, including formal parks, gardens, woodlands, ponds, wetlands, watercourses, green corridors, street trees and open fields/lands (Davies, McFarlane, McGolin, and Roe, 2006). Occurring at a variety of scales (i.e. site, building, neighbourhood, community, regional, etc.), the green infrastructure supports the function and quality of communities, including ecological systems. Green infrastructure provides the opportunity to create and enhance natural values through the development process.

## POLICIES:

- a) develop a Richmond specific approach to promote and track green infrastructure (GI) opportunities for the Ecological Network (i.e. parks, natural spaces, riparian management areas, Fraser River foreshore, agricultural lands, etc.). This can be done by a variety of means (e.g., improved landscape edge plantings, buffering, continuous connections to ecological corridors), through the City's capital and operation projects, policies and development application requirements (e.g., the construction of storm water management ponds, wetland rehabilitation, district energy in city and private developments);
- b) over time, establish an Invasive Species Management Program which includes community and institutional partners, to reduce the spread of invasive species and consequent loss of biodiversity;
- c) create educational and outreach materials that interpret the direct value of the green infrastructure, their underlying ecosystem services and significant natural features in the City.

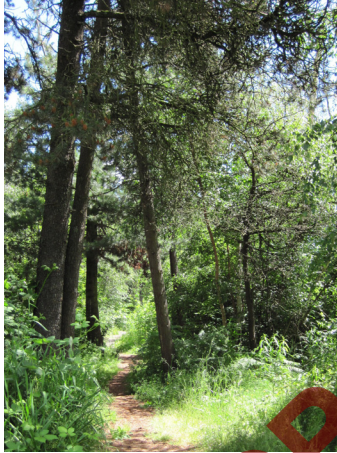
## OBJECTIVE 3:

**Proactively implement practices to protect and improve water, air and soil quality.**

In the course of the City's ongoing operations as well as the redevelopment and use of City and publicly owned lands, opportunities exist to not only preserve but actively improve environmental conditions. In some cases, new or strengthened City policies will be implemented; incorporating performance targets. Of particular note is the Integrated Stormwater Management planning process already underway, which will provide a framework to guide development towards sustainable rainwater management practices.



## POLICIES:



- a) incorporate ecological values (e.g., ESA, RMA, Parks, Tree Bylaw), Ecological Network/green infrastructure opportunities and consideration of targets into the City's Integrated Stormwater Management Plan being developed under Regional and Provincial process. Targets will be considered for inclusion within the City's Sustainability Framework programs. As part of plan implementation, encourage innovative measures to improve storm water quality and manage impervious areas where appropriate to reduce run-off volumes, sedimentation and erosion, and thus improve water quality;
- b) continue to partner with other government agencies in the Fraser River Estuary Management Program (FREMP) in regulating and assessing shoreline development along the Fraser River;
- c) prioritize the protection and enhancement of the Fraser River and West Dike foreshore habitat (e.g., RMA requirements, 30 m or 98.4 ft. foreshore and 30 m or 98.4 ft. inland setback buffer in accordance with the City's ESA development permit process) and the Parks and Open Space Strategy;
- d) assure compliance for all capital, operations, development applications and other projects for the City's 5 m or 16.4 ft. and 15 m or 49.2 ft. setback requirements for Riparian Management Areas (RMA) and Development Permit Application for Environmentally Sensitive Areas (ESA);
- e) enhance the protection of the City's RMA network through the implementation of strengthened policy or bylaw approaches;
- f) overtime, review and update design guidelines to ensure that public access to natural areas is provided in a manner that best balances habitat protection with public access opportunities;
- g) establish and encourage Best Management Practices related to Air Quality and reduction of greenhouse gases, including education both internally and externally to the industrial, construction and agricultural sectors;
- h) cease the use of traditional pesticides through the ongoing implementation of the city's Enhanced Pesticide Management Program which includes the Pesticide Use Control Bylaw and educational initiatives which promote the use of new generation, low toxicity pesticides, organic gardening, natural lawn care, etc.;
- i) continue to expand City Operations practices to innovate best practices for landscape maintenance in the absence of traditional pesticides;
- j) continue to establish collaborative approaches with partner agencies to reduce the environmental (i.e. biodiversity loss), infrastructure and economic impact of invasive species expansion;
- k) continue to partner with senior governments and businesses to promote initiatives aimed at best practices for storm water management and spill response management;
- l) continue participation in the Site Profile system to assist the Provincial Ministry of Environment with screening and managing contaminated sites through the Development process;



- m) continue to work with senior government and other agencies to raise awareness of environmental and health impacts of discharges of polluting substances into the air, soil and water;
- n) over time, establish Adaptive Management Principles to better manage foreshore areas in light of the potential impacts of climate change (e.g., sea level rise);
- o) continue to partner with all levels of government and others to encourage more adaptable, resilient policies to better manage climate change (e.g., assess potential climate change risks, better guide decisions).

#### OBJECTIVE 4:

##### Develop Partnerships for “Ecological Gain”.

Supporting the objective of improving baseline indicators such as water quality over time, the City will work towards creating a net gain in ecological values through the process of development, zoning and City capital and operation projects. This “Eco-Plus+” approach integrates environmental improvements as part of the City’s capital operations and the development process, rather than simply managing impacts. Combined with the Ecological Network concept, this provides the framework for creating strategic improvements to the City’s ecological values over time.

#### POLICIES:

- a) incorporate Ecological Gain principles into all City and development approval projects to maximize environmental values and benefit to the Ecological Network and the green infrastructure management tool;
- b) consider the review and establishment of a target or metric to use for tracking the implementation and success of the Ecological Gain concept.

#### OBJECTIVE 5:

##### Fostering Environmental Stewardship.

Richmond takes pride in its beautiful setting at the mouth of the Fraser estuary. The City is defined by its proximity to the river, its history in agriculture and fishing as well as its diverse ecological values. With significant growth and the arrival of many new immigrants to the community an unrivalled opportunity presents itself to create a City-wide program of environmental education and awareness. With diverse cultural approaches to environmental stewardship, the City will take a leadership role in interpreting and valuing our natural environment to both long-standing and new residents.

#### POLICIES:

- a) identify and establish opportunities to support the Ecological Network through volunteer driven stewardship initiatives;
- b) continue to work with partner organizations, other levels of government, multicultural organizations and First Nations to develop and deliver environmental stewardship initiatives and collaborations that embrace the City’s Ecological Network principles;







- c) ensure outreach and educational programs in environmental stewardship are relevant to a multicultural audience;
- d) seek out sponsorship and private sector support for environmental stewardship and place-making initiatives;
- e) encourage the formation of community based volunteer environmental stewardship organizations.

#### **EN Implementation**

To implement Objectives 1 to 5, Environmental Sustainability will take the lead role which includes enhancing the Ecological Network by developing the Green Infrastructure Management Tool within the Network. The Green Infrastructure Management Tool will:

- define management strategies;
- establish measurable targets;
- refine the conceptual Ecological Network Map to improve usability;
- refine how the Ecological Network will be integrated into the planning and development application processes.

As this work is ongoing and subject to City priorities and budgets, the implementation of projects will be determined in annually in Environmental Sustainability approved work programs and budgets. Environmental Sustainability will lead projects with assistance Policy Planning, Parks, Engineering and other City departments and stakeholders.



#### **OBJECTIVE 6:**

The long-term protection for Environmentally Sensitive Areas (ESAs) will be achieved through the implementation of the 2012 ESA Management Strategy.

#### **POLICIES:**

- a) ESAs are identified in OCP Schedule 1 Attachment 2 Map;
- b) continue to provide protection for ESAs by requiring ESA Development Permits for proposed development activity in ESAs to ensure that development proposals meet ESA policies and guidelines;



- c) ensure that the ESA DP reviews and minimize the impacts of the proposed development on the ESA;
- d) continue to require environmental impact assessments in cases where development applications are likely to negatively impact the ESA;
- e) strive to achieve additional protection for ESAs, by facilitating the environmentally sensitive development on lands adjacent to identified ESAs through particular attention to the subdivision of land, siting of buildings and structures, the provision of parking, storage and landscaping areas, and allow stormwater retention during rain events;
- f) encourage the restoration and re-creation of natural habitats to enhance ESAs, particularly those which are under City ownership;
- g) review and update the ESA policies and areas at least every five years;
- h) Policy Planning will lead the implementation of this Objective 6.

## **10.0 Open Space and Public Realm**

OCP AT 1st READING





## 10.0 Open Space and Public Realm

### OVERVIEW:

The Public Open Space System is comprised of:

- outdoor spaces available for public use that are either publicly owned (e.g., parks and trails) or are secured through legal agreement with private landowners (e.g., plazas, squares and pedestrian walkways).

The Public Realm is comprised of:

- streets, plazas, squares, boulevards, and pedestrian and cycling linkages between and through neighbourhoods

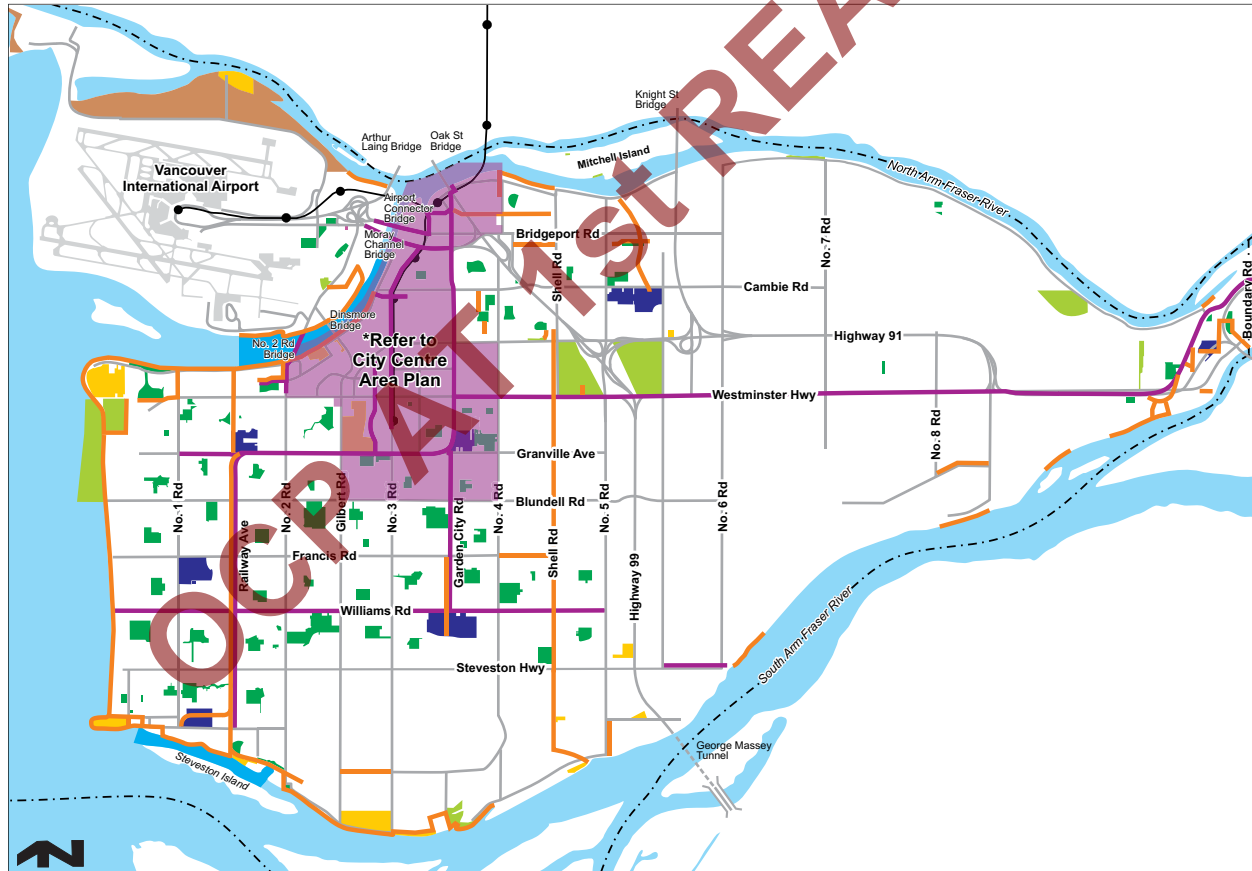
Parks and other types of public open space play a vital role in the quality of life and vibrancy of a city. A well designed, well connected system of parks and trails, greenways and streets, plazas and squares, waterfronts and waterways significantly contribute to individual and community wellness in the following ways:

- **Promote Healthy Lifestyles:** Convenient access to parks and open spaces is a strong indicator for healthy levels of physical activity. Access to places to walk, the most common reason people cite for visiting parks and trails, is a critical service the System can provide. Contact with nature and even simple green spaces with grass and trees, have been shown to have profound psychological and physical benefits, for example, reducing stress and contributing to the healthy development of cognitive functions in children such as memory formation and spatial learning.
- **Foster Community Cohesiveness:** Community cohesiveness is stronger where there are opportunities to engage in informal social contact, to play together, and where people of diverse ages and backgrounds can engage in shared experiences. The sports fields, playgrounds, places to walk dogs, community gardens, and public plazas play a central role in fostering a strong sense of community.
- **Support a Healthy City Environment:** The quality of city life is determined, in part, by the quality of the urban environment. The System provides desirable ecosystem services such as mitigating temperature extremes, improving air and water quality, contributing to biodiversity and ecological health, and reducing the need to expand expensive infrastructure such as stormwater systems. These services have a positive impact on human health, as well as reducing infrastructure operating costs.



- Contribute to Economic Development: A vibrant open space system can exert a positive influence on the city's economy. Great parks and signature places, like Richmond's waterfront parks and trails, confer economic benefits through improved property values, attraction and retention of businesses, and attraction of tourism with signature outdoor places and events.

## Current Parks and Public Open Space System Map



- |                   |                                 |
|-------------------|---------------------------------|
| —●— Canada Line   | City Wide Park                  |
| — Trails/Greenway | City Wide Natural Area          |
| — Cycle Route     | Community Park                  |
|                   | Marine Recreational Area        |
|                   | Neighbourhood Park              |
|                   | Regional Park/Conservation Area |

\*Refer to the CCAP for the locations of future parks in the city centre.

See Section 3.4 (Specific Richmond Neighbourhoods) for locations of Neighbourhood Links.

Refer to the 2010 Richmond Trails Strategy for more detail on planned future trails.



Richmond enjoys a wealth of parks and a waterfront trail network that is a regional destination. The City's parks and open space system offers 121 parks, for a total of 688 ha (1,700 ac.) of dedicated park land and over 50 km (31 mi.) of trails. Many parks include land owned by the Richmond School District, the result of a long standing effort to co-locate school and park sites. Neighbourhood and community parks are equitably distributed so that every neighbourhood, with the exception in the short-term of some rapidly growing areas in the City Centre, has convenient access to diverse types of open space including playgrounds, sports fields and courts, gathering places, community gardens and natural areas. There are also approximately 170 ha (420 ac.) of open space on Sea Island, at Iona Beach Regional Park and the federally owned Sea Island Conservation Area.

#### Richmond Parks and Public Open Space System Facts

<b>Open Space Standard</b>	3.1 ha (7.66 ac.)/1,000 population City-wide	1.3 ha (3.25 ac.)/1,000 population in City Centre*	133.5 additional hectares (330 ac.) required for 2041 population of 280,000
<b>Park Distribution Standard</b>	Neighbourhood Parks <ul style="list-style-type: none"> <li>• Serve an 800 m (2,625 ft.) radius</li> <li>• 400 m (1,312 ft.) radius in City Centre*</li> </ul>	Community Parks <ul style="list-style-type: none"> <li>• Serve a 1.5 km (0.9 mi.) radius</li> </ul>	City-wide Parks <ul style="list-style-type: none"> <li>• Location determined by unique site attributes (e.g., waterfront)</li> </ul>
<b>Park Numbers</b>	80 Neighbourhood Parks (incl. school parks)	8 Community Parks	33 City-wide Parks

\* The higher population densities in City Centre mean that residents will have access to parks and public open spaces within 400 m (1,312 ft.) of where they live to the standard of 1.3 ha (3.25 ac.)/1,000 population. The balance of open space will be located elsewhere to meet the City-wide standard.

In the future, the city's finite land area and increasing population will mean that the open space system must grow and diversify to meet community needs. With a projected population increase of 80,000 people to 2041, an additional 133.5 ha (330 ac.) of public open space will be required. While the quantity of open space is a factor in ensuring equitable distribution, the focus must be on increasing the diversity of the types and functions of the system of public open spaces and the public realm to enrich people's daily experiences and, at the same time, contribute to the city's sustainability.





### OBJECTIVE 1:

Continue to ensure that there is sufficient public open space that is equitably distributed (e.g., City Centre; City-wide) to meet community need.

### POLICIES:

a) for City owned park spaces:

- ensure equitable access to parks and open spaces across the city;
- protect the current inventory of dedicated City park land and ensure no net loss of dedicated park land where changes occur;
- secure additional dedicated park land through the acquisition of new park sites in growing areas of the city;
- work with developers and other land owners (e.g., other levels of government) to secure publicly accessible open spaces that will make a meaningful contribution to the system;
- guide the development of the public realm to increasingly play a role in providing recreational opportunities and the stage for social life;

b) for School Board owned park spaces:

- it is acknowledged that the School Board is reviewing its long-term school and school/park needs. This matter will be addressed over the long-term. In this process, the City will collaborate with the School Board to achieve a “no net loss of parkland”.





### OBJECTIVE 2:

Provide a full range of appealing, welcoming places for residents and visitors of all ages and backgrounds to walk, roll, exercise, play, socialize and engage in healthy, active lifestyles.

#### POLICIES:

- a) continue to provide outdoor sports and recreation facilities that encourage participation by all ages, abilities and financial means;
- b) ensure that all aspects of the System are designed to be inclusive and barrier free;
- c) promote the sense of belonging and connectedness people feel through the development of more and improved community gathering places;
- d) continue to work with community partners to further develop outdoor programs and facilities that support healthy lifestyles (e.g., community gardens, wellness walks).

### OBJECTIVE 3:

Showcase and enhance the City's identity through a rich variety of great places and experiences that bring to life Richmond's natural and cultural heritage.

#### POLICIES:

- a) invest in the System's unique attributes to better foster a sense of city and neighbourhood identity (e.g., varying waterfront character areas, heritage and cultural features);
- b) ensure that Richmond's urban realm reflects the city's distinct culture and landscape through design, materials, public art and interpretive features;
- c) animate more public outdoor places by delivering programs and supporting events with community partners;
- d) showcase Richmond's significant natural, cultural and heritage sites through a broader range of educational and interpretive programs, and capitalize on new media opportunities.





#### **OBJECTIVE 4:**

Strengthen pedestrian, rolling (e.g., wheelchairs, scooters, etc.) and cycling linkages among every element of the city (neighbourhoods, schools, civic spaces, neighbourhood shopping centres, parks, natural areas, streets, commercial areas and industrial parks).

#### **POLICIES:**

- a) improve connections across the existing City-wide trails system;
- b) continue to improve pedestrian, rolling and cycling linkages within neighbourhoods to key destinations and amenities;
- c) improve the wayfinding and signage system for parks and major public destinations;
- d) expand the range of opportunities for cycling routes separated from automobile traffic.

#### **OBJECTIVE 5:**

Strategically expand the range of ecosystem services (e.g., biodiversity and habitat, rain water management, carbon sequestering) integrated within the open space and public realm system.

#### **POLICIES:**

- a) protect, enhance and sustain ecosystem services in parks and other public open spaces;
- b) as practical, connect significant ecological network assets with eco-corridors (linear connections between ecosystems that facilitate the movement of species, water, nutrients and energy increasing the viability of those ecosystems);
- c) provide more opportunities for people to experience nature (e.g., bird watching, nature walks);



- d) provide recreational opportunities to appreciate and participate in agricultural activities;
- e) provide leadership in education and awareness of Richmond's unique ecological assets.



#### **OBJECTIVE 6:**

Showcase Richmond's world-class waterfront and enhance the Blue Network (the Fraser River shoreline and estuary, and the internal waterways, the sloughs, canals, and wetlands) for their ecological value, recreational opportunities, and enjoyment.

#### **POLICIES:**

- a) protect and enhance the ecological values and public amenities in the Blue Network (e.g., trails, piers, floats, beaches);
- b) continue to acquire land for the waterfront park on the Middle Arm in City Centre;
- c) continue to support the City's signature maritime events (e.g., Ships to Shore, Maritime Festival, Dragon Boat Festival);
- d) develop recreational opportunities on and around sloughs and canals;
- e) deliver educational and interpretive programs that increase the community's connection to the Blue Network;
- f) include water as an element in the urban environment (e.g., Garden City Park stormwater detention pond, Water Sky Garden at the Oval).





### OBJECTIVE 7:

Ensure that the System offers a diversity of open spaces and performs a range of functions to better respond to changing community needs (e.g., from urban plazas to natural areas).

#### POLICIES:

- a) conduct regular consultation and needs assessment with residents, community organizations and others to address gaps in the System;
- b) balance the diversity of open space uses to ensure that community needs are met (e.g., formal programs and informal uses);
- c) increase the diversity of functions and activities available in neighbourhood parks;
- d) ensure that civic infrastructure is appropriately integrated such that community use and ecological values are not compromised.

### OBJECTIVE 8:

Sustain the quality of public open spaces through innovative, responsive management and shared stewardship between the City and multiple stakeholders.

#### POLICIES:

- a) align resources to improve customer service, efficiency and quality of asset management;
- b) increase the consideration of maintenance requirements through appropriate design and quality of construction;
- c) improve the health of the urban forest and communicate its value to the community;
- d) pursue additional revenue generating activities that provide community benefit and services not offered by the City. (e.g., bicycle rentals);
- e) ensure the quality of parks infrastructure through a comprehensive, long-term infrastructure replacement program.





## **11.0 Social Inclusion and Accessibility**

OCP AT 1st READING



## 11.0 Social Inclusion and Accessibility

### OVERVIEW:

In a socially inclusive and accessible community, residents feel valued and respected, are able to have their basic needs met, and face no physical or social barriers to move about or participate in society.

Social inclusion and accessibility are key components of a sustainable Richmond. The City has a long standing tradition of recognizing the interconnectedness of land use and social planning. It also has a strong tradition of addressing social issues in its planning and service delivery.

The City is preparing a 10 year Social Development Strategy, which will identify social development and service delivery priorities for Richmond over the next 10 years. Some fundamental assumptions of the Strategy—and OCP—are that:

- it is important for the City's social development to proceed commensurate with its physical development;
- the City has a limited mandate and resources to address social issues; however, municipalities are the closest level of government to the people and are often the first level of contact when social concerns arise;
- in addressing social issues, it is essential for the City to be strategic, clearly articulating roles, managing expectations and working collaboratively with other levels of government, external agencies, community service providers, and other partners.



While the Social Development Strategy will provide more specific and detailed information pertaining to the City's social priorities and directions, the Strategy and OCP are intended to be complementary, mutually consistent planning frameworks. For the OCP, three key social issues and related objectives are addressed below:

- social equity and inclusion;
- engaging our citizens;
- building on social assets and community capacity.



## 11.1 Social Equity and Inclusion

### OVERVIEW:

Equity refers to fairness. For Richmond to be equitable—and socially sustainable—it is essential that the needs of all segments of the city's population are recognized and addressed. Further, as the population grows and physical development proceeds, it is important that the City's social fabric be maintained and enhanced—with all groups sharing in the benefits and none being excluded or left behind.

Richmond's population is increasingly diverse. In 2006, for example, 57.4% of the population were immigrants, with 18.8% of that figure having arrived between 2001 and 2006. Further, 90.5% of the recent immigrants (those arriving between 2001 and 2006) were born in Asian and middle eastern countries.

In addition to immigration status, the population is also diverse in terms of age, income levels, physical abilities, sexual orientation, and other factors. While presenting a strong opportunity for community vibrancy and enrichment, diversity also presents challenges—most notably with respect to communication, cross-cultural understanding, integration, and the potential marginalization of certain segments of the population. City policies, programs, and practices must therefore support social equity and inclusion. They must recognize and respect diversity, while ensuring that silos are not created and no one group gets left behind. The aim is to build and nurture a cohesive and inclusive community.





## OBJECTIVE 1:

Facilitate the establishment of an equitable, inclusive community, whereby City plans, policies, services and practices respect the diverse needs of all segments of the population.

## POLICIES:

- a) adopt and implement a 10 Year Social Development Strategy, which will be monitored and updated over time, to guide the City's future social development priorities and activities;
- b) continue to implement and update the Intercultural Strategic Plan, Youth Services Plan, and Older Adults Service Plan to ensure that they remain relevant and effective over time;
- c) recognize children and youth as valuable, contributing members of the community, providing them with opportunities to participate, as appropriate, in plans, policies, and programs affecting them and the community;
- d) continue to employ the developmental asset framework for the planning and delivery of youth services;
- e) in City land use planning and design, make Richmond an increasingly child and family friendly community (e.g., family-friendly features in public open spaces);
- f) respect and capitalize on the knowledge, skills and abilities of Richmond's older adults by providing them with opportunities to continue to make meaningful contributions to the community through volunteer activities and advice;
- g) adopt an "older adults planning for older adults" approach to the planning and delivery of older adult programs and services;
- h) promote aging in place, age-friendly and accessible communities where feasible, in City land use planning and design requirements;
- i) continue to provide community grants to non-profit societies that deliver social, health, and community safety services to Richmond residents;
- j) continue to consult with organizations representing persons with disabilities and other appropriate parties to assist in planning for the needs of persons with disabilities and gaining assistance and funding to improve the overall accessibility of the built environment;
- k) update the 2007 Affordable Housing Strategy and seek developer, senior government and other partner financial assistance;
- l) collaborate with other levels of government, external agencies and community partners to secure appropriate funding, housing and services for homeless people, with the aim of reducing and ultimately eliminating homelessness;
- m) work with senior levels of government, external agencies, and community partners to better understand the extent and needs of households in poverty and support collaborative efforts to prevent and address poverty in the community;



- n) continue to apply and achieve targeted measures, as appropriate and financially viable, to reduce financial barriers for low income residents to participate in City programs (e.g., Recreation Fee Subsidy Program, recycle sports equipment);
- o) ensure that social factors are considered, in conjunction with economic and environmental factors, in City planning and decision making.



## 11.2 Engaging Our Citizens

### OVERVIEW:

Citizen engagement can take a variety of forms (e.g., participation in City recreation programs, volunteering, sitting on a City or community advisory body, contributing to a community planning process, completing surveys using social media). Citizen engagement is crucial for a healthy society—and it is essential if the City is to achieve a representative and effective vision of being the most appealing, livable, and well managed community in Canada.

While the diversity of the City's population presents substantial opportunities and community enrichment, it also presents challenges. Rather than using a "one size fits all" approach to community engagement, a variety of community engagement strategies need to be employed. The strategies must recognize the unique characteristics, interests, and needs of various segments of the population. They must also provide welcoming and inviting opportunities for all to participate.

### OBJECTIVE 1:

**Encourage and facilitate the active engagement of all segments of the Richmond population in community affairs.**

### POLICIES:

- a) use a variety of traditional and innovative approaches for consulting with and involving members of the public in community activities and planning processes (e.g., study circles, online forums, social media);



- b) work with community partners to provide important City information in multiple languages, as appropriate, and as resources allow;
- c) work with community partners to develop effective approaches for eliciting the opinions and involvement of traditionally “hard to reach” groups (e.g., recent immigrants, homeless persons, people with disabilities) in community consultation initiatives;
- d) provide pertinent information (e.g., on City programs and initiatives, demographic statistics) to assist members of the public and partner organizations in understanding social issues facing the community and effectively participating in collaborative responses (e.g., Hot Facts, bulletins).



## 11.3 Building on Social Assets and Community Capacity

### OVERVIEW:

Social capital is a term to describe the linkages and communication channels amongst individuals and organizations and the community's capacity to work towards mutual gain. The underlying assumption that connections are essential to the overall health and well being of the community.

The City's non-profit agencies, advisory committees, associations and community networking forums need to be nurtured as the city continues to grow and develop.

In addition to social capital, the City requires appropriate infrastructure to meet the social needs of its growing population, including:

- community facilities (e.g., child care centres, space for community service providers);
- affordable housing;
- accessible facilities, built environments, and transportation services.

The key challenges with social infrastructure relate to:

- costs (e.g., land, construction, operating) can be prohibitive—particularly in an escalating market such as Richmond;



- jurisdictional issues (e.g., levels of government are responsible for some social infrastructure);
- priorities (e.g., given finite resources, which elements of the social infrastructure require priority support, and which ones do not?).

Through senior government funding, direct City funding or commitments obtained from developers through the rezoning process, Richmond has traditionally given priority to securing three types of social infrastructure: City facilities (e.g., recreation centres), child care centres, and affordable housing. In the future, additional emphasis will need to be placed on securing other types of social infrastructure—most notably space for non-profit agencies and other community amenities. Recognizing both the future needs and inherent challenges, a range of approaches will need to be pursued to ensure that the City is strategic, transparent, and effective in meeting its social infrastructure requirements.



### **OBJECTIVE 1:**

**Facilitate the establishment of a comprehensive, high quality system of child care services in Richmond.**

### **POLICIES:**

- continue to undertake periodic needs assessments to identify existing and future child care requirements, by type of care and geographic area of need;
- secure City-owned child care facilities, for lease at nominal rates to non-profit providers, from private developers through the rezoning process;
- encourage private developers to contribute to the City's Child Care Development Reserve Fund, as appropriate;
- consult and collaborate with child care providers and other community partners on child care issues;
- request senior governments to contribute funding and improve policies to address local child care needs;
- continue to administer the City's Child Care Grant Program to support the provision of quality, affordable, accessible child care in Richmond.





## OBJECTIVE 2:

Facilitate the provision of space for community agencies.

### POLICIES:

- a) establish mechanisms to assist non-profit agencies and community groups to secure office or program space, or funding (e.g., through senior governments, NGOs, the lease of any surplus City space, negotiation with developers in the rezoning process);
- b) establish clear, transparent guidelines for the securing and allocating City-owned or negotiated community agency space (e.g., eligibility criteria, cost factors, timing, roles and responsibilities);
- c) support non-profit agencies and community partners to develop and maintain an inventory of space requirements for community agencies in Richmond.

## OBJECTIVE 3:

Develop and nurture strong, sustainable, and collaborative relationships with senior governments and community partners.

### POLICIES:

- a) develop and maintain strong networks and communication channels with senior government partners to seek their policy and financial assistance in addressing Richmond social issues;
- b) continue to participate in joint planning and networking initiatives with community partners (e.g., Richmond School District, Vancouver Coastal Health, Metro Vancouver, non-profit agencies);
- c) maintain strong networks with developers, the business community, and community agencies, collaborating as appropriate to address social issues.

OCP AT 1st READING

## **12.0 Sustainable Infrastructure and Resources**

OCP AT 1st READING





## 12.0 Sustainable Infrastructure and Resources

### OVERVIEW:

Providing sustainable infrastructure is a core municipal responsibility that is essential to the health, safety, mobility and quality of life for the City's existing and future residents, businesses and visitors.

### Guiding Principles

- **Meet the Demands of a Growing City**—determine the infrastructure improvements required to meet the needs of a growing population and develop successive implementation plans that maintain capacities that are ahead of demand.

The City's population will grow by 80,000 people and 40,000 jobs by 2041. This increase in population will result in higher demands on City infrastructure that will exceed the capacity of some infrastructure elements. It is important to identify those elements and improve them ahead of demand.

- **Adapt to Climate Change**—build climate change resilient infrastructure to meet climate change challenges that include rising sea levels, wetter winters and drier summers.

Climate change will impact Richmond in two critical ways:

- **sea level rise due to global warming.** Locally, sea level is predicted to rise 1.2 m (3.94 ft.) over the next 100 years. As the City is dependant on its diking system for protection from the waters of the Straight of Georgia and the Fraser River, diking improvements that stay ahead of rising sea levels are critical;



- **the intensity and duration of rainfall.** Climate change experts believe that, in the long run, rainfall intensity and duration will increase during the winter months. Drainage infrastructure must be improved to meet longer and more intense storm events to maintain the City's current level of flood protection.

- **Utilize Local Energy Sources**—reduce the City's dependence on external power supplies by reducing energy consumption and capturing waste energy and increasing geothermal and solar energy production.

Every year Richmond businesses and residents consume 24 Gigajoules of energy to heat their homes, and transport goods and people. This is equivalent to the chemical energy in approximately 4 million barrels of oil. As we are dependent on outside suppliers for our energy, our 'energy dollars' will continue to flow beyond our city boundaries until we develop local energy sources. There are opportunities for local companies to develop markets for geothermal and solar energy, as well as waste heat capture and re-use. This will in turn strengthen the local economy, make the city less dependent on foreign energy sources, help achieve our greenhouse gas emissions reduction targets of 33% below 2007 levels by 2020, and 80% below 2007 levels by 2050, and take us closer to meeting the City's community-wide energy reduction target of 10% below 2007 levels by 2020.

- **Efficient Infrastructure**—achieve greater infrastructure efficiency through the proactive planning of infrastructure upgrades and replacements, the use of new technologies, and educating the public on demand side management. Plan infrastructure with minimum life cycle costs and deliver projects on time and within budget.

Demand management has the potential to defer, reduce or eliminate the need for infrastructure capacity upgrading. Water demand can be reduced through water metering, low flow fixtures, leak reduction, pressure management, and reduction in discretionary uses such as lawn irrigation. Most water use reductions also generate sewer flow reductions. Sewer flows can also be reduced through inflow and infiltration (extraneous rainwater and groundwater) management. Education and technology can play critical roles in demand side management. Rainwater has the potential to be harvested and utilized in place of drinking water for uses such as irrigation. Life cycle management can extend the life of assets and reduce their over all cost. As some infrastructure decisions that appear cost effective in the short-term can have excessive operational costs that make them more expensive in the long run, infrastructure choices should always favour the long view.



## 12.1 Sanitary Sewers

### OVERVIEW:

Wastewater management is a core municipal responsibility that plays a critically important role in maintaining community health. The municipal sanitary sewer carries liquid waste from individual homes and businesses to Metro Vancouver treatment facilities via Metro Vancouver trunk sewers. At the treatment facilities, the wastewater undergoes primary and secondary treatments before being discharged to the Fraser River.

The City's sanitary sewer system includes a well developed network of gravity mains, pump stations and forcemains. Proactive maintenance of sewer infrastructure reduces sewer deterioration and facilitates deferring expensive sewer rehabilitation work, thereby reducing overall costs and customer inconvenience.

Richmond has endorsed Metro Vancouver's May 2010 *Integrated Liquid Waste Resource Management Plan*, which outlines an overall objective to manage wastewater in a manner that enhances the environment. Three key strategies in the plan that support this objective are:

- conserve resources;
- maintain infrastructure and stretch capacity;
- focus effort to maximize the environmental benefit per dollar spent.

The City's population is predicted to grow by 80,000 people in the next 30 years. This increase in population will result in higher demands on the City sanitary sewer infrastructure which in turn will exceed the capacity of some of its elements. To protect public health and safety, it is important to identify those elements and upgrade them through re-development activities (City and private) to maintain livability while facilitating growth.



### OBJECTIVE 1:

**Maintain an efficient sewage system to protect public health and safety.**

### POLICIES:

- a) maintain and improve the existing sanitary sewer system through a proactive maintenance program, the use of quality materials and applying best-management practices that minimize life cycle costs;
- b) improve the efficiency of the sewer system by:
  - maintaining low inflow and infiltration levels;
  - reducing waste volume through water conservation;
  - continuing to participate in the Metro Vancouver sanitary sewer source control program by supporting the Metro Vancouver Waste Water Discharge Permit process;
- c) focus on detecting and reducing fat, oil and grease (FOG) in the sewer system;
- d) develop public education programs to:
  - reduce FOG discharges into sewer system;
  - reduce per capita water use which will, in turn, reduce sanitary sewer flows;
- e) continue to work with Metro Vancouver on sanitary trunk and treatment plant capacity improvement projects;
- f) participate in the on-going implementation of the May 2010 Metro Vancouver Integrated Liquid Waste Resource Management Plan.

### OBJECTIVE 2:

**Proactive planning of infrastructure upgrades and replacements due to age and growth.**

### POLICIES:

- a) budget and plan to replace aging infrastructure in alignment with the City's Aging Infrastructure Replacement Plan;
- b) coordinate the replacement of aging sewer infrastructure with other City infrastructure replacement projects;
- c) ensure that sewered areas of the City maintain service levels in alignment with the needs of present and future land uses;
- d) ensure that development related sanitary system upgrades are funded through Servicing Agreements, sewer DCC's, and senior government funding;
- e) require all new developments to be connected to sanitary sewer where sanitary system is available;
- f) discourage the development of private on-site sewage disposal systems, except in those areas where sanitary sewer is not available.





## 12.2 Irrigation and Drainage

### OVERVIEW:

The City of Richmond has diverse drainage and irrigation needs due to its flat topography and unique farming community.

The City's drainage system includes a well developed network of closed pipe systems, box culverts, open ditches, sloughs, floodboxes and pump stations. The primary purpose of this system is to drain surface water into the Fraser River and prevent flooding on private and public property across the municipality. However, in the Agricultural Land Reserve (ALR), the drainage system also serves as a supply of irrigation water from the Fraser River for use by farmers.

Storm drainage effectiveness in Richmond is closely monitored to ensure that individual neighbourhood's needs are met. Annual maintenance and capital programs are used to replace aging infrastructure and overcome drainage challenges created by land development and climate change.

### OBJECTIVE 1:

**Maintain and improve urban drainage systems to meet the public's needs and regional requirements.**

### POLICIES:

- a) maintain and improve drainage systems to service existing and future development;
- b) ensure that development related drainage system upgrades are funded through development Servicing Agreements, drainage DCC's, and senior government funding;
- c) budget and plan to replace aging infrastructure in alignment with the City's Aging Infrastructure Replacement Plan;
- d) prepare for the effects that climate change may bring to the region, such as increased rainfall intensities which may require higher drainage capacity (for example by participating in regional climate change initiatives, researching issues and options and implementing City Climate Change policies as practical and funding becomes available);



- e) encourage the use of collection and drainage systems that harvest rainwater for non-potable water uses, temporarily store rainwater during major storm events and reduce surface water contaminants from entering drainage systems;
- f) integrate rainwater management master planning with other city initiatives, such as shopping centre and arterial road densification, to meet drainage needs while minimizing pollution and soil erosion;
- g) upgrade drainage systems in established neighborhoods via redevelopment requirements and Local Area Service Plans;
- h) wherever practical, retain open watercourses to provide drainage, and ensure that the watercourse permitting process is followed;
- i) integrate drainage with the Ecological Network;
- j) ensure that single family developments built to elevated flood plain construction levels do not negatively impact local drainage systems;
- k) use drainage infrastructure upgrades as opportunities to create appealing public amenities, such as the award winning Cambie Drainage Pump Station.



## **OBJECTIVE 2:**

**Maintain and improve Agricultural Land Reserve drainage and irrigation systems to support agriculture.**

## **POLICIES:**

- a) maintain and refurbish pump stations and watercourses that are critical to field drainage and agricultural water use;
- b) monitor Fraser River salinity levels to help farmers understand how river water salinity impacts irrigation water availability;
- c) work with farmers to understand and address the effects that climate change may have on the Fraser River as a source of irrigation water;
- d) minimize the impact of development on field drainage and agricultural water use;



- e) minimize the impact of new roads, drainage works and utilities on agricultural lands, farm holdings and operating activities;
- f) facilitate the improvement of agricultural irrigation and drainage infrastructure that support the agricultural sector (e.g., request senior government funding, participate in joint government initiatives).



## 12.3 Water Supply and Distribution

### OVERVIEW:

Water supply is a core municipal responsibility that is essential to community health and safety. The City works with Metro Vancouver to supply adequate quantities of high quality drinking water to Richmond residents and businesses. Metro Vancouver delivers bulk water to the City and the City is responsible for distributing water to individual customers within the municipal boundary. The City has endorsed Metro Vancouver's 2011 Drinking Water Management Plan (DWMP) which includes three primary goals:

- provide clean, safe drinking water;
- ensure the sustainable use of water resources;
- ensure the efficient supply of water.

The City's population will grow by 80,000 people in the next 30 years and will result in higher demands on both the City's water distribution infrastructure and Metro Vancouver water supply system. To accommodate this growth, it is important to identify water system improvements and implementation plans that maintain adequate water service in the short, medium and long-term. Additionally, water demand management or conservation can reduce the impact of growth and extend the life of existing infrastructure.



### OBJECTIVE 1:

Provide sufficient quantities of high-quality drinking water at adequate pressure to meet present and future needs of the community.

#### POLICIES:

- a) provide adequate system capacity to meet the community's drinking water demand;
- b) maintain adequate fire fighting capacity;
- c) continue to monitor water quality through water sampling;
- d) use quality materials and best-management practices to maintain and construct water system elements that maximize service life and reduce overall costs;
- e) investigate the potential impacts of pressure management on water leakage and the service life of aging pipelines;
- f) minimize water system leakages by identifying leakage sources and maintaining a leakage level below the economic level of leakage;
- g) continue to work with Metro Vancouver on water supply capacity improvement projects;
- h) continue City to support the Metro Vancouver Drinking Water Management Plan.

### OBJECTIVE 2:

Proactive planning and implementation of infrastructure upgrades and replacements due to age and growth.

#### POLICIES:

- a) continue to replace and upgrade aging water infrastructure on an annual basis in alignment with the City's Aging Infrastructure Program;
- b) coordinate the replacement of aging water infrastructure with other City road and utility replacement projects;
- c) upgrade the water distribution system in coordination with new developments to accommodate growth;
- d) ensure that development related water system upgrades are funded through development Servicing Agreements, water DCC's, and senior government funding.

### OBJECTIVE 3:

Pursue demand management strategies and continue water conservation initiatives.

#### POLICIES:

- a) continue to raise public awareness regarding the benefits of water conservation;
- b) continue to move toward water metering through development, capital replacement and volunteer metering programs;





- c) promote the use of rain water retention systems for irrigation purposes;
- d) continue toilet rebate programs to reduce indoor water use;
- e) continue to implement lawn sprinkling regulations to reduce seasonal water use.



## 12.4 Energy

### OVERVIEW:

Urban communities tend to consume significant amounts of energy, which includes energy derived from fossil fuels (a large source of the City's greenhouse gas emissions). However, through energy conservation and the incorporation of renewable and local energy sources many opportunities exist to reduce energy consumption and in turn greenhouse gas emissions.

On July 26, 2010, Council endorsed the Corporate Sustainability Framework, Energy Strategic Program, which included a target "to reduce energy consumption in the Richmond community by at least 10% from 2007 levels by 2020".

Together with Council's adopted green house gas reduction targets of 33% below 2007 levels by 2020 and 80% by 2050, these targets provide direction on energy management to the City as a corporation and for the community.

The City of Richmond has taken a lead role in corporate energy management best practices. The City has been recognized by BC Hydro as a Municipal Power Smart Leader (the highest recognition BC Hydro gives to organizations) several years in a row due to its outstanding efforts to incorporate new and alternative technologies into its energy system, and improve its corporate energy management program. The experience and knowledge which the City has gained through its energy management initiatives will be used to assist with energy conservation programs and services. In addition to reducing energy consumption, effective energy management policies address multiple sustainability objectives including lowering green house gas emissions and climate change.



Nearly 2/3 (two-thirds) of energy consumed in Richmond is utilized by buildings. A large share of this energy is attributed to the City's aging building stock, constructed under less stringent energy efficiency standards and reliant on older less efficient heating, cooling and lighting technologies. Many of these structures will remain in our community for the foreseeable future, and building retrofits can optimize their value to owners, occupants and the community.

Energy efficiency upgrades generate operation savings while increasing the comfort for building users. Building retrofits are also an important component of the growing green economy. The green building sector provides employment while reducing our reliance on energy produced from outside the City and region. Increasing the efficiency of existing buildings is also one of the most effective strategies for meeting the City's greenhouse gas emissions reduction goals.

Canadian policy on retrofitting existing buildings for energy and GHG reduction is not as well advanced as many American and European cities. There is currently no provincial or federal regulatory requirement or sustained incentive programs by senior levels of governments to encourage community retrofit.

#### **OBJECTIVE 1:**

**Achieve corporate leadership in energy reduction through the application of the Council endorsed Corporate Sustainability Framework-Energy Sustainability Strategic Program.**

#### **POLICIES:**

- a) continue to build corporate awareness and capacity through on-going work place conservation awareness programs, customized information and targeted training to key work areas to improve energy management performance;
- b) reduce overall corporate energy consumption through conservation and efficiency by continuing the development of effective corporate programs, initiatives and policies to contribute to the Council endorsed targets;
- c) develop a Corporate Energy and Emissions Plan by 2013;
- d) incorporate energy management best practices, efficient equipment and monitoring systems into new civic buildings and community amenities and infrastructure (e.g., energy efficient pumps and energy saving features when updating or constructing new pump stations);
- e) continue to implement the City's High Performance Building Policy (#2306) to improve energy efficiency in new and renovated municipal buildings;
- f) accelerate transition to locally supplied renewable and clean energy sources for new capital projects and through retrofit of existing civic buildings and infrastructure;
- g) consider updating waterworks pressure reducing stations to include energy recovery;
- h) incorporate energy efficient lighting for City facilities, parks open space and roads through retrofits and during new construction.

**OBJECTIVE 2:**

Work towards achieving Council endorsed community energy reduction target, with emphasis on actions that reduce GHG emission, in recognition that these actions will have positive effects on climate change mitigation.

**POLICIES:**

- a) advocate to senior levels of governments and utility providers to provide funding and incentives for retrofitting existing buildings to improve energy performance and reduce GHG emissions;
- b) retain consultant to develop recommendations for a retrofit strategy for existing building, including but not limited to their potential to reduce GHG emissions and improve energy efficiencies from 2007 level;
- c) implement viable retrofit strategy recommendations with appropriate regulatory instruments;
- d) promote an energy smart future where energy needs are met through sustainable energy practices throughout the community and by affordable, efficient, reliant and environmentally responsible energy systems;
- e) continue to pursue locally supplied renewable energy systems and technologies for space heating and cooling, domestic hot water supply as well as electricity production (e.g., renewable energy, district energy systems, solar thermal, geothermal, sewer heat recovery, river heat recovery and wind power systems);
- f) support regulatory changes in the utility sector to encourage more investments in energy efficiency;
- g) raise community energy conservation awareness through education, partnership and incentive programs;
- h) explore regulatory instruments (e.g., energy auditing, energy rating labelling, performance-based standards, prescriptive standards, equipment certification/inspection, etc.) that best achieve the Council endorsed energy and GHG reduction targets.



## 12.5 Recycling and Waste Management

### OVERVIEW:

Safe and responsible solid waste management is a core responsibility for the City and with it comes challenges related to limited landfill space and effective disposal options. Richmond has endorsed Metro Vancouver's 2010 *Integrated Solid Waste and Resource Management Plan*, which outlines goals and objectives as the foundation for future waste reduction. The City has established targets for waste diversion and related objectives to support this Plan, and its programs and services are designed to align with the City's 2010 Corporate Sustainability Policy.

Waste diversion targets are supported by a comprehensive and diverse range of waste reduction and recycling services for Richmond residents, along with policies, bylaws and guidelines to provide for responsible solid waste management throughout the community. The City's garbage collection services are designed to strike a realistic balance between meeting recycling goals while enabling residents to have reasonable means to dispose of garbage. Recycling services for residents provide convenient options to recycle paper, plastic, aluminum, metal and glass, as well as food scraps and yard trimmings through recycling collection or home composting. The City's public spaces recycling and litter management programs enhance community beautification while addressing waste diversion, and its community outreach programs increase recycling, reuse and reduction of waste through education and awareness. The City also supports provincial and regional initiatives relating to banned or restricted items and household hazardous products disposal through drop-off recycling services at the City's Recycling Depot, and through support to product stewardship programs and other community services (e.g., producers and volunteer groups).

The successful diversion of waste from disposal and overall waste reduction are joint efforts. They involve all community members taking responsibility for recycling and waste reduction.





### OBJECTIVE 1:

Provide for effective and responsible solid waste and recycling management through programs, services, policies, guidelines and alignment with the regional 2010 *Integrated Solid Waste and Resource Management Plan* and Richmond's 2010 Corporate Sustainability Policy.

### POLICIES:

- a) continue to improve how solid waste will be managed, including updating bylaws, building guidelines, as well as fee structures and service levels for solid waste collection so that the City provides residents with an acceptable basic level of service at reasonable cost, while encouraging users to reduce unnecessary waste generation;
- b) provide information and education on options to better reduce waste;
- c) request senior governments to transfer additional waste management responsibilities to producers and consumers, including actions to limit the manufacturing of non-recyclable products and better promote manufacturer accountability for product handling, recycling and/or safe disposal;
- d) consider City bylaws that support regional disposal bans and work to implement programs, either in partnership with others or independently, to reduce materials from the waste stream that have detrimental environmental impacts;
- e) consider establishing policies for non-residential sectors to provide for safe and responsible solid waste management and increased recycling;
- f) continue to monitor waste disposal and recycling rates to measure progress toward established City targets, waste diversion and waste reduction objectives;
- g) continue to set good examples of waste reduction in the City's procurement practices by emphasizing reusable packaged products, minimizing the procurement of over-packaged products and promoting products that do not contain recycled materials.

### OBJECTIVE 2:

Divert waste through improved multi-faceted recycling services, composting programs and education initiatives, by supporting community programs to reuse products and reduce consumption.

### POLICIES:

- a) achieve a community-wide waste diversion rate of 70% by 2015 by increasing recycling and decreasing waste;
- b) increase the effectiveness of existing recycling programs by exploring options to expand recycling into public streetscapes and parks, broaden services for residents, developing more options for business/commercial sectors, and providing opportunities to increase private sector recycling;



- c) work with appropriate government partners to change to existing regulatory barriers that discourage the reuse of materials, promote material exchange networks and the re-engineering of recycled materials;
- d) target new recycling opportunities such as organics recycling and composting, FOG recycling, wood reuse and recycling and reuse and recycling in the demolition, land clearing and construction (DLC) sectors;
- e) increase public awareness to overcome barriers to recycling, reuse and waste reduction through City outreach programs and community partnerships.

### **OBJECTIVE 3:**

**Support regional requirements for banned and restricted materials including hazardous waste management, through improved City bylaws, enforcement, community awareness and drop-off programs, and partnerships with product stewardship/take back programs.**

### **POLICIES:**

- a) support regional initiatives to develop alternative programs to reduce waste and pollution, such as waste audits on construction sites, processes for tracking construction waste, and alternatives to traditional building material, recycling programs and improved commercial building design guidelines;
- b) encourage additional opportunities for the safe and convenient disposal of household hazardous waste through drop-off collection at the Richmond Recycling Depot, partnerships with community product stewardship/take back programs, and coordination with responsible disposal services in the community;
- c) develop and enforce bylaws that better align with regional waste disposal bans and/or restrictions;
- d) increase public awareness and education on disposal restrictions and bans.



## 12.6 Flood Protection

### OVERVIEW:

Located in the Fraser River delta, the City of Richmond is naturally low lying and would be subject to flooding from high tides, storm surges and freshets without diking. As a Local Diking Authority, the City manages dikes on Lulu, Sea and Mitchell Islands that protect against sea and river floods.

The City strives to meet Provincial Diking Inspector guidelines and requirements that address issues such as climate induced sea level rise, seismic design and dike alignment. The 2008-2031 Richmond Flood Protection Strategy forms a framework for understanding and meeting Richmond's flood protection needs and directs spending strategies.

Ongoing Fraser River and Steveston Harbour dredging is required to minimize the risk of flooding during the annual freshet season.

The Flood Plain Designation and Protection Bylaw No. 8204 regulates building construction levels and ensures that new building developments are set back an appropriate distance from the dike. These controls are essential for the protection of public safety, public property and enabling dike upgrades.

### OBJECTIVE 1:

**Maintain and improve flood protection measures throughout Richmond.**

### POLICIES:

- a) enforce the setback requirements of Flood Plain Designation and Protection Bylaw 8204 to facilitate future dike raising to accommodate climate change induced sea level rise;
- b) maintain and upgrade the perimeter dike systems on Lulu, Sea and Mitchell Islands while striving to meet Provincial Diking Inspector guidelines and requirements;
- c) develop Dike Master Plans to identify future perimeter dike and internal dike upgrade requirements and construction schedules;



- d) request senior government funding to maintain and upgrade Richmond's dike systems;
- e) work with stakeholder groups to ensure that future dike upgrades are appropriate and respect local community values;
- f) continue to request ongoing senior government funding to dredge the Fraser River and Steveston Harbour.



## 12.7 Building, Fire and Seismic Protection

### OVERVIEW:

Building, fire and seismic protection, like flood protection, are “Life Safety” matters which Richmond takes very seriously. Richmond takes a proactive and scientific approach to protecting City-owned, public and private buildings, structures, dikes and infrastructure against building, fire and seismic damage. Dike maintenance, height increases and seismic protection are addressed in the City's Flood Protection Strategy, related policies and Provincial Legislation. The City co-operates with the Federal and Provincial governments, and others in conducting scientific research and updating Building Code requirements.

The provincial Dike Safety Program is delivered through the Deputy Inspector of Dikes. Activities include: administering the Provincial Dike Maintenance Act, approving construction works on and adjacent to dikes, auditing dike owner's dike management programs, and issuing orders to protect public safety.

Federally, the Government of Canada supports the National Research Council (NRC) Institute for Research in Construction (NRC-IRC) which is the leading construction research agency in Canada. It also supports, for example, the Canadian Codes Centre, Canadian Construction Material Centre, building envelope technologies, and fire research to advance fire safety and design.

The BC Ministry of Energy and Mines, Office of Housing and Construction Standards, Building and Safety Policy Branch is responsible for developing and implementing a modern legislative framework for regulating safety in the design, construction and occupancy of buildings. The Province enacts





the BC Building Code and regulations under the Local Government Act. The Code is based on the model National Building Code of Canada that provides minimum standards for topics such as: safety, health, accessibility, fire and structural protection of buildings; water and sewer damage; energy and water efficiency; and the alteration and demolition of existing buildings.

The Building Approvals Division aims to ensure public health, fire protection, life safety, and structural sufficiency by providing two main services:

1. "Permits" which reviews drawings for compliance with the BC Building Code, including plumbing and mechanical systems for large buildings;
2. "Inspections" which is responsible for on the site construction of the building, and the associated plumbing and gas work.

The Engineering Department provides sustainable infrastructure including dike maintenance and upgrading.

#### **OBJECTIVE 1:**

**To provide and advance effective building, fire and seismic protection to ensure that Richmond is a safe place to live, work and play.**

#### **POLICIES:**

- a) base building, fire and seismic protection initiatives on the following proactive principles:
  - Scientific Research;
  - Public Safety;
  - Risk Prevention;
  - Partnerships;
  - Standards;
  - Cost Effectiveness;
- b) co-operate with senior governments and others (e.g., institutions, developers) to advance building, fire and seismic protection research and best practices (e.g., geotechnical studies, site preparation), codes and regulations;
- c) continue to monitor, raise and seismically improve the City's dike system, as appropriate;
- d) update building bylaws and regulations, as appropriate;
- e) continue educational initiatives to inform developers, builders and the public of recent advances in building, fire and seismic protection.



## 12.8 Roads

### OVERVIEW:

While the City's Transportation Division plans roads and access, the Engineering Division manages them. The City's road infrastructure includes a well-developed network of arterial roads, collector roads, local roads, lanes, bike lanes and pedestrian walkways that constitute approximately 20% of the developed land base in Richmond.

To meet the demands of a growing City, the existing roads and sidewalks must be maintained and improved to support transportation and pedestrian activities and minimize negative social and environmental impacts. New road development and improvements need to make the best use of the City's limited street capacity and balance competing user-demands and interests.

City streets are important public places that enhance the City's identity by linking people, community and nature, and promote a vibrant and 'distinctly Richmond' urban realm.

### OBJECTIVE 1:

**Protect the City's capital investment in road infrastructure.**

### POLICIES:

- a) continue maintenance and improvement programs in accordance with identified needs balanced with resources consistent with the City's Pavement Management Strategy;
- b) coordinate the improvements of aging road infrastructure with City utility replacement projects (e.g., perform street and pipeline renewal coincidentally in locations where both infrastructure elements have reached the end of their useful life);
- c) place a high priority on the maintenance of streets that function as transit corridors (e.g., No. 3 Road);
- d) give high priority to road and sidewalk network improvements that service higher-density areas and link higher-density commercial and residential areas;



- e) use quality materials and best management practices to maintain and construct road infrastructure elements that maximize service life and minimize overall costs;
- f) continue to work with Translink on Major Road Network Improvement projects.

## **OBJECTIVE 2:**

Support safe transportation and pedestrian, cycling and rolling (wheel chairs, scooters) activities, vibrant public places and linkages among all City uses.

## **POLICIES:**

- a) ensure that street designs promote efficient vehicle and pedestrian movements and do not compromise a safe, convenient, and aesthetically pleasing environment for pedestrians, cyclists, and transit-users;
- b) design streets in accordance with planned land use patterns and accepted engineering standards, including the provision of sidewalks on most streets;
- c) ensure wheel chair access at road intersections in pedestrian-oriented areas and at intersections with arterial roads where feasible;
- d) design sidewalks and trails to ensure rolling accessibility and safety;
- e) investigate the development of alternative street design and construction standards that will result in greater environmental benefits to the community (e.g., finer grids, right of passage).



## **12.9 Roadway Lighting**

### **OVERVIEW:**

Most roadways in Richmond's urban areas include roadway lighting which is designed to provide accurate and comfortable visibility at night on roadways, laneways, walkways, and bikeways. This lighting reduces night time accidents, improves traffic flow, and promotes business and use of public facilities at night. It also enhances the public's sense of personal security and assists police efforts to reduce crime and economic loss.



City standards include high-pressure sodium lights in residential, commercial and industrial areas, with metal halide (white light) for the City Center and other special areas. Innovative street lighting that enhances a local area or creates a sense of “place” and safety will be considered for new developments such as commercial and shopping areas.

#### **OBJECTIVE 1:**

**Maintain a system of roadway lighting that supports safety, visibility and security on the City’s urban roadways, laneways, walkways and bikeways.**

#### **POLICIES:**

- a) maintain standardized lighting levels and uniform light distribution along urban roadways;
- b) ensure that new developments include underground lighting systems that comply with current roadway lighting standards;
- c) ensure that lighting improvements are primarily funded through redevelopment (service agreements) or through local area service programs;
- d) pursue initiatives and follow best practices to install, replace, and maintain roadway lighting on City streets;
- e) improve the resistance of roadway lighting systems to copper theft. (e.g., tamper proof access covers).

#### **OBJECTIVE 2:**

**Achieve greater roadway lighting efficiency through the use of evolving energy saving technologies.**

#### **POLICIES:**

- a) research and promote the use of energy saving lighting technologies and design energy-efficient roadway lighting systems;
- b) continue to convert existing roadway lights to more energy-efficient lights;
- c) research and identify options for synergy between roadway lighting systems and other utility systems. (e.g., cellular antennas).

#### **OBJECTIVE 3:**

**Use a system of roadway lighting to encourage the development of a safe, appealing, lively and distinctive character on the City’s urban roadways, laneways, and walkways.**

#### **POLICIES:**

- a) investigate roadway lighting and pole designs to enhance distinctive area character;
- b) promote and continue the use of banners, flower pot holders and decorative receptacles on roadway lighting systems for beautification purposes.





## 12.10 Street Trees

### OVERVIEW:

Richmond's urban forest is a valuable community asset. The trees within it have many life affirming qualities, and their influence on the Ecological Network and environment enhances the well-being of all living things. The ecological service benefits of trees include absorbing carbon dioxide, replenishing oxygen, filtering particulate pollutants, preventing soil erosion, creating shade from the sun's rays, and providing food and habitat for wildlife (e.g., bird nests).

Trees are planted within all areas of the City: in parks and open spaces; along trails and in natural areas; and as integral parts of the built environment.

Tree planting is a fundamental part of new road construction and many trees have been and will continue to be planted along major city streets. Trees are important elements in making positive and well defined human scales places.

Street tree planting is a positive initiative but creates challenges for development projects, existing building upgrades, and the accommodation of infrastructure located within City owned road allowances and rights-of-way.

### OBJECTIVE 1:

**Develop a comprehensive Street Tree Master Plan to provide a detailed, long-term policy framework for maintaining and funding City street trees.**

### POLICY:

- a) the Street Tree Master Plan will be integrated with the City's overall Urban Forest Strategy, and coordinated with other City master plans and strategies.

**OBJECTIVE 2:**

Continue tree planting as part of the City's road capital works program, and development related off-site works.

**POLICIES:**

- a) ensure that the planning and design of street trees is coordinated with other City and privately owned overhead and underground utilities and services;
- b) ensure that the planning, design and planting of street trees is done in accordance with the tree planting details and growing medium specifications outlined in the most recent City Engineering Department Supplementary Specifications and Detail Drawings;
- c) maximize the soil volume available to support tree root development;
- d) ensure that street tree selection contributes toward a healthy diversity of tree varieties;
- e) continue to research best practices to optimize tree health and longevity of trees on Richmond's streets.

**OBJECTIVE 3:**

Protect and retain the City's existing street trees, particularly in areas of new development within the City.

**POLICIES:**

- a) ensure that existing street trees are only removed in accordance with the criteria established by the City's Urban Forest Strategy;
- b) ensure that planning of new developments takes into account the location and condition of existing street trees, and where necessary their replacement;
- c) ensure that street trees are protected from disturbance during installation or maintenance activities of other public or private utilities.

## 13.0 Implementation Strategy

OCP AT 1st READING





## 13.0 Implementation Strategy

### 13.1 Effective Implementation

#### 13.1.1 Provincial Requirements

##### **OVERVIEW:**

The Province of British Columbia requires all municipalities to adopt an Official Community Plan (OCP) under the Local Government Act. The legislation specifies the purpose and effect on an OCP, the required content and policy statements, consultation during OCP development, and adoption procedures and authority.

For example, all bylaws enacted or works undertaken by Council must be consistent with the adopted OCP. However, this does not mean that the City's existing Zoning Bylaw is replaced or superceded by the OCP (i.e., the existing zoning continues to apply to all properties in Richmond).

The Province continues to amend or update its requirements for OCPs. Consequently, it will be necessary for Richmond to update its OCP in order to reflect and respond to new Provincial directions (e.g., requirement that the OCP include greenhouse gas reduction targets and supporting policies and actions).



### **OBJECTIVE 1:**

Ensure that the City of Richmond's Official Community Plan (OCP) remains consistent with Provincial legislation.

### **POLICIES:**

- a) advise Council as necessary when the Province amends a legislation affecting the OCP.

## **13.1.2 Community Values and Consultation**

### **OVERVIEW:**

The OCP co-ordinates and manages the City's public interest regarding a wide range of topics (e.g., sustainability, demographics, growth, land use, transportation, infrastructure, community services, parks).

### **OBJECTIVE 1:**

Consider community values and input in implementing the OCP.

### **POLICIES:**

- a) provide meaningful community input opportunities through a flexible range of tools such as online methods, surveys and open houses;
- b) explore ways to reach those who do not usually attend traditional City open houses and public meetings (e.g., social media);
- c) provide adequate information, which is tailored to the need, the issue, decision making timing and situation.

## **13.1.3 Strategic Vision**

### **OVERVIEW:**

The City of Richmond has as its strategic vision *"to be the most appealing, livable and well-managed community in Canada"*.

To achieve this vision, the City has adopted a number of strategies and approaches in the past and will continue to do so in the future. The OCP is one of the key tools to accomplish the City's strategic vision.

### **OBJECTIVE 1:**

Be the most appealing, livable and well-managed community in Canada.

### **POLICIES:**

- a) continue to implement the OCP to assist in achieving the City's Strategic Vision.



### 13.1.4 OCP Monitoring, Review and Amendments

#### OVERVIEW:

The 2041 OCP will be monitored and reviewed on an on-going basis (by Policy Planning). Periodically, reports will be prepared for key indicators—such as population, employment, housing, transportation, parks, climate change, the Ecological Network, ESAs, and community services (e.g., when Census Canada data is released every five years) (by Policy Planning and other departments).

The Local Government Act requires the Regional Context Statement in the OCP be reviewed and submitted to the Metro Vancouver Board for acceptance at least every five years.

Generally speaking, it has been the practice of the City of Richmond to review its OCP as a whole in approximate 10 year intervals.

Although the OCP is intended to provide clear policy direction for the future, it also has to be flexible to accommodate changes that were not anticipated when it was written. OCP amendments may involve the land use map designations and/or the text of the plan, and will occur as needed, as determined by Council.

#### OBJECTIVE 1:

Ensure that the Official Community Plan (OCP) remains relevant.

#### POLICIES:

- a) use the release of the Census Canada data and other data, and studies to assist in monitoring and reviewing the OCP;
- b) amendments to the OCP should:
  - be minimized, if at all possible;
  - benefit the community in Council's opinion;
  - be justified based on the need and effect of the proposed change.

## 13.2 Phasing and Priorities

#### OVERVIEW:

The City has a variety of Area Plans and Sub-Area Plans for specific neighbourhoods in Richmond. The City Centre is one of the key areas where new growth is envisioned in the Area Plan and its Sub-Area Plans. Other major areas that have their own planning documents where new development will occur are Steveston, West Cambie (Alexandra Neighbourhood) and Hamilton. The only other phasing or priorities the 2041 OCP has identified, which are dealt with elsewhere in this document, involve the densification of the neighbourhood shopping centres, development along the arterial roads, and granny flats or coach houses in certain neighbourhoods. No other new Area Plans or Sub-Area Plans and additional OCP studies are contemplated at this time.



### **OBJECTIVE 1:**

Ensure all Area Plans, Sub-Area Plans and other planning documents, studies and initiatives of the City are consistent with the City of Richmond's Official Community Plan (OCP).

### **POLICIES:**

- a) update any Area Plans and Sub-Area Plans that require revision within one year of the adoption of the OCP (led by Policy Planning).

## **13.3 Sustainable Financing**

### **OVERVIEW:**

Municipalities are required to keep their expenditures within their adopted annual budgets. Therefore, the demand for new capital improvements or expanded operations must be kept within current fiscal limitations. The City cannot count on tomorrow's population increases to pay for today's needs, nor can it expect increased financial assistance from the Provincial or Federal governments. Restraints on the City's budgets will mean that there will be increasing competition for limited financial resources.

The implementation of the OCP must be achieved in a sustainable, fiscally efficient and effective manner. The City will continue to optimize and streamline its service delivery, coordinate its capital planning and works, and seek innovative approaches to implement the OCP. At this time, with the adoption of the 2041 OCP, the City does not need to increase the DCC funding for:

#### **Parks Acquisition and Development**

While an additional 133 ha (330 ac.) of parkland is required to meet 2041 needs, it will be achieved through the following:

- in the City Centre, parks already in the DCC Program;
- outside the City Centre, new parks and properties adjacent to existing parks already in the DCC Program;
- the establishment of new parks on City owned land (e.g., the Garden City lands);
- securing publicly accessible open space on private property;
- securing parks through the development application (e.g., rezoning) process.

Furthermore, the recent acquisition of the Grauer Lands by the City and Ducks Unlimited Canada (not in the Park Acquisition DCC Program) has made a significant contribution to the Parks and Open Space System at a very low cost to the City.

#### **Engineering Infrastructure**

- City Centre growth can be accommodated by the current DCC Program.
- Future infrastructure to accommodate growth around shopping centres outside the City Centre will be determined during the planning of each shopping centre once land uses and densities are known. At that time, infrastructure studies will be undertaken to determine if the DCC Program needs to be changed.





### **Transportation**

The provision of the transportation improvements envisioned in this OCP will be achieved via the following mechanisms:

- Roads DCC Program;
- as part of required works and services for new developments;
- voluntary developer contributions;
- general City revenues;
- grants and/or cost-share funding from senior governments;
- other future new revenue sources.

The provision of neighbourhood links outside of neighbourhood centres and outside the City Centre will require a future increase to the Roads DCC Program, which will likely be undertaken as part of an overall review and update of the DCC Program.

### **OBJECTIVE 1:**

**Adopt a sustainable financing strategy to implement the City of Richmond's Official Community Plan (OCP).**

### **POLICIES:**

#### **Development Responsibilities**

- a) new services and costs caused by growth are to continue to be provided by development proponents through such means as:
  - development cost charges for transportation improvements, utility upgrades and parkland acquisition and development;
  - works and services;
  - front-end financing and latecomer charges;
  - density bonusing (e.g., for affordable housing, child care and other community amenities/benefits);
  - developer contributions to items such as the public art program;
  - the recovery of City community planning costs, for future OCP updates and planning studies;

#### **Municipal Responsibilities**

- a) non-growth services and costs are to be funded from the municipal tax base, user fees and rates, utility charges and reserves, general revenues, debt financing and other sources of intergovernment funding;

#### **Other Funding Sources**

- a) The City will:
  - apply for Provincial and Federal grants whenever possible;
  - consider innovative private/public partnerships and joint ventures;
  - continue to provide opportunities for community-initiated/paid improvements (e.g., Local Improvement Program; neighbourhood improvement charges; corporate sponsorships; fund raising).



## **OBJECTIVE 2:**

Ensure that new development (e.g., rezonings, Development Permits and variances, subdivisions) achieve the OCP and related City Policies, bylaws and regulations.

## **POLICIES:**

- a) ensure that new development implements the OCP policies;
- b) where the OCP requires the City to first prepare refined strategies and policies (e.g., housing, sustainability, the Ecological Network), the strategies and policy studies are to be prepared and Council is to first approve such recommendations before they become requirements for development applications.

## **13.4 Others' Responsibilities**

### **OVERVIEW:**

Metro Vancouver, YVR, Port Metro Vancouver, TransLink, the School Board, Steveston Harbour Authority, and other Federal and Provincial stakeholders and partners play critical roles in implementing the OCP because of either, their senior jurisdiction, significant land holdings, important land uses, exemptions from local government controls, or social and economic impact on the City. As well, the City continues to work with First Nations, as appropriate. The City of Richmond has always endeavoured to work with these agencies to meet mutual interests and objectives.

At the same time, residents and business people will continue to be involved in finding acceptable, desirable and innovative ways to implement the OCP. Community participation in City processes will be required as Richmond grows and develops to the year 2041.

## **OBJECTIVE 1:**

Partner with senior government, stakeholders and the community to implement the Official Community Plan (OCP).

## **POLICIES:**

- a) continue to work with Metro Vancouver, YVR, Port Metro Vancouver, TransLink, the School Board, Steveston Harbour Authority, and other Federal and Provincial stakeholders and partners to implement the OCP;
- b) continue to co-operate with the following agencies in their planning:
  - Metro Vancouver—2040 Regional Growth Strategy (RGS) implementation;
  - Agricultural Land Commission (ALC)—ALR regulation implementation;
  - YVR—2027 Master Plan implementation;
  - Port Metro Vancouver—planning;
  - Steveston Harbour Authority—planning;
  - Richmond School Board—planning;
  - First Nations—as appropriate;



- c) support the Steveston Harbour Authority in preparing effective plans and include them in City Steveston planning;
- e) discourage Port Metro Vancouver from using ALR lands for Port purposes and encourage the Port to use lands within the urban footprint;
- f) explore improved means to communicate with and involve the community in ongoing OCP implementation decision-making, recognizing that the final approach uses lies with Richmond City Council.

OCP AT 1st READING

OCP AT 1st READING



## **14.0 Development Permit Guidelines**

OCP AT 1st READING

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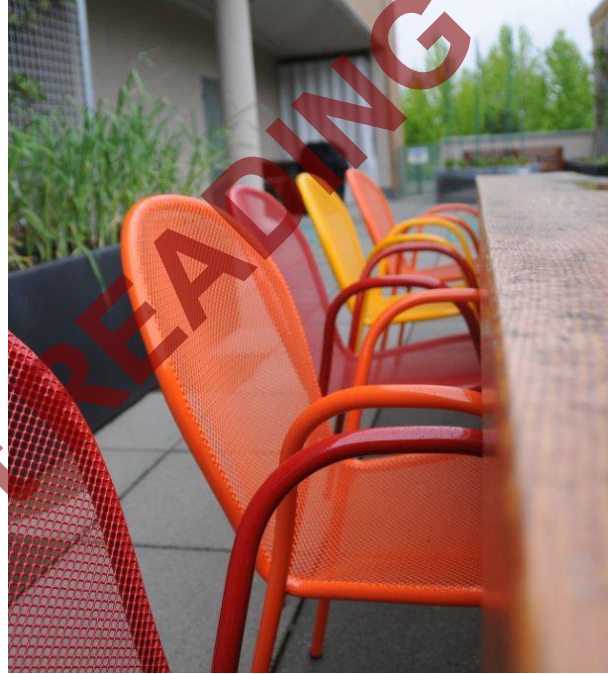
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## 14.0 Development Permit Guidelines

### 14.1 Overview

#### 14.1.1 Background

From 2009 to 2012, the City undertook an extensive public consultation process to determine the community's vision for the future. As a result of this process, strong support was revealed for the:

- retention of agricultural lands for farming;
- protection of the City's ecological network, natural environment and island foreshore;
- proper design and implementation of more housing choices in certain neighbourhoods;
- planning for the densification of neighbourhood shopping centre areas over time;
- focussing development in the City Centre.

The Official Community Plan (OCP) is the blueprint for achieving this vision. One of the tools it will use for this purpose is the designation of Development Permit (DP) Areas and the specification of DP Guidelines as permitted in the Local Government Act. The DP Areas and Guidelines support the goals, objectives and policies of the OCP. They outline the City's expectations for future growth and change by redevelopment and development, and provide guidance regarding form and character of development or other objectives (i.e., promotion of energy conservation) for the community.

#### 14.1.2 Objectives

*The OCP DP Areas and Guidelines are intended to help support the establishment of:*

- the City Centre as a "premier, urban-riverfront community" characterized by outstanding public places and spaces where people can take pleasure in public life within walking distance of where they live, work, shop, learn and play;



- strong and identifiable local character for “neighbourhood centres” located within and around local shopping malls;
- pedestrian-friendly, walkable, green neighbourhoods with a strong human scale and unity of character;
- complete and sustainable neighbourhoods that include a range of housing choices and services, and promote residential densities that support convenient local retail/commercial uses that are easily accessible via an integrated pedestrian-vehicular circulation network;
- a high standard of development, incorporating basic design elements for site planning, building massing, building practices, quality of materials, energy efficient building practices and adequate climate and weather protection;
- natural features and ecologically significant areas that are protected, and Environmentally Sensitive Areas (ESAs) as a component of the ecological network;
- a special Richmond character, enhanced by the distinct qualities and opportunities of its developing districts and neighbourhoods;
- a high quality public realm, including public streets and lanes, parks and other open spaces, publicly accessible parts of buildings, and a built form defining and/or adjacent to public spaces.

### 14.1.3 Legal Authority

The Local Government Act allows the OCP to designate DP Areas for the following purposes.

***A DP Area is intended to address special development circumstances, and if a property is within a DP Area, certain types of development activity cannot proceed without a DP being issued.***

#### **Protection of Farming**

The principal farming areas in Richmond are in the designated Agricultural Land Reserve (ALR). Farms along the edge of the ALR which abut non-farm development require special protection. Consequently, all significant new development outside of, but along the edge of, the ALR requires a DP to reduce the impact on the existing or potential farms and related uses by adequate setbacks, screening or other appropriate measures.

#### **Protection of the Natural Environment**

As part of the OCP, the City has updated its ESA Strategy using an ecological network approach. Based on this Strategy and public consultation, certain areas are designated as ESA DP areas (Attachment 2 of the OCP).

#### **Protection of Development from Hazardous Conditions**

Because it is on an estuarine island, all development in Richmond has to be protected from flooding. The principal method used is to construct and maintain perimeter dikes. This is an ongoing task in which all three levels of government have participated from time to time.

A secondary method of protection is to minimize potential flood damage by raising vulnerable building areas above the maximum anticipated flood level. This raises questions of form and character where new development is interspersed with older development. The OCP contains DP Guidelines to minimize the impact of new development on its surroundings.

Finally, since the foreshore area is the front line of protection against flooding, it deserves special consideration. The foreshore areas are designated as an ESA DP Area and the DP Guidelines serve the dual purpose of flood and environmental protection. Marinas are also subject to special DP Guidelines because of their foreshore location.



### **Form and Character of Multiple Family Residential, Commercial or Industrial development**

Commercial and industrial developments have the potential for causing significant aesthetic, environmental or other adverse impacts on surrounding uses. All commercial developments are deemed to merit the site-by-site consideration afforded by the DP process. Industrial uses grouped together, as in an industrial park, do not merit the same consideration, but do where they are:

- adjacent to specified non-industrial uses;
- in the City Centre, where harmonious civic design is a major consideration.

A key housing policy of the OCP is to carefully integrate new housing development into existing neighbourhoods. All multiple family residential and mixed use projects merit site-by-site consideration for form and character in order to achieve the desired relationship to surrounding areas and to ensure high standards of new housing design.

### **Form and Character of Intensive Residential Development**

As part of the OCP, the City is proposing to permit granny flats and coach houses in certain selected neighbourhoods. In order to ensure that these new forms of housing fit into these neighbourhoods and are well designed, the public has supported the notion of designating the areas where the granny flats and coach houses will be permitted as DP Areas.

### **Energy and Water Conservation and Greenhouse Gas Emissions**

The Province is either requiring or encouraging local governments to address these environmental issues. In addition to the variety of other things Richmond is already or proposing to do, the establishment of some general DP guidelines regarding green buildings and sustainable infrastructure are included in this OCP.

## **14.1.4 Application and Intent**

*The intent of the DP Areas and Guidelines is to support the goals, objectives and policies of the OCP and to build upon the past achievements and strengths of the City of Richmond. The guidelines identify basic development standards to be applied across the entire community, as well as measures appropriate to specific land uses.*

A DP Area addresses special development circumstances, and if a property is within a DP Area, certain types of development activity cannot proceed without a DP being issued. The DP Guidelines include:

- General Guidelines: Basic development standards applicable across the City;
- Specific Guidelines: Development standards applicable to specific land uses.

In certain cases, these DP Guidelines are surpassed by more detailed DP Guidelines outlined in Area Plans or Sub-Area Plans adopted by the City of Richmond. In the event of a conflict between the DP Areas and Guidelines contained in the OCP (Schedule 1) and those contained in the Area Plans or Sub-Area Plans (Schedule 2), the latter shall apply. The only exceptions to this rule, in which case the OCP DP Areas and Guidelines apply, are:

- Environmentally Sensitive Areas (ESAs);
- marinas;
- sites abutting the edge of the Agricultural Land Reserve (ALR).

In the event of a conflict between the DP Guidelines and regulations outlined in the City of Richmond's Zoning Bylaw, the latter shall take precedent.



The DP Guidelines do not require literal interpretation, in whole or in part. They will, however, be taken into account in the consideration of DP applications. The DP Panel may, at its discretion, recommend denial of, or require modifications to a DP application for failure to meet the standards contained within these Guidelines, in whole or in part. Developers and architects are encouraged to read the reasoning behind the criteria and meet the spirit of the criteria as well as the letter of the law.

#### 14.1.5 Development Permit Area Designations

Pursuant to the Local Government Act, the City of Richmond designates the following as DP Areas:

- intensive residential areas where granny flats and coach houses are permitted (e.g., Edgemere);
- all multiple family sites throughout the City;
- all commercial sites throughout the City;
- all mixed-use developments (where residential and non-residential uses are combined on a site) throughout the City;
- all industrial sites in the City Centre Area Plan (CCAP);
- those industrial sites adjoining or within 30 m (98.4 ft.) to another site which is zoned or designated for residential, community institutional, park, school, conservation area, agriculture or mixed use;
- Environmentally Sensitive Areas (ESAs) shown in Attachment 2 to this OCP;
- all marinas;
- all sites abutting to the edge of the Agricultural Land Reserve (ALR).

#### 14.1.6 Development Permit Area Exemptions

##### 14.1.6.1 All Areas Except Environmentally Sensitive Areas (ESAs)

Exemptions to the DP process are as follows:

- renovations to interiors of all buildings except neighbourhood public houses;
- renovations to interiors of neighbourhood public houses where the interior renovations cost less than \$5,000;
- exterior renovations of all buildings, except neighbourhoods public houses, which cost less than \$75,000;
- exterior renovations of neighbourhood public houses where the exterior renovations cost less than \$5,000;
- new buildings or building additions of 100 m<sup>2</sup> (1,076.4 ft<sup>2</sup>) or less;
- new ancillary buildings or building additions in rear or interior side yards that conform to the respective minimum setback requirements and do not exceed a height of 12 m (39.4 ft.) nor contain more than three storeys.

##### 14.1.6.2 Environmentally Sensitive Areas (ESAs) Only

Exemptions to the DP process are as follows:

- renovations to interiors;
- exterior renovations and construction activities which do not impact upon, or extend into, the designated ESA (e.g., within the existing footprint of buildings or paved areas);
- maintenance activities on existing structures which can be reasonably shown to not result in damage to trees, shrubs or fish habitat. (Note: the City may require that a qualified professional review such proposed works);





- regular and emergency City maintenance activities for drainage control and diking (environmental best management practises will be followed);
- construction and maintenance activities carried out by, or on behalf of the City, and designed to enhance and protect natural habitat and public trails;
- where an ESA covenant satisfactory to and in favour of the City of Richmond has already been registered for the protection of an ESA;
- streamside enhancement and fish and wildlife habitat restoration works (e.g., planting riparian species, removing invasive species) that have obtained the required senior government approvals;
- the removal of trees deemed hazardous by a qualified arborist that threaten the immediate safety of life and buildings;
- subdivision and development operations (which include but are not limited to demolition/clearing, fill placement, crossing replacement upgrade and building) on City owned lands which are within 30 m (98.4 ft.) landward of the high water mark and within 5 m (16.4 ft.) and 15 m (49.2 ft.) of the Riparian Management Area (e.g., West Dike). Such operations will be subject to the Riparian Management Area (RMA) protection requirements (see Bulletin Info-23);
- activities (e.g., construction of fences) on privately owned lands along the West Dike which are within 30 m (98.4 ft.) landward of the high water mark and within 5 m (16.4 ft.) and 15 m (49.2 ft.) of the Riparian Management Area. Such operations will be subject to the Riparian Management Area (RMA) protection requirements (see Bulletin Info-23);
- City parks which are below the high water mark and extend seaward 30 m (98.4 ft.);  
Note: There is a continuous 30 m (98.4 ft.) ESA buffer below the highwater mark. This exemption is intended to exclude those areas of park that fall into this buffer (e.g., Garry Point Park).
- First Nation owned lands (e.g., currently on Sea Island) near the Metro Vancouver Iona Sewage Treatment Plant and if more occur, they too are to be exempt;
- agricultural activities.

To take advantage of an ESA DP exemption for the agricultural activities identified below, property owners must provide, to the satisfaction of Council or its designated staff, information to demonstrate that they are legitimately farming:

- for existing farmers: For example, that they have generated on the affected site, legitimate agricultural income (e.g., from government tax records), and this information is to be supplemented by other sources (e.g., a government Farm Number, BC Assessment information, City tax or assessment information);
- for new farmers: For example, written information from a government source that they have been granted a period to time (e.g., two years) to demonstrate that they will and can generate legitimate agricultural income and this information is to be supplemented by other sources (e.g., a government Farm Number, BC Assessment information, City tax or assessment information). Where this permission has been granted and not achieved, the City may require the owner to restore and rehabilitate the modified environmental asset and services;
- for clarity:
  - property owners who are proven farmers are entitled to the agricultural exemption without applying for an ESA DP;
  - property owners who are proven farmers and lease their land to legitimate farmers are entitled to the agricultural exemption without applying for an ESA DP;



- property owners who are not proven farmers and lease their land to legitimate farmers are not entitled to the agricultural exemption and the property owner is required to apply for an ESA DP;
- property owners who are not proven farmers and lease their land to not proven farmers are not entitled to the agricultural exemption and the property owner is required to apply for an ESA DP;
- exempt agricultural activities:  
Where the above criteria are met, the following agricultural activities are exempt from obtaining an ESA DP:
  - accessory farm buildings (e.g., agricultural barns, sheds, accessory accommodation for seasonal farm workers, greenhouses), excluding the principal accessory farm residence;
  - agricultural farm cultivation including land clearing, field drainage, irrigation, Agricultural Land Commission (ALC) and City approved farm soil filling, growing crops, fencing, raising animals and bee keeping;
- non-exempt agricultural activities:  
For clarity, all owners of proposed residences in the ALR and City designated and zoned agricultural areas are to apply for and receive an ESA DP. Accessory residential buildings and structures (e.g., detached garages; swimming pools; tennis courts) and subdivisions will also require an ESA DP;
- other Federal and Provincial Agriculturally Related Policies:
  - agricultural activities in Riparian Management Areas are subject to the Fisheries Act;
  - non-agricultural buildings and infrastructure on ALR lands are subject to the conditions of the Provincial Riparian Area Regulations.



## 14.2 General Guidelines

*These Guidelines are intended to provide general conditions that would apply to applicable developments that require a Development Permit. The General Guidelines are supplemented, and may be superseded, by the additional Guidelines for specific land uses outlined in subsequent sections.*

### 14.2.1 Public and Private Views

*The intent is to maintain views wherever possible; public off-site views as well as private on-site views should be carefully considered in the site design of every development.*

- a) Taller buildings should be located to both protect existing views and provide new views, minimize shadow impacts on open space, create a sense of place and identify and provide landmarks in the cityscape.
- b) Design building massing to minimize the disruption of significant views from existing developments and public places while supporting opportunities for the creation of new views.
- c) The form and placement of buildings should consider the following aspects of public views from the site:
  - preservation to a reasonable extent, of views to the Fraser River, North Shore Mountains and south to Mount Baker;
  - views to “near” views of parks, natural and landscaped areas both on and off site, as well as special views, such as of the mountains or waterfront.
- d) Design building massing to minimize shadow impacts on open space, sun-shadow between new developments, and to create a sense of place and identity and to provide landmarks in the Cityscape.



- e) Views shall be preserved and enhanced through view corridors, the terracing of buildings and creation of public open spaces.
- f) Provide opportunities for near views of parks, gardens, green roofs, and landscaped areas for residents.
- g) Views should be shared between developments. Buildings should be massed to preserve views through and past the site. The design of the development itself should also create a good view for other developments.
- h) Situate open space furnishings to take advantage of views and sun.
- i) The form and placement of buildings should respect existing views and consider existing policy regarding heights and built form for redevelopment as the baseline for assessing private view impacts.
- j) Ensure that new development allow for views that retain a substantial amount of view to the sky or retain some views through a site or near the ground.

### 14.2.2 Public Realm and Pedestrian Amenity

*The intent is to create a high-quality, vibrant, and pedestrian friendly public realm.*

#### 14.2.2.A Sunlight Penetration

- a) The height, massing, and siting of new development should not detract from and should allow for adequate sunlight penetration to the public realm (e.g., parks, streets) and private open space.
- b) On semi-private open spaces, both at-grade and above, maximize sunlight penetration/exposure during high-use periods of the day between March 21 and September 21 as follows:
  - between 10:00 a.m. to 2:00 p.m., for non-residential uses;
  - all day, but especially from 10:00 a.m. to 2:00 p.m. and 4:00 p.m. to early evening, for residential use.

#### 14.2.2.B Weather Protection

##### Rain and Sun Protection

- a) Weather protection is strongly promoted where:
  - retail uses are encouraged at grade;
  - common entries to multiple family residential building front a public sidewalk or open space.
- b) Types of weather protection encouraged are awnings, canopies, and, under special circumstances, arcades.
- c) The design should also ensure good daylighting to protected areas through their proportion of height to depth, and special measures, such as glass roof panels.
- d) Weather protection considered to be permanent structures may not extend into public street right-of-ways.
- e) Typically canopies should be a minimum of 1.8 m (5.9 ft.) clear deep and 2.7 m (9 ft.) clear high.





### Wind Protection

- a) 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.

### 14.2.3 Public Art

*The intent is to promote and facilitate the integration of public art throughout Richmond that expresses the ideas of artists and the community and create opportunities to participate in the design, look and feel of Richmond.*

- a) Development should support the public art program by either:
  - contributing to Richmond's Public Art Reserve and Public Art Provision and/or;
  - providing public artwork which meets the terms of the "Richmond Public Art Program Policy, Administrative Procedures Manual and Plans" either on site or at a location acceptable to the City.
- b) Regardless of whether a development provides public art on-site, public art locations should be secured which benefit from:
  - visibility for pedestrians and/or motorists;
  - proximity to high pedestrian activity areas, (e.g., active retail areas, transit stops (especially those serving high ridership routes), places of public gathering, public open spaces, and recognized pedestrian routes;
  - opportunities to expand on existing or future public art works as part of an existing or proposed multiartwork concept;
  - places of special heritage or community significance.
- c) The "Richmond Public Art Program Policy, Administrative Procedures Manual and Plans" should be referred to for guidance on public art budget calculations and criteria.

### 14.2.4 Heritage Preservation

*The intent is to ensure that the character of development, including landscaping, and the siting, form, exterior design, and finish of buildings and structures respects, preserves, and enhances the historic nature of the heritage area.*

- a) New buildings and structures should be compatible in form, character, exterior design, and finish with existing historic structures.
- b) Retain and re-use historic and/or culturally-significant structures in ways which respect their unique value and heritage potential.
- c) Encourage the protection and enhancement of significant landscape features, including trees and water courses, through the sensitive design and infill of new development.
- d) Enhance public enjoyment and awareness of local natural and man-made features (e.g., the riverfront, and provide complementary amenities such as trails and signage).
- e) Encourage a variety of opportunities to respect, honour, and celebrate the heritage of the City of Richmond and its people.



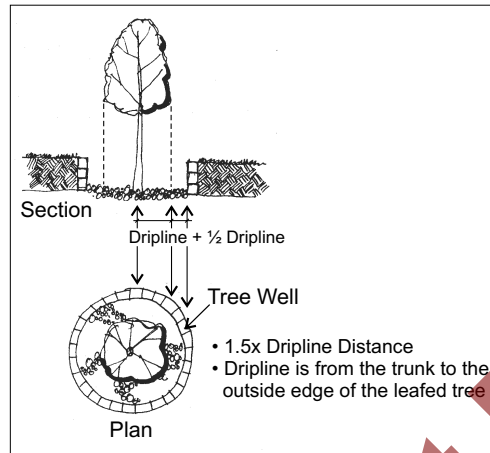
- f) The exterior design and finish of buildings and structures should be compatible with existing heritage buildings on the same site or neighbouring sites, where appropriate.
- g) Retain and re-use historic and/or culturally significant structures in ways which respect their unique value and heritage potential.

### 14.2.5 Site Landscaping

*The intent is to reinforce and enhance the image of the City of Richmond as the Garden City through preservation of mature vegetation and through inclusion of abundant landscaping in all developments.*

#### 14.2.5.A Tree Preservation

- a) Take special efforts to preserve trees and mature vegetation.
- b) Prior to the design of the project, a detailed survey indicating the location and condition of existing trees and vegetation on a site should be conducted and provided to the City as part of the development process.
- c) A Landscape Architect and Arborist should be retained to determine which trees are suitable for retention. For survey requirements refer to the City of Richmond Bulletins, *Tree Survey Guidelines for Rezoning, Subdivision and Non-ESA Related Development Permit Applications and Protection of Existing Trees During Construction*.
- d) Plan open spaces and walkways with landscaping first, then group buildings around the spaces. Special efforts should be made to retain trees identified on the Significant Tree Inventory.
- e) To reinforce the image of a well-established landscape, developers are encouraged to retain and incorporate mature trees and landscaping into the development area. Where this is not possible, trees should be relocated. Whenever a tree 20 cm (7.9 in.) diameter (or greater) at breast height (dbh) is removed, the replacement ratio is 2:1. Replacement trees should have a minimum calliper of 6 cm (2.5") or as specified in "Schedule A" of Tree Protection Bylaw 8057.
- f) Landscape drawings shall include the following information:
  - the location of all protective tree fencing;
  - a grading plan or cross section showing finished grade;
  - a drainage plan for the site.
- g) Prior to the issuance of any permits (demolition, development, building), a tree protection fence shall be placed outside the drip-line of retained trees. The fence shall be constructed of 2 x 4 wood frame with cross-brace construction and snow fencing around or equivalent solid fence material (refer to information Bulletin "Protection of Existing Trees During Demolition and Construction" Tree-03). The tree protection fence shall be clearly signed "Tree Protection Zone – Do Not Enter" as per Information Bulletin Tree-03.



- h) Provide tree wells and/or creative grading of the ground away from vegetation to facilitate retention of existing trees and woodlot/hedgerow vegetation. Where tree wells are to be constructed the wells should be a minimum distance of 1.5 times the distance from the trunk of the tree to the drip line.
- i) Pruning, root pruning, and all work within 1.5 times the existing trees' drip-line shall be supervised by an Arborist.
- j) No excavation, storage of materials, parking, preloading, or filling shall occur within the drip-line of the trees being preserved.

#### 14.2.5.B City Boulevards

- a) Trees shall be protected on city property, boulevards and adjacent sites during development and are not to be removed or damaged under any circumstances unless authorized by the City.
- b) Ditches adjacent to a property may not be covered, altered, or filled-in other than as authorized by an approved Ditch Crossing Application from the City of Richmond Public Works Division.
- c) After completion of construction, City boulevards should be graded to suit existing drainage and landscaped with topsoil and grass or other materials to suit site-specific City objectives.

#### 14.2.5.C Open Space (Landscaping)

- a) Provide new plantings and trees to define public spaces and provide shade as needed.
- b) Maximize the amount of landscaped areas on a site and minimize the amount of impervious surfaces to increase the natural absorption of storm water. Development should strive to achieve a minimum of 25% of the site as soft landscaping, including plant materials.
- c) Where possible, the landscape should provide for or enhance wildlife habitat. Include species that will attract birds (which in turn enhance both biodiversity and create a pleasant soundscapes).
- d) A diversity of tree species is encouraged to increase the survival ratio of new landscaping. Indigenous or native species should be chosen whenever possible. Avoid tree species which would have difficulty surviving or be difficult to maintain in urban areas.
- e) Cluster trees to create "outdoor rooms" or to divide yards into smaller, more intimate areas for people to gather in while typically avoiding a heavily partitioned character.



- f) Public seating should be provided where walkways intersect public streets and areas of high activity; (see 14.2.12 Accessibility/Universal Design Principles).
- g) In general, plazas and forecourts should consist of these elements:
  - a widened hard surface;
  - decorative light standards;
  - fixed benches and/or other seating;
  - a distinct pattern, form or changes in colour of paving;
  - bollards preventing non-essential vehicular access;
  - accent planting;
  - bicycle racks in close proximity;
  - garbage and recycling receptacles;
  - areas for public art.
- h) Group trees and shrubs to frame building elevations and to add visual interest to blank facades and open spaces.
- i) Install plant material to soften building elevations, maintain a pedestrian scale and provide definition to public walkways and open spaces.
- j) Provide protection from excessive summer sun and cold winter winds, especially adjacent to outdoor areas where people congregate.
- k) Consider deciduous shade trees on the south side of buildings to reduce summer building heat loads and maximize winter building heat gain.
- l) Stabilize slopes through the use of soft and hard landscape material, such as retaining walls, ground cover and trees.
- m) Select plant materials which are ecologically sound, appropriate for the existing and future site conditions, and suitable for all seasons.
- n) Incorporate drought resistant plant material in order to reduce long-term maintenance requirements and conserve water (xeriscaping).
- o) Select native plant materials where appropriate and avoid the use of invasive plant species.
- p) Provide seasonal colour, texture and variety.
- q) Implement design practices, which contribute to successful long-term maintenance.
- r) Protect natural features and promote tree conservation.
- s) Landscape Planting Plans should include a detailed plant schedule providing the following information: botanical name, common name, quantities, proposed planting size and condition, mature size, volume of topsoil available per tree and any other appropriate remarks.
- t) The spacing of plant material should account for the ultimate size and form of the selected species as well as intention (e.g., screening, shade, aesthetics, naturalizing, rehabilitation, etc.).

## 14.2.6 Vehicle Access and Circulation

*The intent is to provide safe and efficient circulation for vehicles without compromising the pedestrian environment or the livability of developments.*

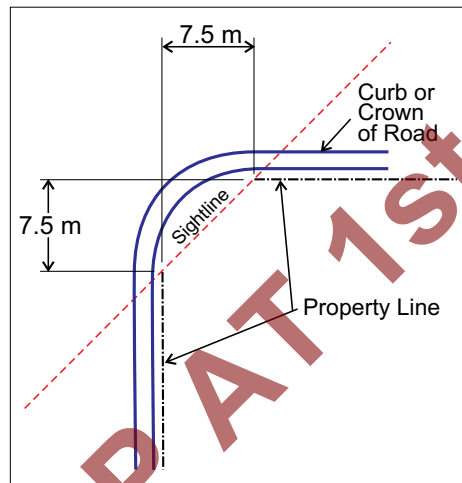
### 14.2.6.A Access Driveways

- a) Maximize the distance between access driveways and the distance between access driveways and intersections.





- b) Driveway access should be avoided along major collector and arterial roads. If driveways are required, the number of access points should be minimized and sharing of driveways with adjacent properties should be considered. Left turn movements at any driveway along arterials and collectors should be discouraged.
- c) Ensure pedestrian and cyclist safety and maximize visibility at driveways.
- d) Where the internal pedestrian walkways is adjacent to the drive aisle, an attractive, physical treatment should be incorporated into the design to define and delineate the pedestrian space.



- e) Sight Lines: Corner visibility for drivers shall be maintained by providing a Sight Triangle (ST) of 7.5 m x 7.5 m (24.6 ft. X 24.6 ft.) with no obstructions to the line of vision above 0.9 m (2.95 ft.) as per the Richmond Engineering Design Specifications. The ST should be measured from the intersection of the property lines adjoining the streets and bounded by the property lines and a line connecting the 7.5 m by 7.5 m (24.6 ft. X 24.6 ft.) distance.
- f) For driveways with security gates, the gate is to be setback at least 6 m (19.6 ft.) from the property line.
- g) Where gates require card activation by drivers the sensor device is to be centred on a pedestal in the centre of the driveway on the driver side. The driveway should be widened to accommodate the width of the pedestal.

#### 14.2.6.B Large Vehicle Access

- a) Access provision should be made for emergency vehicles, moving vans and service vehicles. Wherever possible, combine and share emergency vehicle access roads between developments. Until such time that the shared access is functional, all manoeuvring for trucks required on-site as outlined in the Richmond Zoning Bylaw shall be provided internally, with no more than one back-up movement required for turnaround.

#### 14.2.6.C Garbage/Recycling Collection Vehicle Access

- a) Vehicle access route requirements are intended to minimize traffic disruptions and avoid unnecessary manoeuvring by collection vehicles. Whether provided indoors or outdoors, the vehicle access route shall:
  - be designed in such a way as to allow a collection vehicle to enter the site, collect the garbage/recycling and exit the site in a forward motion, or via the use of a turnaround area allowing for a three-point turn of not less than one truck length—trucks will not be allowed to reverse onto a public road;



- be situated in a location that will minimize interface with pedestrian traffic and public vehicular access to the building's main parking area, including underground garage and visitor parking areas;
  - maintain a vertical clearance of 4.4 m (14.4 ft.) throughout the entire access route;
  - provide the collection vehicle a minimum turning radius of 12.5 m (41 ft.) throughout the entire access route.
- b) The site plan should include a diagram illustrating the anticipated movement of the collection vehicle through the building site. This diagram should indicate turning radii, and show how the layout of the loading area meets the necessary turning radius requirement for an appropriately sized collection vehicle.

#### 14.2.6.D Lanes

- a) New development should retain or expand existing lanes and, where appropriate, create new lanes to facilitate service functions.
- b) Where service lanes cannot be introduced, service functions should be internalized within the site in off-street locations.

#### 14.2.6.E Access

- a) Vehicle access to sites and their off-street parking area should be provided from a lane or a local street at the rear of a site to allow the fronting street to be developed for pedestrians activities, cycling routes and/or an expanded public realm.
- b) Minimize the typical width and frequency of driveways crossings of sidewalks. 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 in appropriate locations.
- c) 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.
- d) Adjacent developments are strongly encouraged to combine and share access driveways to minimize vehicular crossings to sidewalks and integrate driving aisles, pedestrian sidewalks, or walkways between adjacent sites.
- e) Vehicle (and parking ramps) 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 buildings appearance.
- f) All site vehicular circulation is to be confined on-site without use of the adjacent public roadways or lanes.

### 14.2.7 Site Vehicle Parking

*The intent is to ensure that vehicle parking is appropriately located and designed taking into account pedestrians, crime prevention and parking reduction opportunities.*

#### 14.2.7.A Surface Parking

- a) Surface parking should be located to the rear of buildings and screened from public streets.
- b) Where provided to the rear of buildings, it should be screened from adjacent properties with a minimum of 2 m (6.56 ft.) wide x 1.5 m (4.92 ft.) high landscape planting or trellis strips.



- c) Trees should also be planted at a minimum ratio of one tree for every six parking stalls.
- d) In cases where surface parking is situated between a building and the adjacent public street, provide:
  - a covered walkway between the building and the adjacent public street;
  - a minimum of one tree for every two parking spaces situated on-site between the building setback line and the adjacent public street;
  - special paving and landscape measures to further enhance the pedestrian movement.
- e) Provide landscape, 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 without compromising the safety and security of the public inside the lot and on public street.
- f) Parking lots should be partitioned into areas no larger than 0.25 ha (0.6 ac.). Areas should be defined at the boundaries by drive aisles, sidewalks, trees, and landscape.
- g) Non-residential developments with large or multiple-surface parking areas should provide a direct pedestrian pathway system through the parking area to provide convenient and safe pedestrian access between building entrances, parked cars, and sidewalks of adjoining streets; The pathway system should incorporate landscape with trees and benches, overhead weather protection, and distinct paving where appropriate. It should also be wide enough for wheelchairs/scooters and should include a tactile strip for the visually impaired.
- h) Internal vehicular ramps should not be used for pedestrian circulation.
- i) Where pedestrians must cross service roads or access roads to reach parking areas, crosswalks should be clearly designated by means of pavement markings, signs, flashing lights, or even traffic signals, if warranted.
- j) Provide curb cuts or curb letdowns in appropriate locations to facilitate convenient and direct access from the parking space(s) to the building(s) for people with disabilities. Pedestrian movement should be designed to avoid any obstruction by parked or manoeuvring vehicles.
- k) Minimize the surface area of blacktop asphalt parking by using alternate treatments and by complementing the asphalt with a variety of decorative paving materials.
- l) Consider the use of shallow concrete gutters or swales with rolled edges between driving aisles as an alternative treatment for surface drainage.

#### 14.2.7.B Parking Structures

- a) Multi-level parking structures should not front public streets at grade.
- b) Where possible, all garage structures and parking should be located to the rear or beneath buildings, with vehicular access from lanes. Where lane access is not possible, access should be from streets via narrow driveways.
- c) Parking control equipment, e.g., ticket dispensers and card readers, should be located a sufficient distance from the public street (minimum 6 m or 19.69 ft.) to prevent parking queues extending onto the street. Similarly, a minimum distance of one car length, and preferably two car lengths, should be provided between an exit gate and the street edge to accommodate cars waiting to enter the traffic stream;
- d) 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. On non-street-fronting facades, walls of parking structures should be concealed with sloped, landscaped berms and massed landscape.



- e) Rooftop parking structures should be treated to reduce the visual impact as seen from above. For example, they may be landscaped with trees and overhead planting.
- f) Unfinished ceilings, lights, pipes, etc. should not be visible from a public street or sidewalk.
- g) Interior lighting levels (natural or artificial) should be inviting and not radiate a glare or unduly distort the colour of people, cars, signs, and other graphics.
- h) For sites with little or no surface parking, the ground-level parking areas in a parking structure should have sufficient height clearance to accommodate most light trucks and passenger vans.
- i) Where electric vehicle outlets are required for the development, they are to be located close to the elevators bank and are to be allocated to residents with electric vehicles.
- j) Refer also to Richmond Zoning Bylaw 8500, Section 7—Parking & Loading.

#### **14.2.7.C Crime Prevention Through Environmental Design (CPTED) Considerations for Parking Facilities**

- a) Pedestrian routes within and to/from parking facilities must be clearly delineated, logical in terms of directness, and easy to remember.
- b) Pay particular attention to the design and operation of parking facilities, both surface and multi-level, to ensure their convenient and safe use. For example, locate parking control personnel within visual range of the entire parking areas, wherever possible.
- c) Design exits and interior spaces within parking structures to ensure maximum visibility within the parking areas. Avoid hidden spaces or alcoves.
- d) Use glassed stairwells, elevators, and “open” ramping systems to enhance visibility and aesthetics.
- e) Provide adequate lighting to enhance security. Avoid “dark distant corners” in parking areas. Pedestrian entrances to buildings and designated pedestrian routes should be highlighted with additional secondary lighting fixtures.
- f) Consider using electronic security devices and monitoring systems as a supplement to natural surveillance opportunities to increase safety in parking structures and parking areas.
- g) Walls and ceilings of parking structures should be painted white to enhance or reflect light.
- h) Secure residential parking separate from public parking.
- i) Do not locate employee parking in remote areas of parking lots, behind blank walls, or within service or loading areas.
- j) Gate tenant parking apart from that for visitors and consider incorporating gates on visitor parking areas.
- k) Do not allow free access to adjacent buildings without direct monitoring.
- l) Public and private parking spaces should be designated.
- m) Pedestrian and vehicular access gates should be mechanically or manually controlled, or be within effective visual range of security/parking personnel.
- n) Elevators should be close to the main entrance with the entire interior of the elevator in view when the doors are open. Glass doors for elevators are preferable.
- o) Ground floors should be designed to be open for visibility, but secured to prohibit access by wire mesh or stretch cable.
- p) Access should be limited to no more than two designated, monitored entrances.





#### 14.2.7.D Parking Reduction Opportunities

- a) Projects with a mix of uses should seek to reduce parking needs where the varied parking demand for proximate uses allows joint use of a single parking facility. Shared-use opportunities may be possible between non-residential uses and residential visitor demand, or between mixes of non-residential uses. Where parking is to be shared, measures must be in place to ensure non-exclusive use.
- b) 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.
- c) Where a development proposal features reduced parking standards, the proponents shall identify potential “spill-over” impacts on the neighbouring area and possible mitigation measures.
- d) Refer also to Richmond Zoning Bylaw 8500, Section 7—Parking & Loading and Parking (Off-street) Regulation Bylaw 7403.

#### 14.2.8 Garbage, Recycling, Organics and Other Service Areas

*The intent is to organize site plans for efficient use of service areas and so that the impact of servicing functions on streets, developments, and open space is minimal.*

- a) Garbage, recycling, organics storage and disposal, loading docks, ramps to underground parking, vents, air conditioner compressors, meters and transformers should be incorporated into the design of the building and/or integrated into landscaped areas, and out of view from streets to minimize their noise and unsightly visual impact on pedestrian areas, streets and adjacent homes.
- b) Garbage, recycling and organics bins must be easily accessible, contained in a room within the development or an outdoor walled enclosure and screened from public view.
- c) The design of the enclosure of outdoor garbage, recycling and organics areas and the screening of other areas should be co-ordinated with the overall design of the development.
- d) Ensure shipping, loading bays, utility and garbage/recycling areas, satellite dishes, and other similar structures, (e.g., outdoor vents, mechanical equipment, satellite dishes) are located out of view from public streets or screened with landscaping, walls and buildings.
- e) Underground utility wires wherever possible and conceal related equipment so as not to impact the appearance or use of municipal boulevards, rights-of-way, pedestrian areas or public open spaces.

#### 14.2.9 Floodproofing and Dike Setbacks

*The intent is to ensure that floodproofing of buildings is carried out to protect public safety and private property from flood hazards in a manner which is consistent with the form and character of the community, and that sufficient space is reserved for future dike raising needs.*

##### 14.2.9.A Floodproofing

- a) All buildings must meet a minimum habitable floor elevation as identified in Richmond’s 2008–2031 Flood Protection Strategy defined in Bylaw 8204.
- b) Floor and pad elevations vary across the City based on location specific factors including whether or not a building is inside or outside of the dike.



- c) Buildings may be partially or fully exempt from meeting minimum floor elevations for a number of reasons specified in the bylaw, for example:
  - a permit is issued solely for building renovation;
  - a building's additions are relatively small;
  - the building's area is to be used for a carport or garage with unobstructed pedestrian access;
  - the building relates to farming (non-dwelling use);
  - a building has specific public access requirements;
  - the form and character of its neighbourhood is unacceptably compromised.
- d) Building floor and pad elevations may be achieved by:
  - structural elevation;
  - compacted fill;
  - a combination of the above.
- e) The method chosen to elevate a floor or pad should be the one that optimizes the relationship between the new construction and the surrounding existing development and land grading.
- f) 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.
- g) Construction or landfill should be carried out in a manner that is sympathetic to the character of an area. Precautions should be taken to avoid drainage problems, differential settlement, unsafe slopes, or unsightly edges to adjacent properties.

#### 14.2.9.B Dike Setbacks

- a) No landfill or structural support required to support a floor system or pad shall be constructed, reconstructed, moved, extended or located:
  - where a standard dike exists, within 7.5 m (24.6 ft.) of a dike right-of-way;
  - where a standard dike does not exist and land is situated within the dike alignment, within 30 m (98.4 ft.) of the natural boundary.

### 14.2.10 Green Buildings and Sustainable Infrastructure

*The intent is to provide general direction in regards to the voluntary undertaking, where feasible, of green building and sustainable infrastructure to support City of Richmond sustainability objectives and help reduce the demand for energy and resources.*

#### 14.2.10.A Energy Efficiency

- a) Design buildings that minimize the use of energy and reduce Greenhouse Gas Emissions by considering the following:
  - providing high performance windows, walls and roofs to reduce energy consumption (e.g., high quality insulation can reduce heating and cooling requirements);
  - using solar energy, day lighting and natural ventilation through comprehensive environment design and building siting;
  - using alternative heat and electrical energy sources (solar power, geothermal heat, ground water cooling and hot water heat recovery); with mixed uses, consider recycling "waste" heat from the one use to another;
  - utilize energy efficient lighting, heating, mechanical systems and appliances;
  - eliminate the use of ozone depleting chemicals wherever possible.

**14.2.10.B Water Conservation**

- a) Design buildings and site infrastructure to use less potable water by considering the following:
- install plumbing fixtures that conserve water;
  - utilize high efficiency irrigation and drought tolerant plants for landscape areas to minimize the need for watering and maintenance;
  - specify water efficient HVAC, chillers, and other equipment and appliances.

**14.2.10.C Building Materials**

- a) Design buildings that incorporate sustainable building materials by using:
- recycled and renewable building materials;
  - new materials that have low embodied energy rating to help conserve energy;
  - materials that have long-life, low maintenance properties to extend the lifespan of the building;

**14.2.10.D Rainwater Management**

- a) Manage as much rainwater on site as possible by:
- incorporating intensive and accessible extensive Green Roofs, bio-swales, infiltration and other best management practices throughout the site to store rainwater, mitigate urban heat island effect, reduce heating and cooling loads and reduce the impact on City drainage systems;
  - using pervious surfaces to promote rainwater infiltration;
  - using rainwater harvesting systems for irrigation and toilet flushing.
- b) Newly or re-developing areas should manage rainwater runoff by using boulevard swales, rainwater gardens and other best practice techniques that slow down water conveyance and reduce pollutant wash off into the City's drainage system.

**14.2.10.E Waste Reduction**

- a) Reduce the generation of waste through careful design and construction practices, by recycling construction materials, and provide recycling facilities, as feasible by:
- recycling demolition waste;
  - support educational recycling programs for construction workers and site occupants;
  - providing facilities to encourage three stream waste separation and recycling.

**14.2.10.F Health and Air Quality**

- a) Improve indoor air quality, and minimize noise, noxious emissions, and dust by:
- retaining and planting trees where possible to improve air quality and mitigate heat island effects;
  - selecting and encouraging green materials (e.g., paints, adhesives that minimize toxic chemicals and gases).

**14.2.10.G Urban Agriculture**

- a) For urban developments, promote urban agriculture by providing where feasible, garden plots and necessary facilities (i.e., tool sheds, composting).



### 14.2.11 Crime Prevention Through Environmental Design (CPTED)

*The intent is that through the use of CPTED principles (Crime Prevention Through Environmental Design), opportunities for crime are minimized and a sense of security is promoted.*

CPTED involves the proper design, effective use, maintenance, and management of the built environment to minimize opportunities for crime, fear of crime, achieve a greater sense of security and an improvement in the quality of life. CPTED involves the inclusion of the following four principles best applied at the concept stage of design and site planning:

- Natural Access Control;
- Natural Surveillance;
- Territoriality (defensible space);
- Maintenance.

#### 14.2.11.A Natural Access Control

- a) Design features that guide people to and from a space by creating real or perceived barriers (e.g., separate lobbies and circulation between residential and non-residential uses).
- b) Create safe routes for pedestrians and create clearly-defined pedestrian entries and separate vehicle access from pedestrian access.
- c) Minimize the number of formal access points where possible.
- d) Define edges and corners with low landscaping, low curbing, low permeable fencing, columns, paving stones or decorative paving treatment, and elevation changes.
- e) Place orientation and directional signage at public access points.
- f) Design portions of the building to act as a form of access control.
- g) Provide separate lobbies and circulation between residential and non-residential uses.
- h) Semi-private open spaces should be situated and designed to maximize resident access, surveillance and enjoyment.
- i) Walkways should be direct, follow natural pathways and avoid blind corners.
- j) Illuminate walkways and access points to open spaces.

#### 14.2.11.B Natural Surveillance

- a) Provide “surveillance” opportunities that allow people to easily view what is happening around them during the course of everyday activities.
- b) Make all exterior public or semi-public spaces visible and defensible, so that residents can control their own surroundings.
- c) Cluster residential units, shared tenant facilities, and semi private areas to encourage neighbour-to-neighbour surveillance without impairing necessary privacy.
- d) Design landscapes and circulation routes to allow clear, unobstructed views of surrounding areas, (e.g., make elevator lobbies clearly visible and easily accessible from the public street).
- e) Eliminate entrapment spots, and incorporate barriers that permit visual access without loss of privacy, (e.g., glazing in lobby doors and stair-wells).
- f) Encourage “eyes on the street” with windows, front doors, and activity generators (e.g., playgrounds and seating).





- g) Group common facilities or areas so that each facility or area will be automatically monitored by the constant presence of users of other facilities or areas.
- h) Ensure that windows and doors remain visible from the street and are not hidden by vegetation.
- i) Design buildings to allow for passive observation of outdoor amenity areas, pedestrian or vehicle access points to provide “eyes on the street”.
- j) Ensure a strong orientation between buildings and the street (e.g., porches, bay windows, stoops).
- k) Ensure that windows and door remain visible from the street and are not hidden by vegetation.
- l) Utilize a variety of glazing to project a sense of surveillance.
- m) Consider pedestrian or bike friendly design to activate space and add to passive surveillance.
- n) Illuminate spaces with low-level lighting that provides light and security for semi-private space, but does not produce glare into the adjacent residential buildings.
- o) Provide opportunities for passive surveillance (seating, arrangement of windows and viewing decks) that permit observation of children at play.
- p) Carefully select the types and location of planting to maintain visibility and surveillance and minimize opportunities for intruders to hide.
- q) Use low ground covers and shrubs less than 0.9 m (3 ft.) in height and prune trees limbs to a height of 3 m (9.84 ft.).
- r) Allow user to view entrances, exits, pathways and the immediately surrounding areas.
- s) Ensure lighting does not produce shadows close to pathways and entries or exits.
- t) Ensure windows and doors remain visible from the street and are not hidden by vegetation.
- u) Ensure unimpeded sightlines, particularly along pedestrian pathways and at building entrances to prevent concealment; apply the 2-2-8 rule to ensure a clear line of sight (i.e., 0.61 m (2 ft.) or from any entry/window or pedestrian access point, 0.61 m (2 ft.) or maximum landscaping/fence/ screening height).

#### 14.2.11.C Territoriality (Defensible Space)

- a) Distinguish public and semi-public spaces from private spaces and design symbolic barriers through building siting, design and landscape such as changes in paving, vegetation, grade or through architectural features (e.g., low wall, bollards, raised planters, rather than continuous solid fences or walls).
- b) Personalize impersonal space such as streets, surface parking and open spaces through the use of place-making techniques through the use of signage, colour, hard and soft landscaping, grading, fencing, artwork, lighting, community boards and gardens, landmark, pedestrian and bike paths, fountains, seating, and playground that encourage people to congregate.
- c) Light open spaces, pedestrian and vehicular circulation routes, parking lots, and building entries to provide security, safety, and convenient access without producing glare into adjacent properties and sensitive uses:
  - lighting should be located and designed to ensure that all areas are well lit. Avoid glare and reduce shadows;
  - apply suitable lighting to project ownership and control;



- lighting along pedestrian pathways should be at a scale appropriate for pedestrians while providing optimum visibility;
  - illuminate entry points, and set light levels to provide for a comfortable transition between neighbouring locations;
  - provide vandal-resistant light fixtures that are easy to maintain and operate.
- d) Semi-private open spaces should be clearly defined from public spaces 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 buildings.
- e) Provide landscaping, terracing, screening, low-level hedges, and/or garden walls between private ground-oriented outdoor spaces and the public realm.
- f) Where a residential front yard provides a unit's only private open space, ensure that this space is usable/practical while also enhancing the streetscape. Changes in grade/terracing should be used in combination with hedges, trees, shrubs, open lattice screens, and low fences to provide an area of privacy near the unit while still providing an open, inviting public edge.
- g) Provide signage that is clearly visible, easy to read and simple to understand.

#### 14.2.11.D Maintenance

- a) Ensure the continued use of space for its intended purpose and ensure landscaping is maintained (not overgrown) and lighting is operable.
- b) To ensure safety and security, provide sightlines 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 of 1.2 m (3.9 ft.) in height.
- c) Ensure city bylaws regarding nuisance, graffiti removal or unsightly premises are adhered to.

### 14.2.12 Accessibility (Universal Design Principles)

*The intent is to ensure that the design of a development enables all people, including people with disabilities, to have full and unrestricted access to every part of a project.*

#### 14.2.12.A Site Accessibility/Circulation

- a) All parking spaces allocated for people with disabilities should be located as close as possible to the main entrance of the building.
- b) Ensure that access for the mobility impaired is provided via at least one path of travel with a minimum clear width of 1.5 m (4.92 ft.) to the major portion of any open space, any building lobby accessible to the open space and any use that may be present on or adjacent to, open space.
- c) All pedestrian pathways should be fully accessible to people with disabilities. Pedestrian pathways should also include, wherever possible, a linear textured band of roughened surface for the benefit of people with vision impairment. The band should be appropriately located towards the middle of a pathway and should be designed to avoid potential conflicts with seating areas or plant materials at edges of walkways.
- d) Pedestrian pathways should provide easily understood direct connections between desired destinations (e.g., transit stops, pedestrian crossings, public sidewalks, building entry, amenity areas, and parking and service areas).
- e) Pedestrian pathways should be wide enough for a comfortable experience and to accommodate passing wheelchairs, strollers and bicycles.



- f) Building and site design features which segregate circulation/ areas/ uses for people with disabilities 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 alternate design approaches.
- g) 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 (4.92 ft.) to the major portion of any open space, any building lobby accessible to the open space, and any use that may be present on, or adjacent to, open space.
- h) Site designs should seek to integrate features that accommodate persons of varying ability levels.
- i) The design and placement of site furniture should allow a person in a wheelchair to sit alongside fixed seating or, where tables are provided, to allow a person in a wheelchair to pull up to each table.
- j) Ramped portions of walkways should have a maximum slope of 1:20 and minimum width of 1.2 m (3.94 ft.).
- k) All parking spaces allocated for people with disabilities should be designed to achieve the following:
  - located as close as possible to the main entrance(s) of each building;
  - located away from designated fire routes, intersections or commercial loading zones;
  - located with connection to pedestrian pathways. Landscape and other design features should be used to prevent vehicles from protruding over pedestrian pathways of travel.
- l) For shopping malls, large complexes or where multiple buildings exist on a site, the required number of designated spaces should be evenly distributed at all public entrances.
- m) The entrance nearest the designated parking spaces should be equipped with a power door operator.
- n) Designated parking space(s) are required to be painted with the international symbol of accessibility. The symbol shall be painted with white solvent-based traffic paint on a minimum 1.5 m x 1.5 m (4.92 ft. x 4.92 ft.) blue solvent-based traffic paint background.
- o) Designated parking space(s) are required to be marked with clearly visible signage that conforms to the *Motor Vehicle Act Regulations*. Signs mounted on moveable bases are unacceptable.
- p) Designated parking spaces should be:
  - located as close as possible to a required passenger elevator;
  - provide a minimum vertical clearance of 2.75 m (9.02 ft.);
  - provide level, non-slip, non-glare, textured, hard surfaces.
- q) Provide directional signage in large parking areas or for hidden parking spaces.

#### 14.2.12.B Site Design

- a) Site designs should seek to integrate features that accommodate persons of varying ability levels.
- b) Drinking fountains should be a maximum of 0.76 m (2.5 ft.) high and allow for both hand and foot operation to accommodate wheelchair users and companion animals.
- c) Seating in public areas should provide for:
  - minimum seat depth of 40 cm (15.7 in.) without backrests, or minimum seat depth of 35 cm (13.8 in.) where backrests at least 30 cm (11.8 in.) high are provided;



- features designed to allow a wheelchair to sit alongside fixed seating or, where tables are provided, to allow a wheelchair to pull up to each table;
- minimum of 5% of all seating in public areas to be provided with backrests.

#### 14.2.12.C Building Design

- a) Building designs shall incorporate features which address the functional needs of persons with disabilities, including those who are mobility, visually, and hearing impaired and have reduced manual dexterity or strength.
- b) Building entries should be:
  - clearly addressed with large numbers visible from the street;
  - directly accessed from the street without stairs;
  - provided with level areas measuring at least 1.5 m x 1.5 m (4.9 ft. x 4.9 ft.) both inside and outside the doorways;
  - provided with weather protection, exterior lighting, and power-assisted door openers.
- c) New development should accommodate the function needs of residents of all ages and abilities.
- d) All rooftop areas intended for use (i.e., recreational) by building occupants or others should be designed and landscaped to ensure universal accessibility.
- e) Building design should accommodate the functional needs of people of all ages and abilities:
- f) Main entrances to buildings and internal circulation routes should be designed to comfortably accommodate pedestrians, people in wheelchairs, and children in strollers.
- g) At least one elevator in each building should be able to accommodate a prone stretcher.
- h) All outdoor and indoor common areas should be wheelchair accessible and incorporate measures for people with vision impairment.
- i) All doorways, including those within units and those accessing private outdoor areas, should be wheelchair accessible.
- j) Floor surfaces should be slip-resistant and non-glare.
- k) All locks, latches, handles, closers, and controls should be easy to read, reach, grasp, and use.
- l) Manoeuvring spaces in kitchens, bathrooms, bedrooms, and hallways should accommodate wheelchair accessibility.
- m) Counters, cupboards, sinks, tubs, and showers should be well lit and easy to use.
- n) Additional electrical/electronic features, such as outlets and controls, should be provided to allow the use of remote controls, computers, and security devices.

#### 14.2.13 Non-Residential Noise Mitigation

*The intent is to ensure that non-residential buildings are built to ensure that indoor and outdoor uses are appropriately designed and located so as to mitigate potential noise.*

- a) New non-residential development should ensure that sensitive indoor and outdoor uses are buffered to reduce noise impacts on adjacent residential uses through design and construction measures.
- b) Development in noise sensitive areas (see Section 3.6.3 Noise Management) may require a report from an acoustical consultant and special noise mitigation measures to mitigate potential noise sources.





- c) Locate building ventilation systems to minimize noise and exhaust in pedestrian areas, residential units and outdoor spaces.
- d) Landscape buffers should be provided along common property lines for new commercial/ industrial developments adjacent to residential uses.
- e) External HVAC units must be visually screened and achieve compliance with the City's Noise Bylaw and any other Public Health Bylaw noise limits.

#### 14.2.14 Agricultural Land Reserve (ALR) Landscape Buffers

*The intent is to accommodate and encourage development while minimizing the impacts of new developments on agricultural land.*

- a) The purpose of the Agricultural Land Reserve (ALR) buffer is to achieve public safety, and to minimize agricultural-urban land use conflicts and complaints.
- b) For all developments immediately adjacent to sites designated within the ALR (i.e., no intervening road), a landscaped buffer of approximately 15 m (49.2 ft.) wide, or an alternative width deemed appropriate and acceptable, should be provided between the development and the agricultural land.
- c) Where a landscaped buffer is provided on sites near agricultural lands, the design of the development should protect the landscaped buffer from potential impacts related to on-site activities (e.g., drainage).



OCP AT 1st READING

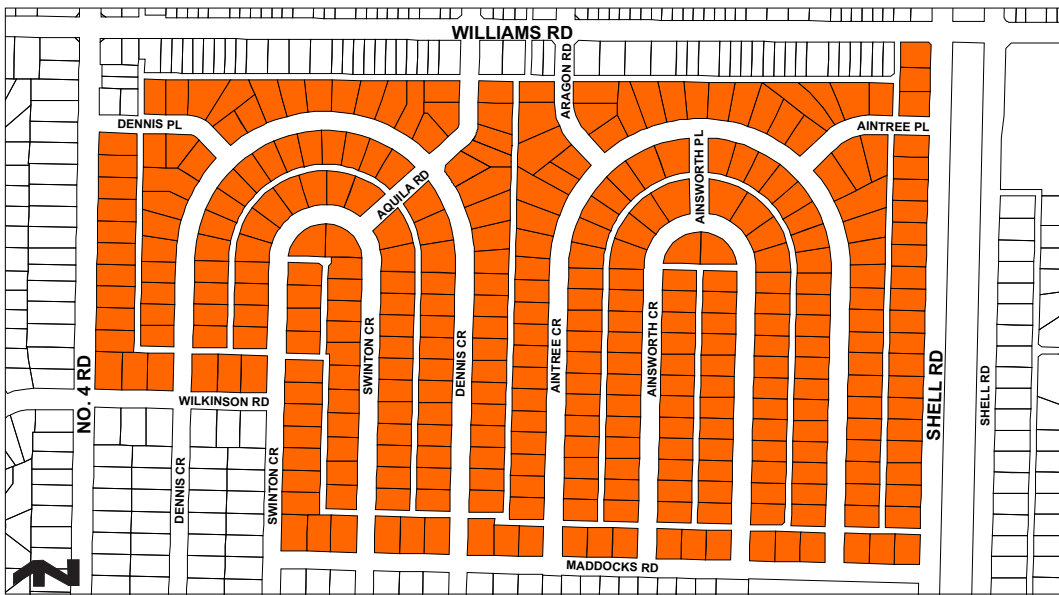


### 14.3 Intensive Residential Guidelines—Granny Flats and Coach Houses

*These Guidelines are intended to ensure that granny flats and coach houses achieve high quality design, as well as integrate and blend into the form and character of existing neighbourhoods, in the following intensive residential areas:*

- Edgemere

#### Granny Flats and Coach Houses Map—Edgemere





### 14.3.1 Neighbourhood Character

*The intent is to achieve variety and have this new form of housing fit into the neighbourhood.*

a) Granny flats and coach houses should demonstrate that they:

- respect the height and setback of neighbouring properties;
- recognize the unique character of the neighbourhood.

#### 14.3.1.A Variety in Location

a) No two similar granny flats and coach houses should be located in a row on neighbouring lots, and wherever possible the two granny flats and coach houses should be offset from each other so as not to be located side by side.

#### 14.3.1.B Variety in Design

a) Variations in the design of granny flats and coach houses should be encouraged so as not to repeat the same architectural appearance, building form and elevations on the same lane in a City block (Modular construction is allowed).

### 14.3.2 Building Form

*The intent is to ensure that granny flats and coach houses are attractive and do not adversely impact adjacent homes.*

#### 14.3.2.A Scale and Massing

- a) The tallest element of granny flats and coach houses should be located adjacent to the lane.
- b) The upper level of coach houses should step back from the rear yard of the principal residence in order to enhance solar access to this yard and limit the sense of scale to adjacent neighbours.

#### 14.3.2.B Roofs

- a) A flat roof is not permitted on granny flats and coach houses, unless:
- it is built and approved as a green roof that is an urban garden; or
  - it has a contemporary architectural expression that is uniquely designed.
- b) Cross gable, shed and roof lines that run across or perpendicular to the property are encouraged, with a roof pitch of between 6:12 to 8:12.

#### 14.3.2.C Privacy of Neighbours

- a) Granny flats and coach houses should be:
- oriented and sited to protect the privacy and minimize the overlook and shadowing of adjacent properties;
  - screened from neighbouring yards by suitable landscaping.

#### 14.3.2.D Corner Lots

- a) Granny flats and coach houses on a corner lot are not to be accessed by vehicles from the street but from the lane only.
- b) Primary windows to living rooms and bedrooms may face the street and/or lane.

#### 14.3.2.E Visibility

- a) Granny flats and coach houses should front onto and be clearly visible from the lane, with the primary entry and front door:





- facing towards and accessible from the lane;
- illuminated at night.

b) A secondary entrance and access may be from the street.

#### 14.3.2.F **Appearance of the Lane**

a) Granny flats and coach houses should be designed to enhance the lane as a public road or space since this is the primary entrance and access point to these forms of housing.

#### 14.3.2.G **Lighting along the Lane**

a) Lighting on granny flats and coach houses should be designed to enhance the pedestrian experience of the lane at night by such means as eaves lighting, porch lighting, and bollard or garden lights (not high-wattage, motion-activated security lights).

#### 14.3.2.H **Building Materials and Colours**

- a) The exterior materials and colours of granny flats and coach houses should:
- complement, but not replicate, the character of the principal residence;
  - complement, the overall character of the existing neighbourhood;
  - have a high quality of architectural design and detailing (e.g., vinyl siding would only be permitted if finished with wood or other high quality detailing).

#### 14.3.2.I **Building Facades**

- a) The primary façade of granny flats and coach houses facing the lane, and the street on a corner lot, should be:
- articulated to create depth and architectural interest;
  - visually broken into smaller components or sections to discourage wide, flat and unbroken facades.

#### 14.3.2.J **Building Faces, Projections and Dormers**

a) Granny flats and coach houses should be designed with consideration given to the relationship between window sizes and the placement and scale of building faces, projections and dormers.

#### 14.3.2.K **Windows**

- a) Windows should be oriented toward the lane and be designed to maximize light penetration into the interior of granny flats and coach houses while mitigating overlook onto the principal residence and adjacent properties.
- b) The primary living room and bedroom windows on any upper floor should face the lane.
- c) Windows in the upper floor of coach houses facing the yard of the principal residence should be modest in size.
- d) Side yard windows should also be modest in size and be recessed in that section of the building façade.
- e) Building faces and dormers should not be windowless, and sidelight windows should be incorporated into bay projections.
- f) Skylights, clerestory windows or glass block should be installed where possible.

#### 14.3.2.L **Garage Doors**

a) Garage doors should be recessed behind the main façade where feasible and designed to minimize the visual impact to the lane through careful detailing and sensitive design, such as garage windows and narrower door width facing the lane.

**14.3.2.M Impact on Private Outdoor Space**

- a) Granny flats and coach houses should be located so as to minimize the amount of shadow cast onto the private outdoor space of the granny flat or coach house and the principal residence.

**14.3.2.N Trees and Vegetation Retention**

- a) Existing trees and prominent landscape features located outside the building envelope of granny flats and coach houses should meet the Tree Bylaw, for example:
- retained, unless proven to be diseased or in conflict with utilities and services;
  - protected before land clearing, demolition or construction commences.

**14.3.2.O Underground Services**

- a) Underground hydro and communication service lines should be utilized wherever possible to granny flats and coach houses.

**14.3.2.P Sustainability Initiatives**

- a) Granny flats and coach houses should incorporate sustainable design elements acceptable to the City into site and building design and construction, and exhibit design excellence through such means as:
- natural filtration of rainwater into a rain garden, rainwater collection system, bio-swale or rock pit;
  - solar power technology as an energy source;
  - energy star appliances and low water plumbing fixtures;
  - green technology building products;
  - naturescaping and permeable materials on outdoor surfaces.



## 14.4 Multiple Family Guidelines

*These Guidelines are intended to provide direction on the general form and character of townhouses, stacked townhouses, rowhousing, low to mid-rise housing and high-rise housing (outside the City Centre).*

The Multiple Family Guidelines and General Guidelines apply to all multiple family residential developments.



### A. GENERAL CONSIDERATIONS

*The intent is to carefully integrate new multiple family residential development into existing neighbourhoods.*



### 14.4.1 Pedestrian-Oriented Streetscapes

*The intent is to give prominence to the pedestrian realm as a major element of the neighbourhood theme and character.*

#### 14.4.1.A Streetscape

- a) Streetscapes should animate the street and provide a high level of pedestrian interest along their public edges.
- b) Along major roads, provide exterior staircases up to the first habitable level wherever appropriate. Exterior stairs should be designed to be integrated into the overall architectural and/or landscape concept of the development.
- c) At the common entry to multiple family residential buildings, provide public seating and clear, pedestrian-oriented signage. Art at building entries is encouraged.
- d) Ground oriented units are encouraged in all types of multiple family developments. Grade-level residential units along publicly-accessible walkways and streets should feature individual front doors fronting the walkways and street, with individual paths leading from the public sidewalk or pedestrian walkways to front doors. The front doors of the units should be accessible and visible from the public sidewalk and should not be hidden by vegetation.
- e) Grade-level units should be no more than 1.2 m (3.94 ft.) above the grade of adjacent public sidewalks and walkways.
- f) Employ features such as front stairs, stoops, gateways, porches and weather protection 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.
- g) Create an attractive street frontage, using windows and doors to help animate the building facade and promote a more human-scale character. Windows and doors should be oriented streetward.
- h) Use internal drive-aisles to maximize the sense of open space and enhance pedestrian character. Where possible, vehicle and pedestrian access should be either specifically marked or separated from each other and appropriately located.
- i) Visually enhance pedestrian linkages and create a sense of arrival through the use of arrival plazas, special plantings and benches at intersections.

#### 14.4.1.B Entrances, Stairs and Porches

- a) Entrances to buildings and complexes should front public streets and be directly accessible from sidewalks or other public areas with minimal changes in grade. The entrances should be designed to be highly visible from the street and clearly addressed with large numbers.
- b) Convenient indoor waiting areas and outdoor pedestrian weather protection should be provided at building entrances.
- c) New developments should promote the provision of individual grade-level entries to residential units wherever possible, with intimate courtyards, landscape features and/or special weather protection at common building entries.
- d) Enhance the livability of dwellings and the vitality of parkways and linear walkways by providing secondary entrances, doorways, gates and garden entries to ground level units adjacent to pedestrian routes.

#### 14.4.1.C Yards

- a) Yards adjacent to streets, lanes, public walkways and pathways should be designed to be open and inviting and allow good visibility from adjacent public areas to building entries.





- b) Define the street edge through landscaping with layers of planting, low walls, hedges, or changes in grade along the property line.
- c) Yards should be raised no more than 0.5 m (1.64 ft.) above adjacent public sidewalks; low retaining walls in front yards along the street should not be higher than 0.5 m (1.64 ft.). In yards that abut public spaces, landscaped terraces no greater than 0.5 m (1.64 ft.) in height and no less than 0.75 m (2.46 ft.) deep should be used to reach the new grade.

#### 14.4.1.D Fences

- a) Fences or walls along the streetfront should be limited in height and length and should be supplemented with landscaping.
- b) Fences or walls should be no more than 15 m (49.2 ft.) long without a break or jog.
- c) Fences should be a maximum of 1.2 m (3.94 ft.) high when located within front yard of the street.
- d) Landscaping on the street side of fences should include plants of low maintenance varieties (e.g., hearty shrubs, groundcover and trees). Large evergreen hedging along the street is not acceptable.

#### 14.4.1.E Fire Access

- a) Fire lanes should conform to the City's Building Bylaw and be designed to meet the needs of the City's Fire Department. They should be similar in design to other access routes and, wherever possible, combined with pathways and other routes. Decorative forms of paving should be used both for aesthetic reasons and to distinguish them from common asphalt-paved vehicular access routes. Where they intersect or are combined with pedestrian pathways, distinctive paving should be used to highlight the dual function.

#### 14.4.1.F Preservation of Existing Natural Features

- a) Wherever possible, existing trees and natural features should be retained.
- b) Special attention should be paid to the preservation of mature trees. 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 retained and incorporated, wherever possible, into the design of external streetscapes and internal private landscapes.
- c) Special efforts should be made to retain mature trees by adjusting retaining walls to accommodate trees.

### 14.4.2 Building Scale and Form

*The intent is to ensure that all multiple family residential developments have adequate sunlight and are appropriately located on site.*

#### 14.4.2.A Sunlight Access

- a) Ensure that a minimum of 75% of dwellings and their private open spaces in each development receive direct sunlight every day of the year.
- b) To ensure sunlight access to residences, the minimum north-south spacing between adjacent buildings should be determined by the vertical angle of the sun at solar noon at the equinoxes.

#### 14.4.2.B Diversity

- a) Developments should include a variety of unit types and unit treatments to encourage architectural and social diversity.



#### 14.4.2.C Adjacency Considerations

- a) New multiple family developments should be designed to maintain a residential character and be compatible with adjacent uses.
- b) Side yard interfaces with adjacent single family housing should be particularly sensitive to issues of privacy/overlook. Consideration should be given to greater setbacks above the ground floor, special landscaping measures and/or orienting living areas away from neighbouring sites.

#### 14.4.2.D Scale and Massing Considerations

- a) The apparent length and mass of buildings should be reduced through architectural design and detailing. Establish residential scale through articulation of the building facade through the use of projections, recesses, solids and voids and by including house-like elements such as chimneys and multi-paned windows.
- b) Vary the design to include more than one building form on each site sharing common architectural elements.
- c) Break up the apparent length of individual buildings by expressing larger buildings as a series of smaller buildings, or as identifiable parts of a grander scheme. Building facades should be broken up into smaller components, with special measures used to reinforce a rhythm and scale that gives the appearance of individual units along the street (e.g., smaller components that express strong unit identity with direct grade access).
- d) Reduce the apparent height of buildings with architectural treatment that promotes recognition of individual storeys and avoids the appearance of sheer blank walls, for example:
  - give each building or portion of building a distinct top, middle and base;
  - use trim, intense colour accents, secondary roof elements, building recesses;
  - terraced building forms that emphasize lowered height of end units.
- e) Large projecting balconies are discouraged along streetfronts, as they emphasize building bulk. Recessed balconies will be permitted in some areas.
- f) Avoid the appearance of a solid wall of buildings by varying street edge treatment through use of strategically placed open spaces with intensely clustered plantings, staggered or varied building setbacks and other techniques.

#### 14.4.2.E Space Between Buildings

- a) Buildings should relate to the height and spacing of adjacent buildings. A ratio of 1:4 between the distance and height of the adjacent buildings should be considered.
- b) The size of spaces between buildings should be determined by designing for an identifiable use which enhances the amenity and enjoyment of residents.

### 14.4.3 Architectural Treatments

*The intent is to employ a variety of overall roof heights and forms, and to maximize light into units and to express the residential character of the neighbourhood through appropriately scaled and proportioned windows.*

#### 14.4.3.A Roof Form and Elements

- a) A variety of overall roof heights and forms should be employed within a multiple building proposal to give interest and offer a residential character.
- b) Sculpt and terrace upper floors in buildings over 4 storeys in height to reduce mass, create a transition in height and maximize views.



- c) Reduce apparent height of buildings and establish a pedestrian scale along walkways, semi-private open space and main vehicular entrances through the use of secondary roofs or trellises over entries, patios and other openings at lower levels.
- d) Consider pitched roofs to express a traditional residential character.
- e) Decorative elements close to the roof should emphasize and complement the roof pitch visible from the street.
- f) Mechanical equipment must be concealed from view and antennae, radio-wave receiving and transmitting devices, vents and similar obtrusive equipment should be situated where least visible from public areas.
- g) Skylights should be designed to minimize interruption of the roof line.
- h) In general, flat roofs are not considered appropriate for townhouses. However, this roof form might be appropriate in low to medium rise (and mix-use) developments at the perimeter of Neighbourhood Centre areas to reflect the transition character of these areas.

#### 14.4.3.B Windows and Skylights

- a) Orient principal windows to the south in order to maximize solar gain.
- b) Consider the use of various forms of projections, such as bay windows, as a device to maximize sunlight and views, provide interesting unit articulation and improve building mass.
- c) Locate windows to focus views, to maximize light penetration into units and to minimize opportunities to look into units from other units or from paths and open spaces around buildings.
- d) Traditional window treatment with a vertical impression 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 buildings that are visible from the street.
- e) Windows should be openable, of residential scale and should add to the sense of neighbourliness, safety and security by providing visual interest while maximizing surveillance opportunities over public areas.
- f) The openable part of a window should be located a minimum of 0.6 m (2 ft.) above a floor as a safety precaution for small children.
- g) Windows, used singly or in combination, should be transparent at eye-level to reinforce the sense of surveillance over the street.
- h) Consider the use of skylights as a means to access light within a vocabulary of pitched roof forms, except where aircraft noise is of concern.

#### 14.4.3.C Materials

- a) Exterior cladding materials and detailing should be carefully considered to counteract the effects of the rainy west coast climate of Richmond. Stucco should be treated to prevent discolouration and particular care should be taken in detailing of north-facing facades.
- b) A variety of complementary materials and colours is encouraged for visual interest.
- c) Ensure the façades of the buildings are visually interesting through a sufficient level of surface and architectural detail.
- d) Select roofing materials that are suitable for the level of articulation desired in the roof forms.



#### 14.4.4 Pedestrian Access

*The intent is to provide clear, convenient and safe pedestrian access to and within multiple family residential development sites.*

##### 14.4.4.A Pedestrian Circulation

- a) Pedestrian circulation should be provided for all major areas of the site. Pedestrian access throughout the site should be designed to be accessible to disabled persons.
- b) Consider designing the circulation system to encourage children's play throughout a development:
  - make the system safe for bicycles and tricycles. Drop curbs at road crossings; create traffic calming devices; vary the paving;
  - explore the possibilities of reclaiming hard surfaces as play areas;
  - accommodate play on internal roads through a design that avoids conflict between cars and people (e.g., a basketball hoop in a dead-end roadway);
  - indicate shared uses of roadways through devices such as changes in road surface, variation in road width and signage. Clear delineation of edges and surfaces is important.
- c) To avoid duplication, pathways should be combined with fire lanes wherever possible.

##### 14.4.4.B Pedestrian Pathways

- a) Pathways should be treated with decorative surfaces and landscaped with small-scale plant materials, shrubs and trees. Where possible, existing vegetation should be preserved along these pathways.
- b) All paths should be open to the sky.
- c) Maximize visibility and animation along pathways by orienting windows, entries and balconies on adjacent buildings towards pedestrian paths.
- d) Ensure that pathways are well-lit, visible from the street and clearly marked, with entrances embellished by ornamental planters, trees, or prominent architectural components.
- e) Pathway should have focal areas in the form of arrival plazas and entry courts.

##### 14.4.4.B Public Pedestrian Corridors

- a) Main pedestrian access corridors through developments should be a minimum of 6 m (19.69 ft.) wide and should:
  - include a paved walkway, minimum 2 m (6.56 ft.) wide, with the distance between adjacent building faces being at least 6 m (19.69 ft.);
  - have a maximum length of 70 m (230 ft.) (as measured between public streets or open spaces), except where the space between adjacent building faces is less than 9 m (29.53 ft.), in which case the maximum walkway length should be 15 m (49.21 ft.) between open spaces;
  - should have focal areas in the form of arrival plazas and entry courts;
  - should provide a series of events and places for the public and residents to experience.





## 14.4.5 Landscaping and Open Space Design

*The intent is to ensure that multiple family residential sites are landscaped with attractive landscaping, screening and surface treatment, enhance the natural beauty of Richmond, improve the livability of the development, and provide adequate separation between uses.*

### 14.4.5.A Public Open Space

#### Trees

- a) Plant trees along all street frontages to form an avenue of trees. The spacing between trees may vary according to the species.
- b) Major internal roadways should be lined with landscaped and treed boulevards. Pedestrian-oriented lighting should be included along the internal roadways.
- c) Trees may be planted in pairs at entranceways to define a gateway.
- d) Landscape all pedestrian paths with trees and other plant materials.

#### Building Setbacks

- a) Building setbacks along major streets are encouraged to provide for “display gardens” and semi-private entry transition areas.
- b) Where a development faces across a street from an existing single family neighbourhood, front yard landscaping features should be used to create a sense of transition. Appropriate features might include: roofed pedestrian entry portals; trellises; and small entry courts edged with ornamental trees, shrubs and plants.

#### Landscape Treatments

- a) Create visual focal points by providing landscaped areas at the curves of internal roads and at the “dead-ends” of development sites. Allow for future pedestrian access to adjacent development areas within the landscaped areas.
- b) Consider using mounds of earth or berms to contain or screen an area and to create visual and textured interest in otherwise flat terrain.
- c) Use landscaped trellises to conceal garages and visitor parking stalls.
- d) Vines or other cover should be planted to soften retaining walls.
- e) Soften hard surfaces through the use of landscaping, trellises and tree planting.

#### Surface Treatment

- a) Show variety and change of use through variations in the colour and texture of materials for patios, walkways and roadways. Use changes in paving materials near entrances to walkways and children’s play areas.
- b) Use a variety of decorative surface treatments (e.g., stamped concrete grey pavers) to soften the visual impact of driveways.
- c) Consider using materials that support children’s play throughout a development (e.g., rubber tiles instead of concrete pavers; walkways for chalk drawings, etc.).
- d) Use permeable surfaces as much as possible.

#### Signage

- a) Signage should have a pedestrian scale and orientation. Back-lit acrylic signs or permanent, free-standing commercial signage will not be permitted.



#### 14.4.5.B **Semi-Private Open Space**

- a) Provide convenient, safe and accessible semi-private open spaces for the common use of all building/complex occupants.
- b) Semi-private open spaces should be clearly defined from public spaces 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.
- c) Spaces should be situated and designed to maximize resident access, surveillance and enjoyment.
- d) Provide landscaping with substantial trees, planting and features appropriate to a range of ages and interests, including families with children.
- e) Illuminate spaces with low-level lighting that provides light and security for semi-private space but does not produce glare into the adjacent residential buildings.
- f) Semi-private open spaces for family-oriented housing should be equipped with children's play apparatus and benches. Locate equipment and seating to take advantage of sun and natural shelter from the weather.
- g) Spaces should be designed to ensure barrier-free access.
- h) Ground surfaces should be paved with a mixture of hard surfaced and natural landscaping.

#### 14.4.5.C **Private Open Space**

- a) Public and private outdoor space should be clearly defined to enhance both the privacy of residences and the pedestrian experience.
- b) Provide landscaping, terracing, screening, low-level hedges and/or garden walls between private ground oriented outdoor spaces and the public realm;
- c) Separate private outdoor spaces from the semi-private open spaces. Use changes in grade and/or landscaping to ensure the privacy of an individual unit's open space without the use of high fences.
- d) Private outdoor spaces should be separated from the private outdoor spaces of other units for privacy purposes. Private outdoor spaces in family-oriented developments should be "enclosed" (i.e. fenced, for the security of small children and pets).
- e) Where a change in grade no greater than 1.2 m (3.94 ft.) occurs between the outdoor space of a unit and the level of a street or public access it faces, "front stair" connections should be provided between the two outdoor spaces.
- f) Articulate building edges to define private balconies and patios that become a natural extension to the residential unit.
- g) Where a residential front yard provides a unit's only private open space, ensure that this space is usable/practical while also enhancing the streetscape. Changes in grade/terracing should be used in combination with hedges, trees, shrubs, open lattice screens and low fences to provide an area of privacy near the unit while still providing an open, inviting public edge.
- h) Undersides of balconies and porches that are visible from a street or public walkway should be covered by soffits or exterior finishes to provide a finished appearance to public view.
- i) Consider the importance and the safety of small household pets by ensuring that a gap no larger than 5 cm (2 in.) is provided between the ground and the base of a fence. All fences should have gates that provide direct access to semi-private and public areas.



### Balcony and Outdoor Space Sizes

- a) Ensure a substantial depth of balconies, patios and gardens to create usable and livable outdoor spaces.
- b) Apartment units should have a private outdoor space of 6 m<sup>2</sup> (64.59 ft<sup>2</sup>) in area and 1.8 m (5.9 ft.) in depth, with larger than-minimum spaces strongly encouraged. An area of shelter and privacy should be provided within each private outdoor space. It is suggested that half of the minimum required outdoor space be recessed behind the building face.
- c) Each townhouse unit should have a private outdoor space of 30 m<sup>2</sup> (323 ft<sup>2</sup>) in area (not in average). Private outdoor space provided in the front yard and/or rear yard of the unit should have a depth no less than 4.5 m (14.76 ft.). Private outdoor space provided in the form of balcony and/or deck above the ground floor should have a depth no less than 1.8 m (5.9 ft.).
- d) Paved patio or deck space within a private outdoor space in the yard space should have a depth no more than 2.5 m (8.2 ft.).

### Balcony and Outdoor Space in Aircraft Noise Sensitive Development

- a) Private balcony space in aircraft noise sensitive development should mitigate the impact of aircraft noise by appropriate siting and/or by using appropriate noise mitigation techniques and architectural treatment (e.g., enclosed balconies) that do not result in the balcony being indoor living space.
- b) Private open space (e.g., patios, decks) in aircraft noise sensitive development should mitigate the impact of aircraft noise by appropriate siting and/or by using appropriate noise mitigation techniques and architectural treatment (e.g., canopies, fences, landscaping) that do not result in the area being indoor living space.

### 14.4.5.D Amenity Space

- a) Indoor and Outdoor amenity space should be provided as outlined in the following chart in order to provide common amenities to be shared by all households in each multiple family development project of more than three units.

Number of Dwelling Units	Indoor Amenity Space Required	Outdoor Amenity Space Required
0-3 units	None	None
4-19 units	<ul style="list-style-type: none"> <li>Indoor amenity space of a minimum of 50 m<sup>2</sup> (538 ft<sup>2</sup>).</li> </ul>	<ul style="list-style-type: none"> <li>Outdoor amenity space of 6.0 m<sup>2</sup> (64.59 ft<sup>2</sup>) per unit.</li> <li>Outdoor space should be designed to facilitate children's play.</li> </ul>
20-39 units	<ul style="list-style-type: none"> <li>Indoor amenity space of a minimum of 70 m<sup>2</sup> (753 ft<sup>2</sup>).</li> </ul>	<ul style="list-style-type: none"> <li>Outdoor amenity space of 6.0 m<sup>2</sup> (64.59 ft<sup>2</sup>) per unit.</li> <li>Outdoor space should be designed to facilitate children's play and 3.0 m<sup>2</sup> (32.29 ft<sup>2</sup>) per unit should be designed as a children's play area.</li> </ul>
40 units of more	<ul style="list-style-type: none"> <li>Indoor amenity space of a minimum of 100 m<sup>2</sup> (1,076 ft<sup>2</sup>).</li> </ul>	<ul style="list-style-type: none"> <li>Outdoor amenity space of 6.0 m<sup>2</sup> (64.59 ft<sup>2</sup>) per unit.</li> <li>Outdoor space should be designed to facilitate children's play and 3.0 m<sup>2</sup> (32.29 ft<sup>2</sup>) per unit should be designed as a children's play area.</li> <li>The maximum play area size is 600 m<sup>2</sup> (6,459 ft<sup>2</sup>).</li> </ul>



#### 14.4.5.E Indoor Amenity Space

- a) The amenity space shall include a multi-purpose facility designed to accommodate a variety of activities such as parties, children's play and meetings (e.g., involving 40% of the development's estimated adult population).
- b) In larger, family-oriented developments, special emphasis should be placed on the design of indoor amenity space and associated outdoor areas in order that they may provide opportunities for licensed childcare use (should such a need be recognized) without compromising tenant needs.
- c) Indoor amenity spaces should be located on the south face of buildings and should be linked directly to outdoor amenities and to public walkways wherever possible.

#### 14.4.5.F Outdoor Amenity Space

##### Location

- a) Outdoor amenity space should be in a central location on the site where it is convenient for the largest number of residents on site and contiguous with an indoor amenity space wherever possible.
- b) Outdoor amenity space may also locate in the area where existing landscape features are to be retained on site.
- c) Outdoor amenity space may also locate adjacent to open space on a neighbouring multiple family site. Siting and design of these open spaces should be complementary and should encourage common use by residents of both sites. No fence or barrier shall be erected between the open spaces, though changes in grade may be used to better define public versus semi-public areas.
- d) Outdoor amenity spaces and play areas should not be located near parking areas or garbage/recycling storage areas.
- e) Locate the outdoor amenity area to take advantage of sunlight and of natural shelter from inclement weather.
- f) Outdoor amenity space located within any required yard setback is discouraged. If this situation is unavoidable, the size of the outdoor amenity area should be substantially larger and wider than the minimum requirement in order to provide an adequate landscape buffer to deal with the interface along the property lines and clearly differentiate public, semi-private and private spaces.
- g) Amenity areas should be consolidated in one compact area as linear or scattered configurations are generally not as successful in meeting residents' needs.
- h) The minimum longitudinal dimension for an outdoor amenity space should be 5 m (16.4 ft.). It is recommended that an outdoor amenity space, when located on ground level, should have at least 50% of the minimum longitudinal dimension front an internal road or walkway.
- i) The recommended shape configuration should be a maximum ratio of 1:3 (width to length).
- j) Ensure that surveillance of the area is provided from adjacent units and that the area has barrier-free access.

##### Play Areas

- a) For multiple family developments up to 19 units in size, outdoor space should be designed to facilitate children's play. For developments over 19 units in size, children's play space should be provided at a ratio of 3 m<sup>2</sup> (32.29 ft<sup>2</sup>) per unit. The maximum suggested size for a children's play area is 600 m<sup>2</sup> (6,459 ft<sup>2</sup>).





- b) Locate children's play apparatuses and benches within the open space along with other urban design features such as gardens, fountains, arbours and art.
- c) Outdoor fenced play areas should be located, where possible, adjacent to indoor spaces on the south side of the buildings, in a sunny location protected from easterly wind. Opportunities for passive adult surveillance should be provided, such as seating nearby and/or arrangement of windows and viewing decks that permit observation of children at play.

#### **Surface Treatment**

- a) Provide a mixture of permeable hard-surfaced and natural landscaping in the outdoor amenity area.

#### **Aircraft Noise Sensitive Development Outdoor Amenity Space**

- a) Outdoor amenity space in aircraft noise sensitive development should mitigate the impact of aircraft noise by appropriate siting and/or replacing outdoor amenity space with an equivalent area of additional indoor amenity space designed to facilitate children's play, senior's enjoyment, or other appropriate passive recreational use.

### **14.4.6 Services**

*The intent is to ensure that multiple family residential developments provide adequate garbage, recycling, organics, mail and other services for the convenience of the residents.*

#### **14.4.6.A Garbage and Recycling**

- a) There should be a minimum of one garbage container per complex.
- b) Recycling should be provided at a minimum of one facility for each 10 residential units, with a minimum of 3 carts per depot area (3 bins for 3 material types).
- c) Organics (food scraps, etc.) collection should be included on-site.
- d) Refer to the City's document entitled "Waste Management Guidelines for Multiple-Family Residential and Mixed-Use Buildings" for additional requirements and details.

#### **Recycling, Garbage and Organics Storage**

- a) A room in the development or a gated and covered structure should be provided to contain residents' garbage, recycling and organics materials.

#### **Recycling, Garbage and Organics Storage Area Design**

- a) The design of this structure should complement the design of the units in the project.
- b) The enclosure should be in a central location that is easily accessible to all residents but away from pedestrian accesses and children's play areas.
- c) Landscape screening of the enclosure should be provided. The area should be easily accessible for collection purposes and should provide adequate manoeuvring space for 13.7 m (44.95 ft.) long garbage trucks.
- d) A recycling area of a minimum of 2.4 m (7.87 ft.) by 3.5 m (11.48 ft.) in size for each 30 units, should also be provided near garbage areas.
- e) The recycling area should be well lit, sprinklered, separated from the remainder of the building by a one-hour fire separation and wheelchair accessible.
- f) If located outdoors, the recycling area should be screened from public view, without a roof and a minimum 3 m (9.84 ft.) away from a combustible building. Located next to a building, the side of the building next to the recycling area should be of non-combustible materials.



### On-site Composting

- a) Consider providing an area for on-site composting to generate materials that can be used for landscape maintenance or to allow for garden plots on the site.

#### 14.4.6.B Mail Delivery

- a) Provide a covered mail box in a central location that is easily accessible to all residents. The design of this structure should be to Canada Post standards and be compatible with the design of the units in the project.

#### 14.4.6.C Storage

- a) Provide adequate area for storage within dwelling units, particularly for family-oriented developments.

### 14.4.7 Acoustics

*The intent is to minimize the impacts of aircraft noise and traffic/transit noise to residential developments.*

- a) Provide acoustic separation between dwelling units, particularly in family-oriented developments. Control sound transmission passively through unit design (e.g., avoid placing bedrooms of one unit adjoining the living room of the neighbouring unit; avoid hard-surfaced floor areas such as kitchens over bedrooms or other quiet rooms).

#### 14.4.7.A Traffic/Transit Noise and Commercial/Industrial Adjacency

- a) Developments that may be affected by land use interface issues (traffic/transit noise, commercial/industrial adjacency) must be designed and constructed in a manner that mitigates potential noise within the proposed dwelling units. Dwelling units must be designed and constructed to achieve:
- ASHRAE 55-2004 "Thermal Environmental Conditions for Human Occupancy" Standard for interior living spaces;
  - CMHC guidelines for interior noise levels as indicated in the chart below:

Portions of Dwelling Units	Noise Levels (decibels)
Bedrooms	35
Living, dining, recreation rooms	40
Kitchen, bathrooms, hallways and utility rooms	45

- b) All Development Permit applications are required to provide an acoustical report to demonstrate how all residential units meet the above requirements. Inclusion of the thermal requirements is critical as being able to meet thermal comfort standards with the windows closed during the summer months is extremely important. All units within the project are to meet these standards. The source noise level referenced in the acoustical report should be based on the maximum source level noise permitted by the City Noise Bylaw.
- c) The acoustical report must also detail whether additional noise alternatives is required due to the proximity of the Canada Line guideway or station platform.
- d) New multiple family residential development adjacent to the Canada Line guideway is to ensure the building design reflects Canada Line adjacency. Where possible, residential units should not be created directly adjacent to the guideway (e.g., avoid residential units at the guideway elevation if possible).



- e) Where private outdoor space is adjacent to noise source (i.e., arterial roads, commercial/industrial developments), noise mitigating measures should be utilized, such as fencing, berming and landscaping; or provide special mitigation measures as determined by a registered professional trained in acoustics.
- f) Noise from major street and commercial/industrial interface can also be mitigated by:
- careful site layout;
  - orienting private outdoor spaces away from noise source;
  - orienting the front entry and public part of the dwelling toward the noise source and locating quiet rooms such as bedrooms away from the noise source;
  - recessing balconies and facing them with solid balustrades;
  - finishing soffits with material which absorbs or baffles sound waves;
  - providing extra insulation for walls of buildings adjacent to the noise source;
  - triple-glazing windows to reduce noise infiltration;
  - using enclosed balconies or sunrooms facing the noise source as a buffer between living areas and the noise source.

#### 14.4.7.B Aircraft Noise

- a) All Development Permit applications in areas identified in the Aircraft Noise Sensitive Development Map (see Section 3.6.3 Noise Management) shall require evidence in the form of a report and recommendations prepared by a person trained in acoustics and current techniques of noise measurement, demonstrating that the noise level in those portions of the dwelling units listed below shall not exceed the noise level and thermal condition standards set out in the corresponding right-hand column and the ASHRAE 55-2004 "Thermal Environmental Conditions for Human Occupancy". The noise level utilized is an A-weighted 24-hour equivalent (leq) sound level and will be defined simply as noise level in decibels.

Portions of Dwelling Units	Noise Levels (decibels)
Bedrooms	35
Living, dining, recreation rooms	40
Kitchen, bathrooms, hallways and utility rooms	45

- b) Skylights are discouraged in homes located within the area identified in the Aircraft Noise Sensitive Development Map.
- c) In addition to the above, a trained professional is to assist in the design of the private patios and balconies to minimize the noise levels with recommendations for building material selection and space planning.

### 14.4.8 Edge Conditions (Environmentally Sensitive Areas and Public Open Space)

*The intent is to accommodate and encourage new development while responding to and enhancing adjacent uses such as parkland or environmentally sensitive areas.*

- a) Where multiple family sites lie adjacent to an ESA or park, these landscapes should be "extended" into and through the multiple family site, especially along walkways, pathways, semi-public open spaces, and public areas. In addition, dense planting of indigenous plant material (with appropriate soil and irrigation conditions) should be provided to screen any fences on or adjacent to the ESA from the view of residents.



## B. TOWNHOUSES, STACKED TOWNHOUSES AND ROW HOUSING

*The intent is to ensure that all new townhouse and row house development demonstrates high quality design and neighbourhood fit and careful integration into the character and fabric of existing buildings and streetscapes.*

### 14.4.9 Building Location and Organization (Site Planning)

*The intent is to provide direction on the location of the multiple family residential units, services and parking.*

#### 14.4.9.A Street Presence

- a) Varied setbacks are encouraged between townhouse clusters along street frontages within a site.
- b) A smaller front yard setback maybe considered to create a well defined street edge (e.g., entry, front stoop and landscaping between the public sidewalk and unit) and to reinforce a stronger “urban” character, provided that compatibility with setbacks of adjacent residential development is achieved.
- c) Finished grade elevation of main floor units to be no more than 1.2 m (3.98 ft.) above the public sidewalk to ensure an appropriate level of street interface.

#### 14.4.9.B Entrances

- a) Entrances to townhouses should enhance the pedestrian-scale character of the area by strengthening a unit’s connection with public streets and internal roadways.
- b) Main pedestrian entrances to the housing units should front onto public streets and walkways; otherwise, front onto the internal courtyards, walkways and drive aisles.
- c) Where townhouses are designed with the end wall adjacent to the public street, the pedestrian entry for the end unit should be designed to face the street.
- d) Porches are encouraged. The maximum depth of the porches should be limited to 1.5 m (4.92 ft.). Design porches to incorporate prominent main entries and integrate into the facade, rather than appearing “tacked on”.
- e) Verandas are encouraged. Verandas should be between 1.8 m (5.9 ft.) and 2.5 m (8.2 ft.) deep to allow for usability. Design verandas to be integrated into the facade and the main entries.





- f) Discourage situations where the main entrances to units are adjacent to, or on the same façade as garage doors. Where this situation is unavoidable, sufficient space for access to front doors should be provided and the pedestrian entry should have a visual prominent.
- g) Unit entrances should not be located adjacent to visitor parking stalls, outdoor amenity area and garbage and recycling collection area. If this situation is unavoidable, a transition zone between the unit entry and these amenities is required.

#### 14.4.9.C Adjacent to Parks and Open Space

- a) Organize layout and design of townhouses adjacent to parks and pedestrian corridors so that buildings:
  - face parks and open spaces across a parkside street and/or face an abutting linear park or pedestrian corridor;
  - have direct access from the units to the park/pedestrian corridor.

#### 14.4.9.D Garbage, Recycling and Organics Storage

- a) Garbage, recycling and organics storage bins must be easily accessible, contained within a roofed/walled enclosure.
- b) Locate storage structures and/or enclosures closer to the site entrance.
- c) Consider attaching the enclosures to a townhouse cluster ending.
- d) Locating storage structures and/or enclosures at the entry driveway is discouraged. If this situation is unavoidable, the facilities must be fully enclosed and screened from public view.
- e) Locating storage structures and/or enclosures within any required yard setback is discouraged. If this situation is unavoidable, the facilities must be fully enclosed and screened from view.

#### 14.4.9.E Parking and Garages

##### Surface Parking

- a) Surface parking should not be located within the front yard or flanking side yard.
- b) Surface parking located within the required side and rear yard setbacks is discouraged. If this situation is unavoidable, the parking stalls should be appropriately screened and designed with adequate manoeuvring space at the “dead-ends”.
- c) Surface parking should not be located in obstruction to any unit entrances and internal pedestrian circulation.

##### Parking and Garages

- a) The setback to garage doors from the edge of an internal drive aisle should not be less than 0.6 m (1.97 ft.) or more than 1.0 m (3.28 ft.) to ensure that temporary parallel parking does not occur across the garage door.
- b) Paired garage doors should be separated by the entry door to the unit or by a small landscaped area that could accommodate a tree with a minimum caliper size of 6 cm (2.36 in.).
- c) Garages that provide a tandem parking arrangement will be evaluated on a site by site basis.
- d) In developments containing more than 20 units, a combination of two-car side by side garages with single car tandem parking garages is recommended.
- e) If a one-storey attached garage extends toward the internal drive aisle, its mass should be minimized as much as possible and the portion of a one-storey garage that extends out toward the internal drive aisle should be no more than 50% of the depth of the garage.



### 14.4.10 Building Form

*The intent is to have new development fit into the neighbourhood and on the site.*

#### 14.4.10.A Building Massing and Scale

- a) Buildings should be compatible in scale and form with the surrounding developments.
- b) Overall massing of the buildings should be based on simple, regular shapes with strong gable roof forms, with a strong pitch as a component in the façade toward the street.
- c) High pitch, strong roof slopes and overhangs/eaves projections are recommended; the minimum desirable roof slope is 8/12.
- d) Consider the use of roofs as key elements to help “break up” multiple family buildings so they may adopt a form, scale and rhythm sympathetic to adjacent single family developments.

#### 14.4.10.B Articulation of Building Clusters

- a) Clusters along the street should not be repetitive. Duplex clusters should avoid the mirror image effect.
- b) Small variations in setbacks for individual units within a building cluster along a street are recommended to reflect the scale and articulation found in single family areas and avoid long, continuous and unarticulated building frontages along the street. Staggering of units along internal drive-aisles is also encouraged.
- c) Variations in height, separations, roof lines may be considered between clusters to provide visual diversity within the development; however, overall expression should be a cohesive urban form and unity of architectural expression.
- d) Eaves, bay windows and other projections from the building face are encouraged.
- e) The height of the end units of a building cluster should be lowered to provide mass articulation and, where the cluster ends perpendicular to the street, achieve a gradual transition to pedestrian scale.
- f) The maximum number of townhouse units in a cluster should be six. The number of units in a cluster may be increased to eight if the cluster is at the edge of a school site or a park/pond, or if the adjacent clusters are separated by broader open areas developed to improve circulation and enhance the landscape.
- g) Any housing unit exposed to direct views from the street (such as cluster ends on both sides of a drive aisle entrance to a site or cluster ends that abut a public street), should provide sufficient architectural detailing and be treated as a front elevation.

#### 14.4.10.C Transition to Adjacent Single Family Housing

- a) Townhouse units situated near single family developments should be particularly sensitive to issues of privacy/overlook over adjacent properties. Consideration should be given to greater setbacks above the ground floor, special landscaping measures and/or orienting living areas away from neighbours.
- b) Provide a transition between townhouse units and single family housing by building duplex units along property lines as buffer zones.

#### 14.4.10.D Light, View & Privacy

- a) Maximize sun access through proper building configuration, massing and building cluster orientation.
- b) Consider terracing upper levels of townhouse clusters to increase sun penetration to the interior of the site, especially toward outdoor amenity areas.



- c) Provide adequate distance between buildings to ensure appropriate light, view and privacy.
- d) The location and orientation of windows, decks and balconies should be carefully considered to reduce looking into close-by windows of existing adjacent development.

#### 14.4.11 Building Face: Architectural Treatments

*The intent is to ensure that development has a high quality character and finishing.*

##### 14.4.11.A Image and Character

- a) Architectural design, character, materials and detailing of townhouse developments should incorporate many of the features found in single family areas but at a higher intensity of development.
- b) Individual units of townhouse clusters that front on the street should be designed to be identifiable through single family residential design features including, among others, simple roof forms with strong gable lines, dormers and habitable attics, extended porches and recessed entries that will also provide articulation to facades and reinforce an unified residential character along the street.
- c) To relate to the character of any adjacent single family in the neighbourhood, the design of townhouses fronting the street may incorporate, as a dominant component of the facade, one or several of the following architectural features/elements: bay windows; windows with muntins and mullions; rectangular/square shaped windows; French doors; porches, verandas and colonnades where possible.
- d) Provide appropriate design treatment to both street facades when the building is on a corner. The design of a corner can be unique and incorporate special features.
- e) Individual unit designs should be varied to avoid significant repetition either within a row or between adjacent rows of units.
- f) Townhouse units fronting onto a local road should reflect a single family character (e.g., 2 storey height, except that 2 ½ storeys may be permitted at the corner of an arterial road and local road).
- g) Consideration should be given to variations in building height, separations, roof lines and setbacks between buildings to provide visual diversity within the same development.
- h) Architectural treatment of unit entrances should reinforce proximity to grade level (e.g., avoid two-storey features).
- i) Decorative architectural detailing, complementary to the rest of the units, is to be considered in the building clusters along the internal drive aisle.
- j) Incorporate decorative architectural treatments that are complementary to unit finishes, such as windows, on and above garage doors.

##### 14.4.11.B Shape and Layout of Windows

- a) Windows should be visually prominent in street fronting façades and should be articulated with colour and/or white trim. The use of muntins and mullions in street fronting windows is encouraged.
- b) Scale and proportions of dominant windows should be compatible with the massing and roof forms of the building or portion of the building that contains them. Large, horizontal picture windows are not considered appropriate.



#### 14.4.11.C Exterior Walls and Finishing

##### Quality and Durability of Materials

- a) Materials to convey an image of quality, durability and a high level of craftsmanship.
- b) Buildings and roofing materials should reflect the heritage and climate of Richmond.

##### Materials

- a) The number of dominant materials used in any elevation should be no more than two (2). A third material might be used on upper floors, on gable ends.
- b) Recommended materials to be used on any elevation can include: clapboard, scale, wood, vinyl and shingle siding, brick and board and batten.
- c) Horizontal siding and wide trim around windows is the recommended basic finishing. Consider the use of strong, bold colours in contrast with white or light colours for façade details and trim.
- d) Stone is recommended as an accent material.
- e) Stucco is acceptable when used in combination with other exterior finishing materials.

##### Roof Materials

- a) Cedar shingles or a similar type of roofing (in terms of colour and texture), or high profile asphalt shingles are preferred to accentuate a single family character.

##### Flashing and Gutters

- a) Flashing and gutters should be integrated into the design of the building in terms of colour, location on the façade, or other method.

#### 14.4.12 Landscaping and Open Space Design

*The intent is that landscaping be lush and that fences or gates be attractive, particularly along any street frontages or common areas.*

##### 14.4.12.A Landscaping

- a) Landscape both the public boulevard and private property to enhance the pedestrian environment.
- b) Consider a landscape design of the street-fronting portion of the site that reflects the character of front yards in adjacent single family, where appropriate to the context.
- c) Where the ground floors of units are not intended as habitable space, yards should be raised to enhance relationships between the first living level and the public realm and to discourage conversion of ground floor space to other uses. However, unit entry should be no more than 1.2 m (3.94 ft.) above the grade of adjacent public sidewalks and walkways.
- d) Where the only private open space of a unit is provided on the yard facing an arterial street, a balcony or deck space adjacent to the main living area, facing the internal drive aisle or walkway, should be provided.

##### 14.4.12.B Fences and Gates

- a) If fences are unavoidable, provide metal transparent fences and brick or stone pilasters (in combination with landscaping).
- b) In some cases, wooden picket, lattice, three board fences or similar is acceptable.
- c) Vehicle gates at townhouse site entrances are discouraged. To define the boundary between private and public space, provide:





- pavement in contrasting colour and texture across driveway entrances;
  - minor architectural elements;
  - appropriate landscaping.
- d) Individual gates that access street fronting yards and the main door of street oriented townhouse units are encouraged.
- e) Trellises, arbours and low walls may be considered at the entrance point of walkways from the street to the interior of townhouse sites or ending of internal drive aisle to screen paved areas from view and to clearly define the threshold between public and private spaces.
- f) Fences within the front yard should be no higher than 1.2 m (3.94 ft.) and should be placed a minimum of 0.50 m (1.64 ft.) from the internal edge of the sidewalk. Trellises and arbours should be placed a minimum of 0.50 m (1.64 ft.) from the fences along the front property line. In yards that abut public spaces, landscaped terraces no greater than 0.5 m (1.64 ft.) high and no less than 0.75 m (2.46 ft.) deep should be used to reach the new grade.
- g) Internal drive aisles that provide access to garages should be treated as vehicle courtyards and include textured, contrasting, coloured pavers.
- h) The use of decorative pavers within a drive aisle is encouraged to define a pedestrian pathway where there is no other means of pedestrian circulation through the site.

#### 14.4.13 Arterial Road Guidelines for Townhouses

*The intent is to provide articulation and character to the building form and landscaping of townhouse development on the arterial roads.*

##### 14.4.13.A Side Yard—Building Heights

- a) Step down to a maximum building height of 2 storeys within 7.5 m (25 ft.) of the side yard interface with single-family housing and other townhouse developments along the arterial road.

##### 14.4.13.B Rear Yard—Building Heights and Form

- a) Along the rear yard interface with single-family housing:
- the building height should be 2 to 2½ storeys (not any 3 storey townhouses);
  - the building form should consist of duplex townhouse units, except in certain situations where the City deems triplex townhouse units as being appropriate.

##### 14.4.13.C Rear Yard—Setbacks

- a) Along the rear yard interface with single-family housing:
- may have a 6 m (20 ft.) setback where deemed necessary;
  - may have 1 storey projections less than 1.5 m (5 ft.) into the rear yard, subject to:
    - appropriate opportunities for tree planting;
    - the provision of appropriate private outdoor space.

##### 14.4.13.D Front Yard—Setbacks

- a) Along the front yard facing the arterial road, may have a 4.5 m (15 ft.) setback where a 6 m (20 ft.) rear yard is deemed necessary, subject to:
- an appropriate interface with neighbouring properties;
  - the provision of appropriate private outdoor space;
  - balconies and porches not projecting into the 4.5 m (15 ft.) front yard setback.



#### 14.4.13.E **Design Fronting Local Roads**

- a) Design the townhouse units fronting onto a local road to look like single-family houses (e.g., 2 storey height, except that 2½ storeys may be permitted at the corner of the arterial road and local road).

#### 14.4.13.F **Overlook and Privacy**

- a) Locate windows and private outdoor areas carefully to avoid adjacent overlook and privacy concerns.

#### 14.4.13.G **Roof Lines**

- a) Vary roof lines to break down the massing, promote opportunities for sunlight penetration and provide visual interest.

#### 14.4.13.H **Landscaping**

- a) Landscaping for townhouse developments shall:
- meet the City's 2:1 replacement policy where existing trees are being removed;
  - comply with the minimum planting sizes specified in the City's Tree Protection Bylaw where replacement trees are being planted, unless approved otherwise by the Director of Development or designate;
  - have a minimum planting height of 0.3 m–0.45 m (1 ft.–1.48 ft.) for shrubs; shrubs over 1.2 m (3.94 ft.) in height is discouraged;
  - include an appropriate mixture of deciduous and coniferous trees, with the coniferous being sized and spaced appropriately and to address Crime Prevention Through Environmental Design (CPTED) principles.



## C. LOW TO MID-RISE HOUSING

*The intent is to integrate 4-storey buildings (and up to 6 storeys at some locations) into some areas located in close proximity to future Neighbourhood Centres (e.g., Broadmoor, Blundell and Garden City Shopping Centres), to provide a more urban character to the Neighbourhood Centres and to define a transition between the Neighbourhood Centres and lower density townhouses and single family neighbourhoods.*



#### 14.4.14 Building Location and Organization (Site Planning)

*The intent is to provide direction on the location of the apartment entrances, services and parking.*

##### 14.4.14.A Building Orientation/Setbacks from the Street

- a) Locate the main facade parallel to the street, not perpendicular and set it in line with adjacent buildings.
- b) Whenever possible, a north-south orientation of the building should be provided to improve sun access for most of the units.
- c) Provide individual access from grade for as many units as possible and these units should be setback a minimum of 4.5 m (18.76 ft.) from the property line.

##### 14.4.14.B Entries and Front Yards

- a) To reinforce a friendly and pedestrian oriented streetscape, provide grade level units with presence on the street including:
  - separate and individual pedestrian entries;
  - entry gates and front gardens as semi private amenity space;
  - raised patio areas or porches/stoops.
- b) To provide adequate privacy to these outdoor areas, the front deck/patios along the street frontage should be:
  - 3.0 m (9.84 ft.) minimum depth;
  - a minimum of 0.6 m (1.97 ft.) to a maximum of 1.0 m (3.28 ft.) above the sidewalk grade elevation.
- c) Finished grade elevation of main floor units may be slightly higher than the patio/deck elevation but not higher than 1.2 m (3.94 ft.) above the public sidewalk.
- d) If in close proximity to a Neighbourhood Centre area (shopping mall site), consider providing retail/office uses (Live/Work type) in the building main floor with reduced front yard setbacks and clear and direct access from the public sidewalk.

##### 14.4.14.C Main Building Entrances

- a) The main entry to the building should be located fronting on the street and the main lobby clearly visible from the sidewalk.
- b) Building entrances should be clearly identifiable. Consider highlighting the entrance to the building with a canopy that extends toward the street.
- c) Consider gateways, special paving on entry walks, rows of trees or pairing of light standards along the way leading to the building entrance(s).
- d) Individual buildings in apartment complexes should have a clearly visible street address and direct access to their own parking areas.
- e) The main entrance should be in a prominent location to enable a motorist to easily identify a multiple family complex and the driveway at the same time.
- f) Entrances for sites with long driveways should be accessible by a distinct and separate pedestrian sidewalk that is clearly visible from the public street.
- g) Buildings with the main pedestrian entrance located on the street may have the front setback reduced provided there is sufficient transition space between the sidewalk and the entrance.



#### 14.4.14.D Landscaping and Open Space Design

- a) Landscaping should consider low retaining walls or step planters to help define private and semi-private space of units fronting the street.
- b) Low stone or masonry walls or pilasters in combination with low transparent metal fences are required along all street frontages to achieve a strong delineation of public and private space.
- c) Fences within the front yard should not be higher than 1.2 m (3.94 ft.).
- d) Low retaining walls, planters and/or raised decks should be located a minimum of 0.5 m (1.64 ft.) from the inside edge of the public sidewalk and should not be higher than 0.5 m (1.64 ft.). Landscaped terraces no greater than 0.5 m (1.64 ft.) high and no less than 0.75 m (2.46 ft.) deep should be used to reach the new grade.
- e) Landscaped areas should include large deciduous trees to provide shade in summer and allow for sun penetration in winter time.
- f) Front yard areas should be landscaped in the same character and relate to the landscaping and streetscape found in the single family or townhouse areas of the adjacent neighbourhood.
- g) The distance from the sidewalk to the closest paved area within the site should not be less than the required front yard setback.
- h) Trellis structures in combination with low planters, fences and landscaping should be used to screen any paved areas exposed to views from the street.

#### 14.4.14.E Access and Parking

- a) Access to be provided from a secondary street or from a rear lane.
- b) Parking should be located in parking structures or in covered parking lots, with clearly marked entrances and generally screened from public view.
- c) Visitor parking may be provided at grade if screened from view from the street and not located within the required front yard setback.
- d) No portion of surface parking or an internal drive aisle should be provided within the required front yard setbacks.
- e) In order to screen paved areas and long views toward the interior drive aisles of a proposed development, landscaping, combined with trellis structures and low planters should be provided at any internal drive aisle that ends at the front yard setback line, perpendicular to the street.
- f) On-street parking (parking pockets) in front of the ground floor units is desirable to activate the street, reinforce pedestrian character and act as traffic calming.

### 14.4.15 Building Form

*The intent is to have new development fit into the neighbourhood and on the site.*

#### 14.4.15.A Massing and Scale

- a) Development should be massed and located in such a way that respects the scale of adjacent buildings, protects views, minimizes overlook and shadowing of existing residences.
- b) The maximum length of an apartment building (or a building face without a strong recessed vertical break) should be no more than 40.0 m (131.23 ft.).
- c) Street wall building should respond to the rhythm of adjacent blocks. Long frontages should be avoided or expressed as a series of distinct adjacent buildings or building forms.





- d) Break the massing into smaller vertical components to express the rhythm of a series of house forms or the individual and repeated expression of rowhouses.
- e) Building massing should be broken down in various sub-components and articulated to facilitate the transition to lower density and smaller scale forms, such as townhouses and single family housing.
- f) Architectural features and a unique resolution of the end/corner of building(s) should be considered to establish landmarks at strategic locations.

#### 14.4.15.B Terracing and Setbacks

- a) Building setbacks should aim to optimize views, open space and achieve a proper interface with adjacent developments.
- b) Employ terracing and building setbacks on upper levels of taller street-wall buildings (over 4 storeys) to create interest, improve access to light and views and to reduce apparent bulk.
- c) Variation in setbacks along the building frontage is recommended to provide stronger massing articulation and avoiding continuous long, flat, building frontage to the street.
- d) Provide stepping-back of the upper levels of buildings to allow for mass and height transition (and allow for terraces/decks in upper level units) toward lower townhouse building areas and/or the street.
- e) Transition from higher to lower building height/mass should take place across a street.
- f) Height /mass transition to abutting sites, without the intervention of a street, should be achieved through gradual stepping-down of the height to match that of the lower abutting existing or expected building type.
- g) In buildings higher than 4 storeys, floors above the second level should be recessed from the lower floors by a minimum of 2.0 m (6.56 ft.) to maintain the pedestrian scale at street level.
- h) New development along edges immediately adjacent to existing residential and where there are no intervening streets or lanes, should not exceed 3 storeys and should be setback a comparable distance from the shared property line.

#### 14.4.16 Building Face: Facade Articulation

*The intent is to ensure that development has a high quality character and finishing.*

##### 14.4.16.A Roof Design

- a) Roof design should relate to the size and scale of the building, relate to the character of the surrounding buildings and contribute to the streetscape.
- b) Roof forms should borrow gable roof characteristics when inserted in an area with a dominant single family or low-density townhouse residential character.
- c) Flat roofs are considered appropriate at strategic locations if provided with large overhangs.

##### 14.4.16.B Balconies and Decks on Upper Levels

- a) Balconies and decks should be designed as integral parts of the building massing and facade composition.
- b) Recessed entries and decks in upper levels should be used to articulate facades and reinforce a unified residential character.



#### 14.4.16.C **Windows**

- a) Punched-in windows and brick veneer should be dominant on the lower portions of the building to reduce the apparent building mass and height. Extension of these features up to the top of the building may be also used to provide interest and provide vertical articulation to the building façade.
- b) Window placement and design should be well ordered and be of a simple configuration.
- c) Large picture windows without muntins and/or mullions are not appropriate.
- d) Window planters are suggested to create a festive and friendly face for the dwelling units facing the street.

#### 14.4.16.D **Exterior Walls and Finishing**

##### **Quality and Durability of Materials**

- a) Materials should be designed and detailed to express quality and ensure durability.
- b) Materials used should be appropriate to the scale and design of building elements.
- c) Exterior wall cladding materials should be limited in number and changes in cladding should relate to the building design, such as to express the base or foundation of the building.
- d) The same quality of materials and architectural treatment should be used in all facades.
- e) Large blank walls should be avoided. Window openings, detailing, materials, colour, wall articulation and landscaping should be used to enliven them and reduce their scale.

##### **Materials**

- a) Recommended exterior materials include wood siding, stained or painted; vinyl siding in combination with other quality materials such as brick; brick veneer, acrylic stucco, stone and stucco are to be used preferably in the lower parts of the building.
- b) Stone and masonry is to be on planters and paving.

##### **Roofing, Eaves, Brackets**

- a) Building details and roofing structures (eaves, brackets, etc.) should express a high level of craftsmanship and reflect the local/regional climate.

##### **Guardrails, fences, canopies, sunscreens**

- a) Consider steel or aluminum for guardrails, fences, canopies, sunscreens and other architectural details. These materials may be combined with glass where appropriate.

##### **Colours**

- a) Light colours are preferable for use on fascias and trim to contrast with strong colours for wall finishing materials to highlight architectural details. Soffits and ceiling of balcony projections could consider burnished natural wood to add a touch of warmth and single family flavour.
- b) Deep, rich colours and greys are recommended for the buildings or combined with lighter colours to highlight, contrast and articulate facades. A variety of colours is encouraged in the buildings where in group and even within individual buildings.

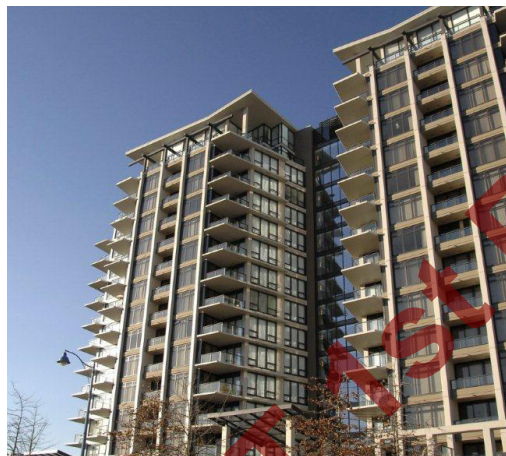
##### **Flashing and Gutters**

- a) Flashing and gutters should be well integrated into the design of the building and positioned in the facades following the inside corners in an inconspicuous manner.



### Shading Elements

- a) The west side of buildings should provide shading elements such as sunshades, screens, eave projections, balconies, overhangs, etc. to minimize the impact of horizontal sunlight late in the afternoon.



## D. HIGH-RISE HOUSING

*The intent is to provide guidelines for high-rise housing outside of the City Centre and outside those areas covered by an Area Plan or Sub-Area Plan.*

### 14.4.17 Building Location and Organization (Site Planning)

*The intent is to ensure that the entrances to the main building are highly visible from the street and easy to access for pedestrians.*

#### 14.4.17.A Main Building Entrances

- Entrances to buildings should be located on a public street.
- Individual buildings in apartment complexes should have a clearly visible street address and direct access to their own parking areas.
- The main entrance should be in a prominent location to enable a motorist to easily identify a multiple family complex and the driveway at the same time.
- Entrances for sites with long driveways should be accessible by a distinct and separate pedestrian sidewalk that is clearly visible from the public street.
- Buildings with the main pedestrian entrance located on the street may have the front setback reduced provided there is sufficient transition space between the sidewalk and the entrance.

### 14.4.18 Building Form

*The intent is to have new development fit into the neighbourhood and on the site.*

#### 14.4.18.A Massing and Scale

- Towers should be designed to minimize shadowing, view and privacy impacts.
- Towers should have “slim” profiles and compact floor plates. Tower floor plates above an elevation of approximately 21 m (68.9 ft.) from grade should be limited to a maximum size of approximately 600 m<sup>2</sup> (6,459 ft<sup>2</sup>).



- c) Towers should incorporate low-rise “podium” buildings of a scale and character in keeping with the local area.
- d) Towers should be set back at least 4.5 m (14.76 ft.) from the face of low-rise “podium” buildings.
- e) Where appropriate, mid-rise terracing between towers and low-rise “podium” buildings are encouraged.
- f) A distance of at least 24 m (78.74 ft.) to 36 m (118.11 ft.) between towers should be maintained.
- g) Staggered spacing of towers and units is recommended to maximize primary private views past neighbouring high-rise developments and to avoid overlook from one tower to another.
- h) Towers should be designed to break down the massing and present a residential scale to the street.
- i) Provide a side yard height step-back where towers are adjacent to townhouse or single family housing. Also, provide height step-backs at street corners, in the form of lower (e.g., 1 or 2 storeys), building elements.

#### 14.4.18.B **Roofscape**

- a) Vents, mechanical rooms, mechanical equipment and elevator penthouses should be integrated into architectural roof treatments, or screened with materials and finishes compatible with the overall building design.
- b) Open upper decks of parking garages should be landscaped.
- c) Rooftops should be landscaped and made accessible to residents as usable common (and private) outdoor space, particularly on roofs of low-rise “podium” buildings. For mixed uses, where alternative public open spaces are limited, accessible lower-level roof decks should also be developed to provide open space for non-residential tenants, or the public.





## 14.5 Commercial and Commercial/Mixed Use Guidelines

*These Guidelines are intended to guide the form and character of development in Neighbourhood Service Centres as well commercial buildings and mixed use developments (e.g., commercial and residential uses) outside the City Centre and Steveston Village.*

The Commercial and Commercial/Mixed Use Guidelines and General Guidelines apply to developments that require a Development Permit in these areas.



## A. COMMERCIAL MIXED-USE REDEVELOPMENT WITHIN SHOPPING MALL SITES, OUTSIDE THE CITY CENTRE

*The intent is to enhance the design, character and function of shopping mall sites to reinforce their future role as vibrant, compact mixed use hubs and community focal points with a mix of housing, shops and services.*

Prior to redevelopment and densification, shopping malls outside the City Centre will be subject to specific master planning processes. Below are some general considerations to guide the redevelopment of the shopping mall sites.

### 14.5.1 Site

*The intent is to ensure that development fits into the neighbourhood and enhances the public/pedestrian realm.*

#### 14.5.1.A Street Presence

- a) Place new buildings along the perimeter of the site close to property lines along the arterial roads to reinforce building frontage continuity and create a street edge.
- b) Commercial units at the ground floor should have direct pedestrian access to the public sidewalk along the arterial roads.

#### 14.5.1.B Mall Site Integration to Adjacent Neighbourhood

- a) Create a hierarchy of access routes and pathways through the site.
- b) Improve the connectivity of the site to the broader community by creating multiple access points/connections to the site from adjacent neighbourhood, local streets, parks, school sites and other focal points.
- c) Design prominent corners (mall site intersections) and entry points as unique gateways and landmark features that identify the access points for pedestrians.
- d) Consider creating a public urban space at a corner.
- e) Provide pedestrian connections through main blocks of buildings to the adjacent neighbourhood.



#### 14.5.1.C Pedestrian Circulation and Connections

- a) Pedestrian corridors should connect significant nodes within the site, have a beginning and ending, and be separated from parking areas and driveways.
- b) Define sidewalks and pedestrian corridors through the site by using contrasting pavement colours, surfaces and textures.
- c) Embellish corridors with landscaped features and human scale lighting.
- d) Ensure that corridors are universally accessible and accommodate a range of users (e.g., wheelchairs and strollers) by methods such as curb cuts and level entry ways.
- e) Extend pedestrian pavement across drive aisles to reinforce pedestrian priority over vehicles and establish a continuity of pedestrian circulation.
- f) Transit stops should be visible and easily accessible by pedestrians and cyclists.
- g) Buildings adjacent to transit stops should integrate transit shelters into building design with weather protection - awnings, overhangs and waiting spaces.

#### 14.5.1.D Character and Amenities

- a) Provide open spaces, unique landscapes, public art, furnishings and landmark features to enhance the character and reinforce the role of the shopping centre as a neighbourhood focus.
- b) Create and design internal nodes to be neighbourhood gathering places.
- c) The choice of materials, colours and elements such as lamp standards, benches, fences and trash receptacles should be consistent in design and contribute to an identifiable character.
- d) Seating (seating walls or benches integrated with planters) should be provided along all pedestrian routes.
- e) Bicycle parking facilities should be provided at all residential and commercial building entrances.

#### 14.5.1.E Signage

- a) Consider signage that identifies the neighbourhood centre by name, provides directional information within the shopping centre sites and to key focal points in the community.
- b) Signage should be integrated with the existing architecture and be compatible with adjacent residential areas.

#### 14.5.1.F Vehicle Access and Loading and Parking

- a) Multiple vehicle access points will be discouraged.
- b) Access will be designed to minimize disruption of the pedestrian environment.
- c) Integrate loading areas as part of the building and provide appropriate visual screens and/or gates.

#### 14.5.1.G Parking

##### **Parking Within the Building Envelope**

- a) All residential parking and most of the commercial parking will be located within the building envelope on one or more levels.
- b) Parking structures will be screened from view either by wrapping the parking with residential or commercial units, or through the use of architectural features.



### Surface Parking

- a) Minimize the amount of surface parking and limit to convenience parking for retail shops.
- b) Organize parking into small clusters and screen from direct views from streets by the placement of buildings, trellis and/or lattice structures, low planters and landscaping.

#### 14.5.1.H Landscaping

- a) There should be a hierarchy of continuous, grade separated pedestrian walkways through parking lots.
- b) Pedestrian walkways and sidewalks through surface parking areas should be separated from parking spaces by a landscaped area and include shade trees at an approximate ratio of one tree per six parking spaces.
- c) Trees in parking lots should be planted as rows with continuous trenches (not pocket planted).
- d) Plant a double row of trees around the perimeter of the site and on main entry driveways to form a canopy over the sidewalks and driveways.
- e) Plant “groves” of trees and shrubs in surface parking areas so that, approximately 10 years after planting, at least 50% of the parking lot will be covered by a canopy of leaves in the summer.
- f) Provide a few larger planting areas to create visual landmarks and that allow the growth of large size trees on small landscaped islands evenly distributed throughout the parking areas.
- g) Trees and shrubs and appropriate landscaping reinforce the alignment of the pedestrian corridors through the site and add colour, texture and interest around the site.
- h) Utilize trees and landscaping to separate sidewalks from parking areas to protect people from vehicle traffic and create a pleasant pedestrian zone.

### 14.5.2 Form and Character

*The intent is to provide architectural detail and weather protection along the streetscape.*

#### 14.5.2.A Massing and Height

- a) Buildings will vary in height and massing to create identifiable nodes and interest and contain a variety of commercial spaces and residential units.
- b) Employ terracing and building setbacks on upper levels or taller (over 4 storeys) of street-wall buildings to create interest, improve access to light, to reduce overlook and minimize massing.
- c) Large building blocks should be architecturally broken down into an expression of smaller street-fronting retail.

#### 14.5.2.B Commercial Building Facades

- a) Facades should be broken down into smaller components with individual retail entrances and windows fronting the street and major pedestrian routes.
- b) Facade and glazing facing streets should allow visual connection between the interior and the street. Solid walls or large expanses of reflective glass or glass block are not appropriate.
- c) Provide an active streetscape with direct pedestrian access from the street sidewalk.





- d) Provide as much outdoor space adjacent to building fronts as possible to allow use or activity in the building to be extended onto the sidewalk for vibrancy. Examples are outdoor seating areas for restaurants, display areas, for retail stores and display sales areas for produce and flowers.
- e) Consider providing outdoor space adjacent to internal building fronts to allow use or activity in the buildings to be extended onto the sidewalk without obstructing pedestrian circulation (e.g., outdoor seating areas for restaurants, display areas for retail stores, and display/sales areas for produce and flowers).

#### 14.5.2.C Canopies, Awnings and Overhangs

- a) Provide awnings, canopies and overhangs for continuous weather protection along street frontages and on pedestrian routes on all internal facing buildings.
- b) Fabric canopies and signage on canopies are discouraged.

### 14.5.3 Green Building and Sustainable Infrastructure

*The intent is to incorporate innovative approaches for green infrastructure and green buildings that flexibly address on-site rainwater management, energy efficiency and renewable energy production, potable water conservation and waste minimization.*

- a) In shopping mall redevelopment, buildings and site infrastructure will be designed so that, at a minimum, they will meet City Centre Area Plan policies for green buildings (e.g., LEED rating system and credits), or LEED Silver Certification or equivalency.
- b) Design will minimize the use of energy and reduce Greenhouse Gas Emissions.
- c) Applicants will demonstrate how buildings measures up to LEED Silver equivalency and quantify reductions in Greenhouse Gas Emissions.
- d) Buildings will be designed to use:
  - less potable water;
  - mitigate, manage, and clean as much rainwater on site as possible;
  - reduce the generation of waste through careful design and construction practices;
  - incorporate ways to improve indoor air quality, reduce noise, noxious emissions and dust.
- e) Consider opportunities for urban agriculture (growing of food) on the site.
- f) Local sustainable materials should be used wherever possible (e.g., wood, recycled or renewable materials).



## B. COMMERCIAL BUILDINGS

*The intent is to help reinforce the “inner core” of neighbourhood centres and commercial nodes outside the City Centre by encouraging development that enhances pedestrian interest, complements the character of the shopping areas, and provides for the personal expression of individual stores and businesses. These guidelines are intended to achieve a level of unity in commercial areas.*

### 14.5.4 Building Scale and Form

*The intent is to encourage a high standard of design for commercial buildings.*

- a) Street-oriented development is encouraged. Small-scale retail fronts that provide visual diversity, reinforce a human scale, and enhance pedestrian interest are preferred.
- b) Developments should have a strong and continuous street edge definition, with small shops, “anchor” stores, community services and significant public uses at grade.
- c) Single, dominant building masses should be avoided.
- d) Substantial variations in massing should include changes in height and horizontal plane. Changes in massing should relate to the building’s structural systems and reflect its interior arrangement of spaces.

#### 14.5.4.1 Building Frontages

- a) Buildings should reflect a street-edge character in their built form, and provide sufficient building continuity to maintain interest and a viable commercial activity along the street frontage (along the arterial roads) and around internal parking areas.
- b) Building frontages should reflect a strong human, pedestrian scale with direct access to retail uses at short intervals along the street.
- c) Building frontages should be as continuous as possible along both sides of any arterial road and or commercial node adjacent to the shopping mall site.
- d) Buildings should be located with their longer side fronting on the street. Building frontage should extend for at least 2/3 of the site frontage along the street.
- e) Continuity of the commercial frontage is to be achieved by a series of narrow frontage retail bays instead of a large single commercial space. The CRU’s should have a facade module of between 6.0 m (19.69 ft.) to 8.0 m (26.25 ft.) and be clearly expressed in the continuous commercial frontage by a small setback articulation.



#### 14.5.4.2 Variation in Setbacks

- a) Small commercial/retail unit frontage setbacks are recommended at various intervals to achieve facade articulation along the length of the street.
- b) Vary setbacks for commercial frontages between 0.30 m (0.98 ft.) to 0.50 m (1.64 ft.) and display windows or storefronts should encompass a minimum of 70% of the unit's frontage.
- c) Consider providing small building frontage setbacks at specific locations so as to provide extra space for outdoor pedestrian activity, to define building entry areas, and achieve facade articulation along the length of the street. Recess building facades at the corner, building ends and mid-building locations.

#### 14.5.4.3 Corner Sites/Intersections

- a) Commercial buildings should architecturally anchor corners and act as landmarks.
- b) On a corner site, a dominant mass combined with strong architectural features should be considered on the portion of the building at the street intersection to anchor the corner and become a visual landmark.
- c) Commercial units at corner locations should provide an active frontage on both street sides, with facades that offer the same detailing. Glassed storefront of CRUs should extend around the corner(s) for at least 1/3 of the side elevation.
- d) The design of facades facing lanes should incorporate high quality finishes and materials complementary to overall design.

### 14.5.5 Architectural Elements, Materials

*The intent is to utilize materials and architectural elements that enhance the street and reflect the image of Richmond.*

#### 14.5.5.1 Image and Character

- a) Storefronts/overall appearance should consider incorporating elements of the residential architectural vocabulary (e.g., roof form, window shapes).
- b) Monotonous building frontages should be avoided by incorporating variety, glazing and articulation.
- c) Use of vertical elements and material and colour changes to add interest and to maintain the unity of street enclosure.
- d) Bay windows and recessed doors (muntins and wide trims) are desirable as standard features in commercial storefronts to reinforce a pedestrian residential scale.
- e) The primary facade of commercial buildings should address public streets and main pedestrian corridors, with individual entries distinguished by display windows, shop windows, awnings, canopies, and signage to enliven the public realm and create an engaging walking environment.
- f) CRU facing streets should be double loaded with service corridor down the middle (e.g., with CRUs facing the street and CRUs facing the interior of the site).
- g) CRUs facing a street should be a maximum of 6 m (19.69 ft.) to 8 m (26.25 ft.) wide.
- h) Parkades along fronting streets should have retail/commercial storefronts facing the street.

#### 14.5.5.2 Materials

- a) Building materials should reflect the regional heritage, climate and landscape and express a level of craft in the process of construction.



- b) Desirable facade materials are wood (lap siding), masonry, brick, stucco and metal cladding with strong detailing (trim) around the storefront (e.g., doors, windows).
- c) Choice of roofing materials should achieve an appropriate fit with the structural massing, articulation and roof forms of the building.
- d) Windows and fenestrations should be provided on the street fronting side of the building even though in some cases, the principal access to the commercial retail units may need to be provided from the internal parking areas.
- e) Outdoor display areas that are fenced and are used for overnight storage are not permitted.
- f) Building form and materials should be co-ordinated with and be responsive to the “human scale” of buildings on adjacent streets (commercial, residential).

#### 14.5.6 Sidewalk Treatment, Curb Extensions

*The intent is to provide wide, landscaped boulevards and pedestrian accesses to commercial developments.*

- a) Consideration should be given to provide for wider sidewalks that extend to the building face. Recommended cross-section includes: 1.5 m (4.92 ft.) wide decorative paving boulevard with trees in grates (or grass boulevard in front of residential areas where on-street parking is provided) and a minimum 2.0 m (6.56 ft.) wide patterned paved sidewalk (in commercial areas, this pavement to extend up to the face of the commercial building).
- b) Boulevard conditions from back of gutter should include 1.5 m (4.92 ft.) wide boulevard planting strip with street trees, light poles and grass, 2.0 m (6.56 ft.) wide public sidewalk, 1.5 m (4.92 ft.) Public Right of Passage (PROP) Statutory Right-of-way (SRW) for second row of street trees, 2.0 m (6.56 ft.) wide PROP SRW sidewalk on private land fronting the CRUs.
- c) 1.5 m (4.92 ft.) wide colour contrasting pavers boulevard with trees planted on grates to be provided along all street fronting (arterial roads) commercial areas that allow on-street parking and along commercial frontages along an internal parking area of a commercial centre.
- d) Special paving pattern and materials on sidewalks to be used to define a distinct character in commercial and mixed-use areas of the Neighbourhood Centres.
- e) Decorative paving (or pavement of contrasting colour and texture) may also be used to identify on-street parking areas/lanes; a concrete roll-over curb is suggested at the line of the pavement change.
- f) Curb extensions (i.e., narrowing of driving lanes) are recommended at intersections or pedestrian crossings along retail/commercial streets or fronting in and around neighbourhood centres to reduce the crossing distance for pedestrians and to limit vehicle speed.

#### 14.5.7 Signage

*The intent is to include signage in the Development Permit process so as create suitable, sensitive signage.*

- a) Signage should be integrated with the building and to create a hierarchy of scale (some designed for visibility from the road and other signage designed at a pedestrian scale).
- b) Signage for the various stores should be compatible with the character of the street.
- c) Signs should be colourful, decorative and offer graphic imagery.





- d) Acceptable sign types include:
  - projecting, hanging and handcrafted signs;
  - canopy signs, under-canopy signs;
  - fascia signs and window signs.
- e) Fascia signs and projecting signs should be incorporated as part of the architectural character proposed for the commercial areas. Sign lighting should preferably be spot or flood lighting.
- f) Sign size, location and information provided on signs should be designed and oriented to pedestrian and relate to the scale and character of the surrounding residential areas.
- g) Free-standing signs are not considered appropriate in neighbourhood centre areas unless approached as a public art visual landmark that announce the neighbourhood centre rather than to provide copy area for anchor and principle.
- h) Encourage a comprehensive design approach to signage in commercial areas, avoid the proliferation of signage in commercial areas and minimize visual distraction for drivers.
- i) Signage should consist of functional, attractive, discrete and informative signs compatible with the overall design of the buildings and complementary to the image and character of the City.
- j) Ensure that signage is an integral and attractive part of all designs.
- k) Discourage conventional back lit sign bands and boxes in favour of more sophisticated, less homogeneous approaches that are supportive of local character and a comprehensive design strategy. Wall mounted, backlit acrylic boxes are discouraged.

### 14.5.8 Canopies and Awnings

*The intent is to have attractive canopies and awnings that enhance the pedestrian experience.*

- a) All commercial buildings at ground floor level along the arterial should be provided with adequate weather protection and to reinforce a pedestrian scale. Canopies, awnings or architectural overhangs, should extend at least 1.8 m (6 ft.) from the face of the building.
- b) Metal structures and glass, or metal are recommended as primary materials and vinyl is discouraged.
- c) If not made out of glass, canopies should have a flat, solid colour and should be co-ordinated with the colour scheme of the building.
- d) A 45° inclination slope is recommended for canopies.
- e) Compatibility and co-ordination of canopies is encouraged.
- f) Where appropriate (i.e. building fronting the public open space/park), a colonnade treatment along the ground floor retail commercial frontage may be considered to provide weather protection for pedestrians and outdoor extension of commercial users, and achieve a stronger vertical separation between retail/commercial and residential uses.

### 14.5.9 Landscaping and Street Furniture

*The intent is to have appropriate landscaping and services, including plazas where appropriate, in the public domain.*

#### 14.5.9.1 Tree Plantings

- a) Low shrubs and tree planting on the curb extensions, and pavement treatment at intersections and pedestrian crossing, should be used to reinforce the priority of pedestrians over vehicles.



- b) Street tree planting should include a combination of species in order to provide biodiversity, and promote tree health by lowering the potential impact of common pests and diseases.
- c) Formal tree planting in grates and unique sidewalk pavement (colour, pattern, texture) is recommended for main pedestrian routes in front of commercial frontages or through large commercial parking areas.
- d) Self standing trellis structures combined with low planters and landscaping are recommended along street frontage and at the end of parking areas/drive aisles that are exposed to direct views from adjacent streets.

#### 14.5.9.2 Street Furniture

- a) Street furniture including benches, garbage receptacles, etc to be design-co-ordinated.
- b) A combination of planters and seating areas with trees is recommended along commercial frontage sidewalks within the neighbourhood centre; arrangement of planters should allow for clear circulation of pedestrians.

#### 14.5.9.3 Lighting, Lamp Posts

- a) Lamp posts with single or double luminaries of a strong contemporary character and scale that also reinforce a pedestrian priority are recommended for use in the Neighbourhood Centre and on all areas around commercial nodes.
- b) Street light posts in the Neighbourhood Centre areas and commercial centres should include hardware for hanging flower baskets and/or banners, duplex electrical outlets, and provide pedestrian scale luminaries over the sidewalk.
- c) Wall mounted lighting fixtures are recommended on all commercial developments along commercial streets in addition to standard street lighting, and around parking areas.

#### 14.5.9.4 Urban Plazas

- a) At the corner of larger commercial sites and at the corner of major street intersections, consider providing a small urban plaza/public space node.
- b) Urban plazas should contain a vertical landmark feature/public art to serve as a visual reference point for the neighbourhood center.
- c) Urban plazas should also be considered along the open linear spaces/pedestrian corridors at the transition point between residential and commercial areas of the Neighbourhood Centre.
- d) The main entrance to retail/commercial units or higher density multiple-family residential buildings around this urban plaza/intersection should be oriented toward the corner.

### 14.5.10 Parking

*The intent is to provide safe and efficient circulation for vehicles without compromising the pedestrian environment or the livability of developments.*

#### 14.5.10.1 Access

- a) Access to parking areas should be provided from a lane or from secondary streets. In cases where access can only be provided from a fronting street, the entrance should be located and designed to minimize disruption of the pedestrian environment on the street.
- b) Access from a main or fronting street should be designed as a single access point, or as a shared access with a neighbouring site. Multiple access points are discouraged.



#### 14.5.10.2 Off-street parking

- a) Surface parking for any development within should be provided behind the building(s), screened from direct views from adjacent streets or from any public open space, or linear pedestrian corridor that links commercial and residential areas within the neighbourhood.
- b) Employee parking should be identified as a special parking area and located at a less prominent, but safe location.
- c) Where parking is provided directly at the back of a long commercial building, the entrance to the building and/or a breezeway between the parking area and the street should be provided to facilitate access to street fronting commercial uses. Access to residential uses in upper levels may also be provided from the breezeway.
- d) The edge of any parking area exposed to views from a street should include trellis structures combined with low walls and landscaping to screen parking and achieve a visual bridge between buildings.
- e) Low dense landscaping comprised of a combination of well-spaced trees, shrubs, and ornamental plants shall be planted and maintained around the perimeter of parking lots to screen the cars from public streets.
- f) In addition to perimeter landscaping, major trees of a minimum 7.6 cm (3 in.) calliper shall be interplanted within the parking lots.
- g) Consider permeable paving for surface parking.
- h) Discourage parking configurations that unnecessarily restrict vehicle movement within off-site surface parking lots.

#### 14.5.10.3 On-street Parking

- a) Short-term on-street parking should be considered (and encouraged) in front of commercial buildings on any street within neighbourhood centre areas.
- b) Where on-street parking is provided in front of retail commercial frontages, the grass boulevard should be replaced by decorative pavers.
- c) Decorative pavers (or pavement of contrasting colour and texture) may also be used to identify on-street parking areas/lanes; a concrete roll over curb is suggested at the line of the pavement change.
- d) Angle parking is recommended in parking pockets on both sides of a commercial street or parking drive aisles of commercial centres in order to reduce the amount of paved areas and facilitate safer pedestrian crossings.
- e) Landscaped curb extensions which define the parking pockets to be planted with trees and shrubs and, where appropriate, because of the intensity of commercial activity, accommodate benches and associated street furniture.

#### 14.5.10.4 Parking Structures

- a) Any above-ground parking structures should be located at the rear of a development or away from the main or fronting street and should be treated with decorative screening and/or landscaping to minimize the visual impact of a parkade from the street.
- b) Above-grade parking structures that face a street or public space should be designed with commercial frontage (e.g., retail shops or offices, at the ground floor level).

#### 14.5.10.5 Shared Parking Arrangements

- a) Encourage shared parking between office, retail and residential (off-peak) parking provided that shared parking is not exclusively assigned.
- b) Consideration should be given to shared parking access driveways between adjacent developments.



#### 14.5.10.6 Electrical Vehicle Outlets

- a) Consider some co-op, family and 5% of CRU parking stalls equipped with conduit for electrical vehicle outlets and 5% of CRU parking stalls equipped with 240-volt electrical outlets.

#### 14.5.10.7 Parking Area Lighting

- a) Non-glare lighting shall be provided in parking areas for safety and convenience.
- b) Lighting shall be oriented directly into the parking lot and away from residential areas to avoid intrusion into those areas.
- c) Lighting should be directed so that there is a maximum of 3 foot-candles at the property lines.

### 14.5.11 Amenities

*The intent is to ensure that amenities are provided to commercial employees.*

- a) Developments over 2,000 m<sup>2</sup> (21,529 ft<sup>2</sup>) should provide amenity spaces within the project.
- b) Amenity spaces should be provided at a minimum ratio of 1 m<sup>2</sup> (10.8 ft<sup>2</sup>) per 100 m<sup>2</sup> (1,076.41 ft<sup>2</sup>) of gross leasable building area.
- c) Amenity spaces may consist of social, recreational, educational, or cultural facilities, either indoor or outdoor. Consolidate in one location, either dedicated to a single use or adaptable to multiple uses.
- d) On-site employee or public amenities should include change rooms, showers, lockers, a lounge, and a covered outdoor seating area.
- e) Ensure the shape of the facility, the configuration of spaces within the facility, and the location of the facility are tailored to its intended uses(s).
- f) Situate the facility to encourage public use and provide for convenient public access (i.e., in a highly-visible, grade level location fronting a pedestrian-oriented street or open space).
- g) 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.
- h) Whenever possible, provide access to outdoor open space for use by facilities users.
- i) Ensure that exterior windows extend for a length equal to, or greater than, 20% of the perimeter of the facility.

### 14.5.12 Garbage and Recycling

*The intent is to organize site plans for efficient use of service areas so that the impact on streets, open space and other development is minimal.*

- a) Garbage and recycling container storage areas should be integrated as extensions of the building, enclosed, covered and screened with landscaping from views from any adjacent residential development, views from above, nearby sidewalks, and pedestrian walkways.
- b) Garbage, recycling, and pick-up should be situated in areas which do not conflict with pedestrian traffic.





## C. MIXED-USE COMMERCIAL-RESIDENTIAL BUILDINGS

*The intent is to create a vibrant mixed use neighbourhood centre by integrating new mixed use commercial-residential buildings into the inner core of neighbourhood centre areas (on the arterial roads adjacent to shopping mall sites) to produce a high quality living environment for residents.*

### 14.5.13 Site

*The intent is to ensure that development fits into the neighbourhood and enhances the public/pedestrian realm.*

#### 14.5.13.A Street Presence

- a) Buildings should be located with their longer side parallel to the street to define a continuous building frontage.
- b) Mixed use developments should accommodate commercial uses at grade and residential uses above and be designed to ensure that each different use, is self-contained and has a separate entrance.
- c) Frontage of mixed-use buildings should reinforce the character of the immediate context by locating street-frontage ground floor commercial uses oriented to and having direct access from the commercial frontage street(s). Conversely, access to residential upper levels should be located toward the residential areas of the neighbourhood.
- d) Commercial component of the mix-use buildings should have a minimum 2.0 m (6.56 ft.) setback, maintain a continuous frontage and provide pedestrian street interest and amenity. Outdoor extensions of cafes and restaurants are encouraged where the context is appropriate (e.g., around the south public open space /park).
- e) Retail commercial uses are preferred along street frontages; office commercial uses should preferably be located on upper levels. If office commercial uses are proposed at street level, they should not extend for more than 1/3 of the building frontage.
- f) Street fronting character and relationship to the street of residential units at grade will generally meet the street fronting guidelines associated with mid rise residential buildings in Section 14.4.C.
- g) The front door entry area of each unit should be architecturally highlighted and identified.



- h) Corner units with entries on both elevations should be articulated to address both streets (with a vehicular or pedestrian character, if necessary).
- i) All commercial buildings should reflect a street-edge character in their built form and provide sufficient building continuity to maintain interest and a viable commercial activity along the street frontage and around the internal parking areas frontage.
- j) Windows and fenestrations should be provided on the street fronting side of the buildings even though in some cases the principal access to the commercial retail units may need to be provided from the internal parking areas.

#### 14.5.13.B Weather Protection

- a) Retail commercial uses located at ground floor level should be provided with adequate weather protection. Awning or architectural overhangs, extending a minimum of 1.8 m (6 ft.) from the building face should be provided.
- b) All weather protection elements (canopies or other) should be designed to facilitate a continuous, architecturally integrated building frontage. Minimum canopy protection from the building face to be not less than 1.8 m (6 ft.).
- c) Where appropriate (i.e., building fronting the public open space/park), a colonnade treatment along the ground floor retail commercial frontage may be considered to provide weather protection for pedestrians and outdoor extension of commercial users, and achieve a stronger vertical separation between retail/commercial and residential uses.

#### 14.5.13.C Signage

- a) No other free-standing sign other than a single identification sign should be provided along any street abutting a neighbourhood commercial centre or arterial road. Signage should be restricted to fascia sign on buildings or storefront signs.

#### 14.5.13.D Parking

- a) Vehicular access to residential parking should be provided from lanes or secondary streets so as to avoid potential conflict with pedestrian activity along the commercial frontage.
- b) Surface parking should be provided behind the building(s) screened from direct views from adjacent streets or from any public open space and pedestrian corridor.
- c) Where parking is provided directly at the back of long mixed use building, the entrance to the building and/or breezeway between the parking areas and the street should be provided to facilitate access to street fronting commercial uses. Access to residential uses in upper levels may also be provided from this breezeway.
- d) The edge of any parking area exposed to views from a street should include trellis structures combined with low walls and landscaping to screen parking and achieve a visual bridge between buildings.

#### On-street Parking

- a) On-street short term parking should be provided along the neighbourhood streets in front of all mix-use developments. On-street parking is a convenience for people visiting ground floor shops and offices for a short time. This parking option helps to improve the public realm at the street edge by providing pedestrians with a buffer to moving traffic and help to reinforce a more peaceful ambiance for the residential uses on upper levels.
- b) Short term on-street parking areas should preferably be identified by decorative, coloured pavers contained within a series of parking pockets.



### Shared Parking

- a) Where there is some shared use of parking between residential and commercial uses, the parking area reserved for joint use should be accessible and clearly marked as such. It should be accessible to both uses at all times and in perpetuity.
- b) Consideration should be given to shared parking access driveway between adjacent developments.
- c) Concrete pavement of public sidewalk should be continued and be well defined across driveway entrances to parking areas/parkades.
- d) Presence of opening of the entry to parkade in the street building frontage should be minimized. The use of trellis or open beams structure combined with low edge planters and/or landscaping is recommended.
- e) Wall of parking level(s) exposed to views from the street are not permitted. If screening of the parking levels with a commercial or residential frontage is not possible, a sloping landscaped areas or stepping planters (including tree planting) should be provided along the street, in front of the parkade structure.
- f) A minimum 0.50 wide (1.64 ft.) landscaped area should be provided along the street between the edge of the public sidewalk and the first low retaining wall/planter around any parkade structures that is not screened by a building.
- g) The closest retaining wall/planter alongside a public sidewalk should not be higher than 0.60 m (1.97 ft.).

#### 14.5.13 E Servicing and Loading

- a) Visual impact of service and loading areas adjacent to the street should be avoided. The impact of these should be minimized through proper design of enclosures, integration of building mass, screening, high quality finishes, sensitive lighting and landscaping.

#### 14.5.13 F Garbage and/or Recycling

- a) Open garbage and/or recycling containers storage areas of commercial uses that are exposed to the street are not permitted. These service areas must be integrated as extensions of the building, enclosed, covered and screened with landscaping from views from any adjacent residential development, views from above, nearby sidewalks and pedestrian walkways.

### 14.5.14 Building Form

*The intent is to provide architectural detail to the development.*

#### 14.5.14 A Building Massing

- a) Residential uses above the street retail commercial uses should be set back from the ground floor level at least 3.0 m (9.85 ft.); and consider terraces, balconies and/or decks toward the street to improve privacy and achieve a good separation between uses.
- b) Recommended maximum building height is two storey for commercial uses with additional residential floors above in mixed-use development at strategic landmark locations (see Commercial section).
- c) The massing, setbacks and orientation of buildings shall be co-ordinated with and be responsive to the human scale of buildings on adjacent streets (commercial, residential).
- d) A minimum height of two storey (9.0 m or 29.53 ft.) is recommended for commercial only building along a street frontage in a neighbourhood centre and along arterial roads.



- e) Mixed-use buildings should be designed to ensure that each different use, especially a residential use, is self-contained and has a separate entrance.
- f) Design buildings and outdoor spaces to enhance visual privacy and reduce sound transmission between different uses.
- g) Mixed-use developments should provide venting from restaurants to the top of the uppermost roof in the development. Venting from restaurants should also incorporate sufficient noise- and odour-reducing equipment to prevent sound and smell overflows from creating an environmental nuisance.

OCP AT 1st READING





## 14.6 Industrial Guidelines

*These Guidelines are intended to encourage and maintain industrial development in the City of Richmond while maintaining a high standard of visual integration into the built and natural environment, and minimizing negative impacts on neighbouring uses.*

The Industrial Guidelines and General Guidelines apply to industrial developments that require a Development Permit.

### 14.6.1 Adjacent Uses (Edge Conditions)

*The intent is to ensure that industrial developments compliment and do not adversely impact adjacent uses, particularly residential development.*

- a) Locate parking and site entrances for heavy vehicles, service vehicles and trucks away from residential sites. In sites where this is not possible, provide landscaping and other measures to reduce noise, fumes, and other potential impacts on adjacent residential areas. An impact study may be required.
- b) Buildings in developments that adjoin designated agricultural lands and residential areas should be designed and oriented to maximize views beyond and between buildings.
- c) Where industrial sites abut residential areas, consider increasing the setbacks to reduce impacts such as noise, odour, or shadow from any industrial building or structure.
- d) Provide a landscaped buffer, minimum 6 m (19.7 ft.) wide, between industrial developments and adjacent residential areas.
- e) All exterior lighting should be oriented away from residential areas to avoid impacts such as glare into adjacent residential neighbourhoods. The lighting should be directed so that there is a maximum of 3 foot-candles at the property line.



- f) Fences abutting residential sites should be constructed with materials in keeping with the fences generally used in residential areas.
- g) Unenclosed storage areas should not be located beside or across from residential sites or be visible from any street.
- h) External HVAC units must be visually screened and achieve compliance with the City's Noise Bylaw and any other Public Health Bylaw noise limits.

### 14.6.2 Circulation and Parking

*The intent is to guide the location of vehicles and trucks on industrial sites.*

- a) Parking should not be located within front yard setbacks.
- b) Vehicle circulation should be designed to avoid conflicts between trucks or other heavy vehicles and employees' and visitors' passenger vehicles.
- c) Loading areas and zones should be located in the side and rear of buildings.
- d) Surface parking must be defined by landscaping and screening elements. Refer to general landscaping guidelines for parking lot landscape treatment.

### 14.6.3 Building Scale and Form

*The intent is to encourage a high standard of design for industrial buildings.*

- a) Locate offices, reception, and other public use areas at the front of buildings to face streets. Design facades so that these areas are easily identifiable and visible from roads.
- b) Buildings should generally be located at the minimum setback from property lines next to streets.
- c) Buildings should be designed to exhibit a cohesive appearance and architectural character. Consider providing skylights, roof forms or other elements to visually express interior spaces or functions. Also consider using architectural elements, materials, finishes, glazing, and textured surfaces.
- d) Façade articulation, such as recessed window and door penetrations, is encouraged to create depth and variation. Deeply articulated facades integral to the design of the building are encouraged; "add-on" elements are discouraged.
- e) Include glazing as a major component on street-facing building facades. Features such as texture, graphics, reveals, and colours should be incorporated into facades that may contain blank walls. Landscaping should also be provided in front of blank walls.
- f) Building facades with significant areas of non-reflective opaque materials should have decorative floodlighting to accent recessed or articulated surfaces.
- g) Main entries should be located and designed to be clearly identified from street or entry driveways.
- h) Entrances to buildings and dramatic multi-storey interior spaces should be illuminated to enhance their after-dark visibility and significance.
- i) Service doors (e.g., an overhead door at a loading dock) should not be located on a building façade that faces a street. Design service doors to fit with the overall design of the building.
- j) Ancillary or secondary buildings on a site, including those constructed for the purpose of storing materials, should be visually screened from public streets with dense evergreen planting or should be designed and finished in a manner consistent with the principal building.



- k) All rooftop mechanical equipment should be screened from public view or integrated within the architecture.

#### 14.6.4 Site Planning and Landscaping

*The intent is to provide direction to the landscaping, storage and servicing of industrial lands.*

- a) Identify and retain, as far as possible, existing mature trees on sites. Provide measures for their preservation and long-term maintenance.
- b) Provide a minimum 3 m (9.8 ft.) wide landscaped area along all property lines that abut streets. Co-ordinate the landscaping with that of adjoining developments and integrate landscaping with landscaping in the public realm.
- c) Provide landscaping to identify and define entrances to the site and buildings.
- d) Developments with more than one building on a site should provide sidewalks and pathways connecting the buildings and sidewalks along the front of each building where entrances are located.
- e) Create visual landmarks at locations of high visibility or significant street corners. Provide landscaping at these locations and consider incorporating features such as flag poles, banners, visual art, ornamental trees, and architectural elements and structures.
- f) Fences should be integrated into the landscaping, with adequate planting provided in front of the fence, particularly on sites adjoining or across from residential sites. Berms may be considered as an addition to or as an alternative to a fence.
- g) Chain link fences should be avoided, particularly along street frontages. If a chain link fence is unavoidable, a dense landscaped material such as a hedge must be provided on the outside of the fence.
- h) Outside storage and staging areas may be permitted in the side or rear yard of buildings under the following conditions:
  - such areas do not encroach on required minimum setbacks;
  - staging and storage of supplies, materials, products, or vehicles are visually screened from public thoroughfares and/or residential uses with landscaping or with screening finished in a manner consistent with the principal building.
- i) Service areas, dumpsters and garbage containers, recycling containers, and utility kiosks should be integrated into the landscape and screened. The minimum treatment should be evergreen planting a minimum 2 m (6.6 ft.) in height. Alternative treatment to screen areas adjacent to buildings would be a building or screen wall constructed from the same materials and colours as the principal building, minimum 2 m (6.6 ft.) high.
- j) Any part of a building site left vacant for future development should be landscaped consistent with the landscape plan for the remainder of the building site. The minimum ground surface treatment shall be lawn. If the undeveloped portion of the site is unaltered from its natural state (i.e., forested or retaining mature trees and native vegetation), the natural state should be preserved.
- k) Surface treatments such as bark mulch, gravel, or similar material are not acceptable.
- l) All landscaped areas should be irrigated with an approved automatic irrigation system.
- m) All landscaping shall be completed within 60 days after the substantial completion of the construction of any improvements on the building site.
- n) Consider providing landscaping on flat roofs to soften the visual impact of large expanses of roof as seen from above.



### 14.6.5 Amenities

*The intent is to ensure that amenities are provided for industrial employees.*

- a) Provide indoor amenities such as a lunch room for employees and provide an outdoor landscaped area in close proximity to the indoor amenity area. The landscaped area should be accessible from the indoor space and should include seating areas and a structure for shelter from sun or rain. Consider including a space for outdoor recreation.
- b) For industrial developments with multiple tenancies, provide amenity spaces for the common use of employees and visitors. Amenity spaces for individual tenancies may be consolidated into large indoor and outdoor amenity spaces for the common use of all tenancies.

### 14.6.6 Environmental Controls

*The intent is to encourage environmental responsibility in industrial areas.*

- a) Industrial development should be designed so that the uses and activities shall not cause nor become an annoyance or nuisance to surrounding areas by reason of unsightliness, the emission of odours, liquid effluents, dust, fumes, or smoke, vibration, noise or glare, high brightness light sources, heat, or anything which creates or causes a health, fire, or explosion hazard, electrical interference or undue traffic congestion.
- b) Garbage and waste material shall be stored in containers which are weatherproof and animal-resistant within the boundaries of each site and shall be visually screened from all adjacent sites and public thoroughfares.
- c) Glare and bright yard or building lighting should be avoided and must be visually screened from the views of surrounding residential areas.





## 14.7 Environmentally Sensitive Area (ESA) Guidelines

*ESA DP Guidelines apply to developments and subdivisions that occur in designated OCP Environmentally Sensitive Areas (ESAs). They are intended to protect and enhance the environmental resources and ecosystem services in ESAs which are part of the OCP Ecological Network. Environmentally Sensitive Areas are critical components in maintaining Richmond's natural attributes and liveability.*

### 14.7.1 ESA DP Guideline Process and Requirements

The table below explains the basic requirements and process to follow when:

- a property is exempt from an ESA DP;
- an ESA DP is required.

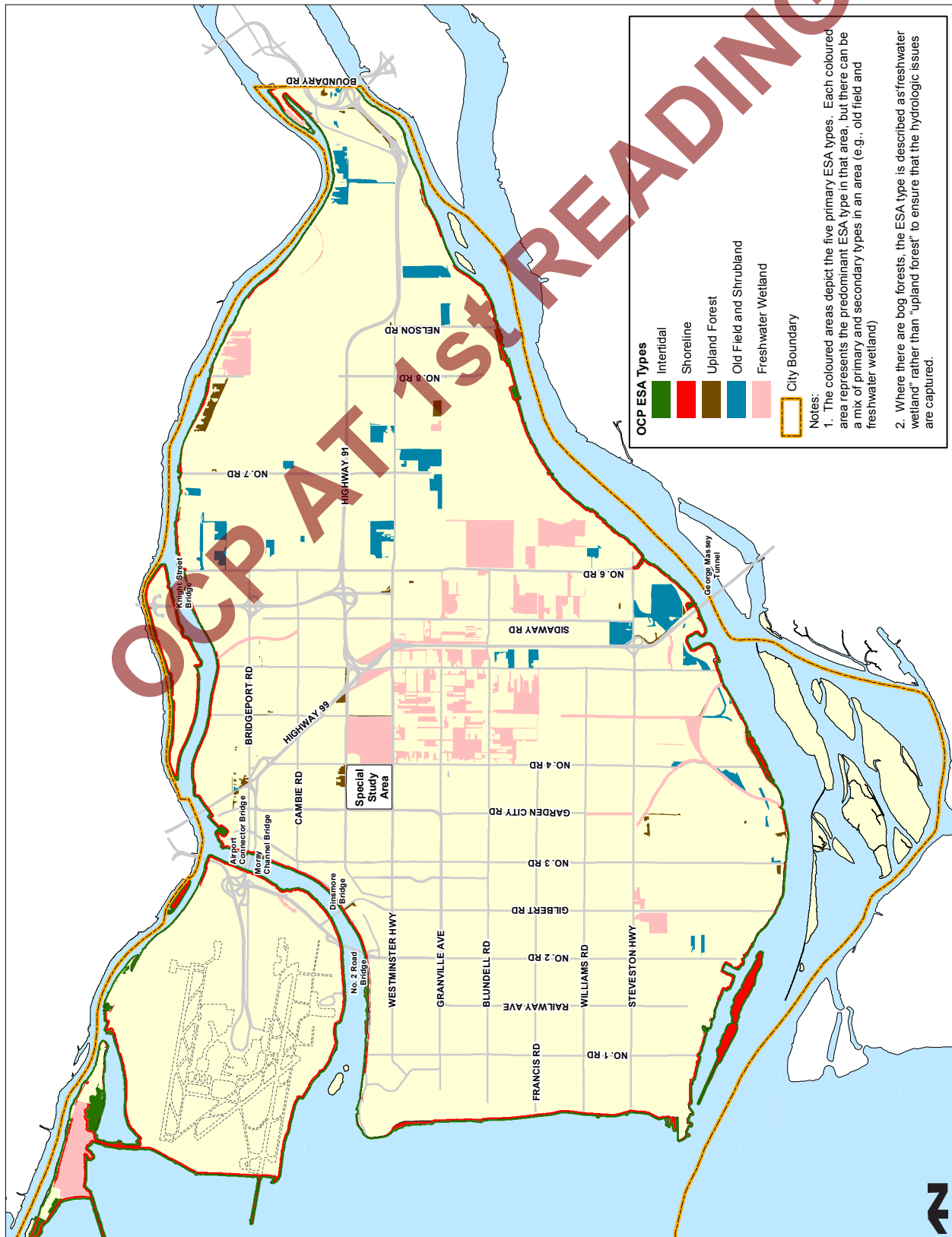
Overview ESA DP Guidelines Process and Requirements	
1.	All property owners, who appear to be affected by an OCP ESA designation within or near their property, are to first consult City staff, to determine if and how their property is affected by an ESA designation and the approval requirements and the process.
2.	City staff will verify: <ul style="list-style-type: none"> <li>• if there is an ESA designation on their land;</li> <li>• if a proposed activity is exempt (<b>Type 1</b>) as per Section 14.1.6.2 "Development Permit Area Exemptions." This process includes determining if the property owner is a legitimate farmer (e.g., are actually generating or will be actually generating farm income from the affected property).</li> </ul>
3.	If a proposed activity is within an ESA, staff will determine if, with modifications to their proposal, they can avoid affecting the ESA and thus be exempt from an ESA DP.



Overview ESA DP Guidelines Process and Requirements		
<p>4. If the proposed activity encroaches into the ESA on the property, an ESA DP will be required.</p> <ul style="list-style-type: none"> <li>• <b>Type 1 and Type 2</b> level of disturbance will be determined by City ESA staff using existing information such as recent orthophoto imagery and City of Richmond 2012 ESA maps and data.</li> <li>• City staff will advise on the process, requirements and next steps depending on the level of disturbance to the ESA (<b>Type 2 or Type 3</b>).</li> </ul>		
Type 1	Type 2	Type 3
Exemption from an ESA DP	Minimal ESA Disturbance ESA DP Requirements	Moderate to Significant ESA Disturbance ESA DP Requirements
<p>If a development or activity is exempt from an ESA DP, the activity can proceed (e.g., to any other Development Permit or Building Permit Process). See Chapter 14.1.6.2 for ESA exemptions.</p> <p><b>Example:</b> A bona fide farmer wishes to cultivate land on his/her property which an ESA will affect.</p>	<p><b>Example:</b> The proposed construction of a single family house will extend into an ESA area, thereby decreasing the ecological functioning and spatial extent of the ESA by less than 0.1 ha (1,000 square meters; 11,760 sq. ft).</p> <ul style="list-style-type: none"> <li>• City staff will work with the owner to identify the location, condition and type of ecological features on the site including the boundaries of the ESA using existing information such as recent orthophoto imagery and City of Richmond 2012 ESA maps and data.</li> <li>• At a minimum, an owner survey is required to identify existing trees, vegetation, and known wildlife habitat within and adjacent to the portion of the ESA affected by the development proposal.</li> <li>• City staff and the owner will work together to discuss appropriate mitigation such as compensatory plantings.</li> <li>• An environmental assessment of the site may be required.</li> </ul>	<p><b>Example:</b> Proposal for multi-family development on a site where the new building will significantly or adversely affect the ecological functioning of an ESA and encroach into an ESA by more than 0.1 ha (1,000 square meters; 11,760 sq. ft), or the ESA is a fresh water wetland affecting drainage and local hydrology.</p> <ul style="list-style-type: none"> <li>• Due to its complexity, the City will require an Environmental Report (see 2012 City of Richmond ESA Management Strategy) and be in general conformance with the BC government publication "Develop with Care". At a minimum, the report will contain: <ul style="list-style-type: none"> <li>- a preliminary bio-inventory (site survey);</li> <li>- a detailed inventory and conservation evaluation including an assessment and recommendations regarding mitigation and compensation for lost ESA area;</li> <li>- an environmental monitoring program, if applicable.</li> </ul> </li> </ul>



## OCP ESA Development Permit Type Map



PH - 489





### 14.7.2 Intertidal

*The intent is to prevent infilling or direct disturbance to vegetation and soil in the intertidal zone, maintain ecosystem processes such as drainage or sediment that sustain intertidal zones.*

**Area Designation:** Coastal areas within 30 m (seaward) of the high water mark<sup>1</sup> which are influenced by waves, tides, and other processes along the Fraser River or Strait of Georgia. Also includes the shallow subtidal zone in some sites.

**Typical Conditions:** Mudflats, and a range of vegetated estuarine or salt marsh communities; tidal channels or shallow ponds are often present; developed shorelines with riprap, docks, and pilings are also included.

**Justification:** The intertidal zone is important for:

1. fish and wildlife habitat—the intertidal zone around Richmond's Islands is recognized for its importance for fish such as juvenile salmon from throughout the Fraser River watershed, but also for spawning eulachon, and smaller fish such as starry flounder which are an important part of the foodweb;
2. protection of Richmond's dikes and other infrastructure from wave and current erosion by dissipating energy;
3. aesthetic and cultural values that make intertidal zones an important part of Richmond's parks and greenways.

**Related Regulations:** All intertidal zones in the City of Richmond area are considered *fish habitat* under the federal Fisheries Act. DFO regulates activities affecting fish habitat through their participation in the Fraser River Estuary Management Program (FREMP)<sup>2</sup>. Port Metro Vancouver, as a federal agency, is also responsible for fish habitat management. Many intertidal zones also have important values for migratory wildlife such as shorebirds and waterfowl; migratory birds and their nests are protected under the Migratory Birds Convention Act and intertidal zones designated as part of provincial Wildlife Management Areas (including Sturgeon Bank WMA) are also managed for conservation values. Other

<sup>1</sup> The High Water Mark is the highest extent of tidal inundation under normal tides (e.g., no storm surges or abnormal water temperatures). It is usually defined in the field by vegetation and debris indicators. Note that the high water mark used for the ESA mapping was defined by visual interpretation of 2009 orthophoto imagery supplemented with field assessment in a few areas.

<sup>2</sup> Fraser River Estuary Management Program. See here or [http://www.bieapfrempp.org/main\\_frempp.html](http://www.bieapfrempp.org/main_frempp.html)





relevant legislation and regulations that affect the intertidal zone include the provincial Dike Maintenance Act, the provincial Wildlife Act (for listed wildlife as well as Wildlife Management Areas), the federal Species at Risk Act, and the federal Navigable Waters Protection Act.

**Environmental Report Assessment Requirements:** For all ESA areas classified as intertidal zone:

1. Confirm the ESA boundary including location of high water mark based on field assessment by a qualified professional.
2. Assess and confirm ecological characteristics including general vegetation types using existing information such as FREMP mapping and field assessment by a qualified professional.
3. Review FREMP habitat coding (red, yellow, green) and relevant policies.
4. Identify any previous habitat compensation or enhancement activities such as a marsh restoration and fill removal.
5. Review site history to determine the potential for contaminants or buried structures based on previous use.
6. Identify any nearby (within 100 m or 328 ft.) wildlife use such as raptor or heron nests using existing information and field surveys by a qualified professional<sup>3</sup>.

#### Guidelines

- a) Preserve all intertidal zones, except in accordance with the conditions of the Development Permit and other necessary permits or approvals (e.g., FREMP, Port Metro Vancouver, and Navigable Waters).
- b) Maintain ecological processes important to the long-term health of the intertidal zone including drainage and hydrology and natural sediment or detritus movement (accretion and erosion).
- c) Development must not increase shade or disrupt the movement of detritus or other materials. Where water access is necessary for transportation or recreation facilities, filling of the intertidal zone shall be avoided. The preferred method of development over the intertidal zone is on pilings or floating structures.
- d) Consider contiguous or nearby ESA areas such as shoreline zone which have the potential to influence the intertidal zone.
- e) No alterations should be made to the intertidal area without an appropriate environmental assessment and implementation of mitigation measures. The City may require preparation of an Environmental Protection Plan (EPP) prepared by a qualified professional to guide environmental management on sensitive, complex, or large sites.
- f) No recreational trails or other facilities shall be constructed in the intertidal zone.
- g) Permitted works shall use careful site design to avoid the most sensitive portions of the intertidal zone (see FREMP habitat coding).
- h) All works within or adjacent to the intertidal zone shall be constructed, where required, to preserve and enhance the shoreline by:
  - providing safe, durable access such that people are afforded an unobstructed view of the waterfront wherever possible;
  - retaining mature vegetation, including existing large trees, shrubs, and aquatic vegetation;
  - replanting disturbed areas with native vegetation.

<sup>3</sup> Inventory Method for Raptors (BC Environment 2001). [http://www.ilmb.gov.bc.ca/risc/pubs/tebiodiv/raptors/version2/rapt\\_ml\\_v2.pdf](http://www.ilmb.gov.bc.ca/risc/pubs/tebiodiv/raptors/version2/rapt_ml_v2.pdf)



- i) Where possible, restore degraded intertidal zones by removing historical fill, structures, or contaminated sediment, and recreating natural habitats such as mudflats and marsh.
- j) Conformance with these guidelines does not exempt applicants from meeting requirements of other agencies, such as participating in the Fraser River Estuary Management Program (FREMP), and Port Metro Vancouver. It is the responsibility of proponents to ensure they meet all external requirements.



### 14.7.3 Shoreline

*The intent is to preserve existing shoreline vegetation and increase natural vegetation in developed areas during redevelopment or retrofitting.*

**Area Designation:** Coastal areas within 30 m (98.43 ft.) (landward) of the high water mark with environmental values related to their association to the Fraser River and Strait of Georgia.

**Typical Conditions:** The marine riparian zone in Richmond typically includes the crest and backslope of the perimeter dike and its associated trails or roads, as well as developed or natural areas landward of the dike. Land uses are variable and typically include such things as developed lands such as roads, parking areas, landscaped areas, boat facilities and buildings.

**Justification:** The shoreline zone is important for:

1. fish and wildlife habitat, both within the forests and other ecosystems found within the shoreline, and the adjacent intertidal zone;
2. protection of Richmond's dikes and other infrastructure from wave and current erosion by dissipating energy;
3. filtering contaminants and sediment before it reaches the intertidal zone;
4. aesthetic and cultural values that forms an important part of Richmond's parks and greenways.

**Related Regulations:** Some shorelines in Richmond are considered fish habitat under the federal Fisheries Act because of their role in maintaining the health of the adjacent intertidal zone (e.g., shading, detritus additions, etc). Fisheries and Oceans Canada (DFO) regulates activities affecting fish habitat through their participation in the Fraser River



Estuary Management Program (FREMP)<sup>4</sup>. Port Metro Vancouver, as a federal agency, is also responsible for fish habitat management. Other relevant legislation and regulations that affect the shoreline zone include the provincial Dike Maintenance Act, the provincial Wildlife Act (for listed wildlife as well as Wildlife Management Areas), the federal Species at Risk Act, and the federal Navigable Waters Protection Act.

**Environmental Report Assessment Requirements:** For all ESA areas classified as shoreline zone:

1. Confirm the ESA boundary including location of high water mark based on field assessment by a qualified professional.
2. Assess and confirm ecological characteristics including general vegetation types using existing information such as FREMP mapping and field assessment by a qualified professional.
3. Review FREMP habitat coding (red, yellow, green) and relevant policies for the adjacent intertidal zone.
4. Identify any previous habitat compensation or enhancement activities.
5. Review site history to determine the potential for archaeological significance, contaminants or buried structures based on previous use. Refer to Provincial database on known archaeological sites.
6. Identify any nearby (within 100 m or 328 ft.) wildlife use such as raptor or heron nests using existing information and field surveys by a qualified professional<sup>5</sup>.

#### Guidelines

- a) Preserve all natural vegetation and all trees in the shoreline zone, except in accordance with the conditions of the Development Permit and other necessary permits or approvals (e.g., FREMP, Port Metro Vancouver, and Navigable Waters).
- b) Maintain ecological processes important to the long-term health of the shoreline zone including drainage and hydrology.
- c) Consider contiguous or nearby ESA areas such as the intertidal zone which have the potential to influence the shoreline zone.
- d) No alterations should be made to the shoreline zone without an appropriate environmental assessment and implementation of mitigation measures. The City may require preparation of an Environmental Protection Plan (EPP) prepared by a qualified professional to guide environmental management on sensitive, complex, or large sites.
- e) No recreational trails or other facilities shall be constructed in the shorelines zone without written approvals from FREMP or other regulatory bodies.
- f) Permitted works shall use careful site design to avoid the most sensitive portions of the shoreline zone.
- g) Water quality and natural systems shall be protected by leaving stream banks intact and by not altering natural slopes and existing vegetation.
- h) All works within or adjacent to the shoreline zone shall be constructed, where required, to preserve and enhance shoreline values by:
  - providing safe, durable access such that people are afforded an unobstructed view of the waterfront wherever possible;

<sup>4</sup> Fraser River Estuary Management Program. See here or [http://www.bieapfremf.org/main\\_fremf.html](http://www.bieapfremf.org/main_fremf.html)

<sup>5</sup> Inventory Method for Raptors (BC Environment 2001). See here or [http://www.ilmb.gov.bc.ca/risc/pubs/tebiodiv/raptors/version2/rapt\\_ml\\_v2.pdf](http://www.ilmb.gov.bc.ca/risc/pubs/tebiodiv/raptors/version2/rapt_ml_v2.pdf)



- retaining mature vegetation, including existing large trees, shrubs, and aquatic vegetation;
  - replanting disturbed areas with native vegetation.
- i) Development proposals that include measures to restore degraded shoreline zones by removing historical fill, structures, or contaminated sediment, and recreating natural habitats such as riparian forest may increase the level of support by the agencies provided that the works comply with DFO and FREMP guidelines. In many areas, the shoreline zone has been developed or landscaped and improvements including tree planting will enhance its ecological value over the long-term.
  - j) Conformance with these guidelines does not exempt applicants from meeting requirements of other agencies, such as those participating in FREMP and Port Metro Vancouver. It is the responsibility of proponents to ensure they meet all external requirements.



#### 14.7.4 Upland Forest

*The intent is to maintain stands or patches of healthy upland forests by preventing or limited tree removal or damage and maintaining ecological processes that sustain forests over the long-term.*

**Area Designation:** Treed areas (woody vegetation >5 m (16.4 ft.) tall) not including forested wetlands (swamps and bog forests) or forested riparian zones adjacent streams, rivers, and other watercourses.

**Typical Conditions:** Richmond's upland forests are typically forested with paper birch, red alder, and black cottonwood with lesser amounts of western hemlock and western red cedar. Non-native trees (e.g., European birch, Sycamore maple) are also common. Upland forests range in size from large hubs (e.g., >10 ha or 24.7 ac.) to small groups or even rows of single trees. Developed forest areas such as maintained trees in urban parks with an understorey of mowed grass are not included as ESAs. Future ecological restorative works in public parks would add to the ESA inventory. Understorey vegetation is variable and ranges from partially landscaped areas, to dense thickets of native shrubs mixed with ferns, forbs, and mosses.





**Justification:** Upland forests are a critical part of Richmond's ecological network. Its environmental values include:

1. habitat for wildlife and plants;
2. carbon storage in above- and below-ground plant material;
3. hydrologic cycle importance through rainfall interception and evapotranspiration;
4. improvements to air quality by capture or modification of particulates and gases such as ozone;
5. aesthetic values in urban parks and greenways.

**Related Regulations:** The City of Richmond's Tree Protection Bylaw (No. 8057)<sup>6</sup> regulates tree removal or damage on private and public lands and applies in ESAs. Its goal is to sustain a healthy, viable urban forest. Upland forests are not explicitly protected or managed through provincial or federal legislation. Relevant regulations which influence forest protection in urban areas include the BC Wildlife Act if there are any listed wildlife (herons and eagles), the Migratory Bird Convention Act which protects the nests of most birds during the nesting season, and potentially the federal Species at Risk Act.

**Environmental Report Assessment Requirements:** For all ESA areas classified as upland forest:

1. Confirm the ESA boundaries based on field assessment by a qualified professional.
2. Assess and confirm general ecological characteristics including general vegetation types using existing information such as recent orthophoto imagery and field assessment by a qualified professional.
3. Review current and previous mapping including 2011 ESA, and Metro Vancouver 2011 Sensitive Ecosystem Mapping.
4. In areas proposed encroaching or adjacent (within 20 m or 65.62 ft.) to an upland forest ESA, conduct a tree survey that locates each tree, records species, size (diameter), and health based on the requirements of Richmond's Tree Protection Bylaw. The City will review the impact assessment and may approve encroachment if there is a net ecological benefit.
5. Identify any nearby (within 100 m or 328 ft.) wildlife use such as raptor or heron nests using existing information and field surveys by a qualified professional<sup>7</sup>.

### Guidelines

- a) Preserve all upland forest, except in accordance with the conditions of the Development Permit and other necessary permits or approvals (e.g., Wildlife Act).
- b) Permitted works shall use careful site design to avoid the most sensitive portion of the upland forest (e.g., largest or older trees, wildlife habitat features, and natural understory).
- c) Where tree removal in ESA areas cannot be avoided, preserve the largest and healthiest trees and minimize the creation of narrow forest patches with edge habitat (maintain the mass and volume of the internal forest). The City of Richmond requires tree replacement on or near the development site. This may include nearby parks or other public lands. Some trees may be retained on site as artificial snags or downed logs under the direction of City staff.

<sup>6</sup> City of Richmond Tree Protection Bylaw (summary). See here or <http://www.richmond.ca/services/Sustainable/environment/treeremoval.htm>

<sup>7</sup> Inventory Method for Raptors (BC Environment 2001). See here or [http://www.ilmb.gov.bc.ca/risc/pubs/tebiodiv/raptors/version2/rapt\\_ml\\_v2.pdf](http://www.ilmb.gov.bc.ca/risc/pubs/tebiodiv/raptors/version2/rapt_ml_v2.pdf)



- d) The City of Richmond's tree replacement requirements are specified in the Tree Protection Bylaw except in cases where an area-for-area replacement is permitted.
- e) The compensation ratio is replacement of one tree (6 cm or 2.36 ft. calliper as defined by BC Nursery Trades Association for deciduous tree, 2 m (6.56 ft.) height for coniferous) for every tree that is removed in an ESA area or 1.5 m<sup>2</sup> (16.15 ft<sup>2</sup>) for every 1.0 m<sup>2</sup> (10.76 ft<sup>2</sup>) of upland forest removed. Replacement trees are to be planted in other areas of the ESA unless permission is granted to plant trees on other parts of the property or City property.
- f) Preserve snags and downed logs where they are not a risk to safety.
- g) Maintain ecological processes important to the long-term health of the upland forest including hydrologic processes and soil quality.
- h) Avoid excavation, filling or soil compaction in a zone around trees measuring 30 cm (11.81 in.) for every 2.5 cm (0.98 in.) of trunk diameter (e.g., 25 cm or 9.84 in. diameter tree = 300 cm or 118.11 in. root protection zone). Use tree protection fencing and signs during construction. Works that may affect the roots of retained trees should be designed to avoid direct damage or be raised above the soil level (e.g., decks or pilings).
- i) Where possible, improve the conditions of the forest by removing invasive plant species, including: English ivy, Yellow Lamium, Himalayan Blackberry, Japanese knotweed, common Laurel, and Daphne Laurel.
- j) Restore or enhance upland forest through active management such as tree planting and thinning.
- k) Where trees are removed at the ESA edge, plant trees and understory shrubs at the margins to increase habitat in the ecotone.
- l) Vegetation is to be selected that is consistent with the existing plant communities, provide high food source and habitat values.
- m) Use pruning, thinning, supplemental planting, or other methods to reduce the risk of wind throw on newly exposed forest edges.
- n) Locate trails or other recreational facilities to avoid the most sensitive portions of upland forests, and constructed to minimize tree or shrub removal, soil excavation, or compaction. Avoid trails in the centre of large forest patches where recreation use including dog walking will reduce habitat value for wildlife.
- o) The City may require the preparation of an Environmental Protection Plan (EPP) prepared by a qualified professional to guide environmental management on sensitive, complex, or large sites.
- p) Conformance with these guidelines does not exempt applicants from meeting requirements of other agencies. It is the responsibility of proponents to ensure they meet all external requirements.



### 14.7.5 Old Fields and Shrublands

*The intent is to maintain the extent and condition of old fields and shrublands, while recognizing the dynamic nature of these ecosystems. Preservation should recognize the balance between habitat loss and creation with the overall objective of preventing the permanent loss of old fields and shrublands.*

**Area Designation:** Old fields and shrublands are temporarily (>2 years) or permanently abandoned agricultural or cleared lands that support mixed grass, forb, and shrub vegetation. Grass and shrub vegetation is often intermixed with increasing shrub cover after 10 years without mowing. Old field and shrubland is a man-made habitat type associated with the changing pattern of farming in agricultural landscapes, particularly the abandonment of farms.

**Typical Conditions:** Old field and shrublands support dense grass or shrub growth. Reed canary grass or bentgrass are commonly abundant but mixed with velvetgrass, orchard grass, and red fescue and weedy perennials such as creeping buttercup, red clover, white clover, and purple-leaved willow herb depending on moisture levels. Hardhack, Himalayan blackberry, or cut-leaf blackberry are the most common shrub species (note hardhack is often an indicator of disturbed wetlands). Old field characteristics develop quickly, usually two to three years after cessation of annual mowing or tilling in agricultural fields. Hedgerows are an important part of old field and shrubland communities.

**Justification:** Old fields and shrublands are important for:

1. biodiversity including small mammals and the owls<sup>8</sup> and hawks that hunt in them, and invertebrate pollinators (bees and flies);
2. carbon storage in wet soils (above-ground biomass is minor);
3. hydrological benefit in areas with seasonal flooding;
4. the cultural history of Richmond and are found in areas that were important farms.

**Related Regulations:** Old fields and shrublands are not explicitly protected or managed through provincial or federal legislation. The Migratory Bird Convention Act protects the nests of most birds during the nesting season, and the federal Species at Risk Act protects a small suite of listed species that may infrequently use old fields such as vesper sparrow and streaked horned lark.

<sup>8</sup> Including the regionally rare Short-eared Owl, which have been observed on Sea Island.



**Environmental Report Assessment Requirements:** For all ESA areas classified as old field or shrubland:

1. Confirm the ESA boundaries based on field assessment by a qualified professional.
2. Assess and confirm general ecological characteristics including general vegetation types using existing information such as recent orthophoto imagery and field assessment by a qualified professional.
3. Review current and previous ESA mapping including 2011 ESA, and Metro Vancouver's 2011 Sensitive Ecosystem Mapping.
4. Review site history (age of old fields) based on historical air photo assessment and local knowledge.

#### **Guidelines**

- a) Preserve large patches of old field and shrubland except in accordance with the conditions of the Development Permit and other necessary permits or approvals (e.g., Wildlife Act).
- b) Permitted works shall use careful site design to avoid the most sensitive portions of the old field and shrubland unit such as more diverse areas with a range of grasses, seasonally flooded areas, areas with perching sites for raptors.
- c) Old fields slowly change to shrublands and finally to forest cover over 10 to 25 years. While this evolution will create positive ecological benefits, maintaining old fields provides unique habitat benefits and contributes to biodiversity. Management practices such as infrequent strip mowing as occurs in the Sea Island Conservation Reserve is needed to maintain them as old fields over time.
- d) Work with farmers to retain old fields and shrublands (hedgerows) where they do not conflict with farm use. Leasing arrangements by the City may be investigated as a possible means of retaining old fields and shrublands on some sites.
- e) Enhance the value of old fields and shrublands by providing perching or roosting sites, or planting hedgerows.
- f) Conformance with these guidelines does not exempt applicants from meeting requirements of other agencies. It is the responsibility of proponents to ensure they meet all external requirements.





### 14.7.6 Freshwater Wetland

*The intent is to maintain the areal extent and condition of fresh water wetland designated as ESAs by preserving vegetation and soils, and maintaining pre-development hydrology, drainage patterns and water quality.*

**Area Designation:** Areas with vegetation and soils influenced by the presence of freshwater in the rooting zone for plants<sup>9</sup>; includes open, forested, and shrub bogs, swamps, marshes, wet meadows, seasonally flooded fields, and shallow (<2 m or 6.56 ft. depth) ponds and ditches.

**Typical Conditions:** Wetlands are widespread in Richmond and include bog forests with pine and birch trees, shrub swamps with Labrador tea and other bog plant species, cattail marshes, reed canary grass marshes, ditches and ponds. In some cases, wetland vegetation has been removed and only the soil remains from the previous wetland ecosystem. Bogs and related peatland wetlands are found within the previous boundaries of Lulu Island bog. Many large freshwater wetlands in Richmond such as Richmond Nature Park are within the ecological network but are not designated as Development Permit areas because they are protected as parks.

**Justification:** Freshwater wetlands are important for:

1. regulating water flow (hydrology) by storing water during rainfall and promoting groundwater infiltration;
2. influencing water quality through filtration, capture, and transformation of a variety of chemical constituents in plants and soil;
3. providing habitat for diverse and often unique community of plant and animal species including amphibians, waterfowl, dragonflies, sedges, and peat-mosses;
4. storing carbon in saturated organic soils, particularly peat soils that are common in Richmond.

<sup>9</sup> A wetland is land where the water table is at, near, or above the surface or which is saturated for a long enough period to promote such features as wet-altered soils and water tolerant vegetation. Wetlands include organic wetlands or "peatlands", and mineral wetlands or mineral soil areas which are influenced by excess water but produce little or no peat (Environment Canada, 1996).



**Environmental Report Assessment Requirements:** For all ESA areas classified as freshwater wetland:

1. Confirm the ESA boundary based on field assessment by a qualified professional.
2. Assess and confirm general ecological characteristics including general vegetation types using existing information such as recent orthophoto imagery and field assessment of soil and vegetation by a qualified professional. Wetland identification often requires specialized skills particularly in disturbed areas where soil and natural vegetation has been modified.
3. Review current and previous mapping including 2011 ESA, Metro Vancouver's 2011–2012 Sensitive Ecosystem Mapping, and Canadian Wildlife Service's historical and current wetland mapping.
4. Review the site's drainage system including watercourses, ditches, and stormwater pipes using City of Richmond's online GIS Inquiry mapping tool supplemented by field assessment if necessary.
5. Assess impacts to site hydrology for development activities that have the potential to affect hydrology and seasonal water table fluctuations (e.g., land drainage, ditches, large areas of impervious surface coverage, stormwater discharge or water storage).
6. Identify any nearby (within 100 m or 328 ft.) wildlife use such as raptor, crane, or heron nests using existing information and field surveys by a qualified professional<sup>10</sup>.
7. Assess freshwater wetland ESA areas for the presence of species or ecological communities at risk (see BC Conservation Data Centre<sup>11</sup> for current ranking).

**Related Regulations:** Freshwater wetlands are not explicitly protected or managed through provincial or federal legislation unless they are fish habitat or require a federal permit or approval (e.g., Navigable Waters Protection Act of Canadian Environmental Protection Act). Relevant regulations which influence wetland protection in urban areas include the BC Wildlife Act if there are any listed wildlife (herons and eagles), the Migratory Bird Convention Act which protects the nests of most birds during the nesting season, and potentially the federal Species at Risk Act for SARA-listed species. Commitments by Metro Vancouver's member municipalities under the regional Liquid Waste Management Plan may eventually provide some protection of freshwater wetlands for their role in urban watershed management.

### Guidelines

- a) Preserve the extent and condition of all freshwater wetlands in ESAs, except in accordance with the conditions of the Development Permit and other necessary permits or approvals.
- b) Maintain ecological processes important to the long-term health of freshwater wetlands including drainage patterns, hydrology, seasonal water table fluctuations, and water quality.
- c) Consider contiguous or nearby ESA areas, or other areas of the Ecological Network, which have the potential to influence the freshwater wetland. Use vegetated buffers of at least 30 m (98.43 ft.) around wetlands to prevent direct or indirect disturbance.
- d) No alterations should be made to freshwater wetland without an appropriate environmental assessment and implementation of mitigation measures. The City may require preparation of an Environmental Protection Plan (EPP) prepared by a qualified professional to guide environmental management on sensitive, complex or large sites.

<sup>10</sup> Inventory Method for Raptors (BC Environment 2001). See here or [http://www.ilmb.gov.bc.ca/risc/pubs/tebiodiv/raptors/version2/rapt\\_ml\\_v2.pdf](http://www.ilmb.gov.bc.ca/risc/pubs/tebiodiv/raptors/version2/rapt_ml_v2.pdf)

<sup>11</sup> BC Species and Ecosystem Explorer. See here or <http://a100.gov.bc.ca/pub/eswp/>



- e) No recreational trails or other facilities shall be constructed in freshwater wetlands.
- f) Permitted works shall use careful site design to avoid the most sensitive portions of the freshwater wetland.
- g) Development proposals that include measures to restore degraded freshwater wetlands by removing historical fill, structures, or contaminated sediment, and recreating natural habitats such as sedge marsh or shrub swamps will be viewed positively by the City.

OCP AT 1st READING



OCP AT 1st READING





## 14.8 Marina Guidelines

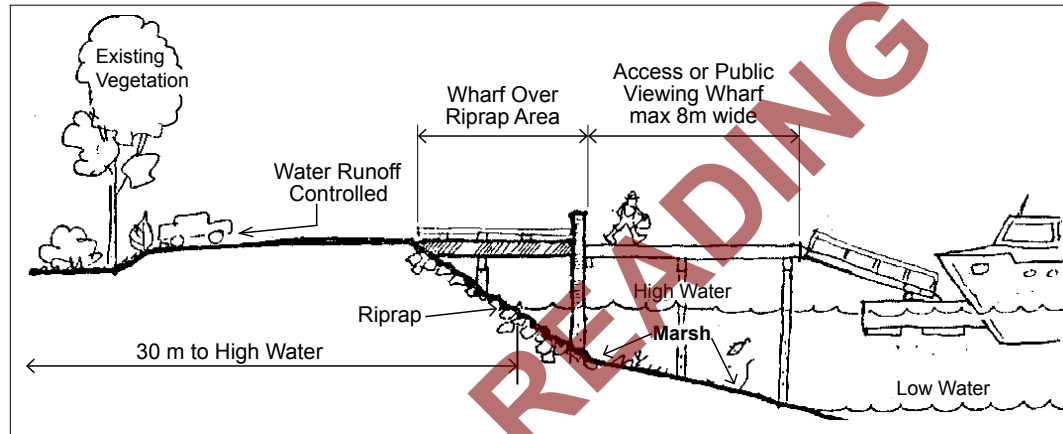
*These Guidelines are intended to ensure that marinas, which are located in an Environmentally Sensitive Area (ESA), are built to respect the natural environment and are appropriately located and designed.*

The Marina Guidelines, Environmentally Sensitive Area (ESA) Guidelines and General Guidelines apply to all marina developments that require a Development Permit.

### 14.8.1 Environment

*The intent is to protect and enhance the shoreline and foreshore areas.*

- a) No alterations should be made to the shoreline that would adversely affect fish or wildlife habitat. The environmentally acceptable method of development is by using upland areas or by construction of wharves or floating docks rather than by land fill. For the purposes of these marina guidelines, the shoreline is defined as the intertidal areas plus the area within 30 m (98.4 ft.) of the high-water mark.
- b) Wharves should not extend over marshes or other productive foreshore areas. Wharves should not, in any case extend over the water beyond the mean low-water mark (see sketch), except for wharves which are less than 8 m (26.2 ft.) wide and are for the purpose of access to floats or for public viewing access.

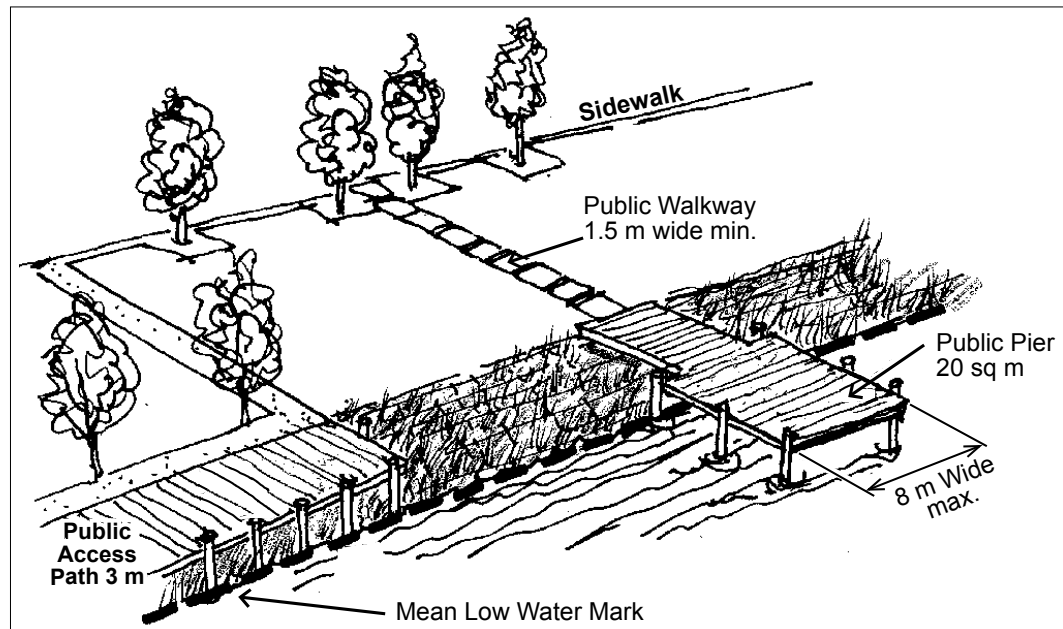


- c) Existing vegetation within 30 m (98.4 ft.) of the high-water mark should be retained or enhanced. Areas disturbed during construction or dredging shall be replanted where necessary with native species.
- d) Run-off should not be permitted to adversely affect water quality for fish. Measures taken to control run-off shall be indicated in the Development Permits.
- e) Conformance with these guidelines does not exempt applicants from meeting the requirements of other agencies such as those participating in the Fraser River Estuary Management Program (FREMP).

#### 14.8.2 Public Access

*The intent is to secure adequate public access to the water.*

- a) A continuous 3 m (9.8 ft.) public-access pathway should be constructed parallel to and as close to the water's edge as practicable provided it does not impact wildlife habitat areas.





- b) In existing marinas where it is not possible to provide a continuous 3 m (9.8 ft.) public access, then a public pier of minimum 20 m<sup>2</sup> (215 ft<sup>2</sup>) should be provided at the water's edge. The public pier shall be connected to the City trail or sidewalk via a minimum 1.5 m (4.9 ft.) wide public walkway.

### 14.8.3 Landscaping

*The intent is to protect existing trees and enhance the landscaping.*

- a) All undeveloped portions of the upland shall be landscaped. The marina developer should plant and maintain on the upland one tree for every 15 m (49.2 ft.) of water frontage, or equivalent. Appropriately size native species of trees should be used wherever possible.
- b) New tree planting is not permitted on the dike. Permission to plant trees adjacent to the dike should be requested from the City's Engineering Planning Department and is subject to the Provincial Diking Inspector's review.
- c) Existing trees should be preserved wherever possible, and many fulfil the requirements of this section.

### 14.8.4 Design

*The intent is to protect public views and provide sufficient facilities, parking and services to the marina.*

#### 14.8.4.A Views

- a) Buildings, float homes, or boat shelters on the waterfront should not obstruct the waterfront view from public roads, walkways and trails which intersect the shoreline. A view corridor equal to the width of the road should be maintained free of buildings, signs or storage.
- b) Buildings should not unduly obstruct views from public walkways or trails.

#### 14.8.4.B Common Facilities

- a) Shared common facilities should be provided at a minimum of 50 m<sup>2</sup> per ha (218 ft<sup>2</sup> per ac.) of lot developed for residential moorage. Shared common facilities may include covered mail pickup, bulletin board, storage, shared meeting rooms, play areas, or childcare facilities. Common facilities should include both an outdoor upland play area and an indoor recreation area.

#### 14.8.4.C Float Homes Separation

- a) All float homes and other floating habitable structures should maintain a minimum clear distance of 3 m (9.8 ft.) between structures.
- b) Plans should indicate screening and other mitigation measures to reduce the impact of incompatible adjacent uses.
- c) Areas within 10 m (32.8 ft.) of bridges should be kept clear of buildings except as approved by the Harbour Commission and the BC Ministry of Transportation and Infrastructure and as specified in the permit.
- d) Walkways, gangways and piers should have pedestrian-scale lighting; however, lighting should be shielded so as not to affect navigation. Light should not exceed two foot-candles at the harbour headline.
- e) Garbage and recycling containers should be located in inconspicuous places and screened from public view. Access for collection vehicles should be provided.

**14.8.4.D Parking**

- a) The vehicular egress and access to the street should be clearly marked and the street address should be posted in a conspicuous place and lighted.
- b) Parking lots should be designed so that pedestrian access is clearly separated from driveways and parked vehicles. In particular, the main dock entrance, the public street and parking areas should be linked by a walkway.
- c) All parking areas should be provided with adequate curbs in order to retain vehicles within the parking areas and to ensure that sidewalks, landscape areas, and buildings are separated from parked vehicles.
- d) Measurement of parking spaces may allow for 0.6 m (2 ft.) overhang, provided that adequate curbs are installed, and provided that adjacent sidewalks have 1 m (3.3 ft.) clear width.
- e) Two-way traffic should be provided in parking lots wherever practicable. Visitor parking should be clearly marked as such.

**14.8.4.E Access**

- a) Direct pedestrian access should be provided from parking and loading areas to the main dock. Pedestrian overpasses to parking located across major roads may be required.

**14.8.4.F Dike Maintenance**

- a) Wharves should be designed keeping in mind that public access may be needed for maintenance of the dike surface or for repairs to the rip-rap. A continuous 4 m (13.1 ft.) wide vehicular access must be provided on top of the dike, and a continuous 9 m (29.5 ft.) two-way emergency vehicular access should be provided either on the dike or adjacent to the dike. In some cases, the adjacent (public) road may serve as the two-way access.
- b) Access roads should be designed with a minimum impact on existing habitat.

**14.8.4.G Construction Around Dikes**

- a) All dike improvements should conform to the Provincial Diking Inspector's guidelines and obtain Provincial Diking Inspector review and approval under the Provincial Dike Maintenance Act.





## 14.9 Broadmoor Neighbourhood Centre Guidelines

*These Guidelines are intended to enhance the design, character and function of the Broadmoor Neighbourhood Centre.*

The Broadmoor Neighbourhood Centre Guidelines, Commercial and Commercial/Mixed Use Guidelines and General Guidelines apply to developments that require a Development Permit.

### 14.9.1 Centre Vision

*The intent is to establish a vision for the Broadmoor Neighbourhood Centre based on public consultation that occurred.*

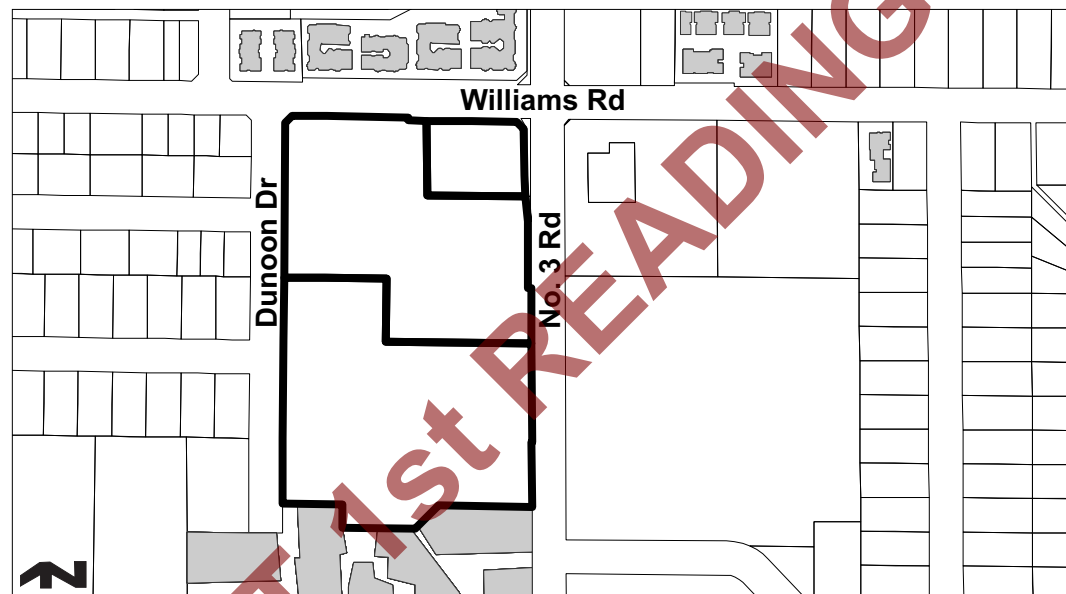
*"A vibrant, accessible and sustainable mixed use hub where people will be able to live work and meet their daily needs."*

The Neighbourhood Centre is envisioned to become:

- a vibrant, compact mixed use hub with a mix of housing, shops and services;
- the heart of Broadmoor where people will be able to live, work, and meet their daily needs;
- pedestrian oriented with public spaces where people can meet and pedestrian paths that link to adjacent neighbourhoods and parks;
- an area which reflects the principles of sustainability with a contemporary design that integrates durable and natural materials.



### Broadmoor Neighbourhood Centre Area Map



#### 14.9.2 Form and Character

*The intent is to create a functional commercial node with more urban character and respond appropriately to the adjacent neighbourhood context.*

- a) The Master Plan area exemplifies a sustainable, durable and contemporary design character.
- b) Buildings will vary in height from 2 to 6 storeys and contain a variety of commercial spaces and residential units.
- c) Buildings are placed along the perimeter of the site, close to the property line along No. 3 Road and Williams Road to reinforce building frontage continuity, especially along No. 3 Road.
- d) Large open surface parking areas to be partially screened from direct views from the street (using a combination of landscaping and lattice/arbour structures).
- e) Building frontage building heights vary between 2 and 6 storeys.
- f) Density is greatest along the main arterial of No. 3 Road and the northeast corner of the site at Williams Road and No. 3 Road, where a public urban space and architectural features would establish a landmark at this neighbourhood intersection and key gateway.
- g) Residential units are located above commercial uses and townhouse forms are at ground level when adjacent to existing residential areas.
- h) Residential units above commercial uses along No. 3 Road and Williams Road to be setback from the edge of the commercial/parking floors so that the streetwall is perceived to be not higher than 4 storeys.
- i) Buildings of various heights and massing create identifiable nodes and interest, particularly along No. 3 Road and Williams Road.
- j) Commercial retail units (CRU's) at ground floor to have direct pedestrian access from the public sidewalk.
- k) Decorative pavement to extend from public sidewalk to the building face where there is no substantial grade difference.
- l) Building facades are animated by views into active retail space.



- m) If no fenestrations provided, housing forms wrap around otherwise blank edges of internally oriented commercially space.
- n) An identifiable mass and/or landscaping feature will be created at the entrance to Dunoon Drive by incorporating a feature “ending” to the last and northerly townhouse block on the Williams Road portion.
- o) There will be residential units suitable for all family types, including opportunities for ground-oriented housing, and upper level apartment/condominiums with access to useable roof space.
- p) Where the street frontage is comprised of residential development at grade (e.g., along Dunoon), buildings will:
  - have their major entries onto Dunoon Drive or the perimeter of a privately-owned publicly accessible areas;
  - be developed with entry transitions and semi-private outdoor spaces;
  - will include steps and changes in grade, fences, gates, low walls, hedges and other plantings.
- q) Where buildings are located immediately adjacent to existing residential areas, upper storeys are stepped back to reduce overlook concerns and minimize massing.
- r) Residential windows and balconies overlook common areas and public streets, providing “eyes on the street”.
- s) Ground-oriented commercial units front internal surface parking areas, front No. 3 Road and portions of Williams Road providing an active streetscape with direct pedestrian access from the street sidewalk.
- t) Large buildings blocks are architecturally broken down into an expression of smaller street-fronting retail with varied frontages.
- u) Building and landscape design at the corner of Williams Road and No. 3 Road is distinctive and welcoming.
- v) Continuous weather protection is provided along commercial building frontages in the form of relatively continuous canopies and awnings.
- w) Commercial units provide proportional and abundant glazing at street level to contribute to an active and interesting streetscape.
- x) There will be no extensive blank walls or obscured windows along the street frontage, at grade or on upper levels.
- y) Streetscapes (defined by building heights and setbacks, sidewalk and landscaping) are consistent with a more urban overall character and compatible with the general character of the Master Plan area, and are complementary to the existing neighbourhood context.
- z) Terracing and building setbacks on upper levels of taller (over 4 storeys) street-wall buildings are employed to create interest, improve access to light and to reduce bulk.
- aa) Height and massing are varied on street buildings to create a diverse and well-articulated shopping area.
- bb) Building articulation, glazing and a variety of materials are used to prevent long, featureless facades.
- cc) Awnings and overhangs provide shade in the summer and weather protection along pedestrian routes, at the entrances of shops and residences.
- dd) Materials, colours and elements such as light standards, benches, fences and trash receptacles, contribute to a sustainable, durable, contemporary design character.
- ee) Local and sustainable products are used wherever possible (e.g., wood, recycled or renewable materials).

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### 14.9.3 Flood Plain Construction Levels

*The intent is to ensure that floodproofing is carried out in a sensitive and attractive manner.*

- a) Protruding retaining walls necessary to meet flood elevation levels are screened from view with landscape planting or banks (Note: for direction on treatment of road frontages, Section 2.10.2 (a) "Attractive, Accessible Street Frontages, pages 2-116 and 2-117 of the City Centre Master Plan (CCAP) will be referred to. See pages 3-29 and 3-30 of the CCAP for direction on concealing parking below grade).

### 14.9.4 Key Gateways and Neighbourhood Nodes

*The intent is to establish the key principles and gateway or node considerations for the development of the Broadmoor Neighbourhood Centre.*

#### General Principles:

- the Master Plan area is permeable, safe, welcoming and accessible to people of all ages and abilities;
- prominent corners and entry points are designed as gateways that identify access points to the commercial area and routes into the neighbourhood;
- a neighbourhood node internal to the site is designed as a place to gather and interact with residents and visitors;
- the Broadmoor Master Plan identifies primary and secondary pedestrian corridors through the site and into the neighbourhood to connect to the surrounding neighbourhoods and Maple Lane Park;
- the pedestrian routes are direct, universally accessible and can accommodate a range of uses (e.g., wheelchairs and strollers);
- sidewalks and pedestrian corridors are well-defined through a combination of surfaces, landscape features and human-scale lighting;
- transit stops are visible and easily accessible by pedestrians and cyclists;
- buildings adjacent to transit stops integrate transit shelters into building and/or urban design with weather protection (e.g., awnings, overhangs and spaces for waiting);
- stairs and ramps are provided to access above grade entrances to residential and commercial units from the public realm;
- elements such as lamp standards, benches, fences and trash receptacles within the public realm are consistent in design and contribute to a sustainable, durable, contemporary design character;
- trees and other landscape features contribute to an attractive and comfortable public realm;
- trees, shrubs and appropriate landscaping frame pedestrian routes, reinforce the alignment of the pedestrian corridors through the site and add colour, texture and interest around the site;
- seating (seating walls or benches integrated to planters, or other) are provided along all pedestrian routes and in the central neighbourhood node;
- primary pedestrian corridor routes through the Master Plan area will be identifiable by pavement colour and texture, and will be separated, where feasible, from parking areas, and driveways;
- public art will contribute to the overall character and vibrancy of the service centre.





## Guidelines

### Gateways and Neighbourhood Nodes

- a) There are two landmark gateways and two neighbourhood nodes envisioned for the Master Plan area. These serve as a welcome to the neighbourhood centre and provide an opportunity for social interaction or seating. They are envisioned to enhance the quality of the urban environment for the benefit of land owners, tenants and residents. Key features of each gateway and node are identified below:

#### Williams Road and No. 3 Road Gateway

- a) The gateway at Williams Road and No. 3 Road will integrate an identifiable landmark feature consistent with the general character of the Master Plan, which could include a unique building design or landscape feature.
- b) The gateway will integrate site signage that identifies the service centre and provides directional information to key focal points in the community or at the service centre.
- c) The gateway functions as the welcome to the 'heart' of Broadmoor.

#### No. 3 Road (south) Gateway

- a) This gateway provides the primary vehicle access and pedestrian corridor to the service centre from No. 3 Road; the primary pedestrian corridor extends further to the east and provides access to the adjacent neighbourhood from No. 3 Road.
- b) This gateway will be designed to open up the entrance to the shopping area (to views) from No. 3 Road and highlight the beginning of the main pedestrian route and connection to Dunoon Drive and Petts Road through the neighbourhood center.
- c) Integration of all modes of transportation, safe and accessible design are the primary organizing principles for the design of this gateway.
- d) The gateway will be predominantly hardscape complimented by vegetation and corner architectural feature on adjacent buildings.
- e) Opportunities for gathering and informal interaction through the integration of landscape or architectural elements should be explored.
- f) The gateway will integrate site signage that provides directional information to key focal points at the service centre.

#### Central Plaza Node (A)

- a) At the centre of the service centre this node is also an anchor associated with the neighbourhood and is 800 m<sup>2</sup> (8,611 ft<sup>2</sup>) in size.
- b) Is internal to the site and it is the organizing space within the central surface parking area.
- c) Provides a central space/structure as a node in the middle of the central parking area to break the extent of paved parking surfaces into two smaller, friendlier parking clusters and organizes the parking area vehicular circulation.
- d) Contains a distinguishable feature such as a light structure retail/kiosk and associated plaza with seating, designed to facilitate gathering as well as green landscaped areas to create a buffer to the surrounding parking areas and vehicular circulation.
- e) Will include benches, waste receptacles and could be the place for a public art piece as a tall vertical element that serves as a landmark that identifies the service centre.



### Dunoon Drive Node (B)

- a) Located along Dunoon Drive across from Petts Road, this space identifies the western entrance to the Primary Pedestrian Corridor to No. 3 Road through the neighbourhood service centre.
- b) Encourages pedestrian connectivity between Maple Lane Park and the service centre, and offers a key connection between park/neighbourhood and No. 3 Road.
- c) Establish a break along the continuous built frontage along Dunoon Drive and is 800 m<sup>2</sup> (8,611 ft<sup>2</sup>) in size.
- d) Adjacent buildings will be designed to ensure good access to sunlight and will front onto this area.
- e) Reinforce safety by implementing “eyes on the street” principles with clear overlook from any adjacent commercial or residential buildings, with individual residential units oriented towards and having direct access to the open space; where possible individual front doors should open along the gateway edge sidewalks.
- f) Signage provides directional information and identifies the service centre.
- g) Benches, lighting and waste receptacles are provided.

### 14.9.5 Key Pedestrian Corridors

*The intent is to identify and plan for the important pedestrian connections in the Broadmoor Neighbourhood Centre.*

#### Primary East-West (E-W) Pedestrian Corridors—No. 3 Road to Dunoon Drive E-W Pedestrian Corridor

- a) A centrally located, landscaped pedestrian spine that extends parallel to the vehicular access route and provides a direct connection from No 3 Road to Dunoon Drive and Petts Road.
- b) Includes decorative pavement and a double row of trees to highlight the east-west primary pedestrian corridors through the Master Plan area.
- c) Will include a 2.5 m (8.2 ft.) wide paved path with a 1.5 m (4.92 ft.) wide boulevard for tree, shrubs or other vegetation on each side.
- d) Integrate coloured pavement (contrasting with asphalt on parking/drive aisles) and pedestrian scale lighting.
- e) Integrate paved bump-outs with landscape features and seating areas along the drive aisle of this corridor; if feasible integrate parallel parking or another design solution to ensure pedestrian feel protected from the drive aisle at this edge.
- f) Ensure a vertical element (signage, gateway feature) is provided at the termini (No 3 Road (south) and Gateway B discussed above) to draw people through the corridor.
- g) Should be designed to be durable and include shade trees.

#### E-W Access Pedestrian Corridor

- a) This is a primary pedestrian corridor to the internal neighbourhood node (A) from the northern access on No. 3 Road, and links to the internal north-south pedestrian corridor network.
- b) The corridor will be a paved 2.5 m (8.2 ft.) wide sidewalk allowing a 1.5 m (4.92 ft.) wide boulevard for trees, trees grates and seating along the edge of the commercial parking areas.
- c) The corridor will extend along the internal storefronts or active building facades and will include raised crossings where vehicles cross its path.



### **North-South (N-S) Pedestrian Corridors—N-S Internal Pedestrian Corridor**

- a) Provides a direct internal corridor between Williams Road and the two main E-W Primary Pedestrian Corridors connecting through the site with the internal commercial services.
- b) Includes decorative or coloured pavement and a row of trees to highlight the north-south primary pedestrian corridors through the Master Plan area.
- c) Is located along commercial frontages to the east of the development, where possible, and connects Williams Road to the internal node and the two east-west pedestrian corridors.
- d) Facilitates the integration of the service centre with the pedestrian network and connecting to surrounding residential areas.
- e) Provides pedestrian scale lighting, signage, waste receptacles and seating along the pathway.

### **N-S Pedestrian Corridor on Dunoon Drive from Petts Road to Maple Lane Park**

- a) An enhanced pedestrian realm is desirable to extend along Dunoon Drive from the Dunoon Drive node at Petts Road to the south portion of the Master Plan area to highlight and reinforce the linkage to Maple Lane Park.
- b) Integrates with Maple Lane Park by incorporating strong and well identifiable public use pedestrian corridor along Dunoon Drive, toward Maple Lane Park.
- c) Encourage linkages to Maple Lane Park and Petts Road so that residents can easily access the service centre via pedestrian friendly corridors rather than through parking and loading driveways, or by using the car.
- d) Facilitate and allow views to the site that can be seen from Maple Lane Park; therefore providing a highly integrated pedestrian corridor connected with two gateways to access the shopping area, from Dunoon Drive and the southern portion of the site.

### **Secondary Pedestrian Corridors**

- a) These corridors are extensions of the Primary Pedestrian Corridors and complete the pedestrian circulation network. They extend along the internal and external frontage of the residential and commercial buildings and include City sidewalks along the periphery if not identified on the Master Plan concept.
- b) Pedestrian crossings will be enhanced to be safe and highly visible at No. 3 Road and Williams Road to facilitate strong linkages to the Service Centre and to the surrounding neighbourhood to the north and east.

## **14.9.6 Centre Integration With Maple Lane Park**

*The intent is to have the Broadmoor Neighbourhood Centre integrate with Maple Lane Park.*

- a) The Broadmoor Neighbourhood Service Centre will:
  - integrate with Maple Lane Park by incorporating public use pedestrian corridors and extending walkways through the shopping area and open spaces to the south along Dunoon Drive, toward Maple Lane Park;
  - provide linkages to Maple Lane Park and Nevis Drive and Pett Road so that residents can access the shopping area via pedestrian friendly corridors rather than through parking and loading driveways.



### 14.9.7 Parking, Loading and Access

*The intent is to provide direction to the parking, loading and access needs of the Centre.*

- a) Surface parking is limited to convenience parking for retail shops, while most commercial and residential parking is located within the building envelope on the first or second level.
- b) The Broadmoor Neighbourhood Service Centre will:
  - provide parking organized in small clusters, contain the parking areas within the centre of the site and minimize the amount of exposed surface parking.
- c) Surface parking exposed to views along Williams Road frontage will be partially screened from views (incorporating a combination of landscaping, low lattice fence 1.21 m (4 ft.) and trellis/arbours structure):
  - provide a balanced supply of parking that meets the residential and commercial needs of the development, while supporting and encouraging alternative modes of transportation;
  - provide ways for commercial loading and service vehicles to enter and exit the shopping area from No. 3 Road and Williams Road and ultimately not from Dunoon Drive;
  - utilize trees and landscaping to separate sidewalks from parking areas to protect people from vehicle traffic and create a pleasant pedestrian zone;
  - provide clusters of small car parking spaces combined with full size parking spaces to introduce landscaping islands with trees and other appropriate vegetation to facilitate natural drainage in the parking area, and to provide shade and visual relief of the parking surface.
- d) Bicycle parking facilities will be provided at all residential and commercial building entrances.
- e) When vehicle parking is located within a building, the parking structure will be screened from view, either by wrapping the parking with residential or commercial units, or through the use of architectural features such as louvers.
- f) Loading areas will be integrated as part of the building(s) and provided with appropriate visual screens and/or gates.
- g) Parking lots and structures are well lit and designed according to CPTED principles.
- h) Surface parking lots are landscaped with trees.
- i) Parking areas, building entrances, sidewalks and public spaces are designed to be safe and accessible to people of all ages and abilities.

### 14.9.8 Green Buildings and Sustainable Infrastructure

*The intent is to incorporate innovative approaches for green infrastructure and green buildings, that flexibly address on-site rainwater management, energy efficiency and renewable energy production, potable water conservation and waste minimization.*

- a) At the minimum, the buildings in the development will meet By-law No. 8385, "Green Roofs and Other Options Involving Industrial and Office Buildings Outside the City Centre". Other approaches to green buildings will be considered such as those required in the City Centre Area Plan (e.g., LEED rating system and credits), or LEED Silver Certification or equivalency.





- b) The Broadmoor Service Centre will design buildings and site infrastructure that:
- minimize the use of energy and reduce Greenhouse Gas Emissions;
  - use less potable water;
  - use resources efficiently and incorporate sustainable building materials;
  - mitigate, manage, and clean as much rainwater on site as possible;
  - reduce the generation of waste through careful design and construction practices;
  - incorporate ways to improve indoor air quality, noise, noxious emissions and dust;
  - consider opportunities for urban agriculture on the site.

OCP AT 1st READING

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## **15.0 Regional Context Statement (RSC)**

OCP AT 1st READING



# 15.0 Regional Context Statement (RCS)

## 1. Purpose

The purpose of a Regional Context Statement is to legally show how the 2041 OCP is, or can be made, to be consistent with the 2040 Regional Growth Strategy (RGS).

## 2. RCS Contents

The 2041 OCP Regional Context Statement is as follows:

### 2040 Metro Vancouver Regional Growth Strategy (RGS)

The Regional Context Statement (RCS) Policy (e.g., provides examples of how the OCP is or can be made consistent with the 2040 RGS)	
<b>RGS GOAL 1 CREATE A COMPACT URBAN AREA</b>	
<b>STRATEGY 1.1 Contain urban development within the Urban Containment Boundary.</b>	
Role of Municipalities 1.1.3 Adopt Regional Context Statements which:	
a) depict the Urban Containment Boundary on a map, generally consistent with the Regional Land Use Designations map (Map 2);	See OCP RCS Map: shows the City's Urban Containment Boundary (UCB), which is consistent with the MV RGS.
b) provide municipal population, dwelling unit and employment projections, with reference to guidelines contained in (RGS) Appendix Table A.1, and demonstrate how municipal plans will work towards accommodating the projected growth within the Urban Containment Boundary.	<p>The 2040 RGS projection (estimates) for the City are:</p> <ul style="list-style-type: none"> <li>• Population = 275,000</li> <li>• Dwelling Units = 115,500</li> <li>• Employment = 181,000</li> </ul> <p>The City's 2041 OCP projections (estimates) are consistent with the 2040 RGS, as follows:</p> <ul style="list-style-type: none"> <li>• Population = 280,000</li> <li>• Dwelling Units = 115,000</li> <li>• Employment = 180,000</li> </ul> <p>The 2041 OCP enables the City to strive to achieve these projections, subject to long-term market forces, and government policies and support.</p> <p>The City will strive to achieve these projections by implementing the 2041 OCP and Area Plans, and undertaking demographic projection and policy refinements in collaboration with Metro Vancouver.</p> <p>The City considers that any City projection differences are deemed to be within acceptable RGS estimates (e.g., as such are affected by government policies and funding, the market, the economy, immigration policies).</p>





The Regional Context Statement (RCS) Policy (e.g., provides examples of how the OCP is or can be made consistent with the 2040 RGS)	
<b>STRATEGY 1.2 Focus growth in Urban Centres and Frequent Transit Development Areas.</b>	
<p>Role of Municipalities</p> <p>1.2.6 Adopt Regional Context Statements which:</p> <p>a) provide dwelling unit and employment projections that indicate the municipal share of planned growth and that contribute to achieving the regional share of growth for Urban Centres and Frequent Transit Development Areas as set out in Table 2 (Metro Vancouver Dwelling Unit and Employment Growth Targets for Urban Centres and Frequent Transit Development Areas);</p>	<p>In the 2041 OCP, the City's projected regional share of planned dwelling unit and employment growth are provided (see below) and contribute to achieving the City's regional growth share for its Urban Centre (i.e., City Centre) and any future Frequent Transit Development Areas:</p> <p>For the City Centre:</p> <ul style="list-style-type: none"> <li>• Dwelling units = 47,000</li> <li>• Employment = 60,000</li> </ul> <p>For Outside the City Centre:</p> <ul style="list-style-type: none"> <li>• Dwelling units = 68,000</li> <li>• Employment = 120,000</li> </ul> <p>Note: For FTDAs - In the 2041 OCP, no FTDAs have been identified at this time. Such may be identified over the long-term based on community input, and collaboration with TransLink and Metro Vancouver.</p> <p>These estimates are deemed to be consistent with the 2040 RGS, as any differences are regarded as minor and subject to long-term market forces, government policies and immigration.</p> <p>i) - ii) See 2041 OCP RCS Map which identifies one City Urban Centre (i.e., City Centre) which is consistent with the 2040 RGS.</p> <p>The City's City Centre accommodates most City growth in a manner which is consistent with the 2040 RGS.</p> <p>iii) The 2041 OCP encourages office development, for example, in the City Centre, through non-residential reserves (e.g., near the River Rock Casino, Aberdeen Mall), density bonusing incentives (e.g., for "institutional" uses), when such developments are near transit like the Canada Line and its 5 stations with an emphasis of creating City Centre High Density Urban Villages which allow offices.</p> <p>iv) The 2041 OCP supports reduced parking requirements in the City Centre for example by continuing reduced residential and commercial parking requirements (e.g., up to 30% and up to and a further 10% reduction for providing TDM measures within 400 m (1,312 ft.) of the Canada Line).</p>
<p>b) include policies for Urban Centres which:</p> <p>i) identify the general location, boundaries and types of Urban Centres on a map generally consistent with the guidelines set out in Table 3 (Guidelines for Urban Centres and Frequent Transit Development Areas) and the Regional Land Use Designations map (Map 2);</p> <p>ii) focus growth and development in Urban Centres, generally consistent with guidelines set out in Table 3 (Guidelines for Urban Centres and Frequent Transit Development Areas);</p> <p>iii) encourage office development through policies and/or other financial incentives, such as zoning that reserves capacity for office uses and density bonus provisions;</p> <p>iv) in coordination with the provision of transit service, establish or maintain reduced residential and commercial parking requirements in Urban Centres, where appropriate;</p>	



The Regional Context Statement (RCS) Policy (e.g., provides examples of how the OCP is or can be made consistent with the 2040 RGS)	
<p>c) include policies for Frequent Transit Development Areas which:</p> <ul style="list-style-type: none"> <li>i) identify on a map, in consultation with TransLink, the general location and boundaries of Frequent Transit Development Areas that are generally consistent with: <ul style="list-style-type: none"> <li>• Table 3 (Guidelines for Urban Centres and Frequent Transit Development Areas);</li> <li>• TransLink's Frequent Transit Network, which may be updated over time;</li> <li>• other applicable guidelines and policies of TransLink for the Frequent Transit Network;</li> </ul> </li> <li>ii) focus growth and development in Frequent Transit Development Areas, generally consistent with the guidelines set out in Table 3 (Guidelines for Urban Centres and Frequent Transit Development Areas);</li> <li>iii) in coordination with the provision of transit service, establish or maintain reduced residential and commercial parking requirements within Frequent Transit Development Areas, where appropriate;</li> </ul>	<p>At this time, the 2041 OCP does not identify FTDA's.</p> <p>Such may be identified over the long-term based on community input, and collaboration with TransLink and Metro Vancouver.</p>
<p>d) include policies for General Urban areas which:</p> <ul style="list-style-type: none"> <li>i) identify the General Urban areas and their boundaries on a map generally consistent with the Regional Land Use Designations map (Map 2);</li> <li>ii) ensure development in General Urban areas outside of Urban Centres and Frequent Transit Development Areas are generally lower density than development in General Urban areas within Urban Centres and Frequent Transit Development Areas;</li> </ul>	<p>i) The 2041 OCP RCS Map: identifies where the RGS General Urban designation is located.</p> <p>ii) The 2041 OCP supports such actions, for example, by proposing that:</p> <ul style="list-style-type: none"> <li>• in the City Centre: development occurs at higher densities (e.g., 3 FAR);</li> <li>• outside the City Centre: <ul style="list-style-type: none"> <li>- development occurs at lower densities (e.g., up to 1-2 FAR), for example, townhouses along certain arterial roads and the densification of some shopping centres to provide a mix of housing types, local-serving commercial activities and good access to transit at lower densities;</li> <li>- non-residential major trip generating uses may include: office, commercial, (e.g., generally limited to 1.5 FAR and with TOD and related measures).</li> </ul> </li> </ul> <p>At this time, no Frequent Transit Development Areas are established but may be later.</p> <p>At this time, no small scale Local Centres are established as they are not currently needed, but may be established later, if needed.</p>



<b>The Regional Context Statement (RCS) Policy</b> (e.g., provides examples of how the OCP is or can be made consistent with the 2040 RGS)		
	<p>iii) where appropriate, identify small scale Local Centres in the General Urban areas that provide a mix of housing types, local serving commercial activities and good access to transit. Local Centres are not intended to compete with or compromise the role of Urban Centres and should preferably be located within Frequent Transit Development Areas (see Map 11);</p> <p>iv) exclude non-residential major trip-generating uses, as defined in the Regional Context Statement, from those portions of General Urban areas outside of Urban Centres and Frequent Transit Development Areas;</p> <p>v) encourage infill development by directing growth to established areas, where possible;</p>	<p>e) include policies that, for Urban Centres or Frequent Transit Development Areas that overlay Industrial, Mixed Employment, or Conservation and Recreation areas, the Industrial, Mixed Employment, and Conservation and Recreation intent and policies prevail, except that higher density commercial would be allowed in the Mixed Employment areas contained within the overlay area;</p>
	<p>iii) At this time no small scale Local Centres are proposed.</p> <p>iv) Non-residential major trip-generating uses include, for example, large box retail, and high density office towers, commercial and institutional uses.</p> <p>The 2041 OCP mainly encourages such uses in the City Centre (e.g., at up to 3 FAR).</p> <p>The 2041 OCP excludes such uses, in much of the General Urban area outside of the City Centre by only allowing them on a limited basis at lower densities certain areas for example:</p> <ul style="list-style-type: none"> <li>• as per the existing West Cambie Area Plan, Alexandra quarter section policies at up to 1.2 FAR;</li> <li>• in certain Mixed Employment places along Bridgeport Road at up to 1.2 FAR;</li> <li>• along the east side of No. 5 Road ("Highway To Heaven") which allows large community institutional uses (e.g., assemblies, schools; at 0.25 FAR), where the "backlands" are farmed.</li> </ul> <p>v) Infill development is allowed by directing it to established areas, for example:</p> <ul style="list-style-type: none"> <li>• permitting townhouses along certain arterial roads;</li> <li>• densifying around some shopping centres, to provide a mix of housing types, local-serving commercial activities and good access to transit, at low density (e.g., 1.2 FAR);</li> <li>• permitting smaller single family lots in some areas;</li> <li>• permitting coach houses and granny flats (e.g., in Edgemere).</li> </ul> <p>At this time, no Frequent Transit Development Areas (FTDA) are identified but may be after more City planning and consultation with TransLink.</p> <p>The 2041 OCP does not propose any Urban Centres or FTDA's which overlay Industrial, Mixed Employment or Conservation and Recreation areas.</p>	





<p><b>The Regional Context Statement (RCS) Policy</b> (e.g., provides examples of how the OCP is or can be made consistent with the 2040 RCS)</p>	
<p>f) for Urban Centres, Frequent Transit Development Areas and General Urban areas, include policies which:</p> <ul style="list-style-type: none"> <li>i) support continued industrial uses by minimizing the impacts of urban uses on industrial activities;</li> <li>ii) encourage safe and efficient transit, cycling and walking;</li> <li>iii) implement transit priority measures, where appropriate;</li> <li>iv) support district energy systems and renewable energy generation, where appropriate.</li> </ul>	<p>The 2041 OCP, in the City Centre:</p> <ul style="list-style-type: none"> <li>continues to support industrial uses, for example, by designating several non-residential areas for industrial activities (e.g., around the River Rock Casino, Aberdeen Mall);</li> <li>encourages safe and efficient transit, cycling and walking (see Mobility and Access chapter), for example, in high density villages around the Canada Line, creating a finer network of streets, promoting rolling (e.g., wheel chair and scooter use) and bicycle lanes and pathways;</li> <li>enables transit priority measures, for example, providing a transit-only signal on No. 3 Road to provide bus access to the Richmond-Brighouse off-street bus mall;</li> <li>enables, promotes and requires, district energy systems and renewable energy generation, where appropriate, (see the Sustainable Infrastructure and Resources chapter), for example: district energy is being required around the Oval and explored elsewhere in the City Centre; having energy efficient requirements above the BC Building Code (e.g., LEED, EnerGuide 80, ASHRAE 90. 1-2007 standards); increasing waste diversion by increasing recycling (and decreasing waste), and promoting solar energy, sewage and river heat recovery, and exploring wind systems.</li> </ul> <p>The 2041 OCP, for areas outside the City Centre:</p> <ul style="list-style-type: none"> <li>continues to support industrial uses, for example, by designating several areas for industrial uses (e.g., Mitchell Island; the portions of Riverside Industrial Park; along Bridgeport Road);</li> <li>encourages safe and efficient transit, cycling and walking (see Mobility and Access chapter), for example: along certain arterial roads and when densifying shopping centres), promoting walking, bicycling and rolling (e.g., wheel chair and scooter use), bicycling lanes and pathways;</li> <li>supports the implementation of transit priority measures, for example, queue-jumper lanes in congested areas where feasible and, when densifying shopping centres, reduce parking and improving TOD measures;</li> <li>enables, promotes, and requires district energy systems and renewable energy generation, where appropriate, (see the Sustainable Infrastructure and Resources chapter), for example: district energy is being required in the West Cambie Alexandria neighbourhood; and having energy efficient requirements above the BC Building Code (e.g., LEED, EnerGuide 80, ASHRAE 90. 1-2007 standards), increasing waste diversion by increasing recycling and decreasing waste, and promoting solar energy, sewage and river heat recovery, and wind systems.</li> </ul>



The Regional Context Statement (RCS) Policy (e.g., provides examples of how the OCP is or can be made consistent with the 2040 RGS)	
<b>STRATEGY 1.3 Protect Rural areas from urban development.</b>	
<p>Role of Municipalities</p> <p>1.3.3 Adopt Regional Context Statements which:</p> <p>a) identify the Rural areas and their boundaries on a map generally consistent with the Regional Land Use Designations map (Map 2);</p> <p>b) limit development to a scale, form, and density consistent with the intent for the Rural land use designation, and that is compatible with on-site sewer servicing;</p> <p>c) include policies which:</p> <ol style="list-style-type: none"> <li>specify the allowable density and form, consistent with Action 1.3.1, for land uses within the Rural land use designation;</li> <li>support agricultural uses within the Agricultural Land Reserve, and where appropriate, outside of the Agricultural Land Reserve.</li> </ol>	<ul style="list-style-type: none"> <li>The 2040 RGS does not designate any City land as RGS "Rural".</li> <li>2041 OCP does not propose any land to have a RGS "Rural" designation.</li> </ul>
<b>RGS GOAL 2 SUPPORT A SUSTAINABLE ECONOMY</b>	
<b>STRATEGY 2.1 Promote land development patterns that support a diverse regional economy and employment close to where people live.</b>	
<p>Role of Municipalities</p> <p>2.1.4 Adopt Regional Context Statements which:</p> <p>a) include policies that support appropriate economic development in Urban Centres, Frequent Transit Development Areas, Industrial and Mixed Employment areas;</p>	<p>The 2041 OCP supports such policies (see Resilient Economy chapter), for example, by focussing on six core strategies:</p> <ol style="list-style-type: none"> <li>1. The Asia—Pacific Gateway;</li> <li>2. Knowledge Based Industries;</li> <li>3. Amenities and Attractions (e.g., population serving industries, retail, accommodation, cultural sport, natural and visitor attractions);</li> <li>4. Sustainable Resource use (e.g., protect agricultural lands, promote Eco-Industrial uses, promote adequate transit services, support increased agricultural viability, local resource generation, use and sharing);</li> <li>5. Population Services (e.g., schools, universities, hospitals, child care);</li> <li>6. Micro Businesses (e.g., promote live-work, work-live uses and home based businesses).</li> </ol>



The Regional Context Statement (RCS) Policy (e.g., provides examples of how the OCP is or can be made consistent with the 2040 RGS)	
	<p>These long-term economic objectives are to be implemented, for example:</p> <ul style="list-style-type: none"> <li>• in the City Centre: by designating industrial, office and commercial and institutional areas along the Canada Line, around the Canada Line Stations and around the Oval;</li> <li>• outside the City Centre: by designating Industrial areas, for example, (e.g., Mitchell Island, portions of the Riverside Industrial Park, along Bridgeport Road) and by designating Mixed Employment areas (e.g., portions of the Riverside Industrial Park, along Bridgeport Road, and along the Knight Street Corridor [e.g., Crestwood]).</li> </ul> <p>No FTDA's are designated, at this time.</p>
b) support the development of office space in Urban Centres, through policies such as zoning that reserves land for office uses, density bonus provisions to encourage office development, variable development cost charges, and/or other financial incentives;	<p>The 2041 OCP highly supports office uses in the City Centre, for example, by designating areas (e.g., around the casino and Aberdeen Mall) for non-residential uses such as offices; and encouraging offices around the Canada Line Stations and Oval; providing density bonuses, reduced parking requirements and promoting TOD measures.</p>
c) include policies that discourage major commercial and institutional development outside of Urban Centres or Frequent Transit Development Areas;	<p>The 2041 OCP discourages such uses (e.g., big box retail, universities, institutional uses), outside the City Centre, for example, by limiting them to certain areas where they are already allowed (e.g., in the 2006 approved West Cambie Alexandra area and the 2010 approved Broadmoor Shopping Centre footprint area, and around certain to be densified shopping centres (e.g., 400M around the Broadmoor, Hamilton, East Cambie-Blundell, Garden City shopping centres), but at lesser densities than the City Centre (e.g., less than 1.5 FAR).</p> <p>In the majority of Richmond, outside the City Centre, large institutional uses (e.g., assemblies) are discouraged, however they are allowed on a limited basis (e.g., in West Cambie, along the east side of No. 5 Road [Highway To Heaven]).</p> <p>This approach balances achieving RGS policies with creating more complete, compact neighbourhoods, promoting TOD, and walkability, and reducing GHG and energy emissions (see Mobility and Access chapter).</p> <p>No FTDA's are proposed at this time.</p>
d) show how the economic development role of Special Employment Areas, post secondary institutions and hospitals are supported through land use and transportation policies.	<p>The 2040 RGS in Map 11, titled: "Local Centres, Hospitals and Post Secondary Institutions" currently recognizes the Vancouver International Airport (YVR) as a Special Employment Area, and the Richmond Hospital and post secondary institutions (e.g., Kwantlen Polytechnic University, Trinity Western University) in the City Centre, and Port Metro Vancouver as long as its needs are met in the urban footprint.</p> <p>The 2041 OCP supports such uses (see Resilient Economy; Mobility and Accessibility chapters), for example:</p> <ul style="list-style-type: none"> <li>• Re Land Use: for example, designating YVR as Airport (Industrial) and integrating YVR and City land use plans; designating the Hospital and Post Secondary uses as institutional or other appropriate designation to protect and enhance them.</li> <li>• Re Transportation: by encouraging efficient transit services to and from them (see Resilient Economy; and Mobility and Access chapters)</li> <li>• Note: With such stakeholders, the City has strong ongoing, mutually beneficial partnerships.</li> </ul>



The Regional Context Statement (RCS) Policy (e.g., provides examples of how the OCP is or can be made consistent with the 2040 RGS)	
<b>STRATEGY 2.2 Protect the supply of industrial land.</b>	
Role of Municipalities 2.2.4 Adopt Regional Context Statements which:	
a) identify the Industrial areas and their boundaries on a map generally consistent with the Regional Land Use Designations map (Map 2);	The 2041 OCP designates Industrial areas consistent with the 2040 RGS (See OCP RCS Map).
b) include policies for Industrial areas which: <ol style="list-style-type: none"> <li>support and protect industrial uses;</li> <li>support appropriate accessory uses, including commercial space and caretaker units;</li> <li>exclude uses which are inconsistent with the intent of industrial areas, such as medium and large format retail, residential uses (other than industrial caretaker units where necessary), and stand-alone office uses that are not supportive of industrial activities;</li> <li>encourage better utilization and intensification of industrial areas for industrial activities;</li> </ol>	<p>The 2041 OCP supports and protects Industrial uses for example by (see Resilient Economy chapter; see OCP RCS Map):</p> <ul style="list-style-type: none"> <li>designating Industrial areas consistent with the 2040 RGS;</li> <li>designating YVR on Sea Island as Airport (Industrial);</li> <li>co-operating with YVR to assist in achieving its long-term airport needs (e.g., through servicing, transportation improvements);</li> <li>designating Port Metro Vancouver (PMV) lands which are within the urban footprint as Industrial. Note, the PMV Gilmore lands are designated Agriculture;</li> <li>enhancing industrial policies and guidelines for certain portions of the Bridgeport Road Corridor to make it more efficient and attractive;</li> <li>supporting accessory commercial space (e.g., small retail) and caretaker units;</li> <li>excluding medium and large format retail (e.g., big box) and principal residential uses;</li> <li>excluding non-supportive stand alone offices;</li> <li>promoting walking, cycling and transit in Industrial areas;</li> <li>over time, consider increasing Industrial density and height, and improving energy efficiencies (e.g., transit) and amenities (e.g., bike paths, open space).</li> </ul> <p>The 2041 OCP designates Mixed Employment areas consistent with the 2040 RGS (See RCS Map) (e.g., along Bridgeport Road, the Knight Street corridor, portions of the Riverside Industrial Park).</p>
c) identify the Mixed Employment areas and their boundaries on a map generally consistent with the Regional Land Use Designations map (Map 2);	





<p><b>The Regional Context Statement (RCS) Policy</b> (e.g., provides examples of how the OCP is or can be made consistent with the 2040 RGS)</p>	
<p>i) - iii) The 2041 OCP supports such policies (i.e., Outside the City Centre) (see Resilient Economy), for example, by:</p> <ul style="list-style-type: none"> <li>• designating Mixed Employment areas consistent with the 2040 RGS (e.g., portions of the Riverside Industrial Park, and along Knight Street and portions of the Bridgeport corridor);</li> <li>• actively implementing the 2009 approved City Centre Area Plan;</li> <li>• considering outside the City Centre, densifying certain planning areas and shopping centres over time which allow mixed employment uses;</li> </ul> <p>iv) Note: The 2041 OCP does not designate Mixed Employment areas in the Urban Centre (i.e., the City Centre) and does not propose FTDA's at this time;</p> <p>v) The 2041 OCP enables Industrial and Mixed Employment activities in certain areas (e.g., portions of the Bridgeport Road Corridor, Crestwood), as these areas already have good access and transit service;</p> <p>vi) excluding residential uses, except for accessory caretaker units in Mixed Employment areas.</p>	<p>d) include policies for Mixed Employment areas which:</p> <p>i) support a mix of industrial, commercial, office and other related employment uses, while maintaining support for established industrial areas, including potential intensification policies for industrial activities, where appropriate;</p> <p>ii) allow large and medium format retail, where appropriate, provided that such development will not undermine the broad objectives of the Regional Growth Strategy;</p> <p>iii) support the regional objective of concentrating commercial and other major trip-generating uses in Urban Centres and Frequent Transit Development Areas;</p> <p>iv) where Mixed Employment areas are located within Urban Centres or Frequent Transit Development Areas, support higher density commercial development and allow employment and service activities consistent with the intent of Urban Centres or Frequent Transit Development Areas;</p> <p>v) allow low density infill / expansion based on currently accepted local plans and policies in Mixed Employment areas and support increases in density only where the Mixed Employment area has transit service or where an expansion of transit service has been identified in TransLink's strategic transportation plans for the planned densities;</p> <p>vi) exclude residential uses, except for an accessory caretaker unit;</p>



The Regional Context Statement (RCS) Policy (e.g., provides examples of how the OCP is or can be made consistent with the 2040 RGS)	
e) include policies which help reduce environmental impacts and promote energy efficiency.	The 2041 OCP includes such policies, (see the Sustainable Infrastructure and Resources chapter), for example, by exploring, promoting and requiring district energy systems and renewable energy generation, where appropriate (e.g., in the West Cambie Alexandria area), through energy efficiency requirements above the BC Building Code (e.g., LEED, EnerGuide 80, ASHRAE 90.1-2007 standards), increasing waste diversion by increasing recycling and decreasing waste, and promoting solar energy, sewage and river heat recovery, and wind systems.
<b>STRATEGY 2.3 Protect the supply of agricultural land and promote agricultural viability with an emphasis on food production.</b>	
Role of Municipalities 2.3.6 Adopt Regional Context Statements which:	
a) specify the Agricultural areas and their boundaries on a map generally consistent with the Regional Land Use Designations map (Map 2);	The 2041 OCP designates Agricultural areas consistent with the 2040 RGS (See RCS Map).
b) include policies to support agricultural viability including those which: <ul style="list-style-type: none"> <li>i) assign appropriate regional land use designations that support agricultural viability and discourage non-farm uses that do not complement agriculture;</li> <li>ii) discourage subdivision of agricultural land leading to farm fragmentation;</li> <li>iii) where feasible, and appropriate with other governments and agencies, maintain and improve transportation, drainage and irrigation infrastructure to support agricultural activities;</li> <li>iv) manage the agricultural-urban interface to protect the integrity and viability of agricultural operations (e.g., buffers between agricultural and urban areas or edge planning);</li> <li>v) demonstrate support for economic development opportunities for agricultural operations (e.g., processing, agri-tourism, farmers' markets and urban agriculture);</li> </ul>	<p>The 2041 OCP supports such policies, (see OCP Agriculture and Food chapter).</p> <p>Note that Richmond continues to implement its 2003 Richmond Agricultural Viability Strategy (RAVS) which has been a very valuable strategy to enhance agriculture viability (e.g., establishing the Richmond Agricultural Advisory Committee [AAC], improving agricultural drainage, buffering urban developments along the ALR boundary, enabling seasonal farm worker dwellings, promoting agri-industries [cranberry processing, farm based wineries] supporting \$1.25 million Road interchange and seeking senior government funding for drainage).</p> <ul style="list-style-type: none"> <li>i) designating Agricultural areas consistent with the 2040 RGS (See RCS Map); <ul style="list-style-type: none"> <li>• continue to implement the 2003 Richmond Agricultural Viability Strategy (RAVS) which has been a very valuable strategy to enhance agriculture viability (e.g., established the Richmond Agricultural Advisory Committee [AAC], improving agricultural drainage, buffering urban developments along the ALR boundary, enabling seasonal farm worker dwellings, promoting agri-industries [cranberry processing, farm based wineries] supporting \$1.25 million Nelson Road interchange and seeking senior government funding for drainage);</li> </ul> </li> <li>ii) discouraging subdivision into small farms which would create impractical farm sizes and by co-operating with the ALC and following ALR requirements; <ul style="list-style-type: none"> <li>• encouraging lot owners who do not have access to improved roads, to either consolidate their lots or enter into farm access agreements in order to gain farm access;</li> <li>• discouraging wherever possible, roads in the ALR except, as noted on the Agriculture and Food chapter map titled Existing Status of Road Improvements in the ALR map;</li> </ul> </li> <li>iii) continuing to maintain and improve drainage, irrigation and transportation, to support agricultural activities (e.g., in East Richmond), where feasible and with other agencies;</li> <li>iv) continuing to manage the agricultural-urban interface to protect the viability of agricultural operations (e.g., requiring buffers between agricultural and urban areas, consulting with the Agricultural Advisory Committee);</li> <li>v) supporting such opportunities, for example, by implementing and enhancing the 2003 Richmond Agricultural Viability Strategy (RAVS), as resources enable (e.g., senior government drainage funding, allowing seasonal farm dwellings, agri-tourism, farm based wineries, and the proposed Kwantlen horticultural farm and sustainable farm programs);</li> </ul>



The Regional Context Statement (RCS) Policy (e.g., provides examples of how the OCP is or can be made consistent with the 2040 RGS)	
vi) encourage the use of agricultural land, with an emphasis on food production; viii) support educational programs that provide information on agriculture and its importance for the regional economy and local food systems.	vi) supporting food production, for example, by improving infrastructure (e.g., diking, irrigation, drainage), enabling a range of farming, discouraging principle residential uses, supporting food security, urban agriculture and regional food strategies; vii) supporting a range of educational agricultural programs, for example by collaborating with the Province, ALC, Metro Vancouver, Vancouver Coastal Health, Richmond food security groups, and hosting farm tours and workshops.
<b>RGS GOAL 3 PROTECT THE ENVIRONMENT AND RESPOND TO CLIMATE CHANGE IMPACTS</b>	
<b>STRATEGY 3.1 Protect Conservation and Recreation lands.</b>	
Role of Municipalities 3.1.4 Adopt Regional Context Statements which:	
a) identify Conservation and Recreation areas and their boundaries on a map generally consistent with the Regional Land Use Designations map (Map 2);	The 2041 OCP designates Conservation and Park areas consistent with the 2040 RGS (See RCS Map).
b) include land use policies to support the protection of Conservation and Recreation areas that are generally consistent with the following: i) public service infrastructure, including the supply of high quality drinking water; ii) environmental conservation; iii) recreation, primarily outdoor; iv) education, research and training facilities and uses that serve conservation and/or recreation users; v) commercial uses, tourism activities, and public, cultural or community amenities that are appropriately located, scaled and consistent with the intent of the designation; vi) limited agriculture use, primarily soil-based;	The 2041 OCP supports such policies (see OCP Connected Neighbourhoods; Island Natural Environment, Open Space and Public Realm; and Sustainable Infrastructure and Resources chapters), for example, by: <ul style="list-style-type: none"> <li>public service infrastructure, including the supply of high quality drinking water, for example, by co-operating with Metro Vancouver to provide clean, safe drinking water, monitoring, minimizing leakages and improving, distribution and conservation;</li> <li>implementing the new Island Natural Environment, Open Space and Public Realm policies and co-operating with agencies (e.g., FREMP, BC Environment, Metro Vancouver, YVR, Port Metro Vancouver);</li> <li>enabling a range of recreation uses including outdoor activities for all ages both in Conservation and Park areas and across the City, for example, through the City's extensive parks and facilities including the Garry Point Park, Terra Nova Nature and Rural Parks, Metro Vancouver's Iona Beach Regional Park and through stakeholder interpretive and wellness programs;</li> <li>enabling certain commercial uses (e.g., canteens) tourism activities (e.g., Tall Ships, Ships To Shore, the Steveson Salmon Festival), multi-cultural celebrations (e.g., Chinese New Year) and public, cultural amenities (e.g., Minoru Park, the Richmond Nature Park and interpretive programs, McDonald Beach boat launch);</li> <li>enabling primarily soil-based agriculture use in Conservation and Park areas (e.g., the Terra Nova Nature and Rural Parks).</li> </ul>
c) include policies, where appropriate, that effectively buffer Conservation and Recreation areas from activities in adjacent areas.	The 2041 OCP supports such policies (see OCP Connected Neighbourhoods; and Island Natural Environment, Open Space and Public Realm chapters), for example, by having large park areas and ample park facility setbacks, including planting park edges with trees, and separating park and recreation uses by roads.



The Regional Context Statement (RCS) Policy (e.g., provides examples of how the OCP is or can be made consistent with the 2040 RGS)	
<b>STRATEGY 3.2 Protect and enhance natural features and their connectivity.</b>	
<p>Role of Municipalities</p> <p>3.2.4 Adopt Regional Context Statements which include policies and/or maps that indicate how ecologically important areas and natural features will be managed (as conceptually shown on Map 10) (e.g., steep slopes and ravines, intertidal areas and other natural features not addressed in Strategy 3.1).</p>	<p>The 2040 RGS Map 10 is titled: Natural Features and Land Cover, RGS Strategy 3.2 primarily addresses conservation and recreation uses including commercial, tourism, public, cultural and community amenities, and related education, research and training facilities and that serve the users.</p> <p>The 2041 OCP supports such actions (see OCP the Connected Neighbourhoods; and Island Natural Environment and Open Space and Public Realm, and Sustainable Infrastructure and Resources chapters), for example, by implementing the 2012 Environmentally Sensitive Areas (ESA) Management Strategy which includes a best practices Ecological Network Concept, Riparian Area and enhanced 2012 ESA policies and guidelines.</p> <p>The Ecological Network (EN) policies strive to better manage over approximately 16,188 ha (40,000 ac.) through interagency co-operation.</p> <p>The RGS Map 9 is titled: "Regional Recreation Greenway Network" and includes RGS Conservation and Recreation areas, the Regional Recreation Greenways Network, watercourses, tidal flats and wetland areas.</p> <p>The Regional Recreation Greenway Network is to be connected, as feasible, to City trails, bikeways and greenways and parks where appropriate.</p> <p>The 2041 OCP supports such actions (see OCP Connected Neighbourhoods; and Island Natural Environment and Open Space and Public Realm chapters), for example, by promoting a maintaining and enhancing a range of City-wide parks and trails to improve mobility and accessibility for all ages.</p>
<p>3.2.5 In collaboration with other agencies, develop and manage municipal components of the Metro Vancouver Regional Recreation Greenway Network and connect community trails, bikeways and greenways to the Regional Recreation Greenway Network where appropriate.</p>	<p>The 2041 OCP supports such actions (see OCP Island Natural Environment, Open Space and Public Realm chapter), for example, by implementing the 2012 Environmentally Sensitive Areas (ESA) Management Strategy which includes an Ecological Network, the Eco Plus+ Concept, Riparian Area and enhanced ESA policies and guidelines. It also encourages the exploration of conservation covenants, land trusts, tax exemptions, ecological gain and eco-gifting approaches.</p>
<p>3.2.6 Identify where appropriate measures to protect, enhance and restore ecologically important systems, features, corridors and establish buffers along watercourses, coastlines, agricultural lands, and other ecologically important features (e.g., conservation covenants, land trusts, tax exemptions and ecogifting).</p>	<p>The 2041 OCP considers such actions (see Island Natural Environment and Sustainable Infrastructure and Resources chapters), for example, by implementing the 2012 Environmentally Sensitive Areas (ESA) Management Strategy which includes Ecological Network, Eco Gain, Riparian Area and enhanced ESA policies and guidelines.</p>
<p>3.2.7 Consider watershed and ecosystem planning and/or Integrated Stormwater Management Plans in the development of municipal plans.</p>	<p>The 2041 OCP supports integrated stormwater management plans, for example, by supporting Metro Vancouver's Drinking Water Management Plan and integrating it with City-wide and area plan infrastructure improvements over time.</p> <p>Annual progress is anticipated, based on approved City priorities and work programs, and senior government and regional partner funding, programming and support.</p>



The Regional Context Statement (RCS) Policy (e.g., provides examples of how the OCP is or can be made consistent with the 2040 RCS)	
<b>STRATEGY 3.3 Encourage land use and transportation infrastructure that reduce energy consumption and greenhouse gas emissions, and improve air quality.</b>	
<p>Role of Municipalities</p> <p>3.3.4 Adopt Regional Context Statements which:</p> <p>a) identify how municipalities will use their land development and transportation strategies to meet their greenhouse gas reduction targets and consider how these targets will contribute to the regional targets;</p>	<p>a) The 2041 OCP supports such actions (see Climate Change Response chapter), for example, by addressing the following:</p> <ul style="list-style-type: none"> <li>Community-wide GHG Reduction Targets (similar to Metro Vancouver's):             <ul style="list-style-type: none"> <li>1–33% below 2007 levels by 2020;</li> <li>2–80% below 2007 levels by 2050;                 <ul style="list-style-type: none"> <li>as Richmond's GHG emissions are generated 41% by buildings and 55% by transportation achieving both targets is subject to the understanding that the Province and other jurisdictions will undertake necessary GHG reduction improvements and provide the City with funding to achieve these targets including building retrofits and TOD measures;</li> </ul> </li> <li>as well the City will continue to implement City GHG related policies (e.g., the City's Sustainability Framework, Official Community Plan [e.g., compact land use patterns, complete communities]; City Centre Area Plan [e.g., High Density Urban Villages, and Transit Oriented Development, transportation demand management and district energy initiatives]);</li> </ul> </li> </ul> <p>b) Community-wide Energy Reduction Target of 10% from 2007 levels by 2020:</p> <ul style="list-style-type: none"> <li>similar to above, achieving Richmond's Energy Reduction Target is subject to the understanding that the Province and other jurisdictions will undertake the necessary improvements and funding;</li> <li>examples of improving air quality include changing from a 2008 mode share of 83% automobile, to a reduced 2041 automobile mode share of 49% (e.g., by promoting transit, walking trails, bicycle paths, ride share). Regarding electric car plug-ins, promote having a minimum of 20% of parking stalls with a 12 volt receptacle and an additional 25% of parking stalls to accommodate future electric vehicle charging equipment (e.g., pre-ducting).</li> <li>promoting improved Triple Bottom Line (i.e., social, economic, environmental) analyses to achieve more benefits (e.g., promote improved energy performance within existing [retrofit] and new buildings; the increased use of transit; a greater diversion of solid waste through increased recycling and material reuse, improved waste energy capture);</li> <li>implementing a comprehensive Community Energy and Emissions Plan (CEEP);</li> <li>requesting increased provincial assistance, as many of the community's GHG reduction targets and actions (e.g., improved building energy efficiencies, reduced emissions from vehicles, the increased reliance on walking, cycling and transit), require Provincial legislation, policy, program and funding assistance;</li> <li>supporting integrated storm water management and water conservation objectives, for example, see the Sustainable Infrastructure and Resources chapter;</li> </ul>
<p>b) identify policies and/or programs that reduce energy consumption and greenhouse gas emissions, and improve air quality from land use and transportation infrastructure, such as:</p> <ul style="list-style-type: none"> <li>existing building retrofits and construction of new buildings to green performance guidelines or standards, district energy systems, and energy recovery and renewable energy generation technologies, such as solar panels and geoechange systems, and electric vehicle charging infrastructure;</li> <li>community design and facility provision that encourages transit, cycling and walking (e.g., direct and safe pedestrian and cycling linkages to the transit system);</li> </ul>	





The Regional Context Statement (RCS) Policy (e.g., provides examples of how the OCP is or can be made consistent with the 2040 RCS)	
c) focus infrastructure and amenity investments in Urban Centres and Frequent Transit Development Areas, and at appropriate locations along TransLink's Frequent Transit Network;	c) Investments in GHG emissions and energy consumption reductions which improve air quality are concentrated in the City Centre, and will be considered in shopping centre densification and any future FTDA's;
d) implement land use policies and development control strategies which support integrated storm water management and water conservation objectives.	d) Policies which support integrated storm water management include participating in regional climate change initiatives, harvesting rain water for non-potable uses and storing rain water on site.  Policies which support water conservation include participating in regional climate change initiatives, reducing water demand through water metering, low flow fixtures, leak reduction, pressure management approaches, and reduced lawn watering.
<b>STRATEGY 3.4 Encourage land use and transportation infrastructure that improve the ability to withstand climate change impacts and natural hazard risks.</b>	
Role of Municipalities 3.4.4 Adopt Regional Context Statements that include policies to encourage settlement patterns that minimize risks associated with climate change and natural hazards (e.g., earthquake, flooding, erosion, subsidence, mudslides, interface fires).	The 2041 OCP supports such actions (see OCP Climate Change Response; Sustainable Infrastructure and Resources; and Island Natural Environment and Open Space and Public Realm chapters), for example, by implementing comprehensive climate change management, capacity building, mitigation, carbon retention and adaptation policies which address community response, emission reduction, and target integration with other City policies (e.g., land use, transportation). As well, the City supports continued improvements in Building Code, seismic and flood protection policies.
3.4.5 Consider incorporating climate change and natural hazard risk assessments into the planning and location of municipal utilities, assets and operations.	The 2041 OCP supports such actions (see Sustainable Infrastructure and Resources), for example by, implementing the City's 2008–2031 Flood Protection Strategy and Flood Plain Designation and Protection bylaws, improving the critical perimeter dike, supporting Fraser River dredging, flood proofing City buildings to appropriate standards and co-operating with stakeholders in flood management best practices.



The Regional Context Statement (RCS) Policy (e.g., provides examples of how the OCP is or can be made consistent with the 2040 RGS)	
RGS GOAL 4 DEVELOP COMPLETE COMMUNITIES	
STRATEGY 4.1 Provide diverse and affordable housing choices.	
<p>Role of Municipalities</p> <p>4.1.7 Adopt Regional Context Statements which:</p> <p>a) include policies or strategies that indicate how municipalities will work towards meeting the estimated future housing demand as set out in Appendix Table A.4, which:</p> <p>i) ensure the need for diverse housing options is articulated in municipal plans and policies, including neighbourhood and area plans;</p> <p>ii) increase the supply and diversity of the housing stock through infill developments, more compact housing forms and increased density;</p> <p>iii) in collaboration with the federal government and the province, assist in increasing the supply of affordable rental units for households with low or low to moderate incomes through policies, such as density bonus provisions, inclusionary zoning or other mechanisms, particularly in areas that are well served by transit;</p> <p>iv) encourage and facilitate affordable housing development through measures such as reduced parking requirements, streamlined and prioritized approval processes, below market leases of publicly owned property, and fiscal measures.</p>	<p>The 2041 OCP supports such actions (see OCP Connected Neighbourhoods chapter), for example, by:</p> <p>i) - ii)</p> <ul style="list-style-type: none"> <li>• implementing the 2007 Affordable Housing Strategy and completing its update (e.g., in 2012);</li> <li>• enabling a range of housing types (e.g., secondary suites, coach houses, granny flats, live-work, row housing) and affordable housing in High Density Urban Villages around the Canada Line Stations and Oval, as shopping centres density, along certain arterial roads and in many residential neighbourhoods;</li> <li>• considering innovative housing policies when updating area plans.</li> </ul> <p>iii) - iv)</p> <ul style="list-style-type: none"> <li>• collaborating with the federal government, Province, Metro Vancouver, UDI, developers and housing agencies to increase affordable housing and rental units for households with low or low to moderate incomes (e.g., through research, policies funding);</li> <li>• enabling a wide range of incentives to improve housing and its affordability (e.g., density bonusing, parking reductions near transit, using the City Affordable Housing Reserves);</li> <li>• the OCP enables the City to pursue multiple objectives at the same time, for example promoting affordable housing by reducing parking and providing density bonusing. In cases, this may include partly reducing parking to achieve affordable housing and also partly taking cash-in-lieu of parking to support providing TDM measures. This approach continues to work well as it provides flexibility to meet community and project specific needs.</li> </ul>



The Regional Context Statement (RCS) Policy (e.g., provides examples of how the OCP is or can be made consistent with the 2040 RCS)	
<p>Role of Municipalities</p> <p>4.1.8 Prepare and implement Housing Action Plans which:</p> <ul style="list-style-type: none"> <li>a) assess local housing market conditions, by tenure, including assessing housing supply, demand and affordability;</li> <li>b) identify housing priorities, based on the assessment of local housing market conditions, and consideration of changing household demographics, characteristics and needs;</li> <li>c) identify implementation measures within the jurisdiction and financial capabilities of municipalities, including actions set out in Action 4.1.7;</li> <li>d) encourage the supply of new rental housing and where appropriate mitigate or limit the loss of existing rental housing stock;</li> <li>e) identify opportunities to participate in programs with other levels of government to secure additional affordable housing units to meet housing needs across the continuum;</li> <li>f) cooperate with and facilitate the activities of the Metro Vancouver Housing Corporation under Action 4.1.5.</li> </ul>	<p>The 2041 OCP supports such actions (see Connected Neighbourhoods; Social Inclusion and Accessibility chapters), for example, by:</p> <ul style="list-style-type: none"> <li>• completing the 2007 Affordable Housing Strategy update;</li> <li>• partnering with senior governments, the MVHC, housing providers and operators, and developers to provide housing projects based on specific updated housing needs assessments;</li> <li>• periodically updating City demographic projections including dwelling units.</li> </ul>
<b>STRATEGY 4.2 Develop healthy and complete communities with access to a range of services and amenities.</b>	
<p>Role of Municipalities</p> <p>4.2.4 Include policies within municipal plans or strategies, that may be referenced in the Regional Context Statements, which:</p> <ul style="list-style-type: none"> <li>a) support compact, mixed use, transit, cycling and walking oriented communities;</li> </ul>	<p>The 2041 OCP supports such actions (see OCP Connected Neighbourhoods; and Mobility and Access chapters), for example, by:</p> <ul style="list-style-type: none"> <li>• in the City Centre, implementing High Density Urban Villages around the Canada Line stations and the Oval;</li> <li>• outside the City Centre, densifying certain shopping centres to enable more compact uses;</li> <li>• updating area plans to facilitate mixed uses, and improved mobility and access.</li> </ul>



The Regional Context Statement (RCS) Policy (e.g., provides examples of how the OCP is or can be made consistent with the 2040 RCS)	
b) locate community, arts, cultural, recreational, institutional, medical/health, social service, education facilities and affordable housing development in Urban Centres or areas with good access to transit;	The 2041 OCP supports such facilities (see Vibrant City and Connected Neighbourhoods chapters), for example, by locating community, arts, cultural, recreational, institutional, health, social service, education facilities and affordable housing uses, in the City Centre (e.g., the Arts Precinct), and when densifying certain shopping and updating area plans (e.g., the Broadmoor Shopping Centre, Hamilton area), as densification can facilitate the provision of these services.
c) provide public spaces and other place-making amenities for increased social interaction and community engagement;	The 2041 OCP enables such spaces and amenities (see Vibrant City; and Island Natural Environment, Open Space and Public Realm chapters), for example, by providing City World Class facilities (e.g., the Oval), City parks (e.g., Minoru Park, Garry Point Park, Richmond Nature Park, Brighouse Park, McDonald Beach Park, Britannia Heritage Shipyard Park and London Farm), City facilities (e.g., the Gateway Theatre), the City's eight community centres and library system, and the School Board's 38 elementary and 10 secondary schools, to enable improving social engagement and multi-cultural celebrations.
d) support active living through the provision of recreation facilities, parks, trails, and safe and inviting pedestrian and cycling environments;	<p>The 2041 OCP supports active living (see Vibrant City; Connected Neighbourhoods; Social Inclusion and Accessibility; and Ecological Network, Open Space and Public Realm chapters), for example, by:</p> <ul style="list-style-type: none"> <li>• in the City Centre, completing the 16 ha (40 ac.) Middle Arm Park on the Fraser River and acquiring over time, another 65 ha (160 ac.) of parkland for a total of 162 ha (400 ac.);</li> <li>• elsewhere in the City, maintaining and enhancing a wide range of recreation facilities, parks, trails, and safe and inviting pedestrian and cycling environments; improving trails and paths to better connect shopping centres, community centres and schools; providing more bike and rolling paths; and upgrading community facilities over time, as resources enable.</li> </ul>
e) support food production and distribution throughout the region, including in urban areas, roof top gardens, green roofs and community gardens on private and municipally-owned lands and healthy food retailers, such as grocery stores and farmers' markets near housing and transit services;	The 2041 OCP supports such actions, (see Agriculture and Food; Vibrant City; Resilient Economy; Island Natural Environment; Open Space and Public Realm chapters), for example, by providing more community gardens on City and private lands, encouraging ALR lands to be farmed, promoting green roofs and food security activities.
f) assess overall health implications of proposed new communities, infrastructure and transportation services, including air quality and noise, with input from public health authorities;	<p>The 2041 OCP enables such assessments (see OCP Safe City); Social Inclusion and Accessibility; Connected Neighbourhoods; Sustainable Infrastructure and Resources chapters), for example, by:</p> <ul style="list-style-type: none"> <li>• continuing to co-operate with Richmond Health Services, promoting healthy lifestyles and wellness programs;</li> <li>• providing safe infrastructure (e.g., transit, roads, trails, dikes and buildings;</li> <li>• improving policing, emergency and fire fighting services;</li> <li>• implementing the OCP Aircraft Noise Sensitive Development (ANSND) policies;</li> <li>• consulting with Metro Vancouver to improve air quality.</li> </ul>



The Regional Context Statement (RCS) Policy (e.g., provides examples of how the OCP is or can be made consistent with the 2040 RGS)	
g) support universally accessible community design;	<p>The 2041 OCP supports universally accessible community design (see OCP Connected Neighbourhoods chapter), for example, by encouraging and requiring a range of improved neighbourhood and housing and building accessibility (e.g., aging in place for all new multi-family residential dwelling units, convertible units in townhouse rezoning applications, adaptable units in apartment rezoning applications).</p> <p>The 2041 OCP does not propose RGS Local Centres at this time.</p>
h) where appropriate, identify small scale Local Centres in General Urban areas that provide a mix of housing types, local-serving commercial activities and good access to transit. Local Centres are not intended to compete with or compromise the role of Urban Centres and should preferably be located within Frequent Transit Development Areas;	
i) recognize the Special Employment Areas as shown on the Local Centres, Hospitals and Post-Secondary Institutions map (Map 11). Special Employment Areas are located outside of Urban Centres and Frequent Transit Development Areas, and are region-serving, special purpose facilities that have a high level of related transportation activity due to employee, student, or passenger trips.	<p>The 2041 OCP (see OCP General Land Use Map; OCP RCS Map) recognize the facilities in 2040 RGS Map 11, titled: "Local Centres, Hospitals and Post Secondary Institutions".</p> <p>These facilities include the Vancouver International Airport (VVR) as a Special Employment Area, and the Richmond Hospital and post secondary institutions (e.g., Kwantlen Polytechnic University and Trinity Western University).</p>
<b>RGS GOAL 5 SUPPORT SUSTAINABLE TRANSPORTATION CHOICES</b>	
<b>STRATEGY 5.1 Coordinate land use and transportation to encourage transit, multiple-occupancy vehicles, cycling and walking.</b>	
Role of Municipalities 5.1.6 Adopt Regional Context Statements which:	
a) identify land use and transportation policies and actions, and describe how they are coordinated, to encourage a greater share of trips made by transit, multiple-occupancy vehicles, cycling and walking, and to support TransLink's Frequent Transit Network;	<p>The 2041 OCP (see Mobility and Access; Connected Neighbourhoods; and Sustainable Infrastructure and Resources chapters) identify such policies and actions:</p> <ul style="list-style-type: none"> <li>• in the City Centre: for example, by better enabling TOD, walking, bicycling and rolling modes;</li> <li>• outside the City Centre: for example, along arterial road redevelopment and in densified shopping centres;</li> <li>• City-wide: improving transit, and bike and rolling paths, and working closely with TransLink to implement the Frequent Transit Network (FTN).</li> </ul>





The Regional Context Statement (RCS) Policy (e.g., provides examples of how the OCP is or can be made consistent with the 2040 RCS)	
b) identify policies and actions that support the development and implementation of municipal and regional transportation system and demand management strategies, such as parking pricing and supply measures, transit priority measures, ridesharing, and car-sharing programs;	The 2041 OCP (see Mobility and Access chapter) identifies such policies and actions, for example, by: <ul style="list-style-type: none"> <li>supporting the implementation of transit priority measures in congested areas where feasible, facilitating the provision of car-share services around Canada Line stations and promoting ride-sharing.</li> </ul>
c) identify policies and actions to manage and enhance municipal infrastructure to support transit, multiple-occupancy vehicles, cycling and walking.	The 2041 OCP (see Mobility and Access chapter) identifies such policies and actions, for example, by improving transit stops, providing bus shelters and benches, expanding the network of bike and rolling paths, and promoting ride sharing programs.
<b>STRATEGY 5.2 Coordinate land use and transportation to support the safe and efficient movement of vehicles for passengers, goods and services.</b>	
Role of Municipalities 5.2.3 Adopt Regional Context Statements which:	
a) identify routes on a map for the safe and efficient movement of goods and service vehicles to, from, and within Urban Centres, Frequent Transit Development Areas, Industrial, Mixed Employment and Agricultural areas, Special Employment Areas, ports, airports, and international border crossings;	The 2041 OCP (see Mobility and Access chapter; RCS Map): <ul style="list-style-type: none"> <li>identifies such routes;</li> <li>identifies such policies and actions, for example, by, promoting efficient transportation, services and alternatives in the City Centre;</li> <li>improves along arterial roads and in densified shopping centres, bike and rolling paths;</li> <li>promotes working closely with TransLink to implement the Major Road Network (MRN) and Frequent Transit Network (FTN), and co-operation with senior governments.</li> </ul>
b) identify land use and related policies and actions that support optimizing the efficient movement of vehicles for passengers, Special Employment Areas, goods and services on the Major Road Network, provincial highways, and federal transportation facilities;	
c) support the development of local and regional transportation system management strategies, such as the provision of information to operators of goods and service vehicles for efficient travel decisions, management of traffic flow using transit priority measures, coordinated traffic signalization, and lane management;	The 2041 OCP (see Mobility and Access chapter) supports such strategies, for example, by improving web-based traffic information including real-time displays of traffic conditions, transit priority measures in congested areas where feasible and traffic signal coordination.



The Regional Context Statement (RCS) Policy (e.g., provides examples of how the OCP is or can be made consistent with the 2040 RGS)	
d) identify policies and actions which support the protection of rail rights-of-way and access points to navigable waterways in order to reserve the potential for goods movement, in consideration of the potential impacts on air quality, habitat and communities.	The 2041 OCP (see Mobility and Access chapter) identifies such policies and actions, for example, by co-ordinating efforts with senior governments, railway companies, Port Metro Vancouver and FREMP.
<b>2040 RGS AND 2041 OCP AND RCS IMPLEMENTATION (See RGS Section F Implementation)</b>	
<b>RGS Section F Implementation Policies</b>	
Providing for Appropriate Municipal Flexibility 6.2.7 A municipality may include language in its Regional Context Statement that permits amendments to the municipality's Official Community Plan to adjust the boundaries of regional land use designations (or their equivalent Official Community Plan designation) within the Urban Containment Boundary, provided that: a) the municipality may re-designate land from one regional land use designation to another regional land use designation, only if the aggregate area of all proximate sites so re-designated does not exceed one hectare;	The 2041 OCP hereby permits such amendments.
b) notwithstanding section 6.2.7 (a), for sites that are three hectares or less, the municipality may re-designate land: <ul style="list-style-type: none"> <li>from Mixed Employment or Industrial to General Urban land use designation, if the site is located on the edge of an Industrial or Mixed Employment area and the developable portion of the site will be predominantly within 150 metres of an existing or approved rapid transit station on TransLink's Frequent Transit Network; or</li> </ul>	The 2041 OCP hereby permits such amendments.



The Regional Context Statement (RCS) Policy (e.g., provides examples of how the OCP is or can be made consistent with the 2040 RGS)	
<ul style="list-style-type: none"> <li>from Industrial to Mixed Employment land use designation if the developable portion of the site will be predominantly within 250 metres of an existing or approved rapid transit station on TransLink's Frequent Transit Network; provided that:             <ul style="list-style-type: none"> <li>- the re-designation does not impede direct rail, waterway, road or highway access for industrial uses; and</li> <li>- the aggregate area of all proximate sites that are re-designated does not exceed three hectares;</li> </ul> </li> </ul>	
c) the aggregate area of land affected by all re-designations under section 6.2.7 (a) and (b) together cannot exceed two percent of the municipality's total lands within each applicable regional land use designation.	The 2041 OCP hereby permits such amendments.
6.2.8 A municipality may include language in its Regional Context Statement that permits amendments to the municipality's Official Community Plan to adjust the boundaries of the municipality's Urban Centres and Frequent Transit Development Areas, provided such boundary adjustments meet the guidelines set out in Table 3 (Guidelines for Urban Centres and Frequent Transit Development Areas) of the Regional Growth Strategy.	The 2041 OCP hereby permits such amendments.
6.2.9 Municipalities will notify Metro Vancouver of all adjustments, as permitted by sections 6.2.7 and 6.2.8, as soon as practicable after the municipality has adopted its Official Community Plan amendment bylaw.	The City will implement RGS policy 6.29.



The Regional Context Statement (RCS) Policy (e.g., provides examples of how the OCP is or can be made consistent with the 2040 RGS)	
6.2.10 If a municipality includes language in its Regional Context Statement that permits amendments to the municipality's Official Community Plan to adjust the boundaries of regional land use designations within the Urban Containment Boundary or the boundaries of Urban Centres and Frequent Transit Development Areas, as permitted by sections 6.2.7 and 6.2.8 respectively, the prescribed adjustments do not require an amendment to the municipality's Regional Context Statement. All other adjustments to regional land use designation boundaries will require an amendment to the municipality's Regional Context Statement, which must be submitted to the Metro Vancouver Board for acceptance in accordance with the requirements of the Local Government Act.	The 2041 OCP hereby permits such amendments.

OCP AT 1st READING





OCP AT 1st READING

OCP AT 1st READING

## 16.0 Definitions

OCP AT 1st READING

# Definitions

## General Definitions

### **Accessibility**

The ability to approach, enter, use and/or occupy buildings and spaces by persons with physical or sensory disabilities.

### **Adaptable Housing**

Housing that is designed and built with features that do not affect the traditional look or function of the housing unit but add considerable utility to an occupant with mobility challenges (e.g., entry, one bedroom and one washroom doors and doorways; corridor widths and floor surfaces; window hardware and sill height in one bedroom and one living area; outlets and switches; one accessible washroom with toilet, sink and tub areas; kitchen counters, cupboards and plumbing; one bedroom and closet; patios and balconies; task lighting at sink, stove and key working areas; easy to reach and grasp handles on cupboards; floor surfaces to be slip resistant).

### **Aging in Place**

Housing that is designed and built so that some accessibility features are provided now and so that others can be added more easily and inexpensively after construction (e.g., stairwell handrails; lever type handles for plumbing fixtures and door handles; solid blocking in washroom walls for future grab bars beside toilet, bathtub and shower).

### **Barrier Free Housing**

Housing that is designed and built for universal access at the time of construction for an occupant/owner with mobility challenges (e.g., wheel-in shower stall in one bathroom; grab bars in washroom(s); lower countertops; kitchen work surfaces with knee space below; accessible appliances and cupboards; wider corridors and circulation areas; adaptable/convertible features).

### **Convertible Housing**

Housing that is designed and built to look like traditional housing but has features that are constructed or installed for easy modification and adjustment to suit the needs of an occupant with mobility challenges (e.g., vertical circulation such as a wider staircase or the ability to install an elevator using stacked storage space; doors and doorways to entry, main living area, one bedroom and one washroom; corridor widths of hallways; one accessible parking space in the garage and wider door to living area; one accessible washroom with toilet; adequate turning diameter in kitchen; one window in living room and bedroom; outlets and switches; patios and balconies; wall reinforcement at top of staircase for future gate).

### **Greenways**

Significant city-wide pedestrian, rolling and cycling linear corridors that link multiple destinations such as parks, natural areas, historic sites, community facilities and amenities, residential, and commercial areas. Greenways have a higher standard of amenity such as wider sidewalks, landscaped boulevards, unique paving materials, designated cycling lanes or wide off-street paths shared with pedestrians, gathering/rest areas and special features (e.g., gateways, public art). Greenways, in some cases, may also function as ecological corridors.

### **Major Street Bike Route**

Designated cycling facility with signs and pavement markings on an arterial or collector road where cyclists have either an exclusive space (e.g., bike lane) or a shared space with vehicles (e.g., wide curb lane).

### **Neighbourhood Links**

Neighbourhood pedestrian and cycling routes along local streets and off-street pathways that provide safe and convenient physical connection to local destinations such as schools, parks, community facilities or neighbourhood shopping centres.

Enhanced neighbourhood links have pedestrian facilities (e.g., path or sidewalk) on at least one side of the street, pavement markings and wayfinding signage for cyclists, and wider off-street pathways that are shared between pedestrians and cyclists.

Unenhanced neighbourhood links do not have any enhanced treatments for pedestrians and cyclists, do not have pavement markings and wayfinding signage for cyclists, may or may not have pedestrian facilities (e.g., path or sidewalk), and have substandard off-street pathways (e.g., narrow width).

Future unenhanced neighbourhood links are proposed future off-street pathways through and between developments that do not have any enhanced treatments for pedestrians and cyclists.

### **Trails**

City-wide recreational corridors that accommodate a wide variety of pedestrian, rolling, cycling and other non-motorized uses (e.g., equestrian) that are typically off-road and provide access to, or are in proximity to the City's major natural areas (e.g., the waterfront and natural areas like the Richmond Nature Park). With restoration and enhancement, some of the corridors have the potential to function as ecological corridors, linking natural areas in Richmond's Ecological Network.

### **Visitability**

Housing that is designed and built to enable a visitor with mobility challenges to enter the unit, visit with the occupant and easily use one bathroom (e.g., one entrance with no steps and flush threshold; wider door and space at this one entrance; one accessible washroom on the visiting floor, with wider door and space).



# Land Use Map Definitions

## **Agricultural Land Reserve Boundary**

Land within the Agricultural Land Reserve established pursuant to the provisions of the Agricultural Land Commission Act.

## **Agriculture**

Those areas of the City where the principal use is agricultural and food production, but may include other land uses as permitted under the Agricultural Land Commission Act.

## **Airport**

Those areas of the City where the principal uses are airport terminals and facilities, runways and airport-related businesses.

## **Apartment Residential**

Those areas of the City where the principal uses are multiple family housing in the form of townhouses and apartments, which can include housing for seniors (e.g., congregate care; intermediated care; assisted living; etc.).

## **Commercial**

Those areas of the City where the principal uses provide for retail, restaurant, office, business, personal service, arts, culture, recreational, entertainment, institutional, hospitality and hotel accommodation. Marina uses are permitted on the waterfront, in which case retail sales are limited to boats, boating supplies and equipment, and related facilities and services for pleasure boating and the general public. Commercial areas exclude residential uses, except for caretaker accommodation.

## **Community Institutional**

Those areas of the City which are intended for institutions engaged in religious, educational or cultural activities, and may include other uses as permitted under Official Community Plan policies.

## **Conservation Area**

Those natural and semi-natural areas of the City with important environmental values whose protection has been secured by federal, provincial or municipal ownership or legal conservation designation and by a long-term policy commitment by a senior level of government. They include municipal parks with high conservation values, provincial Wildlife Management Areas, the federally managed Sea Island Conservation Area and Metro Vancouver regional parks. Conservation Areas may also be subject to the City's Environmentally Sensitive Area (ESA) Development Permit Guidelines and may be used for recreational, park, agricultural and food production purposes or alternatively have no or limited public access.

## **Downtown Mixed Use**

Those areas in the downtown of the City where high-rise and high density development provides for residential, commercial, industrial, office and institutional uses.

## **Industrial**

Those areas of the City where the principal uses provide for the production, manufacturing, processing, assembling, fabrication, storing, transporting, distributing, testing, cleaning, servicing or repair of goods, materials or things. Industrial includes the operation of truck terminals, docks and railways, and wholesale business activities. Ancillary offices are only permitted to administer the industrial uses. Industrial areas exclude hazardous wastes, retail sales and residential uses, except for caretaker accommodation.

### **Limited Mixed Use**

Those areas of the City which provides a mix of residential, as the predominant use, and limited commercial, industrial, office, institutional or community and pedestrian-oriented uses, as the minority use, intended to enhance the public amenity and livability of the area.

### **Mixed Employment**

Those areas of the City where the principal uses are industrial and stand-alone office development, with a limited range of support services. In certain areas, a limited range of commercial uses are permitted such as the retail sale of building and garden supplies, household furnishings, and similar warehouse goods.

### **Mixed Use**

Those areas of the City which provides for residential, commercial, industrial, office and institutional uses. Marina uses and waterborne housing are permitted on the waterfront, in which case the retail sales is limited to boats, boating supplies and equipment, and related facilities and services for pleasure boating and the general public.

### **Neighbourhood Residential**

Those areas of the City where the principal uses are single family, two-family and multiple family housing (specifically townhouses). Sites abutting section line roads are deemed suitable for institutional uses such as fire halls and other emergency/communication services (e.g., ambulance station; telephone facilities).

### **Neighbourhood Service Centre**

Those areas of the City which are intended to accommodate the retail, restaurant, office, personal service, business, arts, culture, entertainment, recreational, institutional and community facility and service needs of area residents, and may include residential uses.

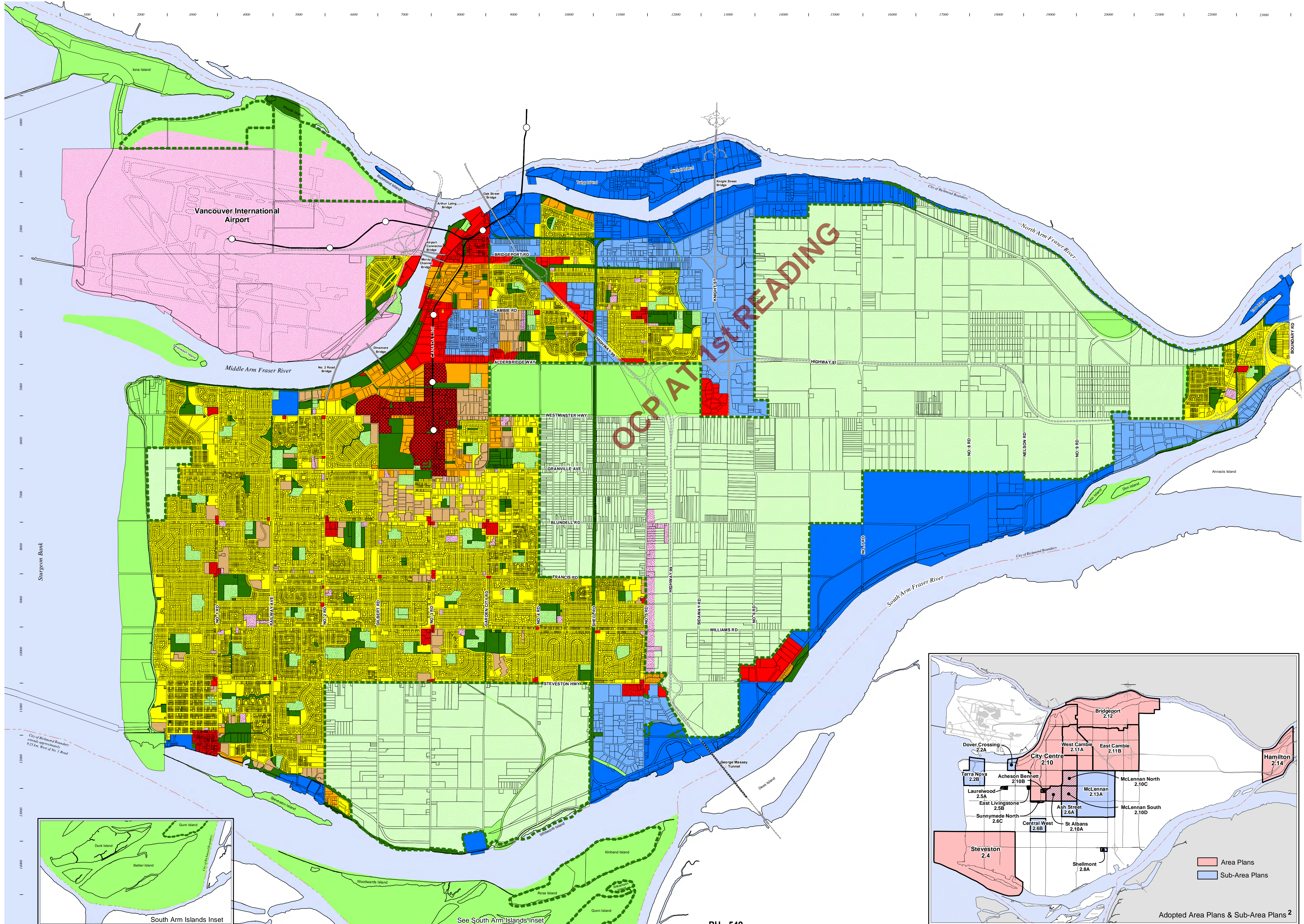
### **Park**

Those areas of the City where the principal use is public or private recreation, sports, public open space and natural areas, and may include agricultural and food production, recreational/social/cultural facilities and activities or public administration, City works/utilities, emergency services such as fire halls, and school facilities. Parks exclude residential uses, except for caretaker accommodation.

### **School**

Those areas of the City where the principal use is education, such as kindergarten to grade 12, a post secondary college or university and related offices/facilities for school purposes. Schools exclude residential uses, except for caretaker accommodation and dormitories for the specific use of the School buildings only.





## Attachment 1 to Schedule 1 of Bylaw 9000<sup>1</sup>

### Legend

 Agricultural Land Reserve Boundary

### Land Use

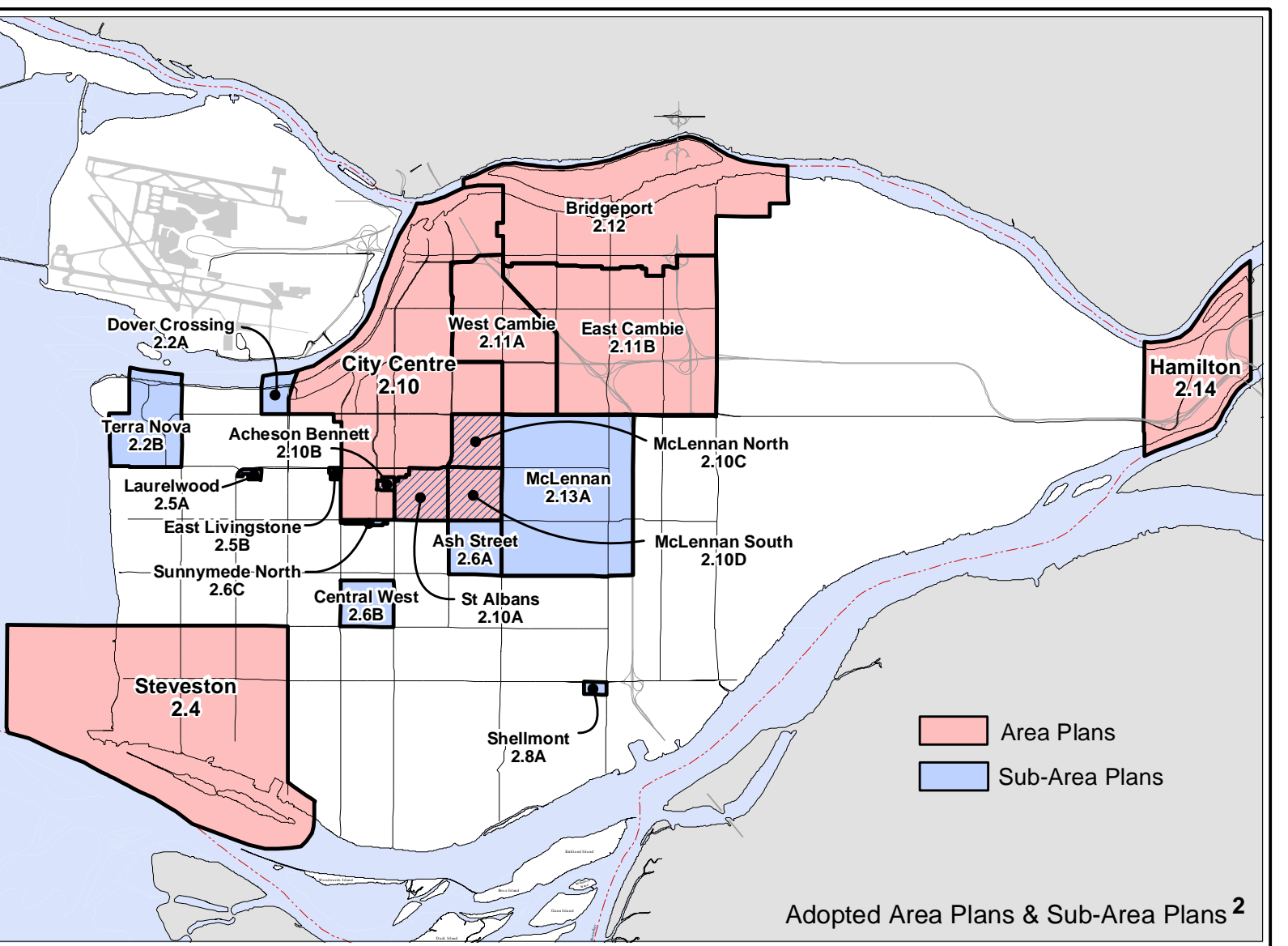
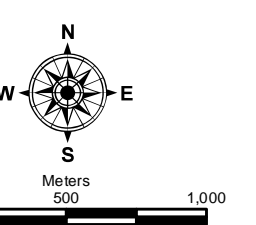
-  Agriculture
-  Airport
-  Apartment Residential
-  Commercial
-  Community Institutional
-  Conservation Area
-  Downtown Mixed Use
-  Industrial
-  Limited Mixed Use
-  Mixed Employment
-  Mixed Use
-  Neighbourhood Residential
-  Neighbourhood Service Centre
-  Park
-  School

<sup>1</sup> This map is an attachment to the Official Community Plan (OCP). You are reminded that the OCP also contains other maps, policy statements, and restrictions on land use which are subject to amendment from time to time.

<sup>2</sup> Where there is conflict with respect to land use designations between this OCP Land Use Map and other Area Plan or Sub-Area Plan Land Use Maps, the latter shall take precedence, with the exception that the sites designated Conservation Area in the OCP Land Use Map shall retain that land use designation notwithstanding conflicting information which may be shown in other Area Plan or Sub-Area Plan Land Use Maps.

<sup>3</sup> Contact YVR, Port Metro Vancouver and the Steveston Harbour Authority to see their plans.

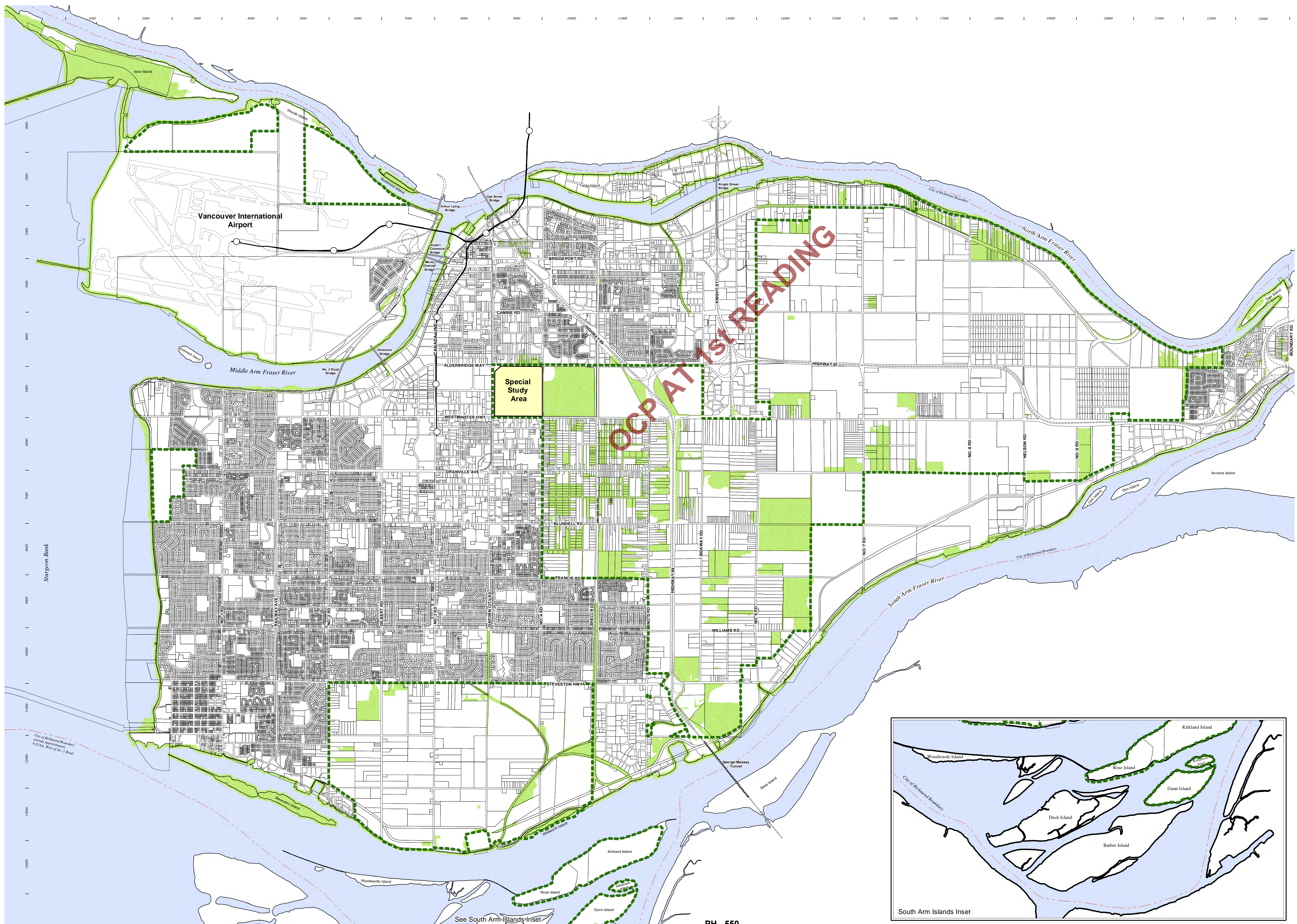
Revised August 24, 2012



Adopted Area Plans & Sub-Area Plans<sup>2</sup>



# Richmond City of Richmond 2041 OCP Environmentally Sensitive Areas (ESA) Map



## Attachment 2 to Schedule 1 of Bylaw 9000<sup>1</sup>

### Legend

- Agricultural Land Reserve Boundary
- Environmentally Sensitive Areas (ESA)

<sup>1</sup> This map is an attachment to the Official Community Plan, (OCP), which also contains policy statements, restrictions on land use, and development guidelines pertaining to Environmentally Sensitive Areas (ESAs).

The OCP and its attachments and schedules are subject to amendments from time to time.

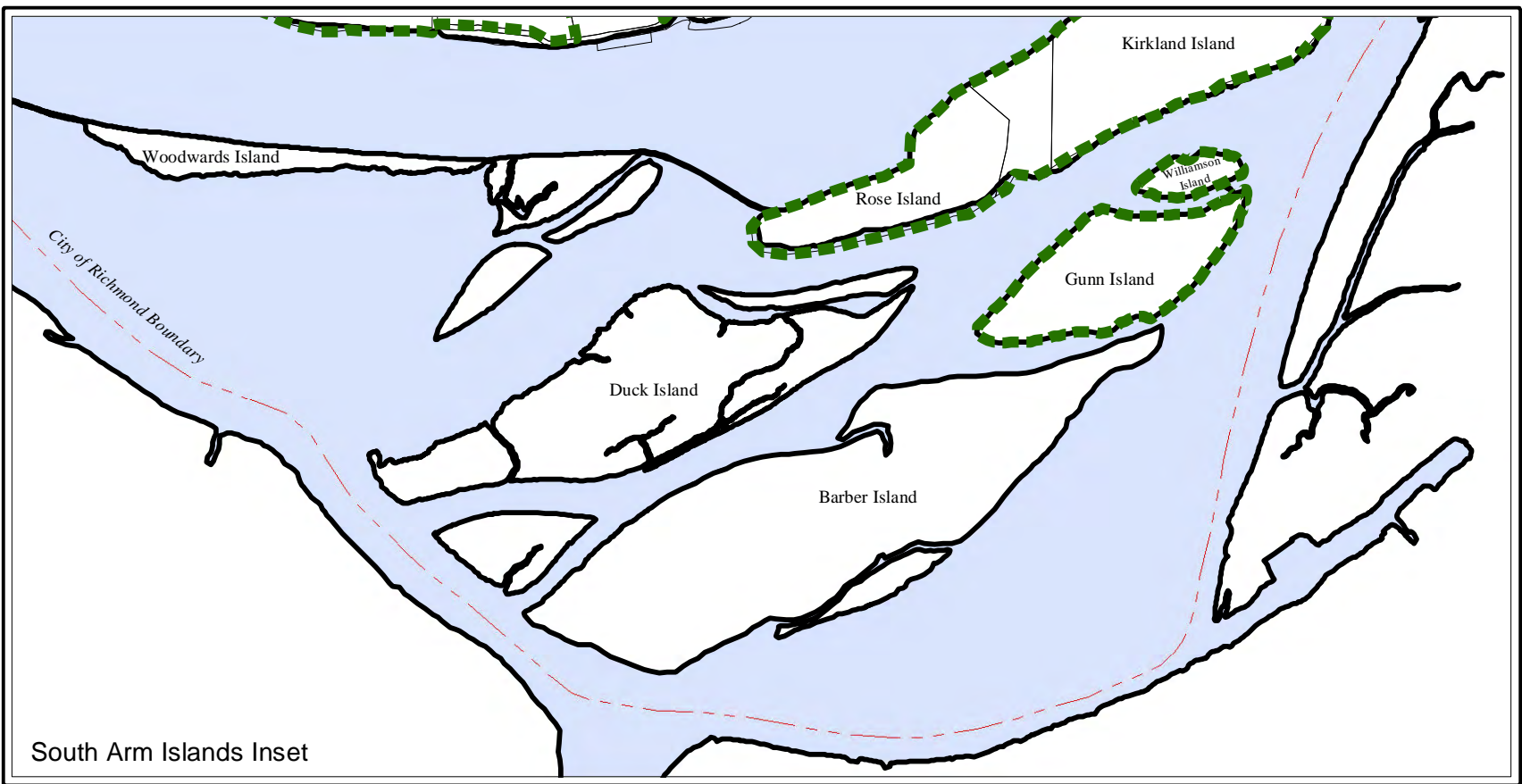
The ESA locations shown on this OCP map supercede those contained in the Area Plans and Sub-Area Plans.

Further details regarding the ESAs are available at Richmond City Hall.

Revised August 17, 2012



City of Richmond







**To:** Mayor and Council  
**From:** Joe Erceg  
General Manager, Planning & Development  
**Re:** **2041 Official Community Plan (OCP) Bylaw 9000**

**Date:** November 15, 2012

**File:**

### Origin

On September 24, 2012, Council gave first reading to the 2041 Official Community Plan Bylaw 9000 and referred it to the November 19, 2012 Public Hearing.

The purpose of this memo is to:

- describe the public input received from the 2041 OCP Bylaw 9000 consultation (surveys, written submissions); and
- recommend changes to the proposed 2041 OCP Bylaw 9000 (e.g., edits, modifications).

### OCP Bylaw 9000 Consultation Findings

A public open house was held at City Hall on Saturday October 20, 2012. Newspaper ads were placed in the Richmond Review and the Richmond News to advertise the open house. Newspaper inserts, news releases, media interviews and a “wrap” were published to raise awareness of the 2041 OCP and to garner attention. The 2041 OCP and an OCP comment form were posted on [www.letstalkrichmond.ca](http://www.letstalkrichmond.ca) and the City website. The comment form was also available at the open house. About seventy people attended the open house.

#### Comment form findings

A total of 24 comment forms were received (10 at the October open house and 12 online) (**Attachment 1**).

In general, the feedback indicated:

- ESAs should be preserved;
- To continue efforts to protect single family neighbourhoods; and
- More transit should be provided.

The proposed 2041 OCP policies are aligned in their directions.

#### Correspondence

Six letters were received from the following agencies and companies:

- Richmond School District
- Vancouver Coastal Health
- YVR Vancouver Airport Authority
- Port Metro Vancouver
- The Corporation of Delta
- Ecowaste



These letters and a summary table with staff recommendations are in **Attachments 2 & 3**.

*Discussions with UDI, Richmond Small Home Builders and the Richmond School Board*

Staff met with the Urban Development Institute (UDI) and the Richmond Small Home Builders (RSHB), and a summary of these discussions are in **Attachments 4 & 5**. UDI suggested that it would be useful to clarify Ecological Network and Green Infrastructure Network concepts. These clarifications are proposed and discussed below under the section called “Recommended 2041 OCP Bylaw Changes”. It is noted that no other amendments to the 2041 OCP Bylaw are needed and it was agreed that City staff, UDI and RSHB would continue to work together to explore more fully some of the items discussed at the meetings.

On November 5, 2012, the Richmond School Board invited City staff to present and discuss the proposed 2041 OCP. The School Board letter is in **Attachment 2**.

**Recommended 2041 OCP Bylaw 9000 Changes**

The following section provides recommended changes to the 2041 OCP Bylaw 9000.

*City Council requested modifications*

*a) Single family neighbourhood protection*

At the September 18, 2012 Planning Committee meeting when the 2041 OCP Bylaw 9000 was considered, Committee requested that staff insert a policy to more clearly protect single family neighbourhoods. **Attachment 6** shows the new policy highlighted in red.

Staff recommend that Council endorse this change.

*b) School building representation on OCP Land Use Map*

As per the request by Committee, the OCP Land Use Map has been changed to include a symbol representing school buildings on school properties.

Staff recommend that Council endorse this change.

*City Staff initiated modifications*

To improve planning policy effectiveness, staff recommend that Council endorse the following changes:

*a) Electric charging equipment for bicycle parking spaces*

A policy is proposed to be modified to require a minimum of one 120 volt receptacle to accommodate electric charging equipment for every 10 Class 1 bicycle spaces (**Attachment 7**). The provision of electrical outlets for bicycles and scooters complements that developed for electric vehicles and recognizes that these low-impact modes may become more prevalent in the future in concert with changing demographics (i.e., aging population). The provision of electric outlets for these modes will enhance their convenience and enable increased mobility choices for the community. Staff recommend that Council endorse this change.

*b) Redevelopment of large sites in neighbourhood centres*

The 2041 OCP policies about future Neighbourhood Centre planning processes is proposed to be modified (**Attachment 8**) to require that developers who wish to develop large (> 1 ha; 2.5 ac.) sites that are located within the inner or outer cores of neighbourhood centre areas (e.g., East Cambie, Blundell or Garden City) will be required to undertake a neighbourhood centre master planning process and include the nearby shopping mall sites in the replanning. Redevelopment of large sites near shopping malls provide opportunities to better reinforce and support the

densification of shopping mall sites regarding the land use mix and housing type, amenities and linkages to the shopping centre. Staff recommend that Council endorse this change.

c) *Clarification of Chapter 9.0 (Island Natural Environment) and Chapter 10.0 (Parks and Open Space)*

With the support of UDI, the distinction between the Ecological Network and the Green Infrastructure Network is proposed to be better described and clarified in Chapter 9.0 and Chapter 10.0 (**Attachment 9**). For the sake of clarity and implementation of the Ecological Network, several of the policies within these objectives have been re-organized. As both concepts are relatively new to the City, the separation of these concepts is useful. Redundant language has been removed. Staff recommend that Council endorse these changes.

d) *OCP Land Use Map changes*

The West Cambie Nature Park has been redesignated in the 2041 OCP from “Park” to “Neighbourhood Residential” to reflect Council’s previous September 24, 2012 decision.

e) *Housekeeping Amendments*

i. *Insertion of Broadmoor Neighbourhood Centre policies*

Existing OCP policies from OCP Bylaw 7100 (j to h), Section 3.6.2 Broadmoor Neighbourhood Centre were inadvertently excluded in the publication of the new OCP Bylaw 9000. Staff recommend that these policies be inserted (**Attachment 10**).

ii. *Spelling, grammatical, photo and map corrections:*

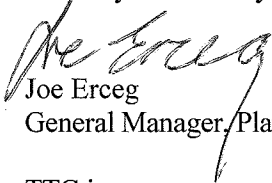
There are approximately 65 word corrections (spelling and grammatical), some photo replacements (**Attachment 11**) and minor mapping corrections to 8 maps (**Attachment 12**). All of these corrections are housekeeping and recommended.

### Summary

It should be noted that the proposed revisions to OCP Bylaw 9000 are permitted without a further Public Hearing as land use and density are not affected. The proposed revisions to the 2041 OCP are available to the public for review.

Staff recommend that the 2041 OCP be adopted with the above recommended changes.

Should you have any further questions, please don’t hesitate to contact Terry Crowe at 604-276-4139.



Joe Erceg

General Manager, Planning & Development

TTC:jc

Att.

Distribution:

p.c. Terry Crowe, Manager, Policy Planning  
Holger Burke, Development Coordinator, Policy Planning  
June Christy, Senior Planner, Policy Planning



City of  
Richmond

Comment Sheet  
Proposed 2041 Official Community Plan (OCP)  
6911 No. 3 Road, Richmond, BC V6Y 2C1

Name: Merrill Muttart

I live in Richmond. ☒ Yes ☐ No

I have the following comments about the proposed 2041 OCP.

Re: bicycle lanes

I am a walker and meet more cyclists on the sidewalk than I ever see on the road. ~~If the idea is to reduce the # of cars and get more on bikes, I am~~ afraid of being <sup>hit</sup> by cyclists who are afraid of being hit by cars ~~and~~ <sup>therefore ride on sidewalks</sup> which comes first - fewer cars (not likely!) or more cyclists?

Cyclists have no speed limits and I have frequently been frightened by them zooming past from behind with no warning.

Also, in turning into my garage (driving) I cross a sidewalk and <sup>once</sup> nearly hit a cyclist who cycled into the driveway part of the sidewalk as I turned off the road - he "came out of nowhere" faster than any pedestrian would have.

All written comments concerning the proposed 2041 OCP will be forwarded to Richmond City Council at the Public Hearing. They will also be made available for public inspection during the course of the Public Hearing which is anticipated to be held on November 19, 2012.

If you have questions, please call June Christy, Senior Planner, Policy Planning at 604-276-4188 or email at [jchristy@richmond.ca](mailto:jchristy@richmond.ca).



City of  
Richmond

**Comment Sheet**  
**Proposed 2041 Official Community Plan (OCP)**  
6911 No. 3 Road, Richmond, BC V6Y 2C1

Name: Ron Field

I live in Richmond. ☒ Yes ☐ No

I have the following comments about the proposed 2041 OCP.

#6 ROAD REQUIRE SIDEWALKS.

MEMBERS OF COUNCIL SHOULD ~~TAKE~~ TAKE

A WALK FROM WILLIAMS ROAD TO

TRINIDAD ROAD. I HOPE BEFORE

2041.

All written comments concerning the proposed 2041 OCP will be forwarded to Richmond City Council at the Public Hearing. They will also be made available for public inspection during the course of the Public Hearing which is anticipated to be held on November 19, 2012.

If you have questions, please call June Christy, Senior Planner, Policy Planning at 604-276-4188 or email at [jchristy@richmond.ca](mailto:jchristy@richmond.ca).





# City of Richmond

## Comment Sheet Proposed 2041 Official Community Plan (OCP)

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

Name: \_\_\_\_\_

I live in Richmond. ☒ Yes ☐ No *X 27 years.*

I have the following comments about the proposed 2041 OCP.

*Agree that we need an overall plan  
to guide development of our community and  
resources for the future.*

*I continue to be concerned about densification  
adjacent to single family neighborhoods.*

*Densification brings issues around traffic, noise  
& pollution but does not contribute much to  
liveability, green space or affordability of housing  
which is an increasing concern in Richmond.*

*I do support high rise development around the  
city core but doubt transit can deal with  
the additional burden which is one of the premises  
to increase density (reduce car trips)*

*There are serious concerns in single family neighborhoods  
around development which destroys green space,  
trees and homes which are unoccupied and  
neglected. This does nothing to promote*

*communities + neighborhoods. Unfortunately, many long time*  
All written comments concerning the proposed 2041 OCP will be forwarded to Richmond City  
Council at the Public Hearing. They will also be made available for public inspection during the  
course of the Public Hearing which is anticipated to be held on November 19, 2012.

If you have questions, please call June Christy, Senior Planner, Policy Planning at  
604-276-4188 or email at [jchristy@richmond.ca](mailto:jchristy@richmond.ca).

*Residents feel they have no  
power or voice in expressing  
their concerns - even when*



# City of Richmond

## Comment Sheet Proposed 2041 Official Community Plan (OCP)

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

Name: Marilyn Donaldson

I live in Richmond. ☒ Yes ☐ No

I have the following comments about the proposed 2041 OCP.

- priority is to communicate with and listen to the community/communities regularly
- don't expand the major arterial roads
- protect & expand green spaces now
- priority is transportation (bus, bike) east-west in Richmond
- changes in bylaws are needed to address monster houses (2 1/2 stories really as 3 stories). Public consultation is needed as the residents are concerned.

All written comments concerning the proposed 2041 OCP will be forwarded to Richmond City Council at the Public Hearing. They will also be made available for public inspection during the course of the Public Hearing which is anticipated to be held on November 19, 2012.

If you have questions, please call June Christy, Senior Planner, Policy Planning at 604-276-4188 or email at [jchristy@richmond.ca](mailto:jchristy@richmond.ca).



# City of Richmond

## Comment Sheet Proposed 2041 Official Community Plan (OCP)

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

Name: PAUL DYLLA

I live in Richmond. ☒ Yes ☐ No

I have the following comments about the proposed 2041 OCP.

1. It does not look @ liveability holistically and seems to favour builders over residence.
  - not dealing with issue of monster homes
  - not dealing with builders denuding neighbourhoods of large trees and other vegetation that that adds to visual beauty and bird diversity.
  - Does not address a balanced transportation plan by allowing increased density along routes not supported by public transit, or under served by public transit.
2. Mixed message - we will build community centres (small business shopping/commercial areas, but we'll also let Walmart build in a location poorly served by transit and by a company that is predatory with its business practices
3. Lack of participation and attendance at OCP events is indicative of the failure of the OCP team to engage Richmond citizens.  
and educate

All written comments concerning the proposed 2041 OCP will be forwarded to Richmond City Council at the Public Hearing. They will also be made available for public inspection during the course of the Public Hearing which is anticipated to be held on November 19, 2012.

If you have questions, please call June Christy, Senior Planner, Policy Planning at 604-276-4188 or email at [jchristy@richmond.ca](mailto:jchristy@richmond.ca).



# City of Richmond

## Comment Sheet Proposed 2041 Official Community Plan (OCP)

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

Name: Doug Zukowsky

I live in Richmond. ☒ Yes ☐ No

I have the following comments about the proposed 2041 OCP.

I've been a resident of Richmond for 44 years and reside at 8900 Douglas St. in the north end of the city at Bridgeport. I have followed the OCP closely and recently there was a proposal to developa Duck Island. With such a grand vision for the area I was wondering if there was a task force set up to promote the surrounding area. When one thinks of a major entertainment area that very few cities of the world have, you don't vision a run down rat infested area bordering that development. That being said I think it is imperative that the city promote the rest of the Bridgeport area for development.

All written comments concerning the proposed 2041 OCP will be forwarded to Richmond City Council at the Public Hearing. They will also be made available for public inspection during the course of the Public Hearing which is anticipated to be held on November 19, 2012.

If you have questions, please call June Christy, Senior Planner, Policy Planning at 604-276-4188 or email at [jchristy@richmond.ca](mailto:jchristy@richmond.ca).





# City of Richmond

## Comment Sheet Proposed 2041 Official Community Plan (OCP)

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

Name: MARTIN BOLLO

I live in Richmond. ☒ Yes ☐ No

I have the following comments about the proposed 2041 OCP.

Thank you for this ~~the~~ opportunity to comment. In particular, I would like to express my support (& encourage the expediting of) the planned major street bike route along Westminster Highway west of the City Centre. Improving this route will encourage those in the Terra Nova area (a 'future neighbourhood centre') to bike to the centre of City Centre, and vice-versa. As an alternative, the roadway along River Road could be improved for those wishing to use cycling as a true transportation mode; in my opinion the gravel dyke trails are only suitable for those wishing to do recreational cycling.

Richmond is perfectly suited for cycling & I welcome and encourage future plans to improve routes suited to the safe and convenient use of bicycle users.

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If you have questions, please call June Christy, Senior Planner, Policy Planning at 604-276-4188 or email at [jchristy@richmond.ca](mailto:jchristy@richmond.ca).



# City of Richmond

## Comment Sheet Proposed 2041 Official Community Plan (OCP)

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

Name: Mark Heath

I live in Richmond. ☒ Yes ☐ No

I have the following comments about the proposed 2041 OCP.

Not enough parks in the shaded red/black  
area.

No protection against monster Hoaxes  
in single family neighbourhoods.

No plan shown for effects of climate  
change - ie sea level rise. how fast  
can dykes be raised.

Will the city consider 'Road Diet' to  
expand cycling lanes.

All written comments concerning the proposed 2041 OCP will be forwarded to Richmond City Council at the Public Hearing. They will also be made available for public inspection during the course of the Public Hearing which is anticipated to be held on November 19, 2012.

If you have questions, please call June Christy, Senior Planner, Policy Planning at 604-276-4188 or email at [jchristy@richmond.ca](mailto:jchristy@richmond.ca).



City of  
Richmond

**Comment Sheet**  
**Proposed 2041 Official Community Plan (OCP)**

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

Name: Michael Mooney

I live in Richmond. ☒ Yes ☐ No

I have the following comments about the proposed 2041 OCP.

WHY IS TERRA NOVA LAND(S) NOT INCLUDED  
AS ESA? I SEE THAT IT IS A 'NATURAL AREA'  
DESIGNATION BUT IT SHOULD BE ESA.

All written comments concerning the proposed 2041 OCP will be forwarded to Richmond City Council at the Public Hearing. They will also be made available for public inspection during the course of the Public Hearing which is anticipated to be held on November 19, 2012.

If you have questions, please call June Christy, Senior Planner, Policy Planning at 604-276-4188 or email at [jchristy@richmond.ca](mailto:jchristy@richmond.ca).



# City of Richmond

## Comment Sheet Proposed 2041 Official Community Plan (OCP)

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

Name:

*Bob T. Charles*

I live in Richmond. ☐ Yes ☐ No

I have the following comments about the proposed 2041 OCP.

*Follow your own Rules as to  
5844 Policy / lanes / Rds / kerbs / footings  
of EXISTING GRAND FATHER CHURCH RD WIDTHS  
AT 5 METERS ALL DOWN BRIDGEPORT RD  
of SUB-DIVISION RDS LANE AT 5 METERS*

All written comments concerning the proposed 2041 OCP will be forwarded to Richmond City Council at the Public Hearing. They will also be made available for public inspection during the course of the Public Hearing which is anticipated to be held on November 19, 2012.

If you have questions, please call June Christy, Senior Planner, Policy Planning at 604-276-4188 or email at [jchristy@richmond.ca](mailto:jchristy@richmond.ca).



## Swan, Cathy (Planning)

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**From:** Bang The Table [admin.ca@mail48.us4.mandrillapp.com] on behalf of Bang The Table [admin.ca@bangthetable.com]  
**Sent:** Tuesday, 02 October 2012 08:55 PM  
**To:** Swan, Cathy (Planning)  
**Subject:** Gudrun completed 'Comment Sheet - Proposed 2041 Official Community Plan Final Draft'

Gudrun just submitted the form 'Comment Sheet - Proposed 2041 Official Community Plan Final Draft' with the responses below. A full report of all form submissions is available within the activity report.

**Name:** Gudrun

**I live in Richmond** Yes

**I have the following comments about the proposed 2041 OCP** How will you compare yourself to Vancouver, Burnaby, Coquitlam and Surrey? I travel through Vancouver to Burnaby to work. I travel to Coquitlam to visit friends. It seems to me that you need to look around you. As I am a frequent pool and park user, I compare Richmond's fees, opening hours, service, etc. (Richmond could use some adjustments that are more friendly to working people, and that suit the seasons and temperatures better.) Where in your plan does Steveston crop up (I live in Steveston)? What is the long term plan for our community in terms of fitness and recreation? Our library and community centre are too small. The pool is under-utilized. A large aging community is in place... Rents are stupidly high and small business barely hang on, while young people can't afford our neighbourhood. How will you create balance in Steveston? Please don't leave it up to Onni or other landlords...

## Swan, Cathy (Planning)

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**From:** Bang The Table [admin.ca@mail55.us4.mandrillapp.com] on behalf of Bang The Table [admin.ca@bangthetable.com]  
**Sent:** Thursday, 11 October 2012 01:27 PM  
**To:** Swan, Cathy (Planning)  
**Subject:** lifelongres.seafair completed 'Comment Sheet - Proposed 2041 Official Community Plan Final Draft'

lifelongres.seafair just submitted the form 'Comment Sheet - Proposed 2041 Official Community Plan Final Draft' with the responses below. A full report of all form submissions is available within the activity report.

**Name:** lifelongres.seafair

**I live in Richmond** Yes

**I have the following comments about the proposed 2041 OCP** With aquatic facilities becoming overloaded (especially when one of the pools is closed for mtnce.), serious consideration should be given to covering Steveston Pool. This would enhance the S.C.C./Library amenities year round and definitely ease traffic issues in the City core and at the Steveston Hwy.99 overpass as residents in the area would not need to commute. Personally, I have resorted to purchasing a New Westminster Active Living card for their Canada Games Pool in order to be able to lane swim on weekends. And I used to swim in Centennial Pool before it was covered!!

## Swan, Cathy (Planning)

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**From:** Bang The Table [admin.ca@mail55.us4.mandrillapp.com] on behalf of Bang The Table [admin.ca@bangthetable.com]  
**Sent:** Friday, 12 October 2012 09:06 PM  
**To:** Swan, Cathy (Planning)  
**Subject:** can completed 'Comment Sheet - Proposed 2041 Official Community Plan Final Draft'

can just submitted the form 'Comment Sheet - Proposed 2041 Official Community Plan Final Draft' with the responses below. A full report of all form submissions is available within the activity report.

**Name:** Can

**I live in Richmond** Yes

**I have the following comments about the proposed 2041 OCP** The city core is already very populated. During rush hours there are traffic jams on Westminster Hwy. It looks like the plan has no intentions to build more roads or somehow to widen the existing ones. I wonder how you are going to solve this problem in the future with so many people coming in, as the situation is already pretty bad now. Thank you

## Swan, Cathy (Planning)

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**From:** Bang The Table [admin.ca@bangthetable.com]  
**Sent:** Monday, 15 October 2012 09:38 AM  
**To:** Swan, Cathy (Planning)  
**Subject:** brunov completed 'Comment Sheet - Proposed 2041 Official Community Plan Final Draft'

brunov just submitted the form 'Comment Sheet - Proposed 2041 Official Community Plan Final Draft' with the responses below. A full report of all form submissions is available within the activity report.

**Name:** Bruno Vernier

**I live in Richmond** Yes

**I have the following comments about the proposed 2041 OCP** I like the general focus on resilience and sustainability. Blundell Neighbourhood Centre is shown centered on Blundell and Gilbert ... which one block away from the current Blundell Centre mall and about as far from the Garrat Wellness Centre ... What is the thinking behind the proposed location? Letstalkrichmond software is not sufficiently user-friendly and we need collective feedback software that is turned on all the time.... because citizen participation is valuable all the time as a feedback mechanism.



## Swan, Cathy (Planning)

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**From:** Bang The Table [admin.ca@bangthetable.com]  
**Sent:** Tuesday, 16 October 2012 03:30 PM  
**To:** Swan, Cathy (Planning)  
**Subject:** keithadams completed 'Comment Sheet - Proposed 2041 Official Community Plan Final Draft'

keithadams just submitted the form 'Comment Sheet - Proposed 2041 Official Community Plan Final Draft' with the responses below. A full report of all form submissions is available within the activity report.

**Name:** Keith Adams

**I live in Richmond** Yes

**I have the following comments about the proposed 2041 OCP** With all the building currently going on in Richmond - my daughter has summed it up for me - "Dad, why do they want Richmond to be so busy?" Do we really have to continue adding high rises and townhouses at this pace? I think we need to slow the pace of development. I foresee crowded spaces and lineups aplenty in this city's future. We are sacrificing quality of life in order to satisfy the developers.

## Swan, Cathy (Planning)

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**From:** Bang The Table [admin.ca@bangthetable.com]  
**Sent:** Wednesday, 17 October 2012 06:21 PM  
**To:** Swan, Cathy (Planning)  
**Subject:** nasah9 completed 'Comment Sheet - Proposed 2041 Official Community Plan Final Draft'

nasah9 just submitted the form 'Comment Sheet - Proposed 2041 Official Community Plan Final Draft' with the responses below. A full report of all form submissions is available within the activity report.

**Name:** Hasan

**I live in Richmond** Yes

**I have the following comments about the proposed 2041 OCP** Make the existing roads wider. More population means more traffic. Not everyone will rely on buses, their bike, e.t.c. Also ave more office buildings in your selected areas.

## Swan, Cathy (Planning)

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**From:** Bang The Table [admin.ca@bangthetable.com]  
**Sent:** Thursday, 18 October 2012 08:50 AM  
**To:** Swan, Cathy (Planning)  
**Subject:** derek williams completed 'Comment Sheet - Proposed 2041 Official Community Plan Final Draft'

derek williams just submitted the form 'Comment Sheet - Proposed 2041 Official Community Plan Final Draft' with the responses below. A full report of all form submissions is available within the activity report.

**Name:** Derek Williams

**I live in Richmond** Yes

**I have the following comments about the proposed 2041 OCP**

If you could put into action all that is planned, it would be a wonderful thing. But we need to start somewhere, connecting neighborhoods, creating local employment, and increased transit and way less use of the car would go a long way to meet the lower emission standard. Reaching sustainability is a must and we have to make it happen. A method of getting this started is to take giant steps with bicycling infrastructure, and totally changing peoples attitude to how a bike can be used. Richmond is flat, its easy to ride here, there is lots of space on the roads, cut down heavily on on street parking, put in many more bike lanes, and make sure they are continued right into the heart of all the industrial sites, this is where people work, create more bike parking, less car spots. Make driving more expensive and less convenient, Use other cities as an example eg. Copenhagen, Amsterdam. they still go to work and play just like us, but biking is a way of life, lets work towards that here and many of the problems, like greenhouse gas emissions, driving congestion on the streets will be eliminated. Bike infrastructure is cheap and long lasting, with less maintenance than roads. Be forward thinking, even if unpopular because in the big picture it makes sense. Our agricultural land must be saved We must buy local food even if it costs more. Bringing food from China does not make sense and its not sustainable. Housing should be built as green as possible, with more smaller units available, and a walking and biking environment the main focus, parking for 1 car max and limited access to park any where else on the site. Light rail transit coupled with buses and bike lanes should be the norm and encouraged, and driving our kids to school totally discouraged, If we educate them to bike and ride the bus, it will be normal to them in 2041.

## Swan, Cathy (Planning)

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**From:** Bang The Table [admin.ca@bangthetable.com]  
**Sent:** Thursday, 18 October 2012 05:45 PM  
**To:** Swan, Cathy (Planning)  
**Subject:** nasah9 completed 'Comment Sheet - Proposed 2041 Official Community Plan Final Draft'

nasah9 just submitted the form 'Comment Sheet - Proposed 2041 Official Community Plan Final Draft' with the responses below. A full report of all form submissions is available within the activity report.

**Name:** HASAN

**I live in Richmond** Yes

**I have the following comments about the proposed 2041 OCP** Hello i am a grade six student and a member of me to we. I plan to live in Richmond for the early years of my life so i think i should have a say in this. First of make the roads wider. The major roads will not handle so much traffic in the future. Add a SUBWAY that takes you around Richmond and maybe neighboring cities. Lastly you should find more sources of income otherwise you will go greatly into debt.



## Swan, Cathy (Planning)

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**From:** Bang The Table [admin.ca@bangthetable.com]  
**Sent:** Sunday, 21 October 2012 04:17 PM  
**To:** Swan, Cathy (Planning)  
**Subject:** none completed 'Comment Sheet - Proposed 2041 Official Community Plan Final Draft'

none just submitted the form 'Comment Sheet - Proposed 2041 Official Community Plan Final Draft' with the responses below. A full report of all form submissions is available within the activity report.

**Name:** Arnie Ona

**I live in Richmond** Yes

**I have the following comments about the proposed 2041 OCP** I have a suggestion about building a bridge on No. 8 and Boundary road in Burnaby...If there's a bridge on that area..maybe we could build the Jet Fuel Tank Farm somewhere at the end of No. 8 because it's far from residential area..Goods can be moved from Delta Port,River Port and the warehouses in Richmond with ease, because the trucks won't have to pass on residential area. If you would look at the road map...No. 8 Road is close to Boundary Road in Burnaby where the Oil Refinery is located. From No. 8 Road maybe we could build the pipeline from there to the Airport. Also it could ease the traffic in George Massey Tunnel because the public will have the option .to use the Alex Fraser Bridge to go to the Border Crossing and other places.

## Swan, Cathy (Planning)

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**From:** Let's Talk Richmond Team [admin.ca@bangthetable.com]  
**Sent:** Tuesday, 30 October 2012 02:02 PM  
**To:** Swan, Cathy (Planning)  
**Subject:** Ajit completed 'Comment Sheet - Proposed 2041 Official Community Plan Final Draft'

Ajit just submitted the form 'Comment Sheet - Proposed 2041 Official Community Plan Final Draft' with the responses below. A full report of all form submissions is available within the activity report.

**Name:** Ajit Thaliwal

**I live in Richmond** Yes

**I have the following comments about the proposed 2041 OCP** I think City should re-visit the granny flats idea, as it seems no incentives have been given to the developers to build this product and considering all the costs associated with this type of development it does not make economical sense. If staff think all the builders are going to start building these granny flats and incur all the extra cost of solar panels and rainwater collection and others costs without city contributing and giving builders a better incentive, no one will buy into this programme, the ultimate goal of the granny flats and the OCP update is to provide more affordable housing stock and our group of builders ensure Staff and Council this move will not promote affordable housing stock. Staff and Council really need to consult with the builders who will be building this product in more detail.

## Swan, Cathy (Planning)

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**From:** Let's Talk Richmond Team [admin.ca@bangthetable.com]  
**Sent:** Tuesday, 06 November 2012 12:15 PM  
**To:** Swan, Cathy (Planning)  
**Subject:** elianachia completed 'Comment Sheet - Proposed 2041 Official Community Plan Final Draft'

elianachia just submitted the form 'Comment Sheet - Proposed 2041 Official Community Plan Final Draft' with the responses below. A full report of all form submissions is available within the activity report.

**Name:** Eliana Chia

**I live in Richmond** Yes

**I have the following comments about the proposed 2041 OCP**

Hello, my name is Eliana Chia and I am a current graduate student at UBC's School of Community and Regional Planning. My comments regarding the proposed OCP are less oriented around its content and more about the community participation process that has been practiced in its drafting. My concern is about the lack of youth engagement and participation in the writing of the OCP. At the Open House I attended on Oct. 20, I noticed the absence of individuals under the age of 25 in the audience. I remember hearing about the high school art competition to design a cover for the OCP, and I think that is a positive step in raising youth awareness about planning projects. However, my question lies in how much consultation has taken place in partnership with youth in the community regarding how they would like Richmond's future to be shaped. I would love to see more outreach to the younger generation in Richmond in order to generate more interest and value in civic engagement. I was told that the OCP Open House was advertised through the local Richmond newspapers and the City of Richmond's website, and I think that has played a role in the absence of youth. I believe the use of more social media, such as a 2041 OCP Facebook group and Youtube videos, would be beneficial in engaging younger participants. My last comment is on the LetsTalkRichmond website. On the home page, points are made about how the website can help connect users with like-minded people and provide ways to easily interact such as discussion forums. However, as a registered user, I am having a difficult time finding these features. Is there an online forum or message board incorporated into this website? Thank you for your time.

## Christy, June

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**From:** Swan, Cathy (Planning)  
**Sent:** Monday, 05 November 2012 1:19 PM  
**To:** Christy, June  
**Subject:** FW: RichMan completed 'Comment Sheet - Proposed 2041 Official Community Plan Final Draft'

Another one!

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**From:** Let's Talk Richmond Team [mailto:admin.ca@bangthetable.com]  
**Sent:** Monday, 05 November 2012 13:18  
**To:** Swan, Cathy (Planning)  
**Subject:** RichMan completed 'Comment Sheet - Proposed 2041 Official Community Plan Final Draft'

RichMan just submitted the form 'Comment Sheet - Proposed 2041 Official Community Plan Final Draft' with the responses below. A full report of all form submissions is available within the activity report.

**Name:** Wendel

**I live in Richmond** Yes

**I have the following comments about the proposed 2041 OCP**

Some suggestions to the City's future: 1) Add another Skytrain station down - It doesn't really make sense to have the busiest station in Richmond as the very first or last stop. Too packed & congested. Better examples: The busiest station in Downtown is either Burrard or VanCity Centre, 2nd last stop before Waterfront. Or Surrey Central, 2nd last stop before King George. Get the idea? It would be nice to build another station further down to ease the congestion on Brighthouse Station. I'd suggest around No. 3 and Bennett Rd. where the McDonalds is since there's a vacant lot. Or go further down to Blundell Rd. 2) Can Skytrain handle the capacity? - Richmond's plan, as are most other City plans, mentioned increased developments along the transit routes, especially Skytrain. Great idea, but - What has Translink said about being able to handle the increased capacity, especially over the coming years? How are you co-ordinating this issue with Translink? - Case in point: I moved to Richmond not long ago, and get on the Brighthouse Station to Waterfront to work in downtown Vancouver. I remembered my first reaction was, why were there only 2 cars per train, and why is the station so small? I used to live by the New Westminster Station, which can accommodate up to a 6-car skytrain, as are most other stations along the Expo Line. I find No foresight by Translink. You don't build for yesterday's demand! You build for tomorrow's. Translink already spent \$billions on the infrastructure. What's a little more just to make each station bigger??! Result is, every morning I get on the very 1st station, and it's already packed like sardines!! Some people cannot even get in, and wait for the next train. I would hate to get on the later stations, which will only get worse with all the major developments coming, eg, Lansdowne, Marine Drive, and Oakridge which is proposing another huge development there. Capacity is already maxed out today! How can Skytrain handle tomorrow?! Or do they expect riders to always wait for the next train?! 3) More developments West of Aberdeen Station - Until the capacity issue is addressed, I'd suggest more development West of Aberdeen



station, along No. 3 Rd. from Cambie Rd. all the way to Capstan Way. There's very little meaningful retail in that area, mostly auto shops and couple small car dealerships. East side is nicely developed, but the West side is a little wasteful for such a prime location. 4) Don't want public washrooms around Brighthouse Station - Generally a bad idea. Who hangs around skytrain stations? Street people! Having a washroom there only makes it more convenient for them, which attract even more street people or bums, which gives the Skytrain another bad reputation! Ask YOURSELF this question - Will YOU use it?? Not me! Will just be another filthy place you'd avoid. - I always use the washroom at home before leaving for work. When I'm done at work, I always use the office washroom before going home. Guess what, I noticed most of my co-workers do the same! Just natural human behaviour. And even if you have to go, Richmond Centre is just across the street! Why create an unnecessary expense?! 5) Widen pedestrian walkways along No. 3 Rd. - One way to encourage walking, and to increase vibrancy & safety on the streets, is to widen the pedestrian walkways. No. 3 Rd. is the busiest street in all of Richmond, and people like to walk on a busy street with all the retail shops & malls nearby. I found myself walking along No. 3 Rd. often on a sunny day. However, except for around Westminster Hwy, majority of the curb lanes along No. 3 are quite narrow, much like on a quiet side street. I'd suggest to widen the curb lanes, especially on the West side. At least along the busiest blocks from Granville Ave. all the way to Cambie Rd. Make No. 3 Rd. more inviting for walking. Then more local residents will leave their cars home. 6) There are practically no office buildings in Richmond along the skytrain line except the VanCity and another building, both around Westminster & No. 3 Rd. I think having more office buildings along or near skytrain will add to the mix and vibrancy of the community, and encourage transit use for those going to work. Yes, most of these suggestions cost money, but you are building a 30 year infrastructure plan, and that will cost money regardless. Thank you, Wendel wcen@ymail.com



7811 GRANVILLE AVENUE / B.C. / CANADA / V6Y 3E3

TEL: 604-668-6000

www.sd38.bc.ca

November 6, 2012

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

<b>To Public Hearing</b>	
Date:	NOV. 19 2012
Item #	3
Re:	Bylaw 9000

Dear Mayor Brodie:

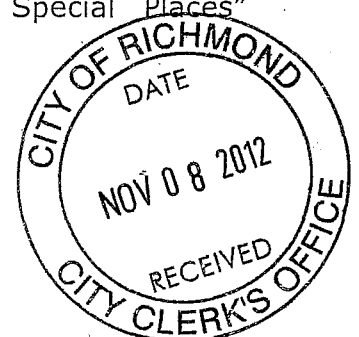
**Re: 2041 Official Community Plan Bylaw**

On behalf of the Board of Education, I would like to thank City Council for the opportunity to comment on the 2041 Official Community Plan Bylaw that will be the subject of a Public Hearing on November 19, 2012. We have reviewed the 2041 OCP, and have the following comments to make:

- It is our belief that schools are integral parts of the community and are often the focal point for community gatherings. We are pleased to note that the OCP reflects this, in particular the reference to schools as being "hearts of the community";
- The population growth and dwelling unit increases that are set out in the OCP are consistent with those used in our recently completed Long Range Facilities Plan (LRFP). Our LRFP indicates that, while some of the growth will be accommodated within existing school district facilities, there will also be a need to provide additional school facilities, especially in City Centre. Funding for new school facilities is provided by the Ministry of Education, and while we make every attempt to ensure that facilities are available when needed, it may not always be possible to do so.
- The identification of potential school sites in the OCP is a key component of planning for sustainable infrastructure. To this end, it is noted that OCP Chapter 3.0 "Connected Neighbourhoods With Special Places" addresses the planning of schools, as follows:

**Board of Education:**

Donna Sargent - Chairperson  
 Grace Tsang - Vice Chairperson  
 Rod Belleza    Kenny Chiu    Norm Goldstein  
 Debbie Tablotney    Eric Yung

**PH - 577****"OUR FOCUS IS ON THE LEARNER"**

- **OBJECTIVE 3:**

*Recognize the importance of schools in neighbourhoods (e.g., education, day care, recreation, health, literacy and community life).*

- **POLICIES:**

*a) continue to consult with the School Board to ensure that Richmond residents have access to a range of educational, jobs, recreation, sport, special event and community wellness opportunities, including where new school sites may best be located and how closed school sites may be used; Page 3-10*

- We suggest that the City Centre section of the "Connected Neighbourhoods with Special Places" chapter reflect the need for an additional school, and that consideration be given to amending the City Centre Area Plan to facilitate the Board developing potential school sites (e.g. certain text and map references).

The partnership between the school district and the City is highly valued, and is essential to ensuring that the residents of Richmond are well served. We look forward to the continued close working relationship between our two organizations.

Sincerely,



Mrs. Donna Sargent, Chairperson  
On Behalf of the Board of Education (Richmond)

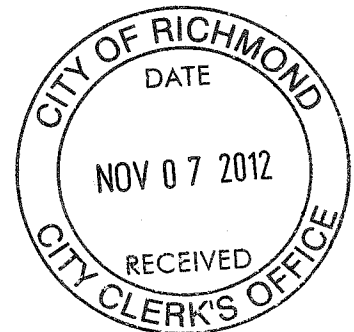
cc Trustees  
D. Weber, Director, City Clerk's Office ✓  
M. Pamer, Superintendent of Schools  
M. De Mello, Secretary Treasurer

<b>To Public Hearing</b>
Date: <u>NOV 19 2012</u>
Item # <u>3</u>
Re: <u>BYCIV 9000</u>

Office of the Chief Operating Officer  
Richmond  
7000 Westminster Highway  
Richmond, BC V6X 1A2  
(604) 244-5537

November 05, 2012

Mayor and Council  
City of Richmond  
6911 No. 3 Road  
Richmond, BC V6Y 2C1  
[mayorandcouncillors@richmond.ca](mailto:mayorandcouncillors@richmond.ca)



Dear Mayor Brodie and Council:

**Re: 2041 Official Community Plan – City of Richmond**

On behalf of the Vancouver Coastal Health (VCH), we are pleased to have this opportunity to provide comment and response to the 2041 Official Community Plan (2014 OCP) that Council gave first reading on September 24 2012.

Vancouver Coastal Health appreciates the opportunities over the past two and half years to work with City staff on the 2041 OCP. In our letter of December 2009 (attached) to Mr. Terry Crowe, we identified a number of areas in the OCP that are of great interest to VCH. We are pleased with the directions taken in the 2014 OCP on many of these areas of common interest. In particular we commend the document in recognizing the vital links between the health and wellness of residents and the natural and built environments of the community. We do have a number of comments for Council's consideration in areas where the 2041 OCP can be strengthened or where attention is required when implementing the OCP. Our comments are not exhaustive. They do nevertheless point to the need and the benefit for continued dialogue between the Health Authority and the City.

### **Section 3.0 Connected Neighbourhoods With Special Places**

We support the principles underlying this section. One very positive outcome of past planning decisions in Richmond is the existence of neighbourhoods with mixed income levels. Mixed neighbourhoods have contributed to the health and wellbeing of Richmond residents. Diversity matters, not only for a sustainable ecological system and environment, but also for a sustainable built environment and community. A healthy city needs diversity in housing type, in transportation modes and in public spaces. Section



3.0 has the potential to build on this past success. There are challenges however in achieving the vision of connected and diverse neighbourhoods. Some examples:

- o Density and Neighbourhood Shopping Centres: To achieve the benefit of mixed land use around neighbourhood shopping centres will require multiple elements to come together in synergy. Density without associated meaningful transit, active transport options, without the right mix of institutional / commercial / retail use, without sufficient open space, for example, could actually result in fewer options for healthy living.

**Vancouver Coastal Health respectfully requests active participation with City staff in any future development or update of area and sub-area plans, in order to assist in assessing the health and wellness impacts of these plans. See also Section 13.2 Objective 1 in the 2041 OCP. Participation of the Health Authority is supported and consistent with section 879(2)(vi) of the Local Government Act.**

- o Accessible Housing: Vancouver Coastal Health strongly supports the 2041 OCP policy directions to enhance residents' capacity to age in place. Our staff, through their day to day interactions with elderly residents and others with accessibility challenges, has extensive hands-on experience on the building designs that improve accessibility as well as designs that are barriers to independence.

**Vancouver Coastal Health will be pleased to work with City staff to further refine the policies described in Section 3.4.**

- o Conflicts from mixed land use: Section 3.6.3 correctly identifies noise management as an increasingly important issue as the City densifies, with increasing interfaces between different land uses as well as increasing areas of mixed use. While the development permit application process, public notifications, noise bylaws, buffers, and building envelope design will all help in minimizing the impact of unwanted noise, the fundamental issue on an ongoing basis is human relationships as neighbours. This would also hold true for other unwanted intrusions such as light. Land use conflicts will no doubt emerge in spite of every good intention to prevent such. Currently VCH enforces City noise by-laws on behalf of the City. Enforcing noise by-law compliance can often be protracted and unsatisfactory to all parties involved. The City may wish to consider establishing policies on conflict resolution and mediation expectations between property owners / users as a complement to existing regulations and by-laws.
- o **With regard to managing aircraft noise sensitive development, Vancouver Coastal Health respectfully requests active participation with City staff to assess the health and wellness impacts of aircraft noise sensitive land uses, whenever such uses are being considered pursuant to the City of Richmond Aircraft Noise Sensitive Development Policies, Table and Map.**

## **Section 6.0 Resilient Economy**

- Health care access: We assume *Health Care* to be one of the Population Services under Objective 5 of this section. While we are pleased to see medical centres identified as one of the institutional uses that need to be incorporated into planned areas of dense population and employment, we are disappointed that the future land use requirements of large health care facilities that serve the entire community, such as the Richmond Hospital, are not identified in the OCP. Indeed the ideal mix and locations for health care as the population grows and ages are evolving.

**Section 881 of the Local Government Act legally requires the local government to consult on a yearly basis with the school district on the anticipated needs for school facilities and support services. While the Local Government Act does not include a similar requirement with respect to health care facilities, we respectfully request that, given the anticipated size of population growth for the next 30 years and the aging health care infrastructure in Richmond, Council considers engaging in the same annual dialogue with Vancouver Coastal Health regarding health care facility needs. In this way, we can apprise and better include the City in ongoing health care facility planning processes.**

## **Section 7 Agriculture and Food**

- Equitable access to food: While this section identifies the need to strengthen the food system beyond production, the policy intent with respect to equitable distribution and access to healthy foods across the whole municipality requires more clarity and definition. For example, Section 7.2 states an intent to ensure that neighbourhoods have grocery stores within walking or cycling distance (page 7-8), but there is no clear accompanying policy to implement this intention. The grocery store is the major access point for food for most residents including the vulnerable populations. The City is encouraged to enhance the policy links between equitable food access and the development of connected neighbourhoods (Section 3). Ensuring healthy food access for the vulnerable populations, however, requires a multi-faceted approach. VCH is therefore also supportive of the ongoing food security work in Richmond such as community kitchens, community gardens, farmers markets, and the promotion of food security awareness in general.

**Vancouver Coastal Health supports the intention in the OCP 2014 to develop a Richmond Food Strategy, and looks forward to participating in the development process.**

## **Section 8 Mobility and Access**

- o Walking to school: How we go to work, to school, to shop for groceries, have an important influence on our level of physical activity and thence health and wellness. The recent *Healthy Richmond Survey* conducted by VCH with the assistance of City staff found that Richmond residents are more likely to achieve the recommended daily physical activity level if they take the transit, walk, or bike to work as opposed to commuting by private automobile. We are pleased to see the stated policies in this section include the provision of direct walking routes to schools, and the reduction of school related vehicle trips and congestion. In terms of healthy physical environments for schools, reducing vehicular traffic around schools and increasing walking or cycling to school have multiple benefits.

**Vancouver Coastal Health would be pleased to work with the City and the Richmond School District in making walking to school the norm.**

- o Walking and the aging population: In terms of promoting walking, the perspectives through the lens of the aging population have to be considered, in particular on issues such as pedestrian crossing placement, lighting and timing.
- o Walkability Index: The 2014 OCP includes the transportation mode share target for Richmond for 2014. Another measurement that is more closely linked to land use decisions is the Walkability Index. This index can be a tool for performance monitoring as well as public education. The City may wish to consider collaborating with researchers in using the Walkability Index for tracking progress towards achieving the mode share targets.

## **Section 12 Sustainable Infrastructure and Resources**


- o Water Supply and Distribution: The City currently relies on one single water main from the Metro Vancouver water system to supply the vast majority of the Richmond water users. A second Metro Vancouver water main supplies Hamilton and parts of East Richmond separately. There is currently no substantial east – west linkage of the two systems. Given the population growth, the expected growth of the airport, and the geological vulnerability of the city, Vancouver Coastal Health believes that building redundancy in the water supply to the city should be stated as a priority for Section 12.3.
- o Energy: Vancouver Coastal Health supports the principles of energy reduction and alternative energy options that can reduce GHG emission. As a major energy user, VCH is interested in the potential to partner with the City on district energy development.

### Section 13 Implementation Strategy

- o Phasing and Priorities – Partnership with senior government, stakeholders, and the community: Vancouver Coastal Health is prepared and very interested in being a partner with the City to work on areas in the 2014 OCP that are of mutual concern, in setting priorities as well as developing joint actions. Our request to be included in the development of area and sub-area plans has already been made above. Furthermore, to recognize the links in the 2014 OCP to resident health and wellness, we respectfully recommend that Section 13.4, Objective 1, Policies (b) be amended to include mention of Vancouver Coastal Health as one of the agencies the City will "continue to co-operate with in their planning".

In summary, Vancouver Coastal Health is pleased to have had the opportunity to contribute to the development of the 2041 OCP. We believe the document is a thoughtful high level blue print for the future of Richmond. We note the many places where the interests of VCH intersect with that of the City, particularly in the areas of health and wellness. We also recognize that the work has just begun in achieving the 2041 OCP vision of a Sustainable Richmond. Implementing the 2041 OCP thus provides an opportunity for taking the existing partnerships and collaborations between the City and Vancouver Coastal Health to higher levels. The Richmond Community Wellness Strategy is an example of a collaboration that is facilitating synergy in program development between VCH and the City. We can do more. One way is to transform the many current ad hoc referral and consultation processes into a formal partnership agreement. A more structured approach to our collaboration will enhance the timeliness, the consistency, as well as the quality of the dialogue between the City and VCH. We would be pleased to explore this further. While directly and indirectly both the Public Health Act and the Local Government Act require the health authority and the local government to work together, at the end of the day, it is simply the right thing to do for the benefit of the people we serve. We thank you for this opportunity to provide comments to the 2041 Official Community Plan.

Respectfully



Dr. James Lu  
Medical Health Officer  
Vancouver Coastal Health – Richmond



Mike Nader  
Chief Operating Officer  
Vancouver Coastal Health – Richmond

att.

cc: David Weber, Director, City Clerk's Office, City of Richmond  
Terry Crowe, Manager, Policy Planning, City of Richmond



December 14, 2009

Terry Crowe  
Manager, Policy Planning Division  
Richmond City Hall  
6911 No. 3 Road  
Richmond BC V6Y 2C1

Dear Mr. Crowe:

Vancouver Coastal Health is very interested in participating in the updating of the Official Community Plan (OCP) for the City of Richmond. The purpose of this letter is to provide some high level comments on the OCP, and also, to convey to City Staff and Council our desire and readiness to be an active partner throughout the City's process.

In the past 10 years Richmond has experienced very significant population growth, demographic shift, cultural diversification, and urbanization. It would be important for the OCP 2041 to provide a constant vision and a robust framework for our community to continue to grow and to be the most appealing, livable and well-managed community in Canada.

#### **General Feedback on the OCP for City Staff and Council Consideration**

Vancouver Coastal Health has been (and continues to be) a partner to the City on a number of initiatives over the past decade, including the Richmond Substance Abuse Task Force, the Richmond Poverty Response Task Force, the Parks, Recreation and Culture Services Master Plan, and the soon to be completed Richmond Community Wellness Strategy. These are initiatives that should inform the OCP update.

As well, there is increasing evidence that a "healthy built environment" is critical to achieving a sustainable community. The characteristics of our human-constructed physical environment – the built environment – have significant effects on population health. This is especially important as Richmond grows. We respectfully submit that the following areas, where population health and the built environment intersect, require consideration as the OCP is updated:

- Physical activity
- Access to healthy foods
- Ambient air quality and noise
- Injury and safety
- Housing and homelessness
- Sense of belonging and well-being
- Recreation choices and access
- Transportation choices
- Social and health services access
- Public infrastructure
- Child and age friendliness

We are pleased to note that many of these topic areas have been identified in the documents and displays produced for the first round of public consultation. The challenge for Council and City staff would be to achieve the best possible balance between competing priorities. As an example, we draw on the need to pay attention to the sense of belonging among Richmond residents. Research has shown that people who have a strong sense of belonging are healthier and are more engaged in their community. As the City contemplates focusing future residential and business development / densification along the major transit corridors, and in the city centre, there is a need to consider how such a strategy might sustain or change the nature of existing neighborhoods and what impacts there may be to residents' sense of belonging across the different neighborhoods.

#### **Request to be an Active Partner Throughout the Process**

We respectfully ask City Staff and Council to consider the formal inclusion of a Vancouver Coastal Health representative in the OCP update process, for the purpose of working directly with City staff throughout the process. Although not specifically referred to as such, the OCP is the type of public health planning envisaged in section 3 of the new BC Public Health Act. Areas where Vancouver Coastal Health can add value to the OCP update process include:


1. **Population health and health service data and related interpretive expertise.** Vancouver Coastal Health is prepared to share with the City information we have and use to evaluate population health and health service needs. In particular, Vancouver Coastal Health recognizes that as Richmond grows, the existing health care infrastructure will need to be renewed and expanded. Our long range acute care facility planning can benefit from mutual understanding of each other's needs and priorities.

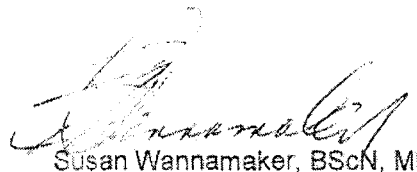
Terry Crowe  
December 14, 2009  
Page 3.

2. **Assistance in public engagement activities.** Through the office of our Medical Health Officer, Vancouver Coastal Health can assist City staff in providing public presentations to increase community awareness on the vital links between health and wellness and the built environment.
3. **Assistance to City staff in translating population health and wellness pre-requisites into achievable objectives within the OCP.** VCH can work in partnership with the City towards a healthy and sustainable Richmond.

In summary, the OCP update could have a significant impact on population health and wellness, as well as health services infrastructure. Vancouver Coastal Health respectfully submits that greater inclusion of the Health Authority, a key stakeholder in the OCP update process, can bring significant benefits to the City, to Vancouver Coastal Health, and, most importantly, to the residents of Richmond. The OCP update is an excellent opportunity to further strengthen the partnership between the City of Richmond and Vancouver Coastal Health.

Yours truly,

  
James Lu, MD  
Medical Health Officer  
Vancouver Coastal Health – Richmond

  
Susan Wannamaker, BScN, MHA  
Chief Operating Officer  
Vancouver Coastal Health - Richmond

CC: Mayor and Council Members, City of Richmond



November 9, 2012

David Weber  
Director, City Clerk's Office  
City of Richmond  
6911 No 3 Road  
Richmond, BC  
V6Y 2C1

Dear Mr. Weber:

Re: 2041 Official Community Plan: Vancouver Airport Authority Comments

Further to your letter dated September 26, 2012 to Mary Jordan, thank you for the opportunity to comment on Richmond's 2041 Official Community Plan (OCP).

Vancouver Airport Authority supports and shares in the City of Richmond's 2041 vision articulated in the OCP. Indeed, the current and future success of Vancouver International Airport (YVR) and the City of Richmond are inextricably linked. As such, we need to work together to meet our common goals and manage areas of potential conflict.

YVR is a key differentiator and provides a competitive edge for Richmond in attracting jobs, tourism and investment. With 23,000 jobs at the airport, YVR is a major employer and source of significant tax revenue. The presence of YVR increases land values in Richmond benefiting the City through opportunities for redevelopment and taxes. Many businesses and residents choose to locate in Richmond because they are part of the supply chain that supports YVR or they need to be close to the international connectivity provided by YVR.

Airports are no longer single-purpose facilities on the edge of the city but increasingly a multi-purpose node of the regional economy and the whole notion of what is 'airport-related' is changing as regional economies re-organize around globalized enterprises and supply chains. We think of YVR as a multi-product, multi-service enterprise or platform where Richmond touches the world. The OCP definition of airport and airport use should be updated accordingly.

Page 1 of 3



We think that there are opportunities for the City and the Airport Authority to collaborate on the planning of Richmond City Centre and the east side of Sea Island to identify potential complementarities. For example, could the Russ Baker Way lands become the Neighbourhood Shopping Centre for the new residential communities across the river? Are there other commercial developments suitable for that land that would be considered a community amenity?

An integrated look at future demand on the transportation network (transit, roads and trails) from the collective plans of Richmond, Vancouver and YVR is needed. In particular, given the significant growth in population forecast for the City Centre we are concerned about increasing commuter use of Russ Baker Way corridor negatively impacting airport related traffic.

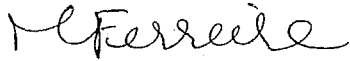
The Templeton field near Burkeville is not a City park and the designation on page 10-2 should be removed. This is a temporary, interim use on land designated for commercial development in the Airport Authority Land Use Plan.

While new generations of aircraft will be quieter, we also expect an increase in the number of aircraft operations both day and night. We support the continued inclusion of the Aircraft Noise Sensitive Development Policy (ANSDP) in the OCP. Mitigating the impact of airport noise is a key task and shared responsibility for the Airport Authority and the City. For example, on page 3-64 in paragraph (h), the City reserves the right to make final decisions about the ANSDP. This should only happen after timely and complete consultation with YVR. Changes to the ANSDP have recently occurred without appropriate early involvement of the Airport Authority. The concept of reallocating areas within the ANSDPA has emerged without prior consultation and without consideration of aircraft operations and noise levels. The OCP should be amended to require early input from the Airport Authority prior to any final interpretation.

Both the City and the Airport Authority agree that it is important to work closely to ensure that the zoning and regulations concerning development are appropriate and preserve safe, twenty-four hour aircraft operations and the eminent livability of Richmond. Recent changes to Transport Canada standards and long term plans for a future runway both lead to a requirement to further limit building heights in certain areas. The City should ensure that development does not affect current operations or preclude the option of building a south parallel runway at YVR. The Airport Authority will work with the City to identify additional areas where building heights need to be further restricted.

We look forward to collaborating with you to finalize the 2041 OCP. Please call me at 604-276-6357 or Mike Brown at 604-276-6309 if you have any questions or would like to discuss our comments further.

Yours truly,

A handwritten signature in cursive script, appearing to read "A. Murray".

per Anne Murray  
Vice-President, Community and Environmental Affairs



PORT METRO  
vancouver

November 13, 2012

David Weber  
Director, City Clerk's Office  
City of Richmond  
6911 No. 3 Road  
Richmond, BC V6Y 2C1

Dear Mr. Weber:

**Re: 2041 Official Community Plan – City of Richmond**

Thank you for your letter of September 26, 2012 to Craig Neeser, Port Metro Vancouver Board Chair, regarding the City of Richmond's proposed 2041 Official Community Plan (OCP). Port Metro Vancouver and other agencies have been asked to comment on the draft OCP, which is targeted for Public Hearing on November 19, 2012.

The City of Richmond's new OCP has been under development since October 2009. The result is a proposed plan that is both comprehensive and forward-thinking in scope and its application of sustainability themes and best practices. There are many elements of the proposed plan that relate to or have an impact on Port Metro Vancouver's interests. The role of the Port and other stakeholders in implementing the Plan is acknowledged in Section 13, and we agree with the policy statement that would see continued cooperation between our agencies in future planning initiatives.

The Port supports the proposed planning direction to intensify the use of employment lands, which is expanded on in the section on a Resilient Economy, where a key objective is to "foster a strong and competitive Asia-Pacific Gateway enabling sector that capitalizes on Richmond's strategic location, industry infrastructure and Asia's economic growth." We also support the associated policies to protect the industrial land base and continue to coordinate long-term community planning with neighbouring jurisdictions vital to long-term employment and a resilient local and regional economy (including the Port).

The Port supports the proposed transportation goals that would see timely roadway improvements for goods movement to support economic activity, and the use of innovative transportation technologies to optimize the overall performance of the transportation system while reducing vehicle emissions and energy use. We note that there may be occasions where increases in physical road capacity may be warranted to support the movement of goods, in addition to efforts to optimize the use of existing capacity. We generally support the proposed road classifications, as well as the specific policies and actions that would improve the movement of goods within the community and to/from Port lands.

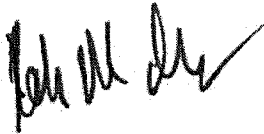
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Mr. D. Weber  
Page 2  
November 13, 2012

The proposed plan includes a policy (13.4.e) that would discourage Port Metro Vancouver from using Agricultural Land Reserve (ALR) lands for Port purposes and encourage the Port to use lands within the urban footprint. Land use designations and policies, together with the Port's overall vision for future growth, are at the heart of the process of updating our Land Use Plan. City of Richmond staff have been participating in our consultation activities in this regard, and we very much encourage continued participation in the process through 2013.

In closing, Port Metro Vancouver would like to thank the City of Richmond for seeking the input of the Port in finalizing Richmond's OCP, and we look forward to continued, positive collaboration with the City in future planning initiative.

Yours truly,



PORT METRO VANCOUVER

Robin Silvester  
President and Chief Executive Officer

c: Craig Neeser, Port Metro Vancouver  
Tom Corsie, Port Metro Vancouver  
Peter Xotta, Port Metro Vancouver  
Jim Crandles, Port Metro Vancouver  
Greg Yeomans, Port Metro Vancouver



Community Planning & Development

To Public Hearing
Date: Nov 19, 2012
Item # 3
Re: Official Community Plan Amendment Bylaw 9000


B/L #9000

File: P09-25

November 8, 2012

David Weber  
Director, City Clerk's Office  
City of Richmond  
6911 No. 3 Road  
Richmond, BC V6Y 2C1

Dear Mr. Weber:

**Re: 2041 Official Community Plan – City of Richmond**

Thank you for the opportunity to review the 2041 Official Community Plan for the City of Richmond.

The 2041 Official Community Plan is a comprehensive document outlining the vision for a more complete and sustainable community for the future and the implementation process to achieve it. We note that the consultation process was extensive and the proposed Official Community Plan is consistent with the Metro Vancouver Regional Growth Strategy which Delta signed off on.

With the recent announcement of a new crossing of the Fraser to connect Delta and Richmond, we wonder if any necessary accommodations for this are needed within your Official Community Plan given this will be considered in the next 10 years. The Corporation of Delta has no further concerns or comments at this time.

Should you have any questions, please do not hesitate to contact me at 604.946.3381.

Yours truly,

Jeff Day, P. Eng  
Director of Community Planning and Development  
LR/cd/wl

cc: Mayor and Council  
Central Registry

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<b>To Public Hearing</b>
Date: <u>NOV 19 2012</u>
Item # <u>3</u>
Re: <u>BYLW 9000</u>

**ECOWASTE**

November 6, 2012

City of Richmond  
City Clerk's Office  
6911 No. 3 Road  
Richmond, BC V6Y 2C1  
Attn: David Weber, Director



Dear Sir:

**RE: OFFICIAL COMMUNITY PLAN – ECOWASTE INDUSTRIES LANDS**

I am writing on behalf of Ecowaste Industries Ltd. in response to the City's request for further input into its Draft Official Community Plan ("OCP") with our request that the area consisting of Ecowaste's four properties described below be the subject of further study by the City:

- 150-acre parcel legally described as 1 SEC 15 BLK4N RG5W PL LMP 40687 and 2 SEC 15 BLK4N RG5W PL LMP 40687 (**Parcel 1**)
- 79-acre parcel legally described as SEC 21 BLK4N RG5W PL Part N ½ (**Parcel 2**)
- 62-acre parcel legally described as H SEC 28 BLK4N RG5W PL 19680 (**Parcel 3**)
- 16-acre parcel legally described as SEC 10 BLK4N RG5W PL 723 Parcel A Except Plan 9341, EXP 723 (**Parcel 4**).

These parcels total over 300 acres. They are located in a very dynamic part of Richmond adjacent to Ecowaste's significant industrially-zoned lands (currently being developed), the Fraser Port Lands, key transportation corridors and a broad mix of other uses. Ecowaste believes these parcels warrant further study because of their unique size and strategic location, and because of:

1. the wide variety of past and present uses – and the potential for future uses of properties in this area;
2. the long history of Agricultural Land Commission (ALC) decisions allowing peat removal, landfill, industry, port, golf courses, transportation and other uses on these and other properties in the area;
3. the lack of significant farming activity in the immediate vicinity of our properties, except for the cranberry operation to the west and some farming to the north;
4. the recent designation of parts of our four properties as ESA and its impact;

5. the extensive port development and emerging traffic changes in the area, including a new bridge extending Blundell Road from the east into the Ecowaste properties;
6. the pending industrial development on other Ecowaste properties adjacent to these four parcels;
7. the lack of other properties in Richmond of similar size to meet the City's long-term needs in a number of areas, including employment and,
8. the benefits of a comprehensive and integrated land use plan that incorporates agriculture, industry, recreation, port, transportation and other uses that serve the long-term needs of the City.

### **Ecowaste Industries Ltd.**

Ecowaste is a wholly-owned subsidiary of Graymont Limited. Ecowaste has 40 years of waste management experience in the City of Richmond. From 1971 to 1986 the Company operated a municipal solid waste landfill on 160 hectares of land owned by the Fraser River Harbour Commission (FRHC). As that land became filled Ecowaste purchased 160 hectares of land next to the FRHC site where it currently operates a landfill for construction, demolition and excavation materials. Since 1992 Ecowaste has been involved in many waste management initiatives aside from construction and demolition waste land filling, including yard waste composting, partnerships for soil bioremediation, custom soil manufacturing utilizing Metro Vancouver biosolids and, more recently, wood processing to create biofuels.

### **Ecowaste's Properties in Richmond**

Ecowaste has substantial property holdings in East Richmond totaling 476 acres (192 hectares). These properties are located between No. 6 and No. 7 Roads and between Granville Avenue and Williams Road.

Our properties are bordered by Port Metro Vancouver (PMV) lands to the east and southeast on which PMV operates a large industrial park and logistics facility. There is a CN Rail right-of-way bordering the southeast side of the Ecowaste property. Properties to the north, west and south of Ecowaste consist of a variety of uses, including vacant land, golf courses and agricultural use. The property is bisected by the Blundell Road right-of-way.

Two of Ecowaste's properties are zoned industrial (one 140-acre and one 29-acre parcel) and are currently in the process of being developed for industrial use. The remaining four parcels are zoned agricultural and are located within the Agricultural Land Reserve (ALR).

All four of Ecowaste's ALR parcels have historically been used for purposes other than farming. From 1948 to 1970 peat was harvested commercially from most of them.

Ecowaste's current landfill operation is on Parcel 1. The landfill has been operating since 1986 under certificates and licenses issued by provincial, regional and local governments including MR-04922 (BC Ministry of Environment), GVS&DD license #L-005 (for the landfill) and GVS&DD license #C-007 (for the compost operation). The use of the parcel as a landfill was encouraged by local, regional and provincial officials at the time because the former Fraser River Harbour Commission lands to the east - which had previously been used to deposit fill - were at capacity and a new landfill was required to meet the regional construction industry's need to dispose of construction and demolition (C&D) waste.

There will continue to be a need for this type of facility in the future as identified by Metro Vancouver in its new Integrated Regional Solid Waste and Resource Management Plan. While that Plan calls for significant improvements in recycling in the C&D sector it also recognizes the long-term need for Ecowaste's type of disposal facility in the region. We anticipate the landfill has several years of useful life remaining.

In 2007 Ecowaste acquired Parcel 2 on No. 6 Road. This parcel had also been mined for peat and was substantially depleted at the time of purchase. Its surface was irregular and lower than adjoining properties and many sections were under water. Ecowaste has been working to determine the best options for this property.

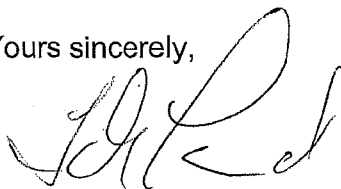
Parcel 3 is empty except for a broadcast facility currently under a long-term lease.

Parcel 4 is not currently leased but has historically been used for residential soil blending and bagging purposes.

In summary, for all of the reasons described above, we ask that the area consisting of Ecowaste's four ALR properties be the subject of further study by the City over the next 2 - 3 years, and that this be noted in the City's new Official Community Plan.

Thank you for your consideration.

Yours sincerely,



Thomas Land  
Vice President & General Manager

cc: Joe Erceg, General Manager, Planning & Development  
Wayne Craig, Director of Development  
Holger Burke, Development Coordinator

## Attachment 3

OCP Bylaw 9000 Summary of Written Submissions and Response		
Agency	City Staff Response	Proposed OCP Amendment
<b>Richmond School District</b> <ul style="list-style-type: none"> <li>- noted that the OCP reflects that schools are integral parts and "hearts" of the community;</li> <li>- need to provide for new school facilities, especially in the City Center;</li> <li>- suggestion that the City Centre section of the "Connected Neighbourhoods with Special Places" chapter reflect the need for an additional school, and that consideration be given to amending the City Centre Area Plan to facilitate the Board developing potential school sites (e.g., certain text and map references).</li> </ul>	<ul style="list-style-type: none"> <li>- After the 2041 OCP is approved, staff will prepare a CCAP amendment to assist the School Board in selecting a new site.</li> </ul>	<ul style="list-style-type: none"> <li>- City Centre section (p 3-37) of the 2041 OCP proposed to be modified by inserting new wording that "reflect the need for an additional school in the City Centre Area".</li> </ul>
<b>Vancouver Coastal Health</b> <ul style="list-style-type: none"> <li>- commend that the OCP recognizes the link between health and wellness of residents and the natural and built environment of the community (e.g., mixed neighbourhoods, diversity of populations and housing type, age-in-place, transportation modes, and public spaces, accessible housing etc.).</li> <li>- requests participation with City staff in any future development or update of area and sub-area plans in order to assist in assessing the health and wellness impacts of these plans including impacts of aircraft noise sensitive land uses and accessibility policies.</li> <li>- disappointed that the future land use requirements of large health care facilities that serve the entire community, such as Richmond hospital, are not identified in the OCP.</li> <li>- wishes Council to consider engaging in annual dialogue with VCH regarding health care facility needs.</li> </ul>	<ul style="list-style-type: none"> <li>- City will to continue dialogue and partner with VCH in future planning initiatives;</li> </ul>	<ul style="list-style-type: none"> <li>- 2041 OCP Implementation Chapter 13.0 proposed to be modified and VCH inserted on the list as an agency the City will continue to partner with in 2041 OCP initiatives.</li> </ul>
<b>YVR Vancouver Airport Authority</b> <ul style="list-style-type: none"> <li>- suggest that the current OCP definition of "airport" and "airport use" should be updated to reflect that airports are no longer single-purpose facilities but increasingly a multi-purpose node of the regional economy.</li> <li>- opportunities for the City and the Airport Authority to collaborate on the planning of City Centre and the east side of Sea Island to identify potential complementaries.</li> <li>- more integrated look at future demand on the transportation network (transit, roads and trails) from the collective plans of Richmond, Vancouver, YVR (e.g., given the increasing growth forecast for the City Centre, concern about increasing commuter use of Russ Baker Way corridor negatively impacting airport related traffic).</li> <li>- Templeton field near Burkeville is not a City park and the designation on page 10-2 should be removed. (This is a temporary interim use on land designated for commercial development in the Airport Authority Land Use Plan.).</li> <li>- Supports the continued inclusion of the ANSDP in the OCP. For example, on page 3-64 in paragraph (h), the city reserves the right to make final decisions about the ANSDP. This should only happen after timely complete consultation with YVR. Changes to the ANSDP have recently occurred without appropriate early involvement of the Airport Authority. The concept of reallocating areas within the ANSDPA has emerged without prior consultation and without consideration of aircraft operations and noise levels. The OCP should be amended to require early input from the Airport Authority prior to any final interpretation.</li> <li>- Recent changes to Transport Canada standards and</li> </ul>	<ul style="list-style-type: none"> <li>- City will to continue dialogue and partner with YVR .</li> </ul>	<ul style="list-style-type: none"> <li>- 2041 OCP maps proposed to be changed so that Templeton Field near Burkeville is not shown as "Park".</li> </ul>

OCP Bylaw 9000 Summary of Written Submissions and Response		
Agency	City Staff Response	Proposed OCP Amendment
long term plans for a future runway both lead to a requirement to further limit building heights in certain areas. The City should ensure that development does not affect current operations or preclude the option of building a south parallel runway at YVR. The Airport Authority will work with the City to identify additional areas where building heights need to be further restricted.		
<b>Port Metro Vancouver</b> <ul style="list-style-type: none"> <li>- Supports intensifying employment lands, protecting the industrial land base and continue to coordinate long-term community planning with neighbouring jurisdictions vital to long-term employment and a resilient economy (including the Port).</li> <li>- Supports the transportation goals that would see timely roadway improvements for goods movement to support economic activity and the use of innovative transportation technologies to optimize the overall performance of the transportation system while reducing vehicle emissions and energy use (note that there may be occasions where increases in physical road capacity may be warranted to support the movement of goods, in addition to efforts to optimize the use of existing capacity.).</li> </ul>	<ul style="list-style-type: none"> <li>- City will to continue dialogue and partner with PMV in future planning initiatives;</li> </ul>	<ul style="list-style-type: none"> <li>- None</li> </ul>
<b>The Corporation of Delta</b> <ul style="list-style-type: none"> <li>- Wonder if any reference to the recently announced plans for a new crossing of the Fraser River to connect Delta and Richmond is needed in the OCP.</li> </ul>	<ul style="list-style-type: none"> <li>-There is no need to make reference to the Fraser River crossing at this time.</li> </ul>	<ul style="list-style-type: none"> <li>- None</li> </ul>
<b>Ecowaste</b> <ul style="list-style-type: none"> <li>- Requested that 4 of their Agricultural zoned properties within the ALR (approximately 300 acres) adjacent to the Port MV land's be a subject of further study by the City to determine the best options for its properties and that this be noted in the OCP.</li> </ul>	<ul style="list-style-type: none"> <li>-There is no need for the City to lead a planning process for Ecowaste owned land. Instead, staff recommend that the City continue to discuss planning matters with Ecowaste.</li> </ul>	<ul style="list-style-type: none"> <li>- None</li> </ul>



Discussion Notes  
City staff and UDI meeting of October 30, 2012  
 Re: 2041 OCP Bylaw 9000

**UDI:** Blaire Chisholm, Dana Westermarck, Jeff Fisher, Steve Jedreicich,  
**City Staff:** Wayne Craig, June Christy, Terry Crowe, Holger Burke, Victor Wei

**Purpose:**

The purpose of the meeting was to obtain UDI's input into the 2041 Official Community Plan prior to final adoption.

**1. Connected Neighbourhoods (Chapter 3)**

**- Closed/closing school sites – more specific language needed around development/density near school sites to increase enrolment and keep schools open**

2041 OCP contains policies to enable more development/density (e.g., future neighbourhood centre/shopping mall densification and arterial road policies). It was acknowledged that sufficient population growth plays a role in keeping schools open by maintaining a demand for services. It was mentioned that residents in Broadmoor supported the densification of the Broadmoor mall because they believed it would help in preventing Maple Lane School from closing.

**- Required on site amenities**

It was suggested that some required amenities (outdoor and indoor) for townhouses are redundant in some circumstances. (e.g., requiring children's play space and equipment in a residential development adjacent to a play ground, park or a community centre.) It was pointed out that the space might be better used for some other activity (e.g., contemplative green space). Staff suggested that flexibility is already built into the review process but will review after OCP is adopted.

**- Required accessible townhouse units:**

There was discussion about the challenge of accommodating clients with disabilities with an available accessible townhouse unit. Many disabled can't find a unit when they need one. The feasibility of setting up and managing a data base that tracked the location of accessible townhouse units was discussed.

After the 2041 OCP is adopted, City staff will continue to work on clarifying accessibility requirements for different types of development in consultation with UDI members, Centre for Disability and the seniors community. This work is proposed to be completed within one year of OCP approval.

**2. Resilient Economy (Chapter 6)**

**- No mention of individual policies, too high level, hotel outside City Centre**

The policies in the 2041 OCP, including the land use designations provide sufficient direction for future development and/or intensification of Richmond's employment lands. There is adequate policy direction to consider hotel uses outside the City Centre through the OCP and Local Area Plans. No changes to the 2041 OCP is required.

**3. Mobility (Chapter 8)**

**Funding of amenities:** No new sources of funding were proposed for the 2041 OCP. Primary funding sources for transportation improvements remain to be DCC's, CACs/voluntary contributions.

**Transit Oriented Development:** The 2041 OCP states that, initially, TOD will be instituted in the higher density City Centre around the Canada Line stations.

**Car share:** Car share companies have begun to show interest in locating in Richmond. City Council recently approved dedicated on-street parking spaces near No. 3 Road for the use by car share companies.

**Electric vehicles:** There was discussion about electrical plug-ins in developments. Other possible approaches were discussed such as providing car charging stations + card swipe systems and it was decided to get together to discuss other approaches and requirements in the near future.

**Transportation Demand Management:** It was clarified that the City of Richmond's approach to TDM is to require a package of initiatives for the development that demonstrate a reduced need for parking. This approach is working well. Parking reductions are typically 30% below City-wide standard for developments adjacent to Canada Line stations and 10% more if acceptable TDM's are committed.

#### **4. Island Natural Environment (Chapter 9)**

**Ecological Network:** It was clarified that the ecological network are those lands depicted on the Ecological Network Management Map on page 9-3. City Environmental Sustainability staff will clarify the difference between the Ecological Network and the Green Infrastructure Networks (green infrastructure buildings, district energy).

**Environmentally Sensitive Areas:** Staff confirmed that the ESA DP designations and guidelines do not impede development (i.e., use and density) and that for those properties affected by an ESA, the City may require an environmental report depending on the complexity of the ESA. Staff confirmed that the Riparian Management Area policies and process will be clarified by Environmental Sustainability staff in the future and that they will consult with UDI. There is a need for consistency in how these are being addressed.

#### **5. Social Inclusion and Accessibility (Chapter 11)**

**Childcare and securing office space for non-profits:** Policies regarding the establishment of mechanisms to assist non-profit agencies and community groups to secure office or program space such as negotiating with developers. More discussion required in the future.

#### **6. Sustainable Infrastructure and Resources (Chapter 12)**

**Waste audits on construction sites:** The City supports regional initiatives such as waste audits, but any further regulatory action would be done in conjunction with stakeholder consultation (UDI) and senior governments.

#### **7. Implementation Strategy (Chapter 13)**

**Front ending financing:** City staff confirmed front end financing and latecomer charges will continue to be utilized in consultation with the development community.

#### **8. Development Permit Guidelines (Chapter 14)**

It was noted that some guidelines appear too specific (such as itemizing desired building materials in multi-family developments). It was agreed that a review of the 2041 OCP DP guidelines be done in consultation with UDI after the OCP is adopted to check for possible redundancies and inconsistencies. (e.g., as part of updating the Area and Sub Area Plans DP Guidelines).

As suggested by UDI, in a few cases, some potentially restrictive words (e.g., "required" replaced with "encouraged") may be removed as part of the proposed amendments.

#### **9. Regional Context Statement (Chapter 15)**

- The City confirmed that it supports intensifying employment lands and that the existing industrial/mixed employment land base in Richmond will be needed to support expected job and business growth to 2041. It should be noted that Metro Vancouver staff have advised (as of November 1, 2012) that they have recommended that the Metro Vancouver Board accept

the City of Richmond's Regional Context Statement as submitted to MV on September 26, 2012.

**Conclusion:** It was agreed that, after the 2041 OCP is adopted, City staff and UDI would continue to work together to explore more fully some of the items discussed at the October 30<sup>th</sup> meeting (e.g., accessibility, possible redundancies with the Development Permit Guidelines) and that there no changes that needed to be made to the OCP prior to final adoption. Both parties agree that they have a long standing and beneficial relationship.

**Prepared by Policy Planning, November 7, 2012**

**DISCUSSION NOTES**  
**RICHMOND OFFICIAL COMMUNITY PLAN (OCP) BYLAW 9000 CONSULTATION**

**Richmond Small Home Builders Group and City Staff**

**October 31, 2012**

**@ Richmond City Hall**

**Richmond Small Home Builders:**

Ajit Thaliwal, Raman Kooner, Khalid Hasan, Rav Bains, Clive Balandra, Mukhtiar Sian (late)

**City of Richmond:**

Holger Burke, June Christy, Terry Crowe (late)

**Comments/Response to Richmond OCP Bylaw 9000:**

- Key comment is that Richmond is running out of single family lots that can be subdivided
- The City needs to look at ways to increase the potential supply of smaller single family lots e.g., - lots on a lane behind the compact lots/coach houses on the arterial roads (transition of density to the single family neighbourhood)
  - subdivision potential in Land Use Contract areas
  - other areas such as the Heather/Ash Street neighbourhood, which has turned out well
  - allow duplex zoned properties to subdivide into 3 single family lots rather than just 2 lots
- The City should also be encouraging more front/back duplexes, as has been done successfully in the Acheson/Bennett area
- Suggested that the City revisit the requirement for a 40 m to 50 m frontage on arterial roads for townhouse development (i.e., a 30 m frontage is easier to assemble; servicing is no longer an issue requiring a larger frontage; the City has approved some quite attractive townhouse developments on General Currie Road in South McLennan on 20 m wide lots)
- Clarification sought on the proposal to allow granny flats and coach houses in Edgemere (e.g., density bonus being permitted; incentives to help with sustainability guidelines; requested and received a copy of the proposed Zoning Bylaw amendments)
- Questioned why hedge retention was one of the compact lot and coach house development requirements
- Discussed the City's concerns regarding coach houses on arterial roads and indicated that:
  - lots that are at least 40 m (130 ft) deep make good coach house lots (e.g., Blundell Road and Francis Road)
  - lots that are only 34 m (110 ft) deep do not make good coach house lots (e.g., No. 1 Road)
- Discussed the concern from some members of the public about new, larger homes replacing existing, smaller homes and the possibility of requiring more landscaping in the front yard, landscaping inspections on new homes, etc.
- The difference between Richmond OCP Bylaw 9000 and Richmond Zoning Bylaw 8500 was clarified

Prepared by  
Policy Planning



## 3.2 Neighbourhood Character and Sense of Place

### OVERVIEW:

Some say that communities happen on foot, so enhancing the character and accessibility of neighbourhoods is important.

### OBJECTIVE 1:

Continue to protect single family neighbourhoods outside the City Centre.

### POLICIES:

#### Single Family Land Uses

- promote single family uses within residential quarter sections;
- explore incentives and other mechanisms to encourage the retention of existing housing stock in established single family neighbourhoods (e.g., secondary suites);

#### Neighbourliness and Character Retention

- recognize that the physical elements of neighbourhoods such as housing styles, existing building setbacks, exterior finishes, building height and massing, existing trees and landscaping, attractive and appealing streets, street trees are just some of the factors that create the character of established single family neighbourhoods;
- work to ensure that new single family housing complements established single-family neighbourhoods using zoning or other appropriate regulations;
- continue to implement the Single Family Lot Size Policies to ensure that changes to the physical character of single family neighbourhoods occurs in a fair, complementary manner with community consultation;
- actively explore alternatives to Land Use Contracts (LUCs) (e.g., seek Provincial legislative changes, replace LUC with appropriate zones, apply development permit guidelines) to achieve better land use management over time;





- to encourage single family housing compatibility when requested by neighbourhoods, consider amending policies and bylaws (e.g., zoning), for example, to modify yard and building height requirements.

#### Densification in Residential Areas

- carefully manage coach houses and granny flats in residential areas as approved by Council (e.g., Edgemere; Burkeville; along arterial roads);
- coach houses and granny flats are not anticipated to be allowed in other areas except in Neighbourhood Centres. If such requests are made from owners and other neighbourhoods, they may be considered on a case by case rezoning basis;
- limit arterial road town houses to along certain arterial roads;
- carefully manage the densification of shopping centres outside the City Centre.

#### OBJECTIVE 4.2:

**Manage change** Enhance neighbourhood character and sense of place by considering community values.

#### POLICIES:

- a) **when enhancing neighbourhoods**, consider the following community values, for example:
  - **employment opportunities**;
  - sustainability **initiatives objectives**;
  - the compatibility of new housing types **with neighbourhood**;
  - local employment opportunities;
  - traffic impacts **and improving transit, walking, bicycling and rolling opportunities**;
  - existing and future infrastructure;
  - the provision of community amenities;
  - other as necessary;
- ~~b) continue to implement the Single-Family Lot-Size Policies to ensure that the physical character of neighbourhoods takes place in a fair, consistent manner with community consultation;~~
- ~~c) actively explore alternatives to Land Use Contracts (LUC) (e.g., seeking Provincial legislative changes, replacing LUC with appropriate zones, applying development permit guidelines) to achieve better land use management over time;~~
- ~~d) coach houses and granny flats are to be allowed along arterial roads and in certain neighbourhoods (e.g., Edgemere) as approved by Council;~~
- ~~e) coach house and granny flats are not anticipated to be allowed in other areas except in Neighbourhood Centres. If requests are made from owners and other neighbourhoods, they may be considered on a case by case rezoning basis;~~

## Mobility and Access



- at neighbourhood centres outside the City Centre, up to 10% reduction with provision of transportation demand management measures;
- d) support the use of electric vehicles, **including bicycles and mobility scooters**, through the mandatory provision of electric vehicle charging infrastructure in new multi-family residential developments whereby, in line with forecast market penetration rates for electric vehicles in British Columbia:
  - a minimum of 20% of parking stalls will be provided with a 120 volt receptacle to accommodate electric vehicle charging equipment;
  - an additional 25% of parking stalls will be constructed to accommodate the future installation of electric vehicle charging equipment (e.g., pre-ducted for future wiring);
  - **a minimum of one 120 volt receptacle to accommodate electric charging equipment for every 10 Class 1 bicycle parking spaces;**
- e) in concert with changing population demographics, increase the percentage of disabled parking spaces both on-street and in new developments;
- f) support the use of pay parking to reduce automobile use and encourage transit, cycling and walking;
- g) where pay parking is in effect, establish parking rates that are equal to or exceed transit fares and vary across times and priority locations.

**Electric Vehicles**

Facilitate a transition to electric vehicles by:

- requiring new residential developments to provide charging equipment for a minimum of 20% of the parking spaces;
- supporting a network of publicly available charging stations.

**OBJECTIVE 3:**

Optimize the performance of the transportation system.

**POLICIES:**

- a) Expand the use of video detection at intersections to improve traffic flow and provide real-time monitoring;
- b) Support new vehicle technologies that reduce non-renewable energy use and air emissions (e.g., electric cars and scooters);



**FACT**

Each additional grocery store within about a kilometer distance was associated with 11% reduction in the likelihood of being overweight.

Larry Frank, 2009.

**OBJECTIVE 2:**

To undertake, over time, separate Neighbourhood Shopping Centre planning processes to enable a wider variety of housing, stores, services, and amenities which support more jobs, effective transit, walking, rolling and cycling.

**POLICIES:**

- a) over time, prepare Master Plans (e.g., by City staff, or with City staff leadership and developer work and paying for the costs) to replan neighbourhood centres (e.g., each may take a year or more to complete);
- b) each Master Plan is to have a sustainability theme and integrate sustainability, land use, employment, transportation, infrastructure, park, community facility, urban design, the Ecological Network and energy conservation policies to contribute to a more complete and vibrant community;
- c) while Council may vary the following centre densification planning sequence, at this time the sequence is as follows:
  1. Broadmoor Shopping Centre may continue **as per the Council approved Broadmoor Neighbourhood Centre Master Plan**:
    - the Inner Core is already approved for densification, it may continue;
    - in the Outer Core, requests to rezone:
      - sites under 1 ha (2.5 ac.), may occur without replanning the whole Outer Core;
      - sites 1 ha (2.5 ac.) or over, may occur **only** with the replanning of the whole Outer Core;
  2. Hamilton Shopping Centre: currently underway (completion anticipated in 2013);
  3. East Cambie Shopping Centre (To Be Determined by Council);
  4. Blundell Shopping Centre (To Be Determined by Council);
  5. Garden City Shopping Centre (To Be Determined by Council);
- d) **developers who wish to redevelop large (> 1 ha; 2.5 ac.) sites located within the inner or outer core of the East Cambie, Blundell or Garden City neighbourhood centre areas will be required to undertake a neighbourhood centre master planning process and include the shopping mall site in the replanning;**
- e) at this time, densification planning processes for the following neighbourhood centres is not anticipated as they are relatively new and/or there is little public support:
  - Terra Nova Shopping Centre;
  - Ironwood Shopping Centre;
  - Seafair Shopping Centre;

## **9.0 Island Natural Environment**

(~~including~~ an Ecological Network approach)



## 9.0 Island Natural Environment

(including an Ecological Network approach)

### OVERVIEW:

Richmond's spectacular estuarine location—at the point where the Fraser River meets the Pacific Ocean—means that the island City is located within one of the most productive ecosystems in the world. Our community relies upon a healthy and diverse landscape to maintain biological diversity and a resilient natural environment. Richmond's inland and foreshore habitats weave an intricate and unique tapestry of landscapes that provide a host of ecosystem services, the fundamental life supports for human settlements and a wide variety of plants and animals. These essential ecosystem services include temperature regulation, soil stability, clean air and water, carbon sequestration, pollination and drought and flood mitigation.

~~Trends towards~~ Increasing **population** growth **will** place higher demands on already stretched ecological resources. Research on ecological sustainability indicates that the worldwide use of resources is exceeding the Earth's capacity to renew and replenish them. At the same time, awareness is growing that ~~communities like~~ Richmond **will are** likely ~~to~~ experience significant impacts from changing environmental conditions (e.g., climate change), urbanization and agricultural **intensification-expansion**. **There is a concern** ~~Key concerns exist~~ for Richmond's natural environment in regards to the loss of local biodiversity due to climate change impacts (e.g., loss of foreshore habitat due to sea level rise and/or loss of inland habitat due to increasing storm intensity), urbanization and proliferation of invasive species.





Accommodating future growth, responding to climate change and adapting to urban and agricultural intensification expansion necessitate a sustainable approach to protecting and maintaining the ecological health and resilience of our unique island natural environment. The objectives and policies for the natural environment identify a broad range of tools and approaches that target the protection, enhancement, connectivity and acquisition of ecological lands and services. These tools include policies to integrate ecological values, lands and connectivity into land use planning initiatives at a variety of scales and in a manner that promotes ecosystem services and including human well-being.



## OBJECTIVE 1:

### Protect, enhance and expand a diverse, connected and functioning Ecological Network.

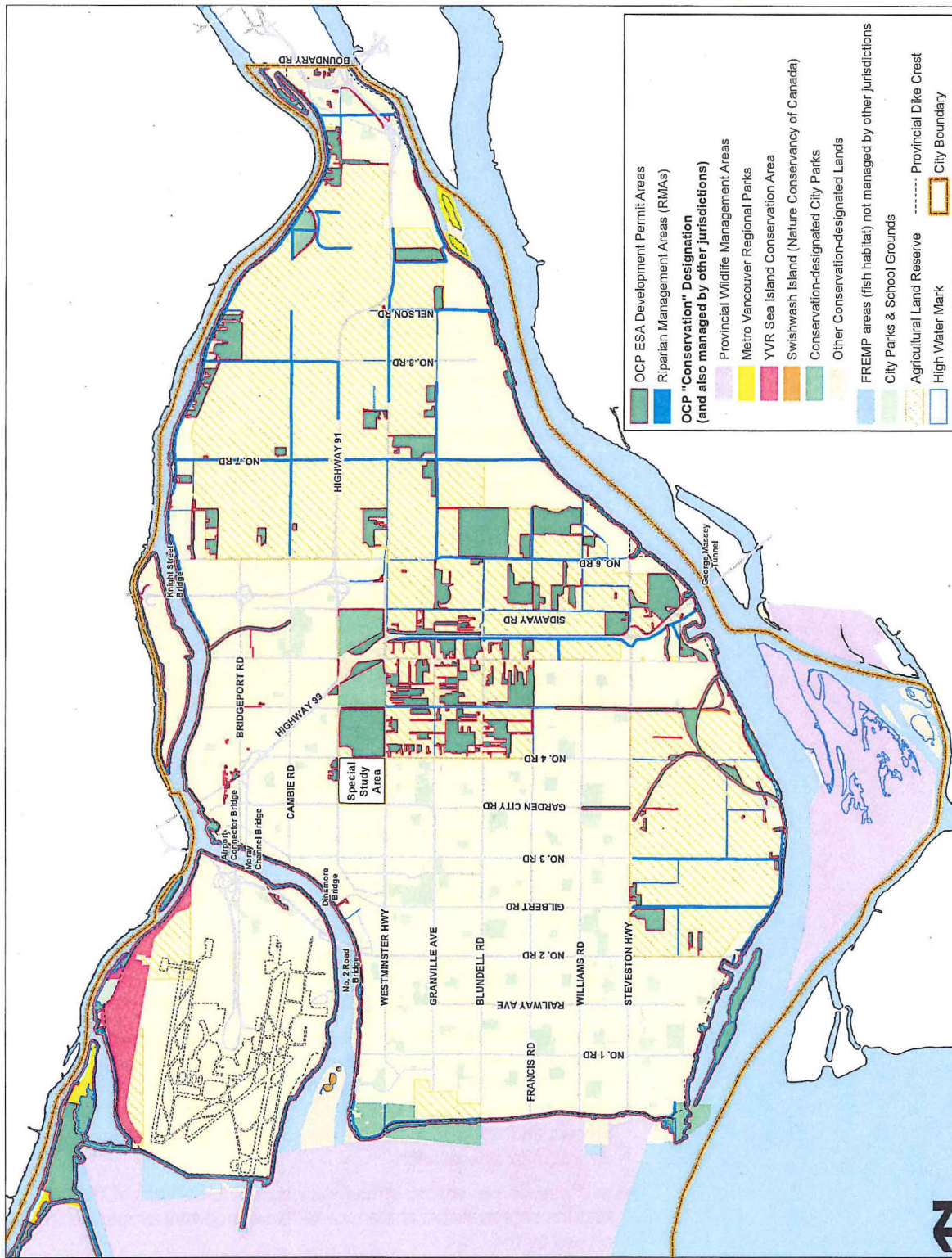
In a developing urban and rural environment, retention of biological productivity and biodiversity is a challenge. Biodiversity principles clearly indicate demonstrate that contiguous or connected areas offer greater habitat value and overall ecosystem resiliency than numerous fragmented portions. To gain the maximum benefit to biodiversity through land-use planning, the creation of an Ecological Network (EN) will help guide the strategic enhancement, layout and acquisition of lands. The EN comprises larger 'hubs', smaller 'sites' and interconnecting corridors that act to conserve and connect natural and semi-natural areas. The EN approach recognizes the ecological services provided by these natural and semi-natural areas that contribute to the health and livability of the City. Connectivity between people, the built environment and natural lands is intrinsic to the EN. It is an innovative and opportunistic approach to better achieve the acquisition, protection, and enhancement, connectivity and management of biodiversity components and the ecosystem services they support, within an expanding urban and agricultural rural context.

## POLICIES:

- a) identify an EN to provide an innovative framework to better protect the city's ecological resources (e.g., see Ecological Network Management Map);
- b) include the EN as a foundational tool within the Green Built and Natural Environment program of the City's Sustainability Framework. Implementation within the program will include the establishment of targets and adoption of the Ecological Network concept;
- c) establish a meaningful and robust EN by:
  - expanding the EN with Green Infrastructure (GI) as the key management tool. GI is a term used to describe the interconnected network of natural and engineered "green" elements that occur at a variety of scales (i.e. site, building, neighbourhood, community-wide, regional etc). GI is a foundational support tool for the function and quality of communities and ecological systems. Green elements include the built and the natural environment (e.g., district energy systems, green buildings, permeable pavement, eco-industrial development, storm-water management features);



## Ecological Network Management Map



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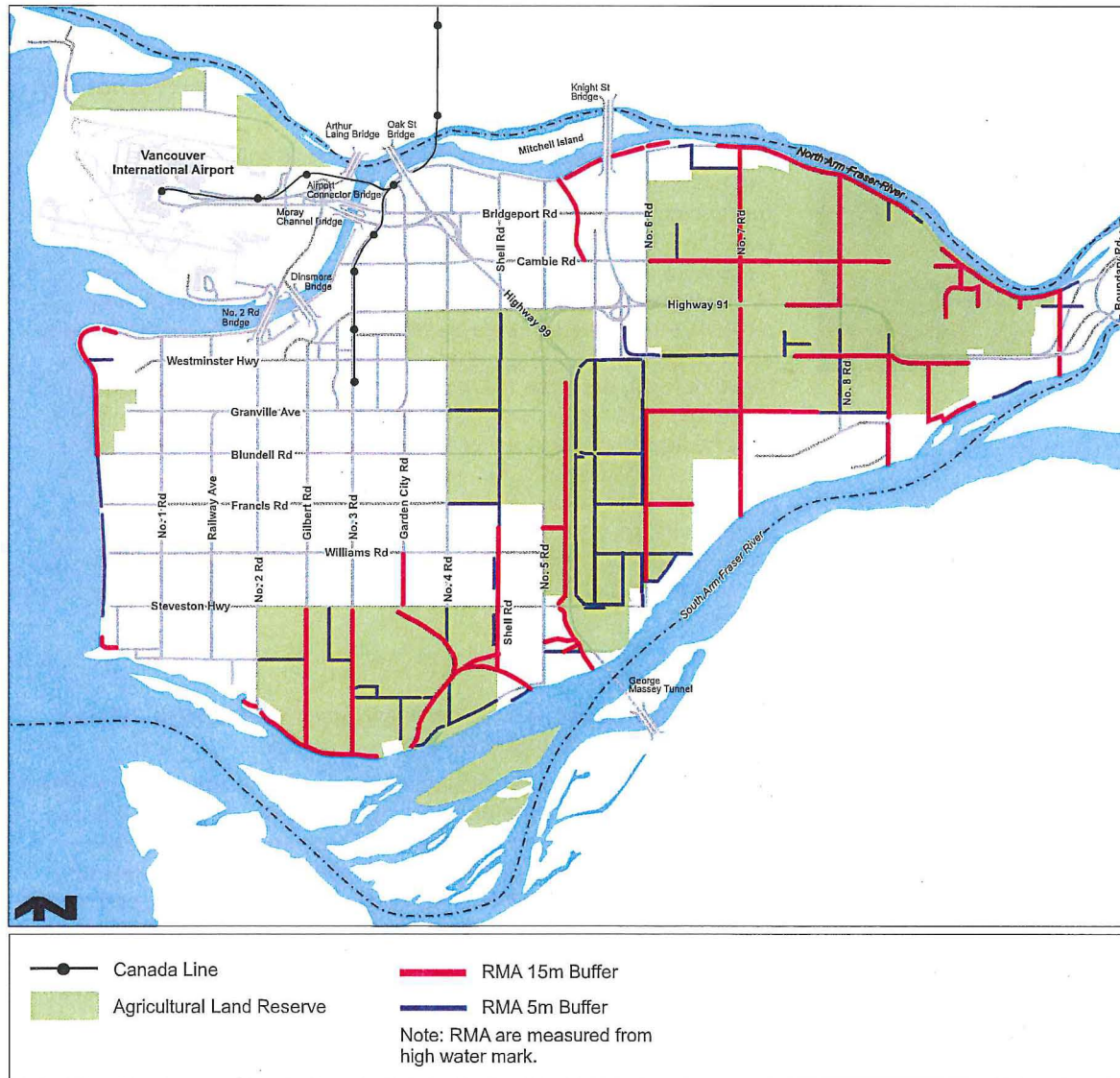
- considering the prioritization of EN lands, including City, private and other jurisdictions, for future planning, land acquisition, protection and enhancement (e.g., Riparian Management Areas, Park and Open Space policies, Environmentally Sensitive Areas, **school yards, agricultural lands, Wildlife Management Areas**, etc.). The EN data set includes information for the relative “naturalness” of given areas and also assesses their suitability for restoration and enhancement of lands **including (e.g., functioning, impaired and non-functioning corridors)**. Prioritization and recommendations can be made to identify possible acquisition, enhancement and protection strategies. Note: Currently the EN map does not include any corridors. ~~The City purchased Railway corridor is, therefore, currently under consideration. Further planning work and costing will be undertaken.~~ Amendments to the OCP will be made, as appropriate, prior to the next OCP update;
- establish clear goals and objectives to strengthen and expand the existing EN. This will include a review and recommendation of potential targets and metrics to assure successful implementation of the EN;
- ~~developing a toolbox of planning and environmental policies to support site and neighbourhood level planning processes to integrate the GI tool within the EN. This will include the identification of opportunities to acquire, enhance and protect lands through redevelopment and rezoning;~~
- over time, establishing new design objectives (e.g., ecological landscape design guidelines), policies and principles for city lands, operations, environmental stewardship initiatives and private developments to ensure integration with the EN;
- ~~exploring possible strategies to manage the EN based on the five goals and the Big Ideas presented within the 2012 Environmentally Sensitive Area Management Strategy;~~
- linking the EN to emerging social and economic opportunities (e.g., organic farming, community gardens, recreation, eco-tourism) that will encourage the use of the land in an ecologically responsible manner ~~and maximize GI opportunities;~~
- implementing the 2012 Environmentally Sensitive Areas (ESA) Management Strategy and updating it every five years (~~by~~ Policy Planning);
- over time, updating the City’s Riparian Management Areas (RMA) Response Strategy, Parks and Open Space Strategy and related policies to reinforce the value of connectivity ~~through the implementation of GI;~~
- all private development and City works will comply with the City’s Environmentally Sensitive Areas policies, the City’s RMA setbacks (5 m or 16.4 ft. and 15 m or 49.2 ft.), the City’s Tree Protection Bylaw, the Fraser River Estuary Management Program (FREMP) project review process and will respond to the EN policies and all other applicable environmental legislation;
- as city resources enable, strategically acquiring portions of the EN that become available and are considered important properties to be owned by the City;
- continuing to establish partnerships, incentives, policies, programs and measures, as appropriate, to improve the EN;

d) Environmental Sustainability will take the lead role in implementing the Ecological Network.

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## Riparian Management Map







## OBJECTIVE 2:

Promote green infrastructure **and the Green Infrastructure Network (GIN)** and their underlying ecosystem services (e.g., clean air, water, soils), on all ~~(e.g., city and private)~~ lands ~~(by Environmental Sustainability)~~.

Green infrastructure is referred to as the physical environment within and between our cities, towns and villages, forming a network of multi-functioning open spaces, including formal parks, gardens, woodlands, ponds, wetlands, watercourses, green corridors, street trees and open fields/lands (Davies, McFarlane, McGolin, and Roe, 2006). ~~Occurring at a variety of scales (i.e. site, building, neighbourhood, community, regional, etc.), the green infrastructure supports the function and quality of communities, including ecological systems.~~ The Green Infrastructure Network (GIN), describes the interconnected network of these natural and engineered "green" elements occurring at a variety of scales and is a foundational support tool for the function and quality of communities and ecological systems. Green Infrastructure Network elements include the built and the natural environment such as district energy systems, green buildings, permeable pavement, eco-industrial development, and storm-water management. The Green Infrastructure Network provides the opportunity to create and enhance natural values through the development process.

## POLICIES:

- a) expand the EN with a complementary Green Infrastructure Network (GIN) as the key management tool;
- b) develop a Richmond specific approach to promote and track ~~GIN green infrastructure (GI)~~ opportunities to support for the Ecological Network (i.e. parks, natural spaces, riparian management areas, Fraser River foreshore, agricultural lands, etc.). This can be done by a variety of means (e.g., improved landscape edge plantings, buffering, continuous connections to ecological corridors), through the City's capital and operation projects, policies and development application requirements (e.g., the construction of storm water management ponds, wetland rehabilitation, district energy in city and private developments);
- c) ~~over time~~, establish an Invasive Species Management Program which includes community and institutional partners, to reduce the spread of invasive species and consequent loss of biodiversity;
- d) create educational and outreach materials that interpret the direct value of the green infrastructure **and the GIN**, their underlying ecosystem services and significant natural features in the City;
- e) develop a toolbox of planning and environmental policies to support site and neighbourhood level planning processes to integrate the GIN tool within the EN. This will include the identification of opportunities to acquire, enhance and protect lands through redevelopment and rezoning;
- f) Environmental Sustainability will lead the implementation of this Objective 2.





### OBJECTIVE 3:

Proactively implement practices to protect and improve water, air and soil quality.

In the course of the City's ongoing operations as well as the redevelopment and use of ~~City and~~ publicly owned lands, opportunities exist to not only preserve but actively improve environmental conditions. In some cases, new or strengthened City policies will be implemented; incorporating performance targets. Of particular note is the Integrated Stormwater Management planning process already underway, which will provide a framework to guide development towards sustainable rainwater management practices.

### POLICIES:

- a) incorporate ecological values (~~e.g., ESA, RMA, Parks, Tree Bylaw~~), Ecological Network/~~green, and Green Infrastructure Network~~ opportunities and consideration of targets into the City's Integrated Stormwater Management Plan being developed under Regional and Provincial process. Targets will be considered for inclusion within the City's Sustainability Framework programs. As part of plan implementation, encourage innovative measures to improve storm water quality and manage impervious areas where appropriate to reduce run-off volumes, sedimentation and erosion, and thus improve water quality;
- b) continue to partner with other government agencies in the Fraser River Estuary Management Program (FREMP) in regulating and assessing shoreline development along the Fraser River;
- c) prioritize the protection and enhancement of the Fraser River and West Dike foreshore habitat (e.g., RMA requirements, 30 m or 98.4 ft. foreshore and 30 m or 98.4 ft. inland setback buffer in accordance with the City's ESA development permit process) and the Parks and Open Space Strategy);
- d) assure compliance for all capital, operations, development applications and other projects for the City's 5 m or 16.4 ft. and 15 m or 49.2 ft. setback requirements for Riparian Management Areas (RMAs) and ~~Development Permit Application~~ for Environmentally Sensitive Development Permit Areas (ESAs);
- e) enhance the ~~protection of the~~ City's RMA network through the implementation of strengthened policy ~~and/or~~ bylaw approaches;
- f) overtime, review and update design guidelines to ensure that public access to natural areas is provided in a manner that best balances habitat protection with public access ~~and ecological connectivity~~ opportunities;
- g) establish and encourage Best Management Practices related to Air Quality and reduction of greenhouse gases, including education both internally and externally to the industrial, construction and agricultural sectors;
- h) cease the use of traditional pesticides through the ongoing implementation of the city's Enhanced Pesticide Management Program which includes the Pesticide Use Control Bylaw and educational initiatives which promote the use of new generation, low toxicity pesticides, organic gardening, natural lawn care, etc.;





- i) continue to expand City Operations practices to innovate best practices for landscape maintenance in the absence of traditional pesticides;
- j) continue to establish collaborative approaches with partner agencies to reduce the environmental (i.e. biodiversity loss), infrastructure and economic impact of invasive species expansion;
- k) continue to partner with senior governments and businesses to promote initiatives aimed at best practices for storm water management and spill response management;
- l) continue participation in the Site Profile system to assist the Provincial Ministry of Environment with screening and managing contaminated sites through the Development process;
- m) continue to work with senior government and other agencies to raise awareness of environmental and health impacts of discharges of polluting substances into the air, soil and water;
- n) over time, establish Adaptive Management Principles to better manage foreshore areas in light of the potential impacts of climate change (e.g., sea level rise);
- o) continue to partner with all levels of government and others to encourage more adaptable, resilient policies to better manage climate change ~~(e.g., assess potential climate change risks, better guide decisions)~~.

#### **OBJECTIVE 4:**

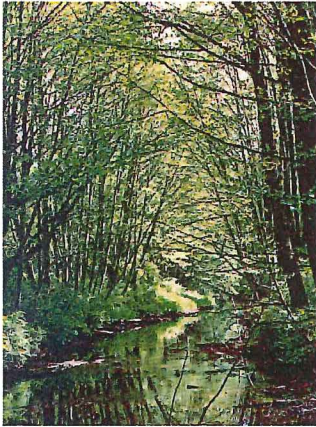
##### **Develop Partnerships for “Ecological Gain”.**

Supporting the objective of improving baseline indicators such as water quality ~~over time~~, the City will work towards creating a net gain in ecological values through the process of development, zoning and City capital and operation projects. This “Eco-Plus+” approach integrates environmental improvements as part of the City’s capital operations and the development process, rather than simply managing impacts. Combined with the Ecological Network concept, this provides the framework for creating strategic improvements to the City’s ecological values over time.

#### **POLICIES:**

- a) incorporate Ecological Gain principles into all City and development approval projects to maximize environmental values and benefits to the Ecological Network ~~and the green infrastructure management tool~~;
- b) consider the review and establishment of a target or metric to use for tracking the implementation and success of the Ecological Gain concept.





## OBJECTIVE 5:

### Fostering Environmental Stewardship.

Richmond takes pride in its beautiful setting at the mouth of the Fraser estuary. The City is defined by its proximity to the river, its history in agriculture and fishing as well as its diverse ecological values. With significant growth and the arrival of many new immigrants to the community an unrivalled opportunity presents itself to create a City-wide program of environmental education and awareness. With diverse cultural approaches to environmental stewardship, the City will take a leadership role in interpreting and valuing our natural environment to both long-standing and new residents.

## POLICIES:

- a) identify and establish opportunities to support the Ecological Network through volunteer driven stewardship initiatives;
- b) continue to work with partner organizations, other levels of government, multicultural organizations and First Nations to develop and deliver environmental stewardship initiatives and collaborations that embrace the City's Ecological Network principles;
- c) ensure outreach and educational programs in environmental stewardship are relevant to a multicultural audience;
- d) seek out sponsorship and private sector support for environmental stewardship and place-making initiatives;
- e) encourage the formation of community based volunteer environmental stewardship organizations.

### EN-Implementation

To implement Objectives 1 to 5, Environmental Sustainability will take the lead role which includes enhancing the Ecological Network by developing the Green Infrastructure Management Tool within the Network. The Green Infrastructure Management Tool will:-

- define management strategies;
- establish measurable targets;
- refine the conceptual Ecological Network Map to improve usability;
- refine how the Ecological Network will be integrated into the planning and development application processes.

As this work is ongoing and subject to City priorities and budgets, the implementation of projects will be determined in annually in Environmental Sustainability approved work programs and budgets. Environmental Sustainability will lead projects with assistance Policy Planning, Parks, Engineering and other City departments and stakeholders.



#### OBJECTIVE 6:

~~The~~ Achieve long-term protection for Environmentally Sensitive Areas (ESAs) ~~will be achieved~~ through the implementation of the 2012 ESA Management Strategy.

#### POLICIES:

- a) ESAs are identified in OCP Schedule 1 Attachment 2 Map;
- b) continue to provide protection for ESAs by requiring ESA Development Permits for proposed development activity in ESAs to ensure that development proposals meet ESA policies and guidelines;
- c) ensure that the ESA DP~~s~~ reviews~~s~~ and minimize the impacts of the proposed development ~~o~~in the ESA;
- d) continue to require environmental impact assessments in cases where development applications are likely to negatively impact the ESA;
- e) strive to achieve additional protection for ESAs, by facilitating the environmentally sensitive development on lands adjacent to identified ESAs through particular attention to the subdivision of land, siting of buildings and structures, the provision of parking, storage and landscaping areas, and allow stormwater retention during rain events;
- f) encourage the restoration and re-creation of natural habitats to enhance ESAs, particularly those which are under City ownership;
- g) review and update the ESA policies and areas at least every five years;
- h) Policy Planning will lead the implementation of this Objective 6.





## 10.0 Open Space and Public Realm

The Public Open Space System is comprised of:

- outdoor spaces available for public use that are either publicly owned (e.g., parks and trails) or are secured through legal agreement with private landowners (e.g., plazas, squares and pedestrian walkways).

The Public Realm is comprised of:

- streets, plazas, squares, boulevards, and pedestrian and cycling linkages between and through neighbourhoods

### OVERVIEW:

Parks and other types of public open space play a vital role in the quality of life and vibrancy of a city. A well designed, well connected system of parks and trails, greenways and streets, plazas and squares, waterfronts and waterways significantly contribute to individual and community wellness in the following ways:

- **Promote Healthy Lifestyles:** Convenient access to parks and open spaces is a strong indicator for healthy levels of physical activity. Access to places to walk, the most common reason people cite for visiting parks and trails, is a critical service the System can provide. Contact with nature and even simple green spaces with grass and trees, have been shown to have profound psychological and physical benefits, for example, reducing stress and contributing to the healthy development of cognitive functions in children such as memory formation and spatial learning.
- **Foster Community Cohesiveness:** Community cohesiveness is stronger where there are opportunities to engage in informal social contact, to play together, and where people of diverse ages and backgrounds can engage in shared experiences. The sports fields, playgrounds, places to walk dogs, community gardens, and public plazas play a central role in fostering a strong sense of community.
- **Support a Healthy City Environment:** The quality of city life is determined, in part, by the quality of the urban environment. The System **contributes to the Ecological Network (EN)** and provides desirable ecosystem services such as mitigating temperature extremes, improving air and water quality, contributing to biodiversity and ecological health, and reducing the need to expand expensive infrastructure such as stormwater systems. These services have a positive impact on human health, as well as **reducing** infrastructure operating costs.





#### OBJECTIVE 4:

Strengthen pedestrian, rolling (e.g., wheelchairs, scooters, etc.) and cycling linkages among every element of the city (neighbourhoods, schools, civic spaces, neighbourhood shopping centres, parks, natural areas, streets, commercial areas and industrial parks).

#### POLICIES:

- a) improve connections across the existing City-wide trails system;
- b) continue to improve pedestrian, rolling and cycling linkages within neighbourhoods to key destinations and amenities;
- c) improve the wayfinding and signage system for parks and major public destinations;
- d) expand the range of opportunities for cycling routes separated from automobile traffic.

#### OBJECTIVE 5:

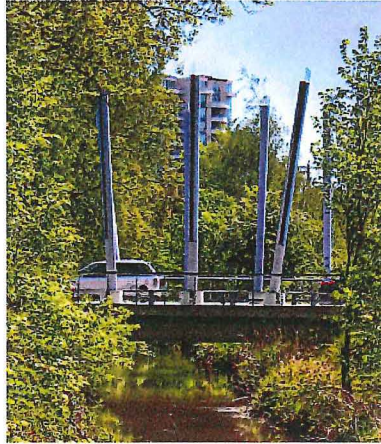
Strategically expand the range of ecosystem services (e.g., biodiversity and habitat, rain water management, carbon sequestering) integrated within the open space and public realm **system-to strengthen and contribute to the Ecological Network.**

#### POLICIES:

- a) protect, enhance and sustain ecosystem services in parks and other public open spaces **as these are significant parts of a robust Ecological Network (see Chapter 9.0);**
- b) as practical, connect significant **eEcological nNetwork** assets **via with-existing or enhanced eco-**corridors (linear connections between ecosystems that facilitate the movement of species, water, nutrients and energy increasing the viability of those ecosystems);
- c) provide more opportunities for people to experience nature (e.g., bird watching, nature walks);



- d) provide recreational opportunities to appreciate and participate in agricultural activities;
- e) provide leadership in education and awareness of Richmond's unique ecological assets.



#### OBJECTIVE 6:

Showcase Richmond's world-class waterfront and enhance the Blue Network (the Fraser River shoreline and estuary, and the internal waterways, the sloughs, canals, and wetlands) for their ecological value, recreational opportunities, and enjoyment.

#### POLICIES:

- a) protect, ~~and~~ enhance and connect the ecological values and public amenities in the Blue Network (e.g., trails, piers, floats, beaches, riparian areas and the foreshore);
- b) continue to acquire land for the waterfront park on the Middle Arm in City Centre;
- c) continue to support the City's signature maritime events (e.g., Ships to Shore, Maritime Festival, Dragon Boat Festival);
- d) develop recreational opportunities on and around sloughs and canals;
- e) deliver educational and interpretive programs that increase the community's connection to the Blue Network;
- f) include water as an element in the urban environment (e.g., Garden City Park stormwater detention pond, Water Sky Garden at the Oval).



### 3.6.2 Broadmoor Neighbourhood Centre Policies

#### OVERVIEW:

In 2010, the City approved a plan to densify the Broadmoor shopping centre. This plan underwent considerable public consultation and was well received by the neighbourhood. As part of this process, specific objectives, policies and Development Permit Guidelines were included in the OCP.

#### OBJECTIVE 1:

To establish policies for the Broadmoor Neighbourhood Centre to guide its long-term redevelopment.

#### POLICIES:

a) general:

- the redevelopment of the Broadmoor Neighbourhood Centre is to be consistent with the OCP policies and Development Permit (DP) Guidelines. The Council approved "Broadmoor Neighbourhood Service Centre Master Plan" dated April 7, 2010 has been prepared to guide Centre redevelopment. The 2041 OCP policies and DP Guidelines shall prevail, in the event of a conflict;

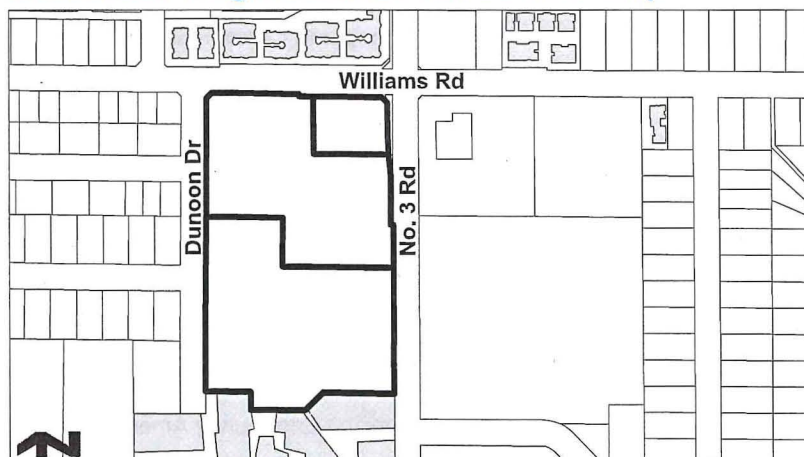
b) precedence:

- if there is a conflict with respect to a land use designation between the 2041 OCP Land Use Map and the more specific maps referred to in this section, the more specific map designations referred to in this section shall take precedence;

c) Broadmoor Neighbourhood Service Centre Area:

- see map;

#### Broadmoor Neighbourhood Centre Area Map



d) vision:

- the long-term Broadmoor Neighbourhood Centre Vision is: "A vibrant, accessible and sustainable mixed use hub where people will be able to live, work and meet their daily needs";





e) flexibility:

- over the anticipated 30 year redevelopment period, as the Shopping Centre redevelops, owners clarify their proposals, more specific technical studies are completed and requirements become better known, Council may modify the OCP policies and DP Guidelines, and Master Plan, as necessary;

f) mix and range of land uses:

- generally, the mix of land uses will be 60% residential with a variety of housing types and 40% commercial (e.g., retail and office);
- the Broadmoor Neighbourhood Service Centre land uses are to be as per the OCP Definitions (e.g., Neighbourhood Service Centres);

g) density:

- base: The base density will be 0.5 Floor Area Ratio (FAR);
- maximum density: The maximum overall density will be 1.5 FAR and minor density variations across the site may be allowed, subject to Council approval.

h) Building Height:

- Generally, the maximum building height of the redeveloped Broadmoor Neighbourhood Service Centre will not exceed 6 storeys (e.g., 24.3 m [80 ft.]) and the whole Centre area is not to be redeveloped to 6 storeys (e.g., 6 storeys along the arterials, lower elsewhere).

i) Sustainability:

- Broadmoor Neighbourhood Service Centre redevelopment is to incorporate sustainability features (e.g., Leadership in Energy and Environmental Design).

j) Development Permit Guidelines:

- Shopping Centre redevelopment is to be consistent with the OCP Development Permit Guidelines.

k) City Infrastructure:

- The infrastructure to support the redevelopment of the Centre shall be as per City requirements and technical studies.

l) Financing Infrastructure:

- The financing of Centre infrastructure is to be primarily by developers in a variety of ways including Development Cost Charges (DCCs) (for roads, water, sanitary, drainage, parks) and other mechanisms (e.g., service agreements, latecomer charges, phased development agreements).

m) Financing Community Amenities:

- The financing of Centre community amenities (e.g., affordable housing, child care, community planning services, community beautification — above and beyond the City's standard servicing agreement requirements) is to be primarily by developers, through density bonusing, phased development agreements and other means;





- **Density Bonusing:** (additional density above the base 0.5 FAR) may be allowed where developers:
  - meet the Council approved Affordable Housing Strategy requirements;
  - provide as per the approved Neighbourhood Service Centre Master Plan, a Broadmoor Community Amenity Contribution (e.g., \$2.00 per buildable square foot) which is to be allocated as follows: \$1.00 for child care and \$0.75 for community beautification;
- Phased Development Agreements and other mechanisms (e.g., voluntary contributions) may be used to obtain funds for community planning services (e.g., \$0.25 per buildable square foot);
- The provision of public art is encouraged, voluntary and where a voluntary contribution is provided, it is to be at \$0.60 per buildable square foot;
- Other amenities, as may be determined by Council.

### 3.6.3 Noise Management

#### OVERVIEW:

There are several types of urban noise, which affect Richmond:

- noise from construction activity;
- land use noise from the Canada Line on residential uses and certain land uses (e.g., industrial uses on residential uses);
- ambient noise, such as traffic noise;
- aircraft noise.

#### Construction Noise

The City's Noise Bylaw regulates the hours of construction activity.

#### Land Use Noise

It is increasingly important to minimize unwanted noise from the Canada Line on nearby residential uses and from new industrial and commercial uses on any nearby residential uses, and by new multiple family residential uses on nearby industrial and commercial uses.

#### Ambient Noise

It is increasingly important that noise issues are addressed as the volume of City activity and the number of people affected increases.

#### Airport Noise

Airport noise falls under the Vancouver International Airport's (VIAA) jurisdiction. Both the VIAA and the City work towards managing airport noise and aircraft noise sensitive development in a complementary manner.

The City's goal is to:

- better co-ordinate and balance City, VIAA and other stakeholder interests to achieve economic, and social development, and environmental protection, while minimizing aircraft noise related complaints and legal challenges to restrict or curtail airport operations;
- enable the VIAA to continue to operate and expand as a World Class Gateway airport and business which operates on a 24-hour per day (daytime and nighttime) basis;

## Plan Interpretation

### What is the Official Community Plan (OCP)?

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

### How is the Plan organized?

The OCP is comprised of:

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

Area Plans cover portions of the 15 planning areas within Richmond (see Planning Area Boundaries Map and OCP Land Use Map).

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

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

### Land Use Maps—Plan Precedence

If there is a conflict with respect to a land use designation between the OCP Land Use Map (Schedule 1) and the Area Plan or Sub-Area Plan Land Use Maps (Schedule 2), the Area Plan or Sub-Area Plan Land Use Maps shall take precedence with the exception of sites designated OCP Conservation Area in which case this land use designation in Schedule 1 shall take precedence notwithstanding conflicting information which may be shown in Schedule 2.

### Environmentally Sensitive Areas (ESA)

The ESA policies, guidelines, and designations shown in Attachment 2 to the OCP (Schedule 1) supercede any contained in the Area Plan or Sub-Area Plans (Schedule 2).

### Aircraft Noise Sensitive Land Use

The Aircraft Noise Sensitive Land Use policies, guidelines and locations in Section 3.6.3 of the OCP (Schedule 1) supercede any contained in the Area Plan or Sub-Area Plans (Schedule 2).

### How does the OCP work?

As a City document, the OCP can only encourage senior levels of government to take action; it cannot force or require senior governments to act. When implementing the OCP, the City will take into account agreements with other agencies.

### Seeking Clarification

The OCP is to be read as a whole and specific topics (e.g., townhouses) may be addressed in several chapters and maps, and in Development Permits Guidelines. For clarification of the OCP policies and maps, please consult with City planning staff. Council or its designate make the final decision.





## 1.0 Moving Towards a Sustainable Community

### 1.1 A New Plan for the Future—2041

An Official Community Plan (OCP) is a City's statement of its long-term future community planning vision by describing the kind of community into which the City wishes to evolve. As a legal document under the Local Government Act, the OCP provides the City with one of its most powerful tools for bringing its vision to reality. The City of Richmond adopted its first OCP in 1986, updated it in 1999 and is now updating it to take the City to 2041. Updates follow about every ten years to guide land development and align with the region's plans and respond to current issues.

Globally, regionally and locally, the next 30 years will be marked by a range of challenges such as the impacts of climate change, environmental quality, energy reduction, food insecurity and an aging population. The City, through adoption of a 2010 Sustainability Framework, began to chart a course to move towards being more resilient and adaptable in the face of these challenges. The Sustainability Framework helps the City imagine and design a better future. This OCP Update is guided by the following Vision of a Sustainable Richmond:

*"A sustainable and healthy island city that meets the needs of the present without compromising the ability of future generations to meet their own needs. It is a place where people live, work, and prosper in a welcoming, connected, accessible and vibrant community. In Richmond, the health of the people and the health of the eco-system are sustained through community participation and long-term economic, social and environmental well-being."*

"The community planning decisions which municipalities make have as much or more of an impact on the health of people than the decisions which doctors and hospitals make". These decisions include providing opportunities for affordable housing, child care, recreation, parks, trails, densification, walkability, access to nature and healthy lifestyles."

Dr. Patrick O'Connor, Vice President, Medicine, Quality, and Safety, Vancouver Coastal Health, June 2012.





The ~~new~~ 2041 OCP provides an opportunity to better address these challenges and work towards becoming a more adaptable and resilient City. The issue is how we can build on the strengths that have shaped Richmond and what we need to change, to meet the challenges of an ever-changing world.

This 2041 OCP establishes a broad 2041 vision, supporting goals, objectives, policies and new directions respecting land use, mobility, infrastructure, an ecological network and parks and open spaces. The City continues to place an emphasis on improving the health of neighbourhoods, building a vibrant downtown, fostering a resilient economy and a healthy business climate, addressing recreational needs, enhancing social development, preserving environmental quality and promoting the arts, culture and heritage.

This new OCP strives to continue to develop the City as a great place, and a greener, more resilient, connected and healthy City.



## 1.2 The Planning Process

### Community Engagement

In June 2009, Council directed that the 1999 Official Community Plan be updated to 2041 and approved a range of OCP background studies (e.g., 2041 population and employment estimates, employment lands, social planning, parks and open space, and environmentally sensitive area management strategies). The OCP Update has been made possible by the extensive participation of residents, business owners, stakeholders (e.g., Richmond School Board, YVR, Port Metro Vancouver, Metro Vancouver, Urban Development Institute) community groups and the City's advisory committees. The process involved three major rounds of community consultation beginning in November 2009 with over ~~30~~ 28 public open houses over the 2 ½ year period, City-wide surveys and online discussion forums.





As well, separate community consultation processes were undertaken for the:

- 10 Year Social Development Strategy (twelve meetings with stakeholder and advisory committee groups, one online discussion forum and four study circles (Cantonese, Mandarin, recent immigrants and the general public);
- Parks and Open Space Strategy (seven focus groups).

Several hundred visitors came to the online discussion forum site with over 91,000 site visits and many comments posted.

### Recurring Themes and Messages

Certain themes emerged:

- provide more housing choices to facilitate better aging in place, complete neighbourhoods and affordable housing;
- undertake neighbourhood shopping centre densification planning;
- retain industrial lands and encourage office uses in the City Centre;
- improve streets and connectivity in neighbourhoods;
- provide more parks and open space;
- retain agricultural lands;
- improve transportation, transit service, and expand the cycling network across the City;
- have more walkable and accessible neighbourhoods;
- improve the ecological network and its services;
- improve opportunities to access the shoreline.

Also, residents say that they are willing to consume and waste less, use their cars less and make energy and other environment improvements in their homes and offices.



### OCP Update Concept

In April 2011, Council endorsed a 2041 OCP Concept based on the above public input, the findings of the OCP studies, City priorities, and sustainability principles. The 2041 OCP is based on the OCP Concept.



## A Regional View

The City of Richmond is the fourth largest City in Metro Vancouver (MV) and a member municipality of the wider 22 member Metro Vancouver Region. A new Regional Growth Strategy, *"Metro Vancouver 2040 - Shaping Our Future"*, adopted by the MV Board in July 2011 is a framework to manage future development where the region will grow from 1.2 million to 3.4 million by 2040. It is a shared commitment by Metro Vancouver and member municipalities to work together to create a livable and sustainable region through the achievement of common regional goals.

The City and Metro Vancouver are committed to working in partnership to achieve the following shared goals:

- creating compact communities and directing growth to areas already designated for urban development;
- creating complete communities that are more walkable, mixed use and transit-oriented to reduce automobile use;
- supporting a sustainable economy by protecting and supporting employment lands (e.g., industrial);
- protecting agricultural, recreational and conservation lands that provide valuable ecosystem services;
- encouraging land use and public infrastructure capacity improvements of the built and natural environments to protect the environment and withstand climate change impacts;
- supporting sustainable transportation choices that reduce energy consumption and greenhouse gas emissions, improve air quality and promote walkability, bicycling, rolling (wheelchairs, scooters) and transit.

A more detailed description of how the City's OCP policies support and relate to the Regional Growth Strategy is provided in Chapter 15—Regional Context Statement.



## 1.4 2041 OCP Vision

In 2041, Richmond has become a more sustainable City—a place of great spaces and experiences, whose greatest assets include its thriving downtown, diversified economy, healthy, ~~and~~ distinct and connected neighbourhoods, its island shoreline, open spaces, and protected and productive agricultural lands. Richmond has adaptable and prosperous businesses that enrich people, the community, the natural environment, the world and future generations.

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## 1.5 Key Issues to Address in Planning for the Future

Below are some of the key issues that the 2041 OCP seeks to address.

### Future Population Growth and Housing Demand

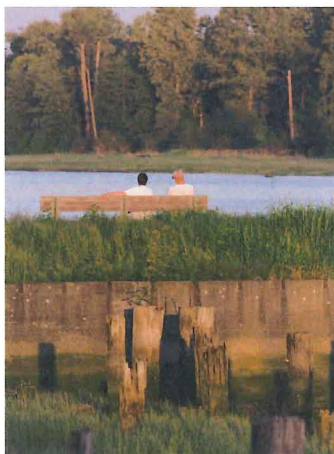
The City will grow by 80,000 people by 2041 and approximately 42,000 new housing units will be needed. The additional population will need to be accommodated within a limited land base so as to not impact the City's farmland or employment lands. While the City will be able to accommodate much of the growth through existing plans and policies, (e.g., West Cambie and the City Centre Area Plans), it will need to find ways to increase housing capacity for a portion of this growth. Much of the housing needed will be in the form of townhouses, anticipated apartments in densified shopping centres and to some extent coach houses and granny flats in areas outside the City Centre.

### Aging Population and Changing Demographics

The number of people over age 65 will substantially increase by 2041. They will represent 26% of the population in 2041 compared to 14% in 2011. The over 75 age group will represent 15% of the population in 2041 compared to 6% in 2011. Some will be active and healthy and others will be frail and will have health problems associated with advancing age. This will have implications for providing services or special programs to ~~these age groups over 75 age group~~ in the community. Some will want to "age in place"—that is, remain living safely in their own community despite declining abilities and enjoy the familiar social, cultural and spiritual connections that enrich their lives. The challenge will be to find ways to develop suitable housing choices and more accessible services (easy access by walking, rolling, transit) to allow them to "age in place" and meet their shifting mobility needs.

### Community Well-Being

Richmond is one of the most multicultural cities in Canada and the change in demographics has taken place quite recently. Richmond has a large and growing diverse population with more than 65% of the City's residents being visible minorities and of different ethnic backgrounds, which makes the City a vibrant and culturally diverse place to be. The City will need to continue to bring these diverse people together in meaningful ways and to better integrate them into all aspects of City recreation and social programs. Immigrants and newcomers will be welcomed.







### Placemaking

Richmond has access to nature, open spaces and a quality of life often associated with smaller communities; however, with development, change is occurring perhaps at a faster pace than some residents would like. The challenge will be to create new pleasant, enjoyable and memorable places, while embracing older special character areas through urban design, heritage conservation and animation of the public realm.

### Economic Uncertainty and A Levelling Off Of Boom Bust Cycles

To address economic uncertainty and boom bust cycles, Richmond will need to: maintain a diversified economy through a favourable business climate, support global industries that provide high paying jobs, support the financial well being of the City's population by enabling them to work where they live and through careful planning, not re-designating Richmond's needed employment lands for residential development.

Economic uncertainty and "boon-bust" cycle challenges indicate a need to:

- maintain a diversified economy through a favourable regional and city business climate;
- support global business and industries that provide high paying jobs;
- maintain the financial well being of the population and residents ~~who to~~ work where they live;
- protect employment~~;~~ lands (e.g., industrial, office, retail, institutional).

### Food Security

Like most urban communities, Richmond imports the vast majority of its food, creating concerns for the stability of the food supply in the face of rising energy costs and climate change. ~~Paradoxically, as~~ nearly 39% of Richmond's land base is protected agricultural land, the potential exists for this valuable asset to help meet local food security needs. There is also a demand for community garden space for those who lack access to land.

### Accessibility

"Accessibility" means the ability to approach, enter, use and/or occupy buildings and spaces by persons with physical or sensory disabilities". Richmond is recognized as leader in accessibility, is one of Canada's most accessible cities and wishes to build on these achievements. The City enjoys its effective working relationship with the Richmond Centre on Disability,





seniors and other community stakeholders. In 2041, the average age of the population will be older and there will be more people with accessibility limitations (e.g., physical, mobility, hearing, seeing, mental challenges). Many want the option of aging in place, rather than having to leave the community as many grew up here. Older residents, visitors and tourists and those with limitations make significant social and economic contributions to the community as they have valuable social, life and job knowledge and skills. They also have a significant positive effect on the local economy and businesses. To address these needs, the OCP aims to make the City even more accessible, for example, by requiring accessibility measures in neighbourhoods as shopping centres densify; in new residential, commercial and institutional buildings; along streets, sidewalks and trails; in parks, parking lots and bus shelters, and through building design. As accessibility needs and solutions evolve, one initiative which the City proposes is to continue working with the Richmond Centre on Disability (RCD), seniors, the community, Urban Development Institute (UDI) and Richmond small home builders group, to increase housing accessibility (e.g., accessible housing, adaptable housing, convertible housing, housing visitability, and aging in place and barrier free housing). The study is to be completed within one year of OCP approval.

### **Social Issues**

There is a range of social issues to address including vulnerable population groups which will place demands on services and programs. The high and rising cost of living which includes significant increases in housing prices will contribute to economic hardship for some. For a large percentage of residents, renting or owning an affordable home is a problem because of employment challenges, fixed income or those whose wages have not kept up with the increase in the cost of living. There are long waitlists for supportive and subsidized rental units for families, seniors, people with disabilities and low-income singles of all ages. The challenge will be to find ways to ensure that the City has adequate and affordable housing to meet the full range of income and needs.

### **Climate Change and a Large Environmental Footprint**

The earth's climate is changing. Increasing green house gas emissions are causing a rapid rise in global temperatures and the effects will be felt both now and into the future. A fundamental challenge for Richmond and all communities will be to significantly reduce greenhouse gas emissions and find ways to ensure that the City is adapting to the effects of climate change. In Richmond, approximately 55% ~~56%~~ of greenhouse gas emissions are transportation related and approximately 41% ~~40%~~ come from the way buildings are built and operated. The City's targets are ~~to~~ ~~reduceing~~ community-wide GHG emission levels by 33% from 2007 levels by 2020 and 80% by 2050. Council has endorsed a 10% energy reduction from 2007 levels by 2020. The City will need to find ways to design its neighbourhoods and buildings to reduce the demand for fossil fuels and shape travel choices so that transit, walking, rolling, cycling and transit are the preferred modes of travel. It will also need to find ways to manage sea level rise, and anticipated increases in the intensity and duration of rainfall.

### **Financial Challenges**

With increasing demands for services, social programs, affordable housing, and maintenance costs to the City's infrastructure, more funding options will need to be explored (e.g., with senior governments to develop more funding sources, ideally without raising taxes).



## 1.7 Richmond Demographics and Changes to 2041

### 2041 Population Estimates

Since 1967, the City's population growth has averaged 2.7% per year. Currently, there are 200,000 residents in Richmond.

- Richmond will grow by 80,000 people by 2041. More population growth will occur in the City Centre (61%) than in the rest of Richmond. The City Centre will double its population by 2041 and increase its share of the City's population from 25% in 2011 to 36% in 2041.

### 2011-2041 Richmond Population Growth

Where	Existing 2011	2011-2041 30 Years	Future 2041
City Centre	50,000	+50,000	100,000
Outside City Centre	150,000	+30,000	180,000
Entire City	200,000	+80,000	280,000

Source: Urban Futures

### 2041 Housing Estimates

Currently, there are estimated to be 73,000 dwelling units in Richmond.

The City Center will add the most housing between 2011 and 2041, approximately 55% of future housing growth; Central Richmond (e.g., Thompson, Seafair, Blundell, Broadmoor, and the residential portion of Shellmont: 25%) and North Richmond: 10%.

- Much of the new housing growth in the area outside of the City Centre will be accommodated primarily by a range of densifying housing options along arterial roads or around neighbourhood shopping centres.





### 2011-2041 Richmond Housing Projections

Where	Existing 2011	2011-2041 30 Years	Future 2041
City Centre	24,000	+23,000	47,000
Outside City Centre	49,000	+19,000	68,000
Entire City	73,000	+42,000	115,000

Source: Urban Futures

### 2041 Housing Types

- 75% of the City's new apartment development will occur in the City Centre, with 10% in North Richmond (e.g., Alexandra neighbourhood) and 5% in Central Richmond around the neighbourhood shopping centres.
- 50% of the new ground oriented housing (GOH) is projected to occur in the City's predominantly residential area of Central Richmond (e.g., Thompson, Seafair, Blundell, Broadmoor and the residential portion of Shellmont), while 30% will occur in the City Centre, 10% in Hamilton and 8% in North Richmond (Alexandra Neighbourhood).
- Steveston's share of net additional housing units (both apartment and ground oriented) on a City-wide basis is projected to be modest because of the constraints on available and developable land.

### 2011-2041 Richmond Housing Types

Where	2011 Estimate			Change Between 2011 and 2041			2041 Projection		
	GOH	Apt	Total	GOH	Apt	Total	GOH	Apt	Total
City Centre	7,200	16,800	24,000	+ 4,800	+18,200	+23,000	12,000	35,000	47,000
Outside City Centre	41,000	8,000	49,000	+13,000	+ 6,000	+19,000	54,000	14,000	68,000
TOTAL	48,200	24,800	73,000	+17,800	+24,200	+42,000	66,000	49,000	115,000

Source: Urban Futures

**Ground Oriented Housing:** Includes single detached houses, duplexes, townhouses, row houses and other forms of housing that have their own private entrance and access to a private outdoor area at the ground level (not necessarily on the ground—can use stairs), secondary suites, coach houses and granny flats.

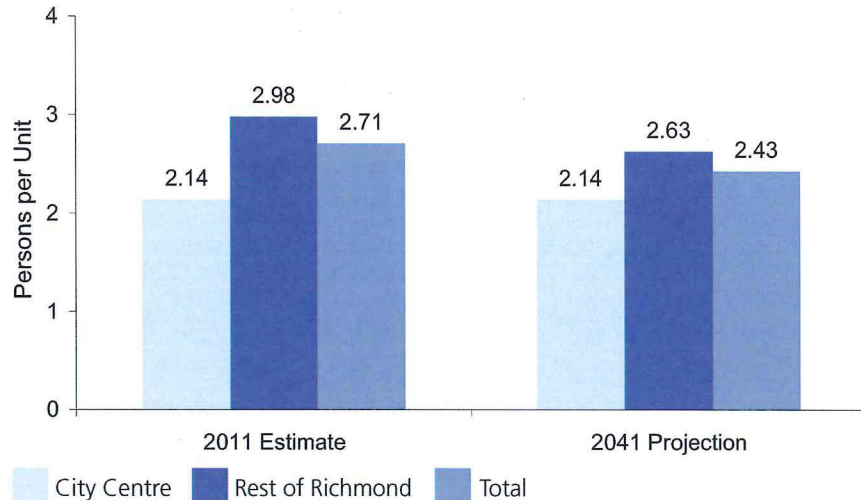
**Apartment Housing:** Housing which does not have its own private entrance (i.e., is accessed from a common indoor corridor) or access to a private outdoor area at the ground level and includes buildings 4 or less storeys (low-rise), 5 to 8 storeys (mid-rise) and 9 or more storeys (high-rise).



## 2041 Average Household Size

- The total number of households will increase, which means that more housing units will be needed, but average household size will decrease, which means there will be a demand for smaller housing units.
- Household sizes are decreasing outside of the City Center and in Richmond as a whole because of the aging population, ~~the~~ trend towards more multiple family housing forms and an increase in the prevalence of a secondary suite in most new single family homes.

### Average Household Size in Richmond



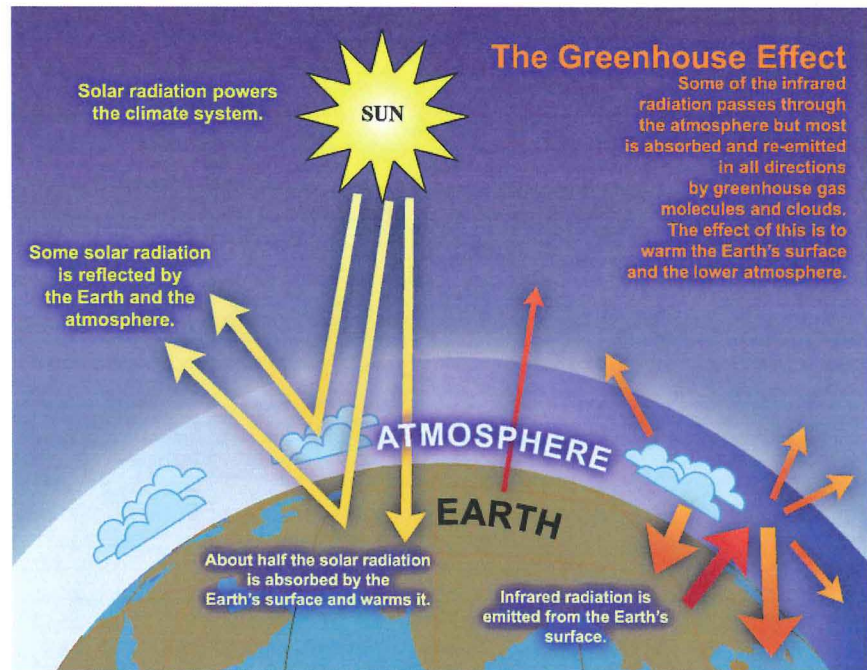
Source: Urban Futures

- The average size of households which dropped in the last few decades will drop even more, so that demand for less costly, smaller housing will continue.

## 2041 Age Distribution

- The +65 age groups are projected to grow faster than average, while all of the under 65 year age groups are projected to grow slower than average. The most significant change in absolute numbers is the growth in the numbers of two age groups:
  - +65-74—15,000 more people in 2041, which represents a 100% change from the 14,500 in 2011;
  - +75—30,000 more people from 12,500 people in 2011, which represents a 240% change;
  - the number of people in the 15-34 age groups will stay relatively the same.
- The increase in those over the age of 65 will bring a growing demand for housing forms that support aging in place. With a growing aging population, the number of persons with special access needs ~~(e.g., 25%)~~ can be expected to increase and the needs for accessible, supportive, and specialized housing will increase accordingly. Proportionally, only older age groups will increase, but the actual number of people in all age groups will increase.





The greenhouse effect (IPCC, 2007)

Primary human activities emitting greenhouse gases are those that involve the combustion of fossil fuels (e.g., heating our homes, driving our vehicles), those that generate waste and those that cause deforestation<sup>4</sup>. Scientists conclude that there will be serious consequences globally, regionally and at a local level if insufficient action is taken to reduce GHG emissions and adapt to unavoidable changing conditions<sup>5</sup>. Impacts may include diminishment in global food production, sea level rise, increased frequency and intensity of extreme weather events (e.g., storms, droughts, heat waves, natural disasters), energy servicing disruptions, infrastructure failures, species extinction and increased rates of disease<sup>6</sup>.

It is also known that, given already existing levels of greenhouse gas emissions, climate change is unavoidable and as such, some level of change will occur. Reducing further emissions is critical for reducing the amount of change that will occur and reducing the magnitude and extent of impacts. However, because not all levels of climate change can be averted, it is also important for communities to prepare for unavoidable change.

While climate change poses a significant challenge, responding to it presents opportunities for advancing overall sustainability. This is because many of the specific action initiatives that reduce impacts of climate change also simultaneously contribute to other sustainability objectives (e.g., community safety, resilient economies, strengthened local food security, live-work-play communities, reduced reliance on the automobile, higher performing buildings, and healthier natural environments).

<sup>4</sup> IPCC Fourth Assessment Report, 2007. *The Physical Science Basis: Executive Summary*: [http://ipcc.ch/publications\\_and\\_data/ar4/wg1/en/ch7s7-es.html](http://ipcc.ch/publications_and_data/ar4/wg1/en/ch7s7-es.html)

<sup>5</sup> IPCC Fourth Assessment Report, 2007. 5 *The long-term perspective*: [http://ipcc.ch/publications\\_and\\_data/ar4/syr/en/spms5.html](http://ipcc.ch/publications_and_data/ar4/syr/en/spms5.html)

<sup>6</sup> IPCC Fourth Assessment Report, 2007. 3.3.1 *Impacts on systems and sectors*: [http://ipcc.ch/publications\\_and\\_data/ar4/syr/en/mains3-3-1.html](http://ipcc.ch/publications_and_data/ar4/syr/en/mains3-3-1.html)



In the coming years, one of the most pressing challenges in securing a sustainable future will be to significantly reduce greenhouse gas emissions, and find ways to adapt to the unavoidable effects of climate change.

## 2.1 Managing Climate Change Response

### OVERVIEW:

Effectively responding to climate change is a challenging endeavour, requiring a strategic approach and sustained effort. The City of Richmond has advanced a wide range of action initiatives to both reduce GHG emissions and prepare for change. A key challenge for the City of Richmond will be to integrate new ideas and emerging best practices in a manner which is cost-effective and results in meaningful benefits for the local community. Effective response, however, will depend upon sufficient action being taken by all sectors of society, including senior governments, businesses and the general public.

### OBJECTIVE 1: A WELL-MANAGED PROGRAM

**Advance a Climate Change Program that addresses climate change response priorities in a manner that supports the multiple needs of a sustainable community.**

### POLICIES:

- a) advocate that senior governments advance necessary climate change services and that local governments are resourced appropriately for taking meaningful action;
- b) as part of the City's Sustainability Framework, implement and regularly update the City's Climate Change Strategic Program to establish and address climate change response priorities, including capacity building, emission reduction, carbon sequestration and adaptation;
- c) develop and evolve targets for climate change response as part of the City's Climate Change Strategic Program;
- d) integrate climate change considerations for achieving a low-carbon and a climate-prepared City into key policies, plans, programs and services, including the City's land-use and development policies, Transportation Plan, Infrastructure Plan, Parks and Open Space Strategy, Flood Management Strategy, ~~Dike Dyke~~ Master Plan, Social Development Strategy, Environmentally Sensitive Areas Management Strategy, Emergency Plan and Economic Development Strategy;
- e) regularly measure and report progress towards meeting established targets;
- f) review and update policies in a timely manner to integrate evolving climate change knowledge and best practices.





### OBJECTIVE 3:

Ensure that the City's neighbourhoods accommodate a range of uses with convenient access to jobs, services and recreation.

#### POLICIES:

- continue to identify the unique needs and preferences of **aging seniors**, youth, families and workers so that they can use and enjoy outdoor spaces, buildings, and transportation infrastructure;
- continue to improve mobility and accessibility for an aging population, monitor potential barriers and consult with seniors and the disability community regarding improvements;
- locate affordable housing close to transit, shops and services in neighbourhoods as much as possible;
- make green spaces and outdoor seating safe;
- work with senior governments and community agencies to strive for full accessibility for all ages and abilities.

### OBJECTIVE 4:

Recognize the importance of schools in neighbourhoods (e.g., education, day care, recreation, health, literacy and community life).

#### POLICIES:

- continue to consult with the School Board to ensure that Richmond residents have access to a range of educational, **jobs employment**, recreation, sport, special event and community wellness opportunities, including where new school sites may best be located and how closed school sites may be used;
- strengthen pedestrian and cycling linkages between neighbourhoods and schools;
- create safe and walkable school areas and safe direct access to school sites;





## FACT

**Integrating different types of housing in a sensitive and well-designed way does not have a negative impact on neighbourhood residents in terms of decreasing property values, reported crime rates or neighbourhood complaints (i.e. noise, disruption and traffic).**

Patterson, 2008 in Alice DeWolff in association with the Wellsley Institute, Dream Team and University of Toronto, 2008. We are Neighbours. Accessed November 26, 2010.



A significant portion of the rental housing stock is composed of secondary suites. Secondary suites increase the affordability of single detached housing for the homeowner, and at the same time provide affordable accommodation for renters. This is the same for coach houses and granny flats.

There is a shortage of special needs housing options for people who cannot have their housing needs met through the traditional housing market. These housing options include shelter beds, transition housing, community care facilities, and supportive housing units.

## OBJECTIVE 1:

**Encourage a variety of housing types, mixes and densities to accommodate the diverse needs of residents.**

## POLICIES:

- a) encourage a mix of housing types and tenures to support diverse needs (e.g., income and abilities), lifestyles (ages and values) and preferences (e.g., housing for older residents, persons with disabilities, rental and ownership housing, new homeowners and empty nesters, young workers and families);
- b) encourage a variety of forms of housing in neighbourhoods in appropriate locations to achieve housing choice including:
  - single family and infill housing;
  - secondary suites and other detached dwelling units (coach houses and granny flats);
- c) consider low and mid-rise multiple family housing (with grade access and private outdoor space) located near parks, schools, and community centres;
- d) consider fee simple row houses where there is lane access on a development site with at least 30 m (100 ft.) depth excluding the lane subject to a Development Permit application (e.g., within the City Centre such as the Spires Road area; within 400 m (1,312 ft.) or a five minute walk of a Neighborhood Service Centre such as Broadmoor or Hamilton);
- e) continue to implement the 2007 Richmond Affordable Housing Strategy and update it periodically;
- f) limit the demolition or strata conversion of existing rental units, (duplex strata conversions are acceptable), follow a no net loss rental policy and encourage a 1:1 replacement if a conversion of existing rental housing units in multiple family and mixed use developments is approved, with the 1:1 replacement being secured as affordable housing by a housing agreement in appropriate circumstances;
- g) make affordable housing a component of future neighbourhood planning;
- h) encourage partnerships with government and non-governmental agencies to support the creation of affordable, rental and special needs housing in the community and request increased senior government funding for it;





- i) encourage housing that incorporates “aging-in-place” concepts, accommodates special needs and supports independent living units;
- j) encourage seniors housing in locations central to community amenities, including public transit;
- k) consider the Seniors Affordable Supportive Housing Design Guidelines, City of Richmond, June 2002, in the planning, design and evaluation of seniors’ supportive housing projects;
- l) expedite rezoning and development permit applications, at no additional cost to the applicant, where the entire building(s) or development consist of affordable subsidized housing units;
- m) encourage the provision of indoor amenity space for the enjoyment and use of residents as part of multiple family development. In situations where it can’t be provided, cash in lieu, at an amount determined by Council Policy, may be provided.



**Accessible housing** is housing that can be approached, entered, used and/or occupied by persons with physical or sensory disabilities.

**Adaptable housing** is housing that is designed and built with basic universal housing features that do not affect the traditional look or function of the housing unit but add considerable utility to an occupant with mobility challenges.

Adaptable housing is limited to housing that is a single storey (i.e., apartment units).

Consistent with the BC Building Code, the basic universal housing features in adaptable housing include:

- one washroom with accessible:
  - toilet;
  - sink;
  - tub areas;
- one accessible bedroom:
  - doors and space;
  - window hardware and sill height;
  - closet;
- accessible kitchen:
  - counters;
  - cupboards;
  - plumbing;
- one living area:
  - window hardware and sill height;
- corridor widths and floor surfaces;
- outlets and switches;
- patio and/or balcony.

Additional basic universal housing features in Richmond include:

- task lighting at sink, stove and key working areas;
- easy to reach and grasp handles on cupboards;
- floor surfaces to be slip resistant.



## 3.4 Accessible Housing

### OVERVIEW

The City of Richmond has always taken a proactive role with respect to accessible housing.

For example, in 2007, after consultation with the development industry (i.e., Urban Development Institute—UDI) and disability community (i.e., Richmond Centre on Disability—RCD), City Council adopted basic universal housing features in its Zoning Bylaw. Essentially, this provides an optional incentive for developers to build some apartments as adaptable housing. Where this is the case, 1.86 m<sup>2</sup> (20 ft<sup>2</sup>) per dwelling unit is excluded from the floor area ratio (maximum density) calculations. Over the past five years (2007–2012), it is estimated that approximately 10% of all the new apartment units that have been approved in Richmond were accessible (13% if you include one large project where nearly all of the apartments were accessible).

Similarly, Richmond has also endeavoured to ensure that some of its new townhouses are accessible. Over the same period of time (2007–2012), nearly every new townhouse project has provided at least one convertible housing unit within its development. Furthermore, close to half of all the projects involving more than 20 townhouse units provided two or more convertible housing units. All of this was done without any specific Zoning Bylaw provisions or density bonus (i.e., these convertible housing units were built by the developer through the Development Permit process).

All multiple family residential developments in Richmond are required to have aging in place features in all their new units.

With an aging population, it is expected that more people will require accessible housing in the future and/or have physical or sensory disabilities. Therefore, City staff want to continue working with RCD, seniors, UDI and ~~small time builders~~ the **Small Home Builders** group in Richmond who aren't part of UDI to come up with appropriate accessible housing requirements and incentives over the next year or two.



**Convertible housing** is housing that is designed and built to look like traditional housing but has features that are constructed or installed for easy modification and adjustment to suit the needs of an occupant with mobility challenges.

Convertible housing is limited to housing that is more than a single storey (i.e., townhouse units).

Typical convertible housing features include:

- vertical circulation such as wider staircase or the ability to install an elevator using stacked storage space;
- doors and doorways to entry, main living area, one bedroom and one washroom;
- corridor widths of hallways;
- one accessible parking space in garage and wider door to living area;
- one accessible washroom with toilet, turning diameter in kitchen;
- one window in living room and bedroom;
- outlets and switches;
- patios and/or balconies;
- wall reinforcement at top of staircase for future gate.

**Aging in place** is housing that is designed and built so that some accessibility features are provided now and so that others can be added more easily and inexpensively after construction.

Typical aging in place housing features include:

- stairwell handrails;
- lever type handles for:
  - plumbing fixtures;
  - door handles;
- solid blocking in washroom walls for future grab bars beside toilet, bathtub and shower.

## OBJECTIVE 1:

**Meet the existing need and future demand for accessible housing for the increasing population that has difficulties with or a reduction in their daily activities (e.g., mobility challenges).**

## POLICIES:

- a) aging in place continue to be required in all townhouses and apartments;
- b) adaptable housing features continue to be provided in apartments;
- c) convertible housing features continue to be provided in townhouse projects;
- d) City staff discuss with RCD, seniors, UDI and the Richmond ~~small-time~~ **builders Small Home Builders group** ways to:
  - establish a certain percentage of apartments with:
    - visitability;
    - adaptable housing;
  - establish a certain percentage of townhouses with:
    - convertible housing (e.g., the larger the project, the more convertible housing);
    - 1 storey design; or
    - adaptable features, master bedroom, kitchen and accessible three piece washroom on the ground floor;
  - provide incentives for all forms of accessible housing (including customer-driven barrier free housing).





## 4. Steveston

### MAIN CHARACTERISTICS

#### Live:

- conserving its unique heritage character;
- a variety of compact, smaller and larger single family residential lots;
- townhouse residential and apartment residential uses scattered throughout the neighbourhood (including one older 7 storey seniors apartment);
- mixed uses (apartment residential over maritime uses or commercial and industrial uses).

#### Work:

- the key commercial node is the historic Steveston Village which is being conserved in heritage character;
- a few other commercial sites along Chatham Street and Steveston Highway;
- Steveston Harbour Authority industrial lands along the waterfront.

#### Play:

- Gulf of Georgia, Britannia Shipyard and Fisherman's Parks; Steveston Community Centre/Park, Garry Point Park, West Dike Trail, South Arm Fraser River open space and trails;
- McMath Secondary;
- 6 elementary schools: John G. Diefenbaker, McKinney, Manoah Steves, Lord Byng, Westwind and Homma;
- ~~visit~~ heritage, waterfront village.

### MANAGEMENT HIGHLIGHTS

#### Connected:

- densify Steveston Village subject to the Steveston Village Heritage Conservation Strategy;
- encourage water~~front~~ connections and access within the Steveston neighbourhood for all of Richmond;
- prepare with senior governments and the Steveston Harbour Authority, a unified Steveston waterfront urban design policies and guidelines;
- assist the SHA in preparing its plans.

#### Healthy:

- retain waterfront walkways and access.

#### Diverse:

- convert Trites Road industrial area to single family residential and townhouse residential uses.

### POLICIES:

- a) see Steveston Area Plan.





## 5. Blundell

### MAIN CHARACTERISTICS

#### Live:

- predominantly larger single family residential lots, with some areas of smaller single family residential lots;
- coach house and single family residential lots along arterial roads with a lane;
- townhouse residential throughout the neighbourhood;
- a few apartment residential sites (including an older 7 storey apartment adjacent to Blundell shopping centre);
- serviced by a private elementary school and a number of churches.

#### Work:

- the key retail area is the Blundell Shopping Centre;
- some small commercial developments along No. 2 Road.

#### Play:

- Railway Avenue ~~g~~Greenway ~~and Linear Park~~;
- London Secondary School;
- 4 elementary schools: Blundell, McKay, Wowk and Richmond Christian.

### MANAGEMENT HIGHLIGHTS

#### Connected:

- enable the Blundell Neighbourhood Centre densification planning process.

#### Healthy:

- the future use of the former Steveston Secondary School—TBD with School Board, City and Community discussion.

#### Diverse:

- encourage No. 2 Road, Gilbert Road and Railway Avenue to be distinct;
- new townhouse development envisioned along Blundell Road near Blundell Shopping Centre and along west side of Gilbert Road between Williams Road and Steveston Highway.

### POLICIES:

- a) see Laurelwood and East Livingstone Sub-Area Plans.



## 8. Shellmont

### MAIN CHARACTERISTICS

#### Live:

- predominantly larger single family residential lots;
- coach houses and compact single family residential lots permitted along arterial roads where there is an existing lane;
- multiple family residential predominantly in the form of townhouse development and some apartment residential;
- the former Fantasy Gardens site is undergoing a major mixed use redevelopment.

#### Work:

- the key retail areas are the Ironwood, Coppersmith and Sands Shopping Centres;
- some local commercial on Williams Road and No. 5 Road;
- Riverside Industrial Park used for both business park offices and industrial uses.

#### Play:

- Shell Road and South Dike Trail and Horseshoe, Lee and Hartnell Sloughs;
- the Gardens Agricultural Park;
- McNair Secondary School;
- 3 elementary schools: Woodward, Kidd and Kingswood.

### MANAGEMENT HIGHLIGHTS

#### Connected:

- provide an attractive gateway to Richmond;
- the densification of the Ironwood Shopping Centre is not proposed;
- consider a new future lane and compact single family residential lots along the east side of No. 4 Road north of McNair Secondary School.

#### Healthy:

- recognize Shell Road corridor and various sloughs as important trails and ecological or riparian management areas;
- support the removal of isolated ALR properties in the Riverside Industrial Park.

#### Diverse:

- a variety of distinct land uses (commercial; industrial; business park offices; residential; parks);
- mixed employment and industrial lands are not envisioned for commercial purposes and will not be converted to residential development;
- allow granny flats and coach houses in Edgemere where there is a rear lane.

### POLICIES:

- a) see Ironwood Sub-Area Plan;
- b) see Granny Flat and Coach House Guidelines.

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## 10. City Centre

### MAIN CHARACTERISTICS

#### Live:

- a variety of high density urban villages with multiple family residential housing forms (townhouse residential; low-rise and high-rise apartment residential; mixed use residential over commercial);
- single family residential are gradually being phased out, with exception of Acheson Bennett area and a portion of McLennan South.

#### Work:

- the primary location of concentrated commercial development in Richmond;
- commercial integrated with mixed residential development;
- significant employment lands located in the aircraft noise sensitive land use areas where residential development is not permitted;
- mixed uses.

#### Play:

- a concentration of cultural, educational and recreational facilities;
- improve existing park space and new parks to provide greater diverse activity;
- 3 secondary schools: Richmond, MacNeill and Station Stretch (alternative);
- 3 elementary schools: Anderson, Cook, and General Currie;
- **Reflect the need for an additional school in the City Centre area;**
- Oval, Middle Arm, Golden Village.

### MANAGEMENT HIGHLIGHTS

#### Connected:

- provide a shorter street pattern to aid walking, cycling and rolling;
- encourage higher densities around the Canada Line stations;
- integrate Ecological Network principles and opportunities.

#### Healthy:

- complete the proposed Middle Arm Park to serve as an iconic “Jewel In The Crown” in the City Centre, which together with the Oval will dramatically increase the downtown’s attractiveness and function;
- plan the future of the Garden City Lands—TBD.

#### Diverse:

- housing, employment and recreation within distinct high density mixed use transit oriented urban villages.

### POLICIES:

- a) see City Centre Area Plan and St. Albans, Acheson Bennett, McLennan North and McLennan South Sub-Area Plans.



## 11b. East Cambie

### MAIN CHARACTERISTICS

#### Live:

- a combination of smaller and larger single family residential lots;
- townhouse residential and apartment residential uses.

#### Work:

- Cambie Shopping Centre is the key retail area;
- additional commercial areas include the Richmond Auto Mall and hotel/automotive/other uses near Highway 99;
- mixed employment areas include industrial and business park offices in the Airport Executive Park, Crestwood Industrial Park, Knightsbridge Industrial Park, etc.

#### Play:

- Richmond Nature Park, King George Park/Cambie Community Centre and Bridgeport/Shell Road and Bath Slough trails;
- Cambie Secondary School;
- 2 elementary schools: Mitchell and McNeely.

### MANAGEMENT HIGHLIGHTS

#### Connected:

- densification **planning** of the Cambie Neighbourhood Centre may be undertaken;
- increase connectivity between the Nature Park, Community Centre and parks/sloughs.

#### Healthy:

- aircraft noise sensitive land development is subject to certain requirements or prohibited (e.g., no residential development in certain areas);
- the former Mitchell School and Sportstown sites represent two of the more major development opportunities (TBD).

#### Diverse:

- mixed employment lands are not envisioned for commercial purposes (other than a limited range of commercial uses), and will not be converted to residential development;
- new townhouse development is envisioned along Cambie Road and No. 5 Road because of proximity to Cambie Shopping Centre.

### POLICIES:

- a) see East Cambie Area Plan.





### 13. East Richmond

#### MAIN CHARACTERISTICS

##### Live:

- limited housing because the majority of the area is in the Agricultural Land Reserve (ALR);
- some smaller agricultural lots only have a home (i.e., they are currently not being farmed).

##### Work:

- farming is the major employment;
- includes the western portion of Fraserwood Industrial Park included in this neighbourhood;
- also includes some industrial lands along River Road and a mixed employment area on No. 6 Road.

##### Play:

- Northeast Bog Forest;
- Mayfair Lakes, Green Acres, Country Meadows and Mylora Golf Courses;
- community institutional uses along No. 5 Road (and a few other scattered locations in the ALR).

#### MANAGEMENT HIGHLIGHTS

##### Connected:

- consider improving transportation for farming vehicles;
- possible future Blundell Road interchange at Highway 99 and connection to the Fraser Lands;
- complete a north/south cross city trail connection.

##### Healthy:

- continue to recognize farming and agri-related industries;
- ensure adequate buffers on residential lands abutting agricultural properties;
- provide pedestrian, bicycle and rolling access to waterfront where possible.

##### Diverse:

- encourage a variety of food production crops;
- mixed employment and industrial lands are not envisioned for commercial purposes and will not be converted to residential development.

#### POLICIES:

- a) prohibit principal residential dwellings;
- b) see McLennan Sub-Area Plan;
- c) see Resilient Economy;
- d) see Richmond Agricultural Viability Strategy (RAVS).



## 14. Hamilton

### MAIN CHARACTERISTICS

#### Live:

- Hamilton has a variety of smaller and larger single family residential lots (e.g., some coach houses on small lots; homes without sanitary sewer on large lots);
- there is also a significant amount of townhouse residential development and a few float homes.

#### Work:

- Hamilton Shopping Centre is the only commercial area;
- the eastern portion of Fraserwood Industrial Park is a key mixed employment area;
- Tree Island Industries and a new Trans Link bus facility are the major industrial lands.

#### Play:

- McLean Park and Queen's canal are the major park lands;
- Hamilton Elementary School and community space provide for the educational and recreational/cultural needs of the neighbourhood.

### MANAGEMENT HIGHLIGHTS

#### Connected:

- the Hamilton Area Plan update is underway for the Hamilton Neighbourhood Service Centre and Areas 2 and 3; to be completed in 2013;
- increase connectivity within the neighbourhood, along both arms of the Fraser River and to the rest of Richmond/New Westminster.

#### Healthy:

- continue to protect the farming (ALR) areas;
- ensure adequate buffers and sound proofing for residential uses along Highway 91.

#### Diverse:

- potential **R**edvelopment of Areas 2 and 3;
- mixed employment and industrial lands are not envisioned for commercial purposes and will not be converted to residential development.

### POLICIES:

- a) see Hamilton Area Plan.



### Townhouse Development Requirements

All townhouse developments in Central Richmond and Steveston on the arterial roads shown on the Arterial Road Map, whether or not they are on the Arterial Road Development Map, should meet the following development requirements.

#### Land Assembly

1. Involve a land assembly with at least 50 m (165 ft.) frontage on a major arterial road and 40 m (130 ft.) frontage on a **local minor** arterial road.

#### Residual Sites

2. Leave a residual site for future townhouse development with at least 50 m (165 ft.) frontage on a major arterial road and 40 m (130 ft.) frontage on a **local minor** arterial road.

#### Public Consultation

3. Include public consultation prior to Public Hearing where determined by Richmond City Council or City staff (e.g., if the site is the first townhouse development on that block of the arterial road; if it is expected that the surrounding **property owners** will want input into the development; etc.).

#### Newer Homes or Narrower Lots

4. Recognize that developing townhouses on lots with new houses (e.g., less than 10–20 years old) and with narrow frontages (e.g., less than 18 m or 60 ft.), will be more difficult, especially for land assembly purposes.

#### Internal Lot

5. An internal lot facing and addressed off a local road may be included in a townhouse development if the lots facing and abutting the arterial road are less than 35 m (115 ft.) deep.

#### Access—Local Road or Lane

6. Access should not be from a local road or lane, unless acceptable to the City.

#### Shared Access

7. Access may be required to be provided through or shared with another townhouse development by means of a statutory right-of-way or other suitable arrangement to the City.

#### Access Locations

8. Driveway accesses should be located across from a local road or commercial access, where possible.

#### Access Setbacks

9. Townhouse access points should generally be setback:
  - a) 35 m (115 ft.) to 50 m (164 ft.) from a local road;
  - b) 50 m (164 ft.) to 75 m (246 ft.) from a **local minor** arterial road intersection;
  - c) 75 m (246 ft.) to 100 m (328 ft.) from a major arterial road intersection;
  - d) 80 m (262 ft.) to 100 m (328 ft.) from another townhouse access point.



### **Additional Density**

10. Additional density along arterial roads (e.g., increase from the normal density range of 0.60–0.65 FAR outside the City Centre to an additional density of 0.65–0.70 FAR) may be considered:
  - a) on corner lots with required frontage improvements on two or more streets; or
  - b) where significant road dedication is required; or
  - c) on a land assembly with more than 100 m (328 ft.) frontage on a major arterial road and 80 m (262 ft.) on a ~~local~~ minor arterial road; or
  - d) on a site abutting a park or other non-residential land use; or
  - e) where additional community benefits are provided (not including affordable housing contributions).

### **Compact Lot and Coach House Development Requirements**

All compact lot (e.g., 9 m or 30 ft. wide lots) and coach house developments in Central Richmond and Steveston on the arterial roads shown on the Arterial Road Map, whether or not they are on the Arterial Road Development Map, should meet the following development requirements.

#### **Landscape Plan**

1. A landscape plan, prepared by a registered landscape architect must be submitted as a condition of rezoning adoption.

#### **Landscape Cost**

2. The landscape architect must submit a cost estimate of the proposed landscaping (including fencing, paving and installation costs) as a condition of rezoning adoption.

#### **Landscape Security**

3. Security in the amount of the cost estimate submitted by the landscape architect for landscaping must be received by the City as a condition of rezoning adoption.

#### **Grade—Front Yard**

4. The grade between the City's sidewalk and the landscaping along the front property line should be the same.

#### **Grass Strip—Front Yard**

5. Wherever possible, a grassed strip with at least one deciduous tree (minimum 6 cm or 2.5 in. calliper) per lot should be installed along the front property line (see New Trees—Front Yard).

#### **Existing Tree and Hedge Retention**

6. Wherever possible, existing trees and hedges should be retained, particularly if the trees are in the front yard and the hedges are in the side yard.





## OBJECTIVE 2:

Mitigate noise from the Canada Line in nearby residential uses, and between industrial and commercial uses on nearby residential uses and vice versa.

## POLICIES:

- a) to mitigate Canada Line Noise in adjacent New Multiple Family Residential Buildings (rezonings, Development Permits):
  - all new multiple family residential developments on sites located within 100 m (328 ft.) of the Canada Line right of way are required to achieve CMHC interior noise standards and ASHRAE 55-2004 "Thermal Environmental Conditions for Human Occupancy", and require noise covenants. Acoustical and thermal reports are to be required during the development review process to ensure that these mitigation standards are achieved;
  - where possible, all multiple family residential units should not be oriented directly adjacent to Canada Line guide way (avoid residential units at the guide way elevation);
- b) for all New Multiple Family Residential Developments (rezonings, Development Permits) within 30 m (98.4 ft.) of Commercial, Industrial and Mixed Use Sites:
  - to mitigate noise from commercial, industrial and mixed uses within 30 m (98.4 ft.) of new multiple family residential uses:
    - all new multiple family residential units are required to achieve CMHC interior noise standards and ASHRAE 55-2004 "Thermal Environmental Conditions for Human Occupancy";
    - the registration of commercial, industrial and mixed use noise indemnity covenant on all new multiple family residential units;
- c) for New Commercial, Industrial and Mixed Uses (rezonings, Development Permits) within 30 m (98.4 ft.) of any Residential Use:
  - to mitigate unwanted noise on residential properties within 30 m (98.4 ft.) from commercial, industrial and mixed use areas, all new commercial, industrial and mixed use developments shall demonstrate that:
    - the building envelope is designed to avoid noise generated by the internal use from penetrating into residential areas that exceed noise levels allowed in the City's current Noise Bylaw;
    - noise generated from rooftop HVAC units will comply with the City's current Noise Bylaw;
- d) after the OCP is approved, City staff will work with the Province to explore bringing forth Building Bylaw amendments to require, at the Building Permit stage, that commercial, industrial and mixed uses mitigate their noise on nearby residential uses, and that residential uses mitigate noise generated by nearby commercial, industrial and mixed uses. These improvements will complement the City Noise Bylaw and minimize nuisance and the need for enforcement.



- certain aircraft noise sensitive land uses are prohibited;
- certain aircraft noise sensitive land uses (e.g., residential) may be considered;
- City aircraft noise conditions, mitigation and insulation requirements apply.

#### f) Caution

**The “Aircraft Noise Sensitive Development Map” means that, in the areas where aircraft noise sensitive land uses are “considered”, those uses (e.g., residential) may or may not actually be developed, due to a wide range of City priorities and requirements, and senior government, stakeholder and private sector decisions.**

#### g) Aircraft Noise Sensitive Development Considerations

In areas where aircraft noise sensitive land uses may be considered, the following factors are to be taken into account, to determine if, where, how, to what degree, and to which requirements, aircraft noise sensitive land uses may occur in a specific location:

##### A. GROWTH NEEDS

1. Richmond’s limited land resource base.
2. As Richmond develops, the need for a wide range of land uses (e.g., assembly, residential, commercial, industrial, agricultural, office, institutional).
3. Canada Line and Oval supportive development.

##### B. CITY CORPORATE NEEDS

1. City Corporate land use and development needs (e.g., for community facilities and safety buildings, parks, infrastructure, environmental protection).
2. Achieving City policies.

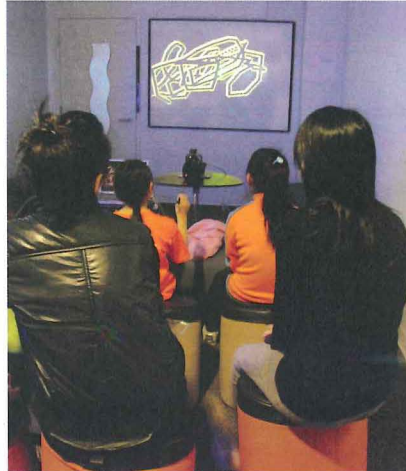
##### C. CORPORATE POLICIES

1. The City’s Corporate Vision—appealing, livable, well managed.
2. City Strategies which include the:
  - Agricultural Viability Strategy;
  - Economic Development Strategy;
  - Land Acquisition Strategy;
  - ~~Parks and Trails Strategy~~ 2010 Richmond Trail Strategy;
  - Social Development Strategy;
  - Recreational Strategy;
  - Waterfront Strategy;
  - 2022 Parks & Open Space Strategy.

##### D. COMMUNITY PLANNING CONSIDERATIONS

1. The Official Community Plan including:
  - Neighbourhood Residential policies;





**Arts:** include disciplinary, multi-disciplinary and inter-disciplinary work in the literary, media, performing and visual arts and new media. Artistic activity involves creation, production, presentation, distribution and dissemination. It includes arts education, arts instruction, art collection, community arts, public art, arts training, arts facilities and venues and arts programs.

**Heritage:** is a legacy inherited from the past, valued in the present, which it helps interpret and shape the future. Heritage activity includes museums, archives, historic sites, built heritage, cultural heritage landscapes, natural heritage, archaeological resources, educational and interpretive programs and events.

Arts and heritage are the tangible products of culture.

The arts play a pervasive, socially integrating role in fostering community identity, creativity, cohesion, innovation, well-being and vitality. There is increasing awareness that participation in various forms of arts and culture contribute to help ~~instil~~ self-confidence, personal well-being, community identity, citizenship and pride.

A vibrant cultural sector provides benefits not just to its creators and viewers, but to society as a whole in the form of needed innovation and originality. The presence of innovation and creativity in all citizens provides a way to see and adapt to new situations and develop new solutions.

The City of Richmond has an exciting array of heritage resources, in both public and private ownership, that are unique in Metro Vancouver and has an impressive legacy of heritage conservation.

Culture ~~has long been~~ ~~is now being~~ recognized as a means to community building, encouraging outdoor activity, healthy lifestyles, life-long learning, increasing accessibility to programs for all levels of society and celebrating diversity and cultural differences.

Cultural vitality is essential to a healthy and sustainable society as it expands the way we think about the world around us and how we adapt to changing situations. Richmond citizens' innovation and creativity provide a way to adapt to new situations and develop new solutions to social, economic and environmental challenges.



#### OBJECTIVE 4:

Encourage and develop a mosaic of appealing, lively and distinctive areas, vibrant public spaces, festivals, events and activities.

#### POLICIES:

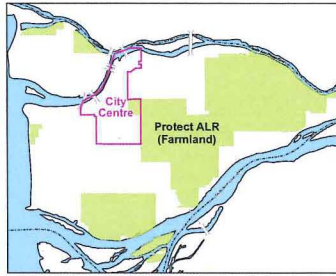
- a) promote animated public spaces and places where people can gather and celebrate through: art friendly public spaces and facilities that connect communities, ~~an~~ animated ~~the~~ public realm (including City infrastructure such as pump stations, district energy utilities), and enhance ~~the~~ quality of life;
- b) build on the strengths of the Public Art Program to ensure that it is a key element in shaping, animating and enriching the public realm, civic pride and community identity;
- c) prepare Public Art Plans for specific areas of the City where appropriate such as City Centre and Steveston;
- d) recognize the importance of community festivals in the community's cultural life, and support and encourage their production through community groups and organizations;
- e) work with the community to develop several unique signature festivals and events that become a tourist draw to the City;
- f) create cultural districts within the City such as in City Centre with the Arts and Entertainment District;
- g) create opportunities for people to experience art in everyday life and for artists and communities to participate in the design, look and feel of the City through public art initiatives;
- h) promote opportunities to interpret Richmond's spectacular island foreshore and natural environment through the arts.







## ALR and City Centre Map



The City recognizes the importance of agriculture as a food source, an environmental resource, a heritage asset and an important contributor to the local economy. Agricultural land and farming is sustained by long-term City policies that maintain an urban containment boundary that keeps residential growth outside of the ALR. As well, it is to be noted that the City owns and controls road rights-of-way (except for highways) in the ALR.

Richmond residents have always placed a high value on the protection of the City's farmlands.

Like any other industry, farmers face many challenges to make farming financially viable. Some of these include:

- economic issues such as competing in the international marketplace;
- drainage, servicing and infrastructure limitations;
- development pressures, absentee land ownership;
- aging of agricultural owners and farm operators and the possibility that they may not be replaced;
- finding ways to attract new farmers into the business.

The City's 2003 Agricultural Viability Strategy (AVS) is a long-term commitment and partnership of the City and agricultural community to strengthen and enhance agricultural viability in Richmond.

In 2011, the AVS was reviewed by the Agricultural Advisory Committee (AAC). It was found that the AVS continues to enhance agricultural viability. Some main achievements to date include the Nelson Road Interchange, improved drainage, seasonal farm dwellings, promotional farm tours and the review of urban development proposals adjacent to the ALR and agricultural proposals in the ALR. Some AVS changes include modifying urban-ALR buffer requirements (e.g., continuing to encourage small lots to be consolidated, discouraging roads in the ALR).

### OBJECTIVE 1:

**Continue to protect the City's agricultural land base in the Agricultural Land Reserve (ALR).**

### POLICIES:

#### Farmland Protection

- a) maintain the existing ALR boundary and do not support a loss of ALR land unless there is a substantial net benefit to agriculture and the agricultural community is consulted;
- b) collaborate with the Agricultural Land Commission (ALC) to ensure that:
  - the integrity of the ALR and its existing boundaries for both soil bound and non soil bound agriculture (e.g., green houses) is maintained;
  - all land uses within the ALR to conform to the policies and regulations of the *Agricultural Land Commission Act* and the *BC Farm Practices Protection (Right to Farm) Act*, *Water Management Act*, *Pesticide Control Act*;



## **OBJECTIVE 2:**

Enhance all aspects of the agricultural sector including long-term viability, opportunities for innovation (agri-industry), infrastructure and environmental impacts.

## **POLICIES:**

### **Long-term Viability**

- a) build strong alliances with farmers and work with the City's Agricultural Advisory Committee so that issues and policies that affect agriculture and impact farmers are addressed;

### **Opportunities for Innovation**

- a) pursue incentives to increase actively farmed agricultural land and encourage new farmers;
- b) encourage value-added business initiatives;

### **Land Use Considerations**

- a) support farm activities which follow normal farm practices and do not create health hazards;
- b) consider agricultural projects which achieve viable farming while avoiding residential development as a principal use;
- c) discourage, wherever possible, roads in the ALR, except as noted on the Existing Status of Road Improvements in the ALR [mMap](#);
- d) for agricultural operations on agriculture sites with no direct road access, the City may facilitate access (via driveways, lease arrangements with owners to existing improved roads, but not new or improved roads);
- e) continue to explore with the Province maximum residential floor area and setback regulations for development within the ALR;
- f) ensure that land uses adjacent to, but outside of, the ALR are compatible with farming by establishing effective buffers on the non-agricultural lands;





- g) designate all parcels abutting, but outside of, the ALR boundary as Development Permit Areas with Guidelines for the purpose of protecting farming;
- h) where there is an intervening road between the ALR and the non-ALR lands:
  - encourage appropriate landscaping within the road right-of-way in front of the non-agricultural lands (e.g., between the road curb, any sidewalk and the property line) through the servicing agreement process;
  - encourage an appropriate landscaped setback on the non-agricultural lands (e.g., 3 m or 9.84 ft. to parking and 6 m or 19.68 ft. to buildings) through the:
    - Rezoning and/or Building Permit process for industrial and institutional uses;
    - Rezoning and/or Development Permit process for commercial and multiple family residential sites;
    - Rezoning and/or Subdivision process for single family residential sites;
- i) minimize conflicts among agricultural, recreation, conservation and urban activities;
- j) continue to encourage the use of the ALR land for farming and discourage non-farm uses (e.g., residential);
- k) limit the subdivision of agricultural land into smaller parcels, except where possible benefits to agriculture can be demonstrated;

#### **Seasonal Farm Labour Accommodation**

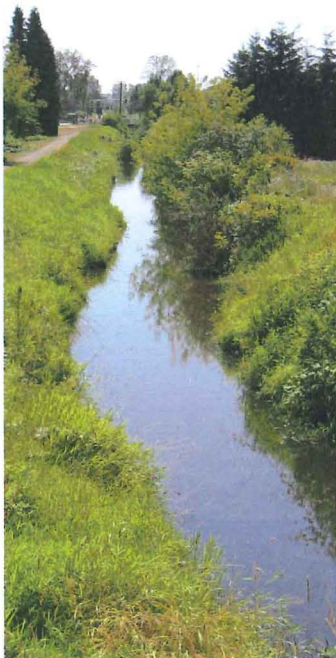
- a) seasonal farm labour accommodation, as an additional residential use, may be considered so long as the accommodation is accessory to the principal agricultural purpose and helps to support a farm operation in the Agricultural Land Reserve;

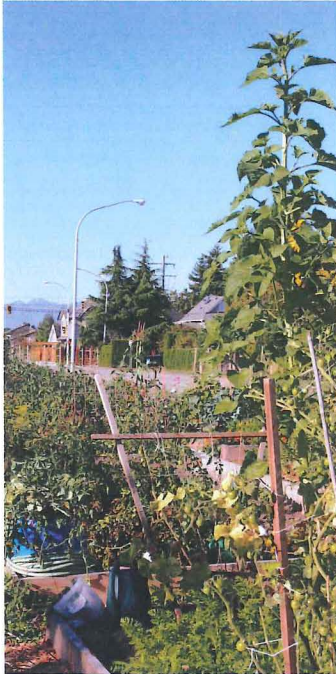
#### **Servicing and Infrastructure—Drainage**

- a) support the City's Master Drainage Plans:
  - identify and ensure that drainage improvements to the ALR occur in order of priority and according to ARDSA performance standards;
  - ensure that drainage improvements are considered in a comprehensive manner in consultation with the agricultural community and relevant City departments;
  - encourage sufficient notification to the agricultural sector of ditch-cleaning plans in order to achieve beneficial, effective and timely agricultural drainage;

#### **Irrigation**

- a) facilitate the improvement of irrigation and drainage infrastructure to provide secure and affordable water supplies that support the agricultural sector;





Credit: Richmond Food Security Society

### Roads

- a) discourage, wherever possible, roads in the ALR, except as noted on the Existing Status of Road Improvements in the ALR **m**Map;
- b) for agricultural operations on agriculture sites with no direct road access, the City may facilitate access (via driveways, lease arrangements with owners to existing improved roads, but not new or improved roads);

### Environment

- a) explore with farmers ways to protect the Ecological Network values of their lands such as:
  - explore programs contained in the 2012 Environmentally Sensitive Area Management Strategy;
  - encourage environmentally sound agricultural practices by promoting the BC Environmental Farm Program;
  - explore the viability of leasing agricultural lands that have important environmental values from farmers to manage these lands for both agricultural and environmental goals;
  - explore mechanisms that compensate farmers for the loss of cultivation to maintain key ecological objectives.



Credit: Richmond Food Security Society

## 7.2 Promote Urban Agriculture and Advance Food Security

### OVERVIEW:

Urban agriculture is commonly defined as the growing of food (fruits, vegetables, grains, mushrooms, meat, dairy products) and herbs within cities. Over the last few years, there has been renewed interest in growing local foods, not only in back yards, but in community gardens located in parks, school yards, vacant lots, along roads, **and** privately donated land and rooftops.





Richmond imports the vast majority of ~~its~~ ~~our~~ food from elsewhere which has caused concerns for the stability of the food supply. These issues have focussed more attention toward ~~more~~ food security. In a food-secure community, the growing, processing and distribution of healthy, safe food is economically viable, socially just, environmentally sustainable and regionally based.

Action to increase food security can be seen as a continuum that ranges from:

- providing emergency food for those in need (e.g., providing support for food banks and community kitchens);
- building capacity to help those in need (e.g., programs to promote healthy eating and food preparation skills) and access within the community (e.g., ensuring that neighbourhoods have grocery stores within walking or cycling distance);
- strengthening the local food system (e.g., support for community gardens and farmer's markets; raising awareness about the supply of local food such as food directories);
- food waste management (e.g., composting).



### **OBJECTIVE 1:**

To support and increase the range of urban agriculture (e.g., community gardening) and strengthen the food system beyond production.

### **POLICIES:**

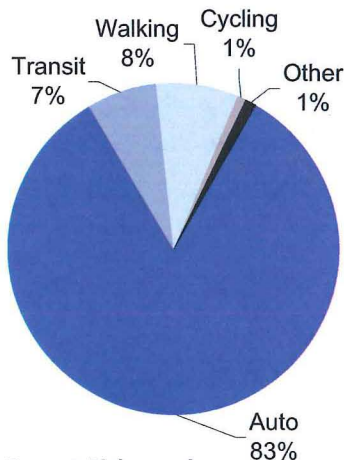
#### **Urban Food Production**

- a) continue to seek out opportunities to collaborate with others to increase urban agriculture, the number of community gardens, edible landscapes and food-bearing trees;
- b) encourage the retention of open space for food production (e.g., edible landscaping, gardens, rooftop gardens, food bearing trees) for the use of residents in new residential developments;

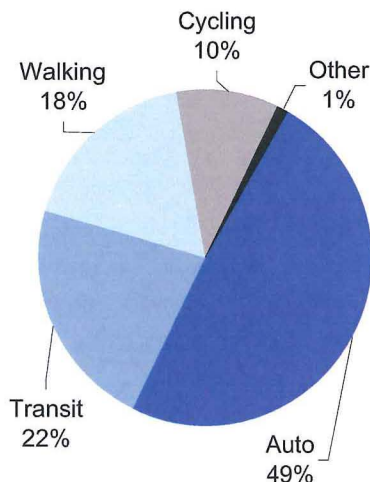


## 8.0 Mobility and Access

Richmond Mode Share (2008)



Target Richmond Mode Share (2041)



### OVERVIEW

Mobility and access are vital to the life of a city. Residents, employees and visitors need to get to places to work, live and play, and access health care services and recreational, shopping and cultural activities. Businesses require efficient goods movement and emergency service providers need clear and convenient access.

While private automobiles provide a high degree of personal mobility, greater consideration of the consequences of individual and collective travel choices is needed as this preferred travel mode affects the rate of climate change, the environment, air quality, the peace and quiet of neighbourhoods, the health and safety of residents, social equity, the quality, comfort and design of urban development, and investment and maintenance costs.

In 2008, 83% of all trips in Richmond were made by car. If everyone continues to drive at that rate as the population grows, the valued quality of life will decline due to rising traffic congestion, a deterioration in air quality and an omnipresence of cars in every neighbourhood.

Moreover, on-road motor vehicle transportation accounts for over one-half of all greenhouse gas (GHG) emissions in Richmond as of 2010. Driving cars that use fossil fuels contributes to climate change and, if left unchecked, will significantly undermine efforts to achieve the City's GHG emission reduction targets of 33% below 2007 levels by 2020 and 80% below 2007 levels by 2050 (the same targets as those of the Province and Metro Vancouver).





## OBJECTIVE 1:

Reduce the reliance on private vehicle travel by increasing the priority of walking, rolling, cycling, and transit within the road network.

### POLICIES:

- over time, redistribute road capacity from private vehicles to transit, cycling, rolling, and walking to enhance the livability of the city;
- re-design streets within a 400 m (1,312 ft.) radius around neighbourhood centres to better support walking, rolling, and cycling (e.g., wider and uninterrupted sidewalks, shorter street crossing distances, improved lighting, enhanced audible signals, more street benches, and signed off-street paths);
- create shorter blocks to improve connectivity and access, particularly around neighbourhood centres;
- re-program traffic signals to give priority to pedestrians (e.g., shorter wait time and longer crossing time) where appropriate, as well as priority for cyclists and transit at intersections along bike and bus routes;
- ensure that new developments provide transportation facilities and programs that encourage greater use of transit, walking, rolling, cycling, and energy efficient vehicles (e.g., electric cars).



### Neighbourhood Gateways

Enhanced streetscapes near neighbourhood centres with:

- sidewalks on both sides of the street;
- curb ramps at all intersections;
- benches and landscaping;
- local connecting bike routes;
- gateway features that reflect neighbourhood characteristics.

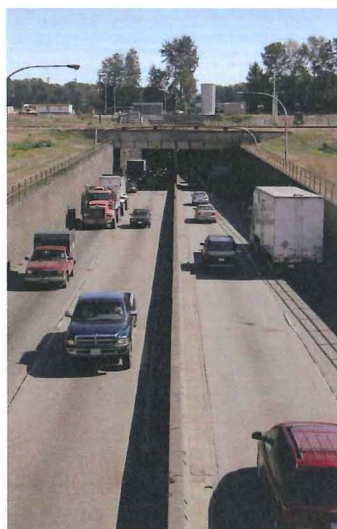
## OBJECTIVE 2:

Encourage sustainable travel by enhancing the safety, comfort and accessibility of the transportation system for vulnerable road users (e.g., pedestrians, the mobility challenged, cyclists).

### POLICIES:

- retrofit road and streetscape features to meet the changing mobility needs of the community to enhance accessibility, comfort and security for all ages and abilities of users (e.g., all sidewalks and pathways to have curb ramps at intersections as required, additional benches, larger font for signage, wayfinding maps);





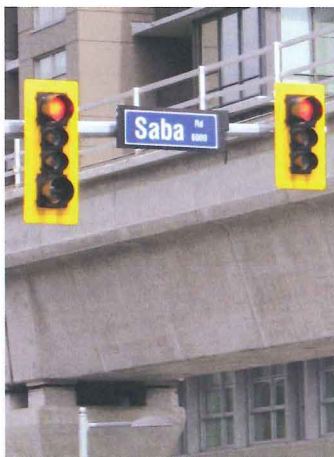
### OBJECTIVE 3:

Optimize the existing road network to improve circulation and goods movement and reduce the need for added road capacity.

### POLICIES:

- a) implement road improvements identified in the City Centre Transportation Plan to reduce congestion and improve circulation in the city core;
- b) use a hierarchy of local to major roads that directs through traffic to major roads, allows local circulation in areas of intense land use activity and minimizes traffic intrusion into residential neighbourhoods;
- c) require shared access and lanes parallel to major roads to discourage individual driveways that impede through traffic flow and create safety hazards for transit, cyclists and pedestrians;
- d) support the implementation of improvements along Highway 99, including an upgraded interchange at Steveston Highway and a new interchange at Blundell Road, to enhance local circulation and connectivity, increase safety and improve goods movement;
- e) implement timely road improvements for goods movement, particularly in commercial and industrial areas, to support and promote economic activities;
- f) implement new and proven technological measures (such as traffic signal preemption) to continually improve access and minimize response times for emergency services;
- g) limit the expansion of travel lane capacity for single-occupant private vehicles at all regional and provincial bridges/highways and give priority to transit, trucks and high-occupancy vehicles.





### Implementation

Road and streetscape improvements will be undertaken through:

- development (e.g., redevelopment of neighbourhood centres);
- the City's annual Capital Program; and/or
- initiatives of senior governments (e.g., external grants, improvements to the Highway 99 corridor).

Projects carried out by the City will be evaluated and prioritized based on the following criteria:

- within a 400 m (1,312 ft.) radius of a neighbourhood centre;
- crash history and traffic volumes/speeds on the roadway;
- enhances road safety for all users;
- provides a key connection for goods and transit;
- sufficient right-of-way available (i.e., no property acquisition required).

Road and streetscape improvements will be funded through the following mechanisms:

- development cost charges (DCC);
- as part of required works and services for new developments;
- voluntary developer contributions;
- general City revenues;
- grants and/or cost-share funding from senior governments;
- other future new revenue sources.



## 8.2 Transit

### Frequent Transit Network

Work with TransLink to establish a Frequent Transit Network with service:

- every 15 minutes;
- 13-15 hours per day;
- 7 days per week.

### OVERVIEW:

The Canada Line rapid transit system is a planned key element in transforming Richmond's City Centre from auto- to transit-oriented, as it offers a convenient, frequent, reliable, and accessible travel choice. Beyond the City Centre, transit service needs to be enhanced to better allow all trips to be made using a refined hierarchy of services (e.g., more frequent regional and local bus routes, neighbourhood community shuttles) tailored to meet the mobility needs of the community.

### OBJECTIVE 1:

**Make transit the preferred travel choice of Richmond's transportation system.**

### POLICIES:

- a) work with TransLink to establish a hierarchy of transit services:
  - a Frequent Transit Network (enhanced with transit priority measures along selected roadway sections) that directly connects the City Centre, major employment areas, neighbourhood centres, and other major destinations outside Richmond (e.g., town centres, University of British Columbia, Tsawwassen Ferry Terminal);
  - more convenient buses that better serve other key local destinations and activity centres (e.g., community centres, schools, parks);
  - community shuttles that better serve local neighbourhoods and lower density areas;
- b) in collaboration with TransLink, improve transit service through:
  - developing successive Richmond Area Transit Plans that identify planned short-term and long-term transit service improvements (both bus and rapid transit) for both existing routes (e.g., increased frequency, longer hours of operation, more capacity) and future services (e.g., new rapid transit and bus routes);







- c) encourage retail services to locate within Canada Line stations, exchanges and neighbourhood shopping centre areas for improved passenger convenience, as well as added security;
- d) implement transit priority measures (e.g., queue jumper lanes, transit-only signal phase) where warranted;
- e) encourage the use of transit through developer-provided transit passes or other incentives for residents and employees in new developments;
- f) seek opportunities to integrate car-share and bike-share programs with transit facilities to support a car-free lifestyle.

#### Implementation

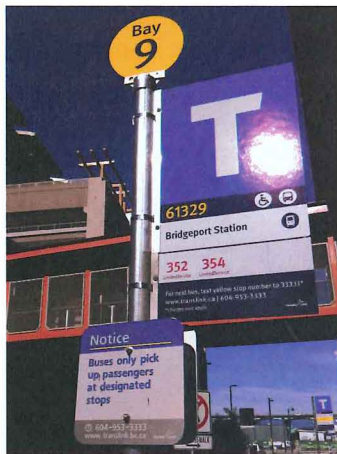
TransLink is responsible for the provision of public transit service and the City will work with TransLink to facilitate service improvements. Transit amenity improvements will be undertaken through development and the City's annual Capital Program.

Projects carried out by the City will be evaluated and prioritized based on the following criteria:

- within a 400 m (1,312 ft.) radius of a neighbourhood centre;
- demonstrated community demand (e.g., upgrade of bus stop to become accessible);
- transit service frequency and/or passenger volumes;
- sufficient right-of-way available (i.e., no property acquisition required).

Transit amenity improvements will be funded through the following mechanisms:

- payment of development cost charges (DCC);
- as part of required works and services for new developments;
- voluntary developer contributions;
- general City revenues;
- grants and/or cost-share funding from senior governments;
- other future new revenue sources.





## OBJECTIVE 2:

Expand and enhance the network for walking and rolling (scooters, skates and other personal low-powered travel modes).

## POLICIES:

### Neighbourhood Links

Establish a network of neighbourhood links that provide walking connections to:

- local destinations (schools, parks, transit stops, neighbourhood centres);
- city-wide greenways.



- provide direct walking routes to popular local destinations such as schools, neighbourhood centres, transit stops, and recreation areas;
- where no side streets exist, provide safe opportunities for crossing at mid-block locations;
- improve the connectivity of the pedestrian and rolling network (e.g., sidewalks, neighbourhood links, greenways, trails) by placing a high priority on filling in missing gaps (e.g., discontinuous sidewalks);
- create new connecting pathways and links within neighbourhoods as development opportunities occur;
- in higher volume pedestrian areas or as a traffic calming measure, extend sidewalks across streets as raised crosswalks;
- provide appropriate measures of protection from vehicle traffic, particularly at intersections, such as:
  - curb extensions to decrease crossing distance and increase visibility;
  - traffic calming (speed humps, raised crosswalks, median refuges);
  - special pavement markings and textures;
  - priority via an advance walk phase before the green traffic signal for vehicles;
  - restrict vehicles from turning right on a red light;
- maximize the duration of the walking and rolling phase for pedestrians at all signalized intersections;
- minimize the waiting time at traffic signals by giving immediate priority to those wishing to cross the street;
- provide a barrier-free walking and rolling environment that is accessible for users of all abilities including:



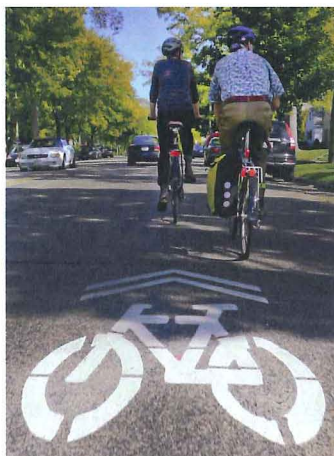


Projects undertaken by the City will be evaluated and prioritized based on the following criteria:

- within a 400 m (1,312 ft.) radius of a neighbourhood centre;
- provides direct access to local destinations such as schools, parks, neighbourhood centres, and transit stops;
- location coincides with proposed neighbourhood links identified in Section 3.5 (Specific Richmond Neighbourhood Maps);
- completes a gap in pedestrian facilities to create a continuous link;
- degree of neighbourhood support;
- crash history and traffic volumes/speeds on the roadway;
- sufficient right-of-way available (i.e., no property acquisition required).

Projects will be funded by the following mechanisms:

- payment of development cost charges (DCC);
- as part of required works and services for new developments;
- voluntary developer contributions;
- general City revenues;
- grants and/or cost-share funding from senior governments;
- other future new revenue sources.



## 8.4 Cycling

### OVERVIEW:

Richmond's flat topography makes cycling a practical and enjoyable means of travel that also provides significant health and environmental benefits. As nearly one-half of all trips within Richmond are 5 km (3.1 mi.) or less in length—which an average cyclist can ride in only 20 minutes—cycling is a fast, convenient and fun way to get around. Increasing the number of trips by bike requires an improved cycling network that is safe and continuous, secure bike parking, seamless integration with transit, and supportive strategies that seek to promote cycling as well as educate both cyclists and motorists.



### Major Street Bike Network

Complete missing links in the major street bike route network including:

- new north-south route between Railway Avenue and Garden City Road;
- new east-west route between Williams Road and Granville Avenue;
- completion of Shell Road north of Highway 99.



- require secure and sufficient short-term and long-term bike parking at all developments and consider covered and secure facilities in areas with high demand (e.g., libraries, recreation facilities, transit stations);
- encourage the provision of end-of-trip facilities (e.g., lockers, showers, changing rooms) in major developments;
- work with TransLink to ensure cyclists have full access to all transit services;
- support the implementation of a public bike-share system as part of a regional program that integrates with transit service.



### OBJECTIVE 2:

Support skills training programs for cyclists, motorists and other road users (e.g., the mobility challenged).

### POLICIES:

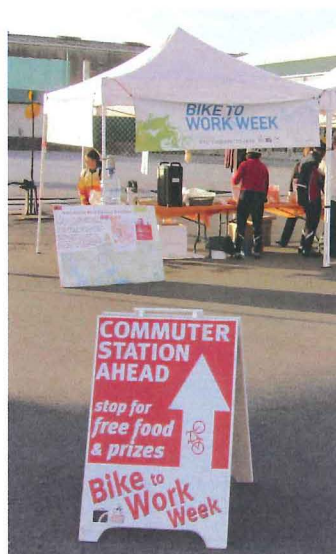
- encourage the inclusion of cycling skills training and testing in elementary and secondary school curricula;
- support programs offering cycling skills and traffic safety training and education for adults;
- encourage the inclusion of education material that emphasizes the rights and responsibilities of motorists, cyclists and the mobility challenged in driver training, testing and safety education programs.

### Neighbourhood Bike Routes

Establish a City-wide network of neighbourhood bike routes that:

- use local streets and off-street pathways;
- are spaced between each north-south and east-west arterial road;
- connect to local destinations;
- integrate with major street bike routes and greenways;
- have distinctive wayfinding and enhanced crossings at arterial roads.





- a better definition and regulation of motorized and non-motorized road users;
  - more effective regulation of vehicle design;
- b) Consider the implementation of 30 km/h speed limits on certain bike routes (e.g., neighbourhood bike routes on local roads);
- c) Delineate designated off-leash dog areas from adjacent greenways and trails used by cyclists.



#### OBJECTIVE 4:

Create a culture where cycling is seen as a normal, convenient and desirable travel option.

#### POLICIES:

- a) undertake and support community events that encourage and celebrate cycling;
- b) continue consultation with local stakeholders to identify and develop cycling facilities and programs;
- c) support and participate in cycling incentive campaigns targeted to workplaces, households and schools;
- d) support amendments to legislation to provide financial incentives for cycling as a travel mode (e.g., tax exemptions for bicycles and related safety equipment, free employee vehicle parking designated as a taxable benefit).

#### Implementation

Cycling infrastructure improvements will be undertaken as part of redevelopment and the City's annual capital program.

Projects undertaken by the City will be evaluated and prioritized based on the following criteria:

- within a 400 m (1,312 ft.) radius of a neighbourhood centre;
- provides direct access to local destinations such as schools, parks, neighbourhood centres, and transit stops;





- location coincides with proposed neighbourhood links identified in Section 3.5 (Specific Richmond Neighbourhoods);
- completes a gap in the cycling network to create a continuous link;
- crash history and traffic volumes/speeds on the roadway;
- sufficient right-of-way available.

Projects will be funded by the following mechanisms:

- payment of development cost charges (DCC);
- as part of required works and services for new developments;
- voluntary developer contributions;
- general City revenues;
- grants and/or cost-share funding from senior governments;
- other future new revenue sources.



## 8.5 Transportation Capacity and Demand Management

### Car-Sharing

Support and facilitate car-sharing services through:

- targeting the location of car-share parking spaces to where demand exists;
- supporting the provision of off-street car-share parking spaces in new developments;
- providing reserved on-street parking spaces.

### OVERVIEW:

As the shift to a more sustainable transportation system occurs, motor vehicles will not disappear, but their use will become more strategic and targeted to the type and purpose of the trip. For private travel, driving will be considered as an option. The optimization of our existing transportation system and management of travel demand are important strategies to encourage and support the transition to a reduced reliance on cars.

### OBJECTIVE 1:

**Manage travel demand at its source to reduce private vehicle trips.**

### POLICIES:

- Support a shift to a more equitable user-pay system (e.g., region-wide road pricing, increased fuel taxes, distance-based or variable vehicle insurance rates) that reflects the true environmental, economic and social costs of driving.





- c) Work towards providing on-line and wireless pre-trip and en route traveller information such as traffic conditions and parking locations with current capacity available.

### Implementation

Transportation demand management (TDM) and capacity optimization measures will be undertaken as part of development and the City's annual capital and operating programs.

TDM projects undertaken by the City will be targeted to locations that generate a large number of vehicle trips and have adequate levels of pedestrian and cycling infrastructure as well as transit service to support a shift to alternate travel modes (e.g., in the City Centre, within a 400 m or 1,312 ft. radius of a neighbourhood centre, major employment centres).

Measures to optimize transportation capacity will be directed to key corridors such as river crossings and Richmond's portion of TransLink's Major Road Network.

Projects will be funded by the following mechanisms:

- payment of development cost charges (DCC);
- as part of required works and services for new developments;
- voluntary developer contributions;
- general City revenues;
- grants and/or cost-share funding from senior governments.



## 10.0 Open Space and Public Realm

### OVERVIEW:

The Public Open Space System is comprised of:

- outdoor spaces available for public use that are either publicly owned (e.g., parks and trails) or are secured through legal agreement with private landowners (e.g., plazas, squares and pedestrian walkways).

The Public Realm is comprised of:

- streets, plazas, squares, boulevards, and pedestrian and cycling linkages between and through neighbourhoods

Parks and other types of public open space play a vital role in the quality of life and vibrancy of a city. A well designed, well connected system of parks and trails, greenways and streets, plazas and squares, waterfronts and waterways significantly contribute to individual and community wellness in the following ways:

- **Promote Healthy Lifestyles:** Convenient access to parks and open spaces is a strong indicator for healthy levels of physical activity. Access to places to walk, the most common reason people cite for visiting parks and trails, is a critical service the System can provide. Contact with nature and even simple green spaces with grass and trees, have been shown to have profound psychological and physical benefits, for example, reducing stress and contributing to the healthy development of cognitive functions in children such as memory formation and spatial learning.
- **Foster Community Cohesiveness:** Community cohesiveness is stronger where there are opportunities to engage in informal social contact, to play together, and where people of diverse ages and backgrounds can engage in shared experiences. The sports fields, playgrounds, places to walk dogs, community gardens, and public plazas play a central role in fostering a strong sense of community.
- **Support a Healthy City Environment:** The quality of city life is determined, in part, by the quality of the urban environment. The System **contributes to the Ecological Network (EN)** and provides desirable ecosystem services such as mitigating temperature extremes, improving air and water quality, contributing to biodiversity and ecological health, and reducing the need to expand expensive infrastructure such as stormwater systems. These services have a positive impact on human health, as well as **reducing** infrastructure operating costs.





#### OBJECTIVE 4:

Strengthen pedestrian, rolling (e.g., wheelchairs, scooters, etc.) and cycling linkages among every element of the city (neighbourhoods, schools, civic spaces, neighbourhood shopping centres, parks, natural areas, streets, commercial areas and industrial parks).

#### POLICIES:

- a) improve connections across the existing City-wide trails system;
- b) continue to improve pedestrian, rolling and cycling linkages within neighbourhoods to key destinations and amenities;
- c) improve the wayfinding and signage system for parks and major public destinations;
- d) expand the range of opportunities for cycling routes separated from automobile traffic.

#### OBJECTIVE 5:

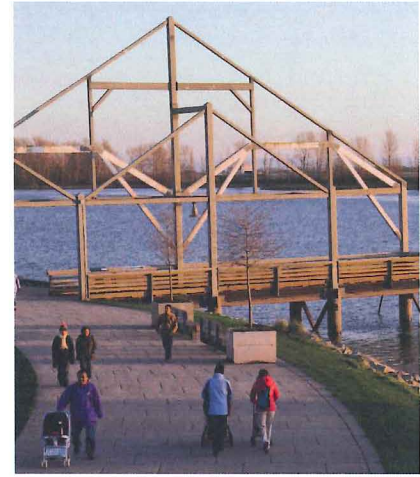
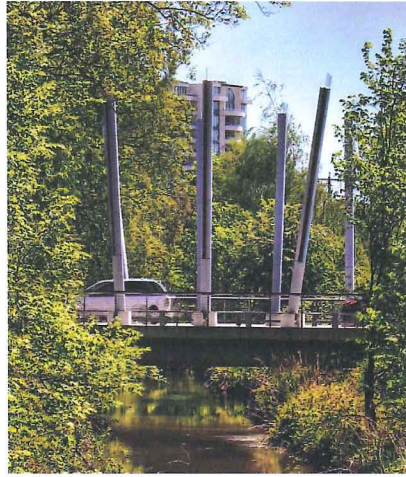
Strategically expand the range of ecosystem services (e.g., biodiversity and habitat, rain water management, carbon sequestering) integrated within the open space and public realm **system to strengthen and contribute to the Ecological Network.**

#### POLICIES:

- a) protect, enhance and sustain ecosystem services in parks and other public open spaces **as these are significant parts of a robust Ecological Network (see Chapter 9.0);**
- b) as practical, connect significant **eEcological nNetwork** assets **via with-existing or enhanced eco-**corridors (linear connections between ecosystems that facilitate the movement of species, water, nutrients and energy increasing the viability of those ecosystems);
- c) provide more opportunities for people to experience nature (e.g., bird watching, nature walks);



- d) provide recreational opportunities to appreciate and participate in agricultural activities;
- e) provide leadership in education and awareness of Richmond's unique ecological assets.



#### OBJECTIVE 6:

Showcase Richmond's world-class waterfront and enhance the Blue Network (the Fraser River shoreline and estuary, and the internal waterways, the sloughs, canals, and wetlands) for their ecological value, recreational opportunities, and enjoyment.

#### POLICIES:

- a) protect, ~~and~~ enhance and connect the ecological values and public amenities in the Blue Network (e.g., trails, piers, floats, beaches, riparian areas and the foreshore);
- b) continue to acquire land for the waterfront park on the Middle Arm in City Centre;
- c) continue to support the City's signature maritime events (e.g., Ships to Shore, Maritime Festival, Dragon Boat Festival);
- d) develop recreational opportunities on and around sloughs and canals;
- e) deliver educational and interpretive programs that increase the community's connection to the Blue Network;
- f) include water as an element in the urban environment (e.g., Garden City Park stormwater detention pond, Water Sky Garden at the Oval).





- b) work with community partners to provide important City information in multiple languages, as appropriate, and as resources allow;
- c) work with community partners to develop effective approaches for eliciting the opinions and involvement of traditionally “hard to reach” groups (e.g., recent immigrants, homeless persons, people with disabilities) in community consultation initiatives;
- d) provide pertinent information (e.g., on City programs and initiatives, demographic statistics) to assist members of the public and partner organizations in understanding social issues facing the community and effectively participating in collaborative responses (e.g., Hot Facts, bulletins).



## 11.3 Building on Social Assets and Community Capacity

### OVERVIEW:

Social capital is a term to describe the linkages and communication channels amongst individuals and organizations and the community's capacity to work towards mutual gain. The underlying assumption is that connections are essential to the overall health and well being of the community.

The City's non-profit agencies, advisory committees, associations and community networking forums need to be nurtured as the city continues to grow and develop.

In addition to social capital, the City requires appropriate infrastructure to meet the social needs of its growing population, including:

- community facilities (e.g., child care centres, space for community service providers);
- affordable housing;
- accessible facilities, built environments, and transportation services.

The key challenges with social infrastructure relate to:

- costs (e.g., land, construction, operating) can be prohibitive—particularly in an escalating market such as Richmond;



- jurisdictional issues (e.g., **various** levels of government are responsible for some social infrastructure);
- priorities (e.g., given finite resources, which elements of the social infrastructure require priority support, and which ones do not?).

Through senior government funding, direct City funding or commitments obtained from developers through the rezoning process, Richmond has traditionally given priority to securing three types of social infrastructure: City facilities (e.g., recreation centres), child care centres, and affordable housing. In the future, additional emphasis will need to be placed on securing other types of social infrastructure—most notably space for non-profit agencies and other community amenities. Recognizing both the future needs and inherent challenges, a range of approaches will need to be pursued to ensure that the City is strategic, transparent, and effective in meeting its social infrastructure requirements.



### **OBJECTIVE 1:**

**Facilitate the establishment of a comprehensive, high quality system of child care services in Richmond.**

### **POLICIES:**

- a) continue to undertake periodic needs assessments to identify existing and future child care requirements, by type of care and geographic area of need;
- b) secure City-owned child care facilities, for lease at nominal rates to non-profit providers, from private developers through the rezoning process;
- c) encourage private developers to contribute to the City's Child Care Development Reserve Fund, as appropriate;
- d) consult and collaborate with child care providers and other community partners on child care issues;
- e) request senior governments to contribute funding and improve policies to address local child care needs;
- f) continue to administer the City's Child Care Grant Program to support the provision of quality, affordable, accessible child care in Richmond.





## OBJECTIVE 2:

Facilitate the provision of space for community agencies.

### POLICIES:

- a) establish mechanisms to assist non-profit agencies and community groups to secure office or program space, or funding (e.g., through senior governments, NGOs, the lease of any surplus City space, negotiation with developers in the rezoning process);
- b) establish clear, transparent guidelines for the securing and allocating of City-owned or negotiated community agency space (e.g., eligibility criteria, cost factors, timing, roles and responsibilities);
- c) support non-profit agencies and community partners to develop and maintain an inventory of space requirements for community agencies in Richmond.

## OBJECTIVE 3:

Develop and nurture strong, sustainable, and collaborative relationships with senior governments and community partners.

### POLICIES:

- a) develop and maintain strong networks and communication channels with senior government partners to seek their policy and financial assistance in addressing Richmond social issues;
- b) continue to participate in joint planning and networking initiatives with community partners (e.g., Richmond School District, Vancouver Coastal Health, Metro Vancouver, non-profit agencies);
- c) maintain strong networks with developers, the business community, and community agencies, collaborating as appropriate to address social issues.



### OBJECTIVE 1:

**Maintain an efficient sewage system to protect public health and safety.**

#### POLICIES:

- a) maintain and improve the existing sanitary sewer system through a proactive maintenance program, the use of quality materials and applying best-management practices that minimize life cycle costs;
- b) improve the efficiency of the sewer system by:
  - maintaining low inflow and infiltration levels;
  - reducing waste volume through water conservation;
  - continuing to participate in the Metro Vancouver sanitary sewer source control program by supporting the Metro Vancouver Waste Water Discharge Permit process;
- c) focus on detecting and reducing fat, oil and grease (FOG) in the sewer system;
- d) develop public education programs to:
  - reduce FOG discharges into the sewer system;
  - reduce per capita water use which will, in turn, reduce sanitary sewer flows;
- e) continue to work with Metro Vancouver on sanitary trunk and treatment plant capacity improvement projects;
- f) participate in the on-going implementation of the May 2010 Metro Vancouver Integrated Liquid Waste Resource Management Plan.

### OBJECTIVE 2:

**Proactive planning of infrastructure upgrades and replacements due to age and growth.**

#### POLICIES:

- a) budget and plan to replace aging infrastructure in alignment with the City's Aging Infrastructure Replacement Plan;
- b) coordinate the replacement of aging sewer infrastructure with other City infrastructure replacement projects;
- c) ensure that sewered areas of the City maintain service levels in alignment with the needs of present and future land uses;
- d) ensure that development related sanitary system upgrades are funded through Servicing Agreements, sewer DCC's, and senior government funding;
- e) require all new developments to be connected to sanitary sewer where sanitary system is available;
- f) discourage the development of private on-site sewage disposal systems, except in those areas where sanitary sewer is not available.





## 12.10 Street Trees

### OVERVIEW:

Richmond's urban forest is a valuable community asset. The trees within it have many life affirming qualities, and their influence on the Ecological Network and environment enhances the well-being of all living things. The ecological service benefits of trees include absorbing carbon dioxide, replenishing oxygen, filtering particulate pollutants, preventing soil erosion, creating shade from the sun's rays, and providing food and habitat for wildlife (e.g., bird nests).

Trees are planted within all areas of the City: in parks and open spaces; along trails and in natural areas; and as integral parts of the built environment.

Tree planting is a fundamental part of new road construction and many trees have been and will continue to be planted along major city streets. Trees are important elements in making positive and well defined human scaled places.

Street tree planting is a positive initiative but creates challenges for development projects, existing building upgrades, and the accommodation of infrastructure located within City owned road allowances and rights-of-way.

### OBJECTIVE 1:

Develop a comprehensive Street Tree Master Plan to provide a detailed, long-term policy framework for maintaining and funding City street trees.

### POLICY:

- a) the Street Tree Master Plan will be integrated with the City's overall Urban Forest Strategy, and coordinated with other City master plans and strategies.



## 13.0 Implementation Strategy

### 13.1 Effective Implementation

#### 13.1.1 Provincial Requirements

##### OVERVIEW:

The Province of British Columbia requires all municipalities to adopt an Official Community Plan (OCP) under the Local Government Act. The legislation specifies the purpose and effect of an OCP, the required content and policy statements, consultation during OCP development, and adoption procedures and authority.

For example, all bylaws enacted or works undertaken by Council must be consistent with the adopted OCP. However, this does not mean that the City's existing Zoning Bylaw is replaced or superceded by the OCP (i.e., the existing zoning continues to apply to all properties in Richmond).

The Province continues to amend or update its requirements for OCPs. Consequently, it will be necessary for Richmond to update its OCP in order to reflect and respond to new Provincial directions (e.g., requirement that the OCP include greenhouse gas reduction targets and supporting policies and actions).





### OBJECTIVE 1:

Ensure that the City of Richmond's Official Community Plan (OCP) remains consistent with Provincial legislation.

#### POLICIES:

- a) advise Council as necessary when the Province amends legislation affecting the OCP.

### 13.1.2 Community Values and Consultation

#### OVERVIEW:

The OCP co-ordinates and manages the City's public interest regarding a wide range of topics (e.g., sustainability, demographics, growth, land use, transportation, infrastructure, community services, parks).

### OBJECTIVE 1:

Consider community values and input in implementing the OCP.

#### POLICIES:

- a) provide meaningful community input opportunities through a flexible range of tools such as online methods, surveys and open houses;
- b) explore ways to reach those who do not usually attend traditional City open houses and public meetings (e.g., social media);
- c) provide adequate information, which is tailored to the need, the issue, decision making timing and situation.

### 13.1.3 Strategic Vision

#### OVERVIEW:

The City of Richmond has as its strategic vision *"to be the most appealing, livable and well-managed community in Canada"*.

To achieve this vision, the City has adopted a number of strategies and approaches in the past and will continue to do so in the future. The OCP is one of the key tools to accomplish the City's strategic vision.

### OBJECTIVE 1:

Be the most appealing, livable and well-managed community in Canada.

#### POLICIES:

- a) continue to implement the OCP to assist in achieving the City's Strategic Vision.



## OBJECTIVE 2:

Ensure that new development (e.g., rezonings, Development Permits and variances, subdivisions) achieve the OCP and related City **P**olicies, bylaws and regulations.

### POLICIES:

- a) ensure that new development implements the OCP policies;
- b) where the OCP requires the City to first prepare refined strategies and policies (e.g., housing, sustainability, the Ecological Network), the strategies and policy studies are to be prepared and Council is to first approve such recommendations before they become requirements for development applications.

## 13.4 Others' Responsibilities

### OVERVIEW:

Metro Vancouver, YVR, Port Metro Vancouver, TransLink, the School Board, Steveston Harbour Authority, and other Federal and Provincial stakeholders and partners play critical roles in implementing the OCP because of either, their senior jurisdiction, significant land holdings, important land uses, exemptions from local government controls, or social and economic impact on the City. As well, the City continues to work with First Nations, as appropriate. The City of Richmond has always endeavoured to work with these agencies to meet mutual interests and objectives.

At the same time, residents and business people will continue to be involved in finding acceptable, desirable and innovative ways to implement the OCP. Community participation in City processes will be required as Richmond grows and develops to the year 2041.

### OBJECTIVE 1:

Partner with senior government, stakeholders and the community to implement the Official Community Plan (OCP).

### POLICIES:

- a) continue to work with Metro Vancouver, YVR, Port Metro Vancouver, TransLink, the School Board, Steveston Harbour Authority, and other Federal and Provincial stakeholders and partners to implement the OCP;
- b) continue to co-operate with the following agencies in their planning:
  - Metro Vancouver—2040 Regional Growth Strategy (RGS) implementation;
  - **Vancouver Coastal Health**;
  - Agricultural Land Commission (ALC)—ALR regulation implementation;
  - YVR—2027 Master Plan implementation;
  - Port Metro Vancouver—planning;
  - Steveston Harbour Authority—planning;
  - Richmond School Board—planning;
  - First Nations—as appropriate;





- c) support the Steveston Harbour Authority in preparing effective plans and include them in City Steveston planning;
- e) discourage Port Metro Vancouver from using ALR lands for Port purposes and encourage the Port to use lands within the urban footprint;
- f) explore improved means to communicate with and involve the community in ongoing OCP implementation decision-making, recognizing that the final approach ~~used~~ lies with Richmond City Council.



The DP Guidelines do not require literal interpretation, in whole or in part. They will, however, be taken into account in the consideration of DP applications. The DP Panel may, at its discretion, recommend denial of, or require modifications to a DP application for failure to meet the standards contained within these Guidelines, in whole or in part. Developers and architects are encouraged to read the reasoning behind the criteria and meet the spirit of the criteria as well as the letter of the law.

### 14.1.5 Development Permit Area Designations

Pursuant to the Local Government Act, the City of Richmond designates the following as DP Areas:

- intensive residential areas where granny flats and coach houses are permitted (e.g., Edgemere);
- all multiple family sites throughout the City;
- all commercial sites throughout the City;
- all mixed-use developments (where residential and non-residential uses are combined on a site) throughout the City;
- all industrial sites in the City Centre Area Plan (CCAP);
- those industrial sites adjoining or within 30 m (98.4 ft.) to another site which is zoned or designated for residential, community institutional, park, school, conservation area, ~~agriculture~~ or mixed use;
- Environmentally Sensitive Areas (ESAs) shown in Attachment 2 to this OCP;
- all marinas;
- all sites abutting to the edge of the Agricultural Land Reserve (ALR).

### 14.1.6 Development Permit Area Exemptions

#### 14.1.6.1 All Areas Except Environmentally Sensitive Areas (ESAs)

Exemptions to the DP process are as follows:

- renovations to interiors of all buildings except neighbourhood public houses;
- renovations to interiors of neighbourhood public houses where the interior renovations cost less than \$5,000;
- exterior renovations of all buildings, except neighbourhoods public houses, which cost less than \$75,000;
- exterior renovations of neighbourhood public houses where the exterior renovations cost less than \$5,000;
- new buildings or building additions of 100 m<sup>2</sup> (1,076.4 ft<sup>2</sup>) or less;
- new ancillary buildings or building additions in rear or interior side yards that conform to the respective minimum setback requirements and do not exceed a height of 12 m (39.4 ft.) nor contain more than three storeys.

#### 14.1.6.2 Environmentally Sensitive Areas (ESAs) Only

Exemptions to the DP process are as follows:

- renovations to interiors;
- exterior renovations and construction activities which do not impact upon, or extend into, the designated ESA (e.g., within the existing footprint of buildings or paved areas);
- maintenance activities on existing structures which can be reasonably shown to not result in damage to trees, shrubs or fish habitat. (Note: the City may require that a qualified professional review such proposed works);



### 14.7.2 Intertidal

*The intent is to prevent infilling or direct disturbance to vegetation and soil in the intertidal zone, maintain ecosystem processes such as drainage or sediment that sustain intertidal zones.*

**Area Designation:** Coastal areas within 30 m (seaward) of the high water mark<sup>1</sup> which are influenced by waves, tides, and other processes along the Fraser River or Strait of Georgia. Also includes the shallow subtidal zone in some sites.

**Typical Conditions:** Mudflats, and a range of vegetated estuarine or salt marsh communities; tidal channels or shallow ponds are often present; developed shorelines with riprap, docks, and pilings are also included.

**Justification:** The intertidal zone is important for:

1. fish and wildlife habitat—the intertidal zone around Richmond's Islands is recognized for its importance for fish such as juvenile salmon from throughout the Fraser River watershed, but also for spawning eulachon, and smaller fish such as starry flounder which are an important part of the foodweb;
2. protection of Richmond's dikes and other infrastructure from wave and current **water** erosion by dissipating energy;
3. aesthetic and cultural values that make intertidal zones an important part of Richmond's parks and greenways.

**Related Regulations:** All intertidal zones in the City of Richmond area are considered *fish habitat* under the federal Fisheries Act. DFO regulates activities affecting fish habitat through their participation in the Fraser River Estuary Management Program (FREMP)<sup>2</sup>. Port Metro Vancouver, as a federal agency, is also responsible for fish habitat management. Many intertidal zones also have important values for migratory wildlife such as shorebirds and waterfowl; migratory birds and their nests are protected under the Migratory Birds Convention Act and intertidal zones designated as part of provincial Wildlife Management Areas (including Sturgeon Bank WMA) are also managed for conservation values. Other

<sup>1</sup> The High Water Mark is the highest extent of tidal inundation under normal tides (e.g., no storm surges or abnormal water temperatures). It is usually defined in the field by vegetation and debris indicators. Note that the high water mark used for the ESA mapping was defined by visual interpretation of 2009 orthophoto imagery supplemented with field assessment in a few areas.

<sup>2</sup> Fraser River Estuary Management Program. See here or [http://www.bieapfrempp.org/main\\_frempp.html](http://www.bieapfrempp.org/main_frempp.html)





- retaining mature vegetation, including existing large trees, shrubs, and aquatic vegetation;
  - replanting disturbed areas with native vegetation.
- i) Development proposals that include measures to restore degraded shoreline zones by removing historical fill, structures, or contaminated sediment, and recreating natural habitats such as riparian forest may increase the level of support by the agencies provided that the works comply with DFO and FREMP guidelines. In many areas, the shoreline zone has been developed or landscaped and improvements including tree planting will enhance its ecological value over the long-term.
- j) Conformance with these guidelines does not exempt applicants from meeting requirements of other agencies, such as those participating in FREMP and Port Metro Vancouver. It is the responsibility of proponents to ensure they meet all external requirements.



#### 14.7.4 Upland Forest

*The intent is to maintain stands or patches of healthy upland forests by preventing or limiting tree removal or damage and maintaining ecological processes that sustain forests over the long-term.*

**Area Designation:** Treed areas (woody vegetation >5 m (16.4 ft.) tall) not including forested wetlands (swamps and bog forests) or forested riparian zones, adjacent streams, rivers, and other watercourses.

**Typical Conditions:** Richmond's upland forests are typically forested with paper birch, red alder, and black cottonwood with lesser amounts of western hemlock and western red cedar. Non-native trees (e.g., European birch, Sycamore maple) are also common. Upland forests range in size from large hubs (e.g., >10 ha or 24.7 ac.) to small groups or even rows of single trees. Developed forest areas such as maintained trees in urban parks with an understorey of mowed grass are not included as ESAs. Future ecological restorative works in public parks would add to the ESA inventory. Understorey vegetation is variable and ranges from partially landscaped areas, to dense thickets of native shrubs mixed with ferns, forbs, and mosses.





**Justification:** Upland forests are a critical part of Richmond's ecological network. Its environmental values include:

1. habitat for wildlife and plants;
2. carbon storage in above- and below-ground plant material;
3. hydrologic cycle importance through rainfall interception and evapotranspiration;
4. improvements to air quality by capture or modification of particulates and gasses such as ozone;
5. aesthetic values in urban parks and greenways.

**Related Regulations:** The City of Richmond's Tree Protection Bylaw (No. 8057)<sup>6</sup> regulates tree removal or damage on private and public lands and applies in ESAs. Its goal is to sustain a healthy, viable urban forest. Upland forests are not explicitly protected or managed through provincial or federal legislation. Relevant regulations which influence forest protection in urban areas include the BC Wildlife Act if there are any listed wildlife (herons and eagles), the Migratory Bird Convention Act which protects the nests of most birds during the nesting season, and potentially the federal Species at Risk Act.

**Environmental Report Assessment Requirements:** For all ESA areas classified as upland forest:

1. Confirm the ESA boundaries based on field assessment by a qualified professional.
2. Assess and confirm general ecological characteristics including general vegetation types using existing information such as recent orthophoto imagery and field assessment by a qualified professional.
3. Review current and previous mapping including 2011 ESA, and Metro Vancouver 2011 Sensitive Ecosystem Mapping.
4. In areas proposed encroaching or adjacent (within 20 m or 65.62 ft.) to an upland forest ESA, conduct a tree survey that locates each tree, records species, size (diameter), and health based on the requirements of Richmond's Tree Protection Bylaw. The City will review the impact assessment and may approve encroachment if there is a net ecological benefit.
5. Identify any nearby (within 100 m or 328 ft.) wildlife use such as raptor or heron nests using existing information and field surveys by a qualified professional<sup>7</sup>.

### Guidelines

- a) Preserve all upland forest, except in accordance with the conditions of the Development Permit and other necessary permits or approvals (e.g., Wildlife Act).
- b) Permitted works shall use careful site design to avoid the most sensitive portion of the upland forest (e.g., largest or older trees, wildlife habitat features, and natural understory).
- c) Where tree removal in ESA areas cannot be avoided, preserve the largest and healthiest trees and minimize the creation of narrow forest patches with edge habitat (maintain the mass and volume of the internal forest). The City of Richmond requires tree replacement on or near the development site. This may include nearby parks or other public lands. Some trees may be retained on site as artificial snags or downed logs under the direction of City staff.

<sup>6</sup> City of Richmond Tree Protection Bylaw (summary). See here or <http://www.richmond.ca/services/Sustainable/environment/treeremoval.htm>

<sup>7</sup> Inventory Method for Raptors (BC Environment 2001). See here or [http://www.ilmb.gov.bc.ca/risc/pubs/tebiodiv/raptors/version2/rapt\\_ml\\_v2.pdf](http://www.ilmb.gov.bc.ca/risc/pubs/tebiodiv/raptors/version2/rapt_ml_v2.pdf)



### 14.7.6 Freshwater Wetland

*The intent is to maintain the areal extent and condition of fresh water wetland designated as ESAs by preserving vegetation and soils, and maintaining pre-development hydrology, drainage patterns and water quality.*

**Area Designation:** Areas with vegetation and soils influenced by the presence of freshwater in the rooting zone for plants<sup>9</sup>; includes open, forested, and shrub bogs, swamps, marshes, wet meadows, seasonally flooded fields, and shallow (<2 m or 6.56 ft. depth) ponds and ditches.

**Typical Conditions:** Wetlands are widespread in Richmond and include bog forests with pine and birch trees, shrub swamps with Labrador tea and other bog plant species, cattail marshes, reed canary grass marshes, ditches and ponds. In some cases, wetland vegetation has been removed and only the soil remains from the previous wetland ecosystem. Bogs and related peatland wetlands are found within the previous boundaries of Lulu Island bog. Many large freshwater wetlands in Richmond such as Richmond Nature Park are within the ecological network but are not designated as Development Permit areas because they are protected as parks.

**Justification:** Freshwater wetlands are important for:

1. regulating water flow (hydrology) by storing water during rainfall and promoting groundwater infiltration;
2. influencing water quality through filtration, capture, and transformation of a variety of chemical constituents in plants and soil;
3. providing habitat for a diverse and often unique community of plant and animal species including amphibians, waterfowl, dragonflies, sedges, and peat-mosses;
4. storing carbon in saturated organic soils, particularly peat soils that are common in Richmond.

<sup>9</sup> A wetland is land where the water table is at, near, or above the surface or which is saturated for a long enough period to promote such features as wet-altered soils and water tolerant vegetation. Wetlands include organic wetlands or "peatlands", and mineral wetlands or mineral soil areas which are influenced by excess water but produce little or no peat (Environment Canada, 1996).





**Environmental Report Assessment Requirements:** For all ESA areas classified as freshwater wetland:

1. Confirm the ESA boundary based on field assessment by a qualified professional.
2. Assess and confirm general ecological characteristics including general vegetation types using existing information such as recent orthophoto imagery and field assessment of soil and vegetation by a qualified professional. Wetland identification often requires specialized skills particularly in disturbed areas where soil and natural vegetation has been modified.
3. Review current and previous mapping including 2011 ESA, Metro Vancouver's 2011–2012 Sensitive Ecosystem Mapping, and Canadian Wildlife Service's historical and current wetland mapping.
4. Review the site's drainage system including watercourses, ditches, and stormwater pipes using City of Richmond's online GIS Inquiry mapping tool supplemented by field assessment if necessary.
5. Assess impacts to site hydrology for development activities that have the potential to affect hydrology and seasonal water table fluctuations (e.g., land drainage, ditches, large areas of impervious surface coverage, stormwater discharge or water storage).
6. Identify any nearby (within 100 m or 328 ft.) wildlife use such as raptor, crane, or heron nests using existing information and field surveys by a qualified professional<sup>10</sup>.
7. Assess freshwater wetland ESA areas for the presence of species or ecological communities at risk (see BC Conservation Data Centre<sup>11</sup> for current ranking).

**Related Regulations:** Freshwater wetlands are not explicitly protected or managed through provincial or federal legislation unless they are fish habitat or require a federal permit or approval (e.g., Navigable Waters Protection Act of Canadian Environmental Protection Act). Relevant regulations which influence wetland protection in urban areas include the BC Wildlife Act if there are any listed wildlife (herons and eagles), the Migratory Bird Convention Act which protects the nests of most birds during the nesting season, and potentially the federal Species at Risk Act for SARA-listed species. Commitments by Metro Vancouver's member municipalities under the regional Liquid Waste Management Plan may eventually provide some protection of freshwater wetlands for their role in urban watershed management.

### Guidelines

- a) Preserve the extent and condition of all freshwater wetlands in ESAs, except in accordance with the conditions of the Development Permit and other necessary permits or approvals.
- b) Maintain ecological processes important to the long-term health of freshwater wetlands including drainage patterns, hydrology, seasonal water table fluctuations, and water quality.
- c) Consider contiguous or nearby ESA areas, or other areas of the Ecological Network, which have the potential to influence the freshwater wetland. Use vegetated buffers of at least 30 m (98.43 ft.) around wetlands to prevent direct or indirect disturbance.
- d) No alterations should be made to freshwater wetland without an appropriate environmental assessment and implementation of mitigation measures. The City may require preparation of an Environmental Protection Plan (EPP) prepared by a qualified professional to guide environmental management on sensitive, complex or large sites.

<sup>10</sup> Inventory Method for Raptors (BC Environment 2001). See here or [http://www.ilmb.gov.bc.ca/risc/pubs/tebiodiv/raptors/version2/rapt\\_ml\\_v2.pdf](http://www.ilmb.gov.bc.ca/risc/pubs/tebiodiv/raptors/version2/rapt_ml_v2.pdf)

<sup>11</sup> BC Species and Ecosystem Explorer. See here or <http://a100.gov.bc.ca/pub/eswp/>

# 15.0 Regional Context Statement (RCS)

## 1. Purpose

The purpose of a Regional Context Statement is to legally show how the 2041 OCP is, or can be made, to be consistent with the 2040 Regional Growth Strategy (RGS).

## 2. RCS Contents

The 2041 OCP Regional Context Statement is as follows:

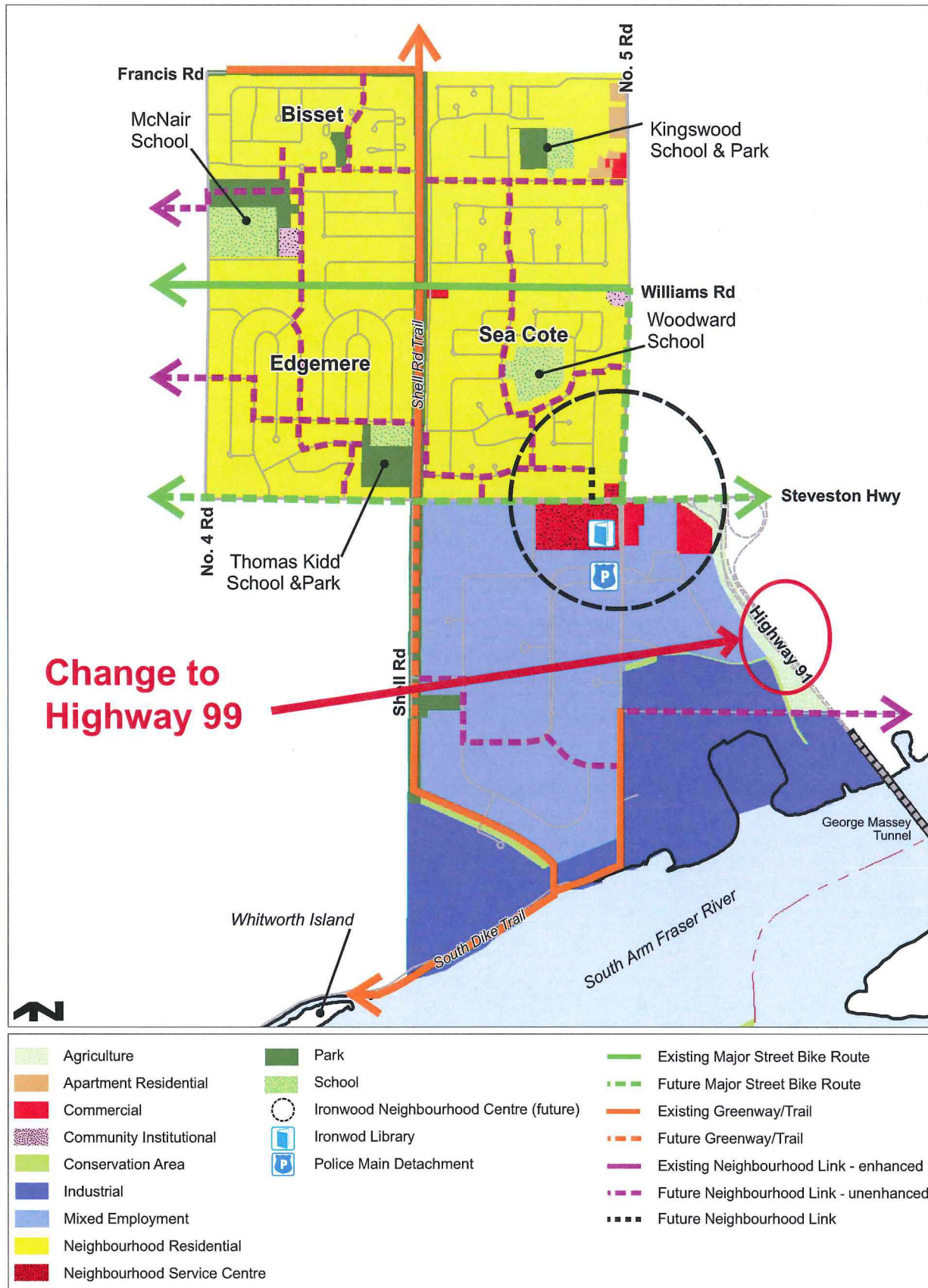
### 2040 Metro Vancouver Regional Growth Strategy (RGS)

The Regional Context Statement (RCS) Policy (e.g., provides examples of how the OCP is or can be made consistent with the 2040 RGS)	
<b>RGS GOAL 1 CREATE A COMPACT URBAN AREA</b>	
<b>STRATEGY 1.1 Contain urban development within the Urban Containment Boundary.</b>	
Role of Municipalities	
1.1.3 Adopt Regional Context Statements which:	
a) depict the Urban Containment Boundary on a map, generally consistent with the Regional Land Use Designations map (Map 2);	See OCP RCS Map: shows the City's Urban Containment Boundary (UCB), which is consistent with the MV RGS.
b) provide municipal population, dwelling unit and employment projections, with reference to guidelines contained in (RGS) Appendix Table A.1, and demonstrate how municipal plans will work towards accommodating the projected growth within the Urban Containment Boundary.	<p>The 2040 RGS projection (estimates) for the City are:</p> <ul style="list-style-type: none"> <li>• Population = 275,000</li> <li>• Dwelling Units = 115,500</li> <li>• Employment = 181,000</li> </ul> <p>The City's 2041 OCP projections (estimates) are consistent with the 2040 RGS, as follows:</p> <ul style="list-style-type: none"> <li>• Population = 280,000</li> <li>• Dwelling Units = 115,000</li> <li>• Employment = 180,000</li> </ul> <p>The 2041 OCP enables the City to strive to achieve these projections, subject to long-term market forces, and government policies and support.</p> <p>The City will strive to achieve these projections by implementing the 2041 OCP and Area Plans, and undertaking demographic projection and policy refinements in collaboration with Metro Vancouver.</p> <p>The City considers that any City projection differences are deemed to be within acceptable RGS estimates (e.g., as such are affected by government policies and funding, the market, the economy, immigration policies).</p>





## 8. Shellmont



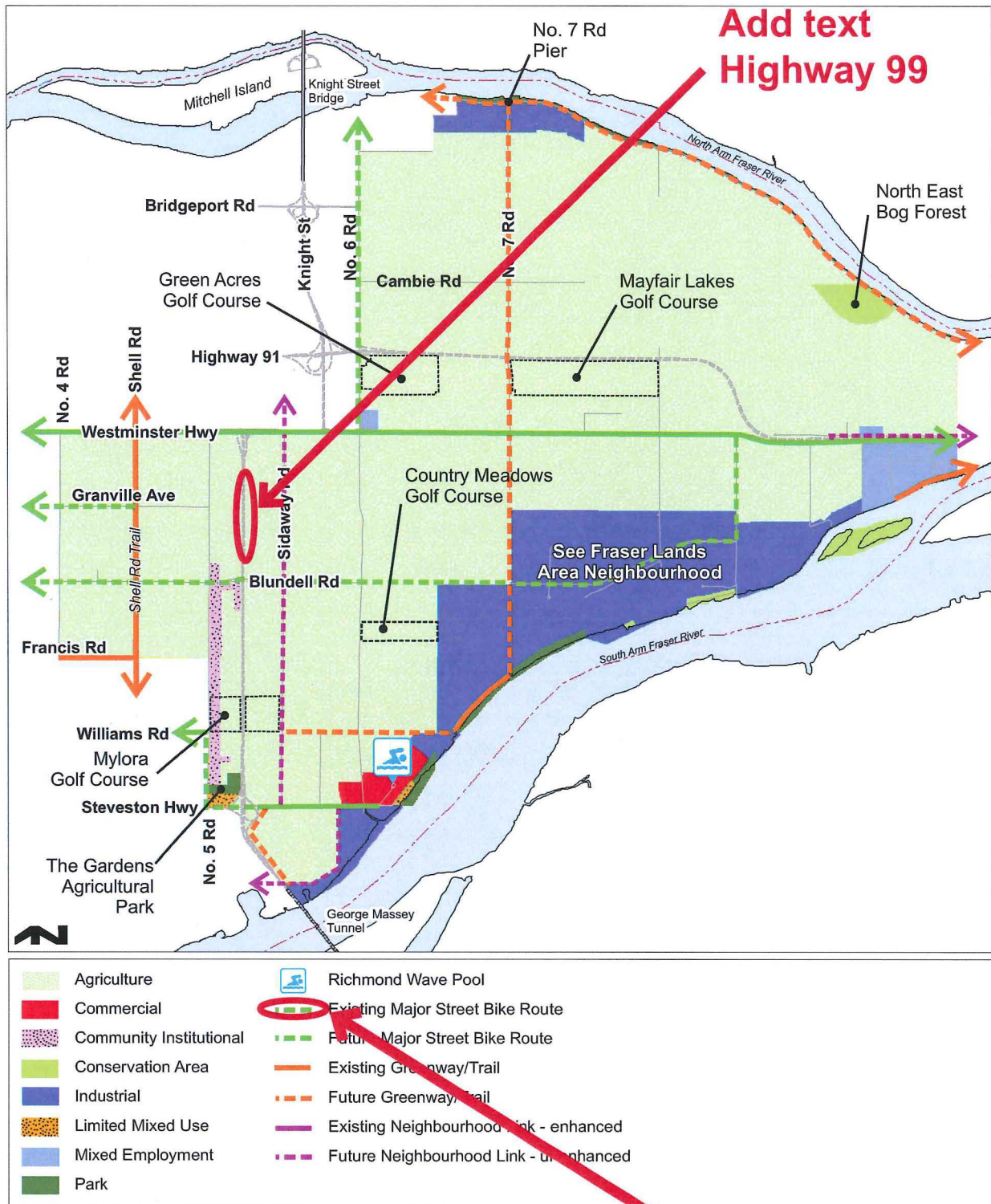
PH - 690

City of Richmond Official Community Plan  
Plan Adoption: \_\_\_\_\_

(to be filled in once adopted)



## 13. East Richmond

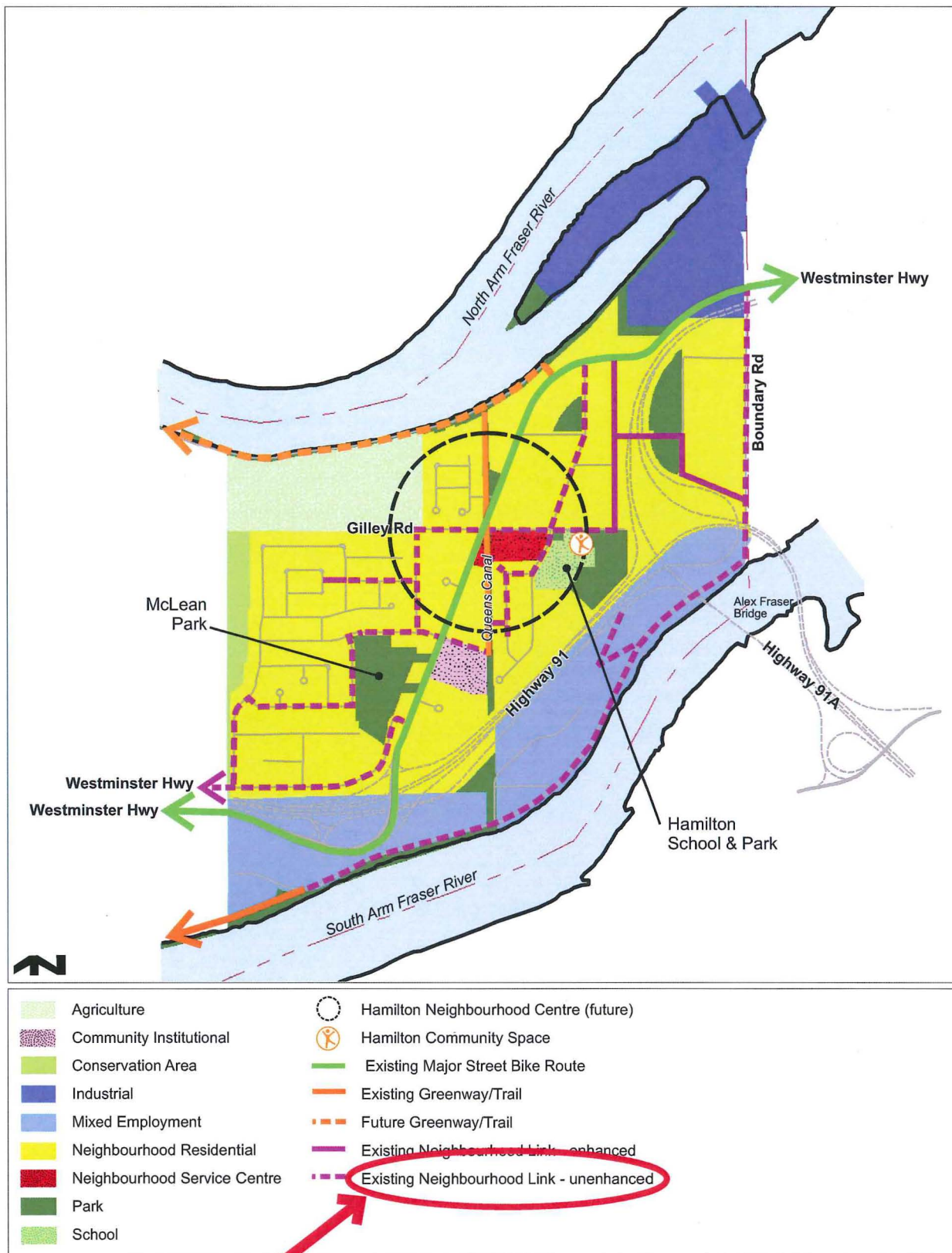


PH - 691





## 14. Hamilton



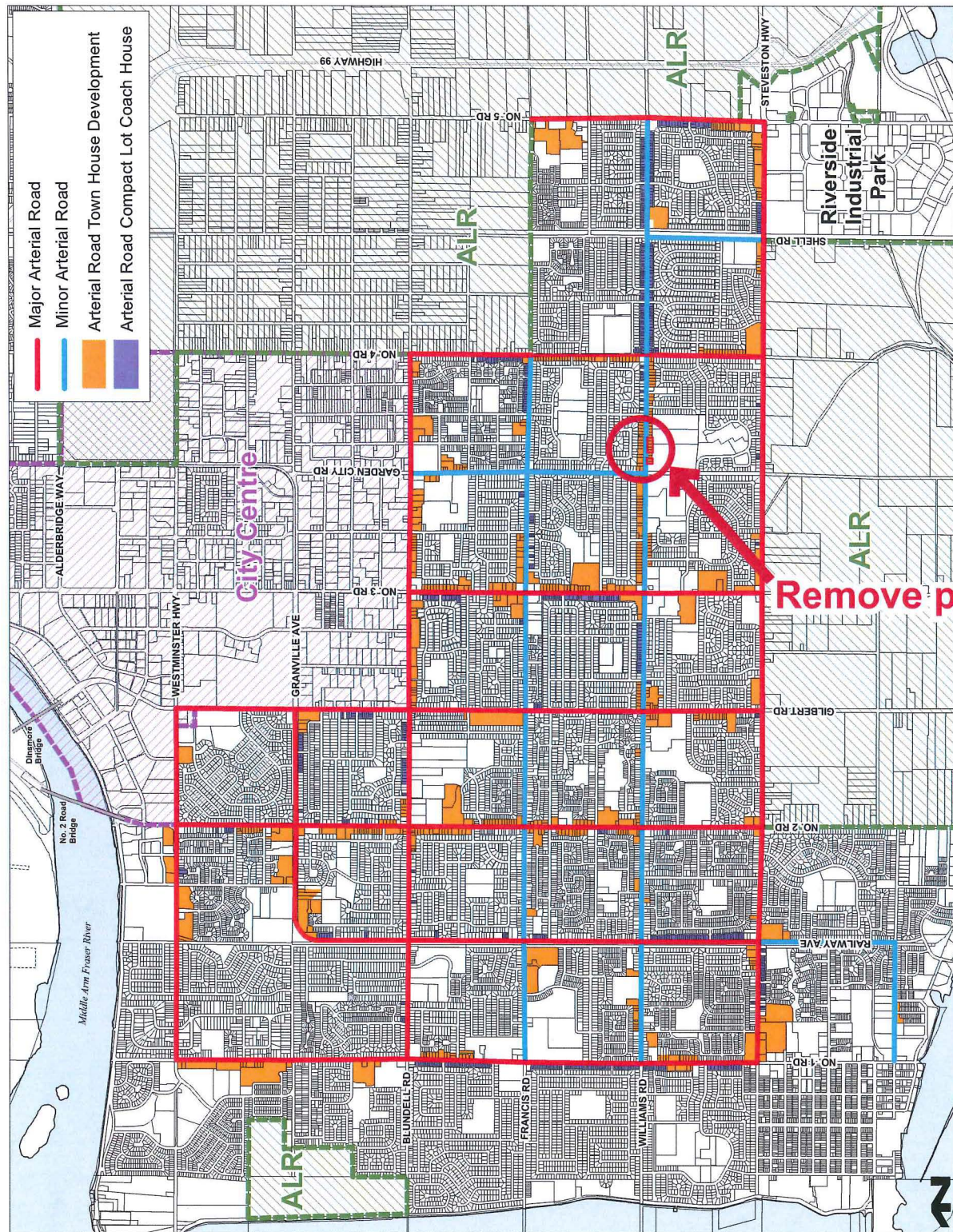
**Change to  
Future Neighbourhood Link-unenhanced**

PH - 692





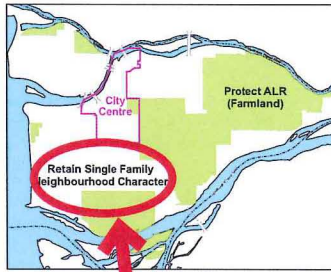
## Arterial Road Development Map







## ALR and City Centre Map



**Remove wording  
“Retain Single  
Family  
Neighbourhood  
Character”**

The City recognizes the importance of agriculture as a food source, an environmental resource, a heritage asset and an important contributor to the local economy. Agricultural land and farming is sustained by long-term City policies that maintain an urban containment boundary that keeps residential growth outside of the ALR. As well, it is to be noted that the City owns and controls road rights-of-way (except for highways) in the ALR.

Richmond residents have always placed a high value on the protection of the city's farmlands.

Like any other industry, farmers face many challenges to make farming financially viable. Some of these include:

- economic issues such as competing in the international marketplace;
- drainage, servicing and infrastructure limitations;
- development pressures, absentee land ownership;
- aging of agricultural owners and farm operators and the possibility that they may not be replaced;
- finding ways to attract new farmers into the business.

The City's 2003 Agricultural Viability Strategy (AVS) is a long-term commitment and partnership of the City and agricultural community to strengthen and enhance agricultural viability in Richmond.

In 2011, the AVS was reviewed by the Agricultural Advisory Committee (AAC). It was found that the AVS continues to enhance agricultural viability. Some main achievements to date include the Nelson Road Interchange, improved drainage, seasonal farm dwellings, promotional farm tours and the review of urban development proposals adjacent to the ALR and agricultural proposals in the ALR. Some AVS changes include modifying urban-ALR buffer requirements (e.g., continuing to encourage small lots to be consolidated, discouraging roads in the ALR).

### OBJECTIVE 1:

Continue to protect the City's agricultural land base in the Agricultural Land Reserve (ALR).

### POLICIES:

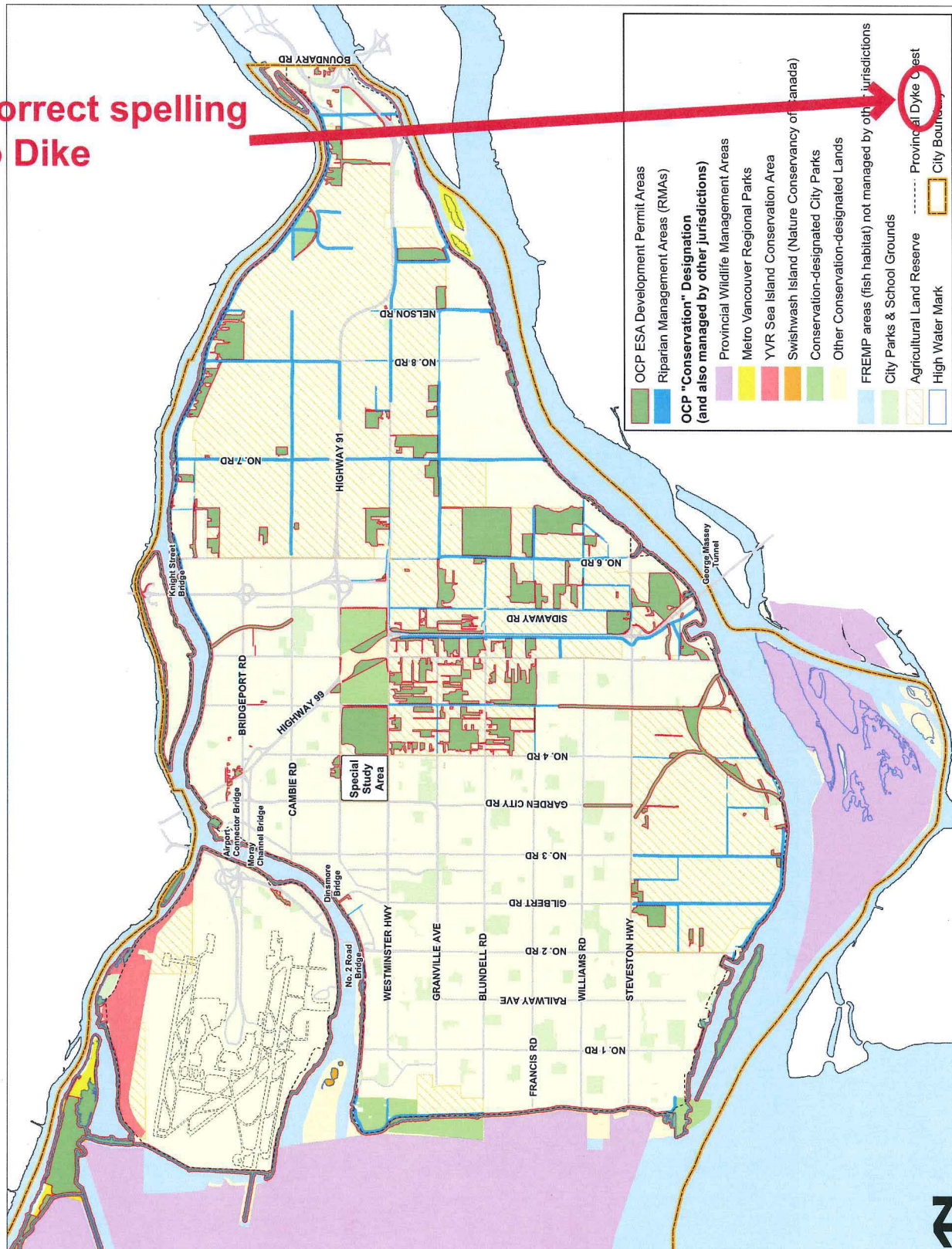
#### Farmland Protection

- a) maintain the existing ALR boundary and do not support a loss of ALR land unless there is a substantial net benefit to agriculture and the agricultural community is consulted;
- b) collaborate with the Agricultural Land Commission (ALC) to ensure that:
  - the integrity of the ALR and its existing boundaries for both soil bound and non soil bound agriculture (e.g., green houses) is maintained;
  - all land uses within the ALR to conform to the policies and regulations of the *Agricultural Land Commission Act* and the *BC Farm Practices Protection (Right to Farm) Act*, *Water Management Act*, *Pesticide Control Act*;



## Ecological Network Management Map

Correct spelling  
to Dike

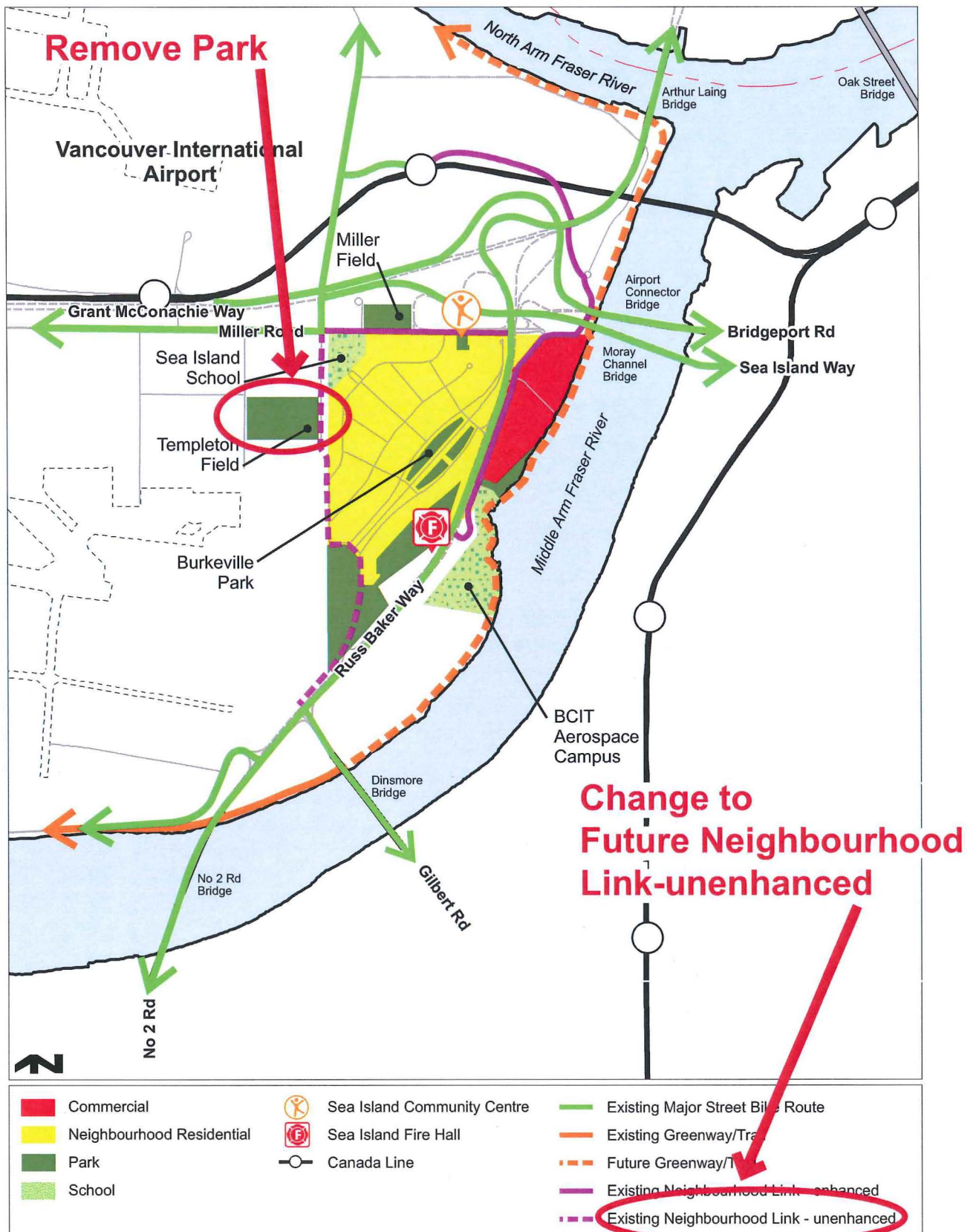


PH - 695





## 1. Sea Island (Burkeville)



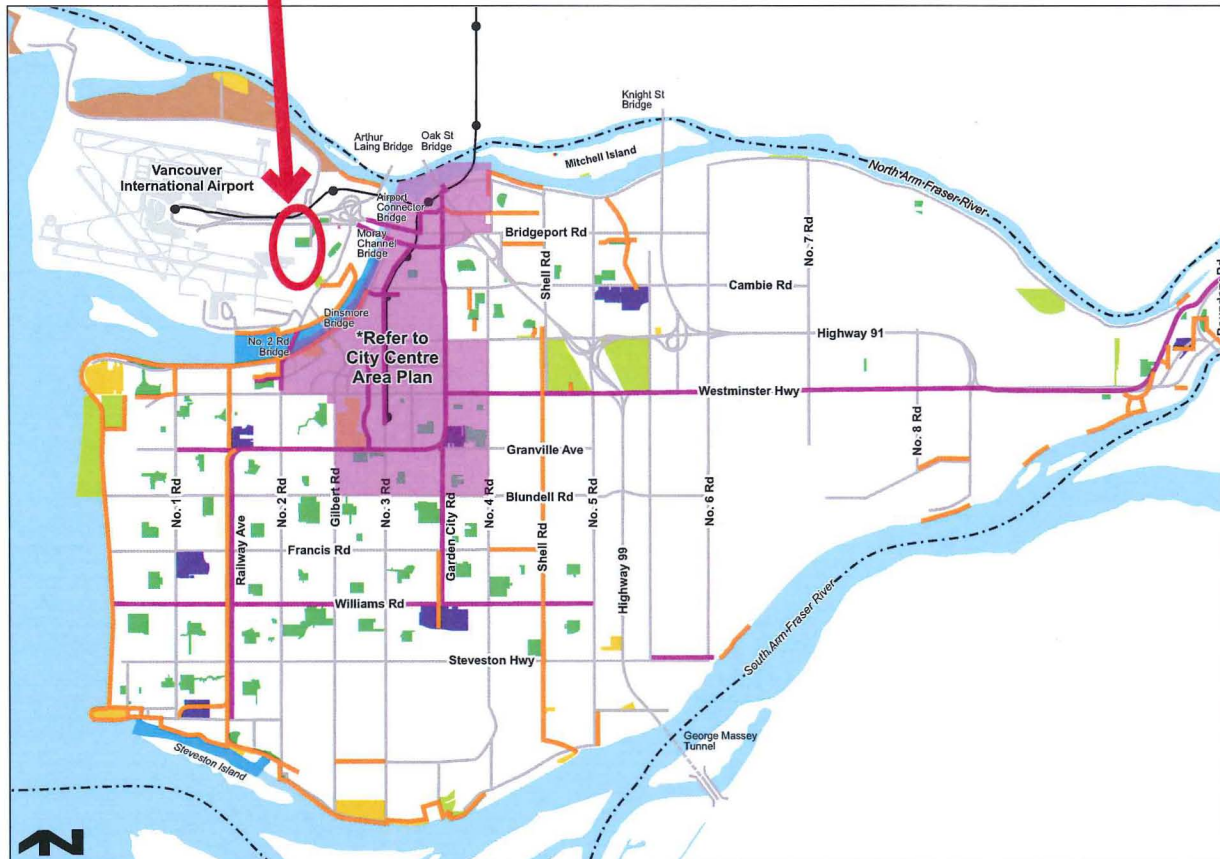
PH - 696

# Remove Neighbourhood Park



- Contribute to Economic Development: A vibrant open space system can exert a positive influence on the city's economy. Great parks and signature places, like Richmond's waterfront parks and trails, confer economic benefits through improved property values, attraction and retention of businesses, and attraction of tourism with signature outdoor places and events.

## Current Parks and Public Open Space System Map



Canada Line	City Wide Park
Trails/Greenway	City Wide Natural Area
Cycle Route	Community Park
	Marine Recreational Area
	Neighbourhood Park
	Regional Park/Conservation Area

\*Refer to the CCAP for the locations of future parks in the city centre.

See Section 3.4 (Specific Richmond Neighbourhoods) for locations of Neighbourhood Links.

Refer to the 2010 Richmond Trails Strategy for more detail on planned future trails.





# City of Richmond

## Memorandum Planning and Development Department Policy Planning

---

**To:** Mayor and Council  
**From:** Terry Crowe  
Manager, Policy Planning  
**Date:** November 16, 2012  
**File:**  
**Re:** **Metro Vancouver Accept Richmond's 2041 OCP Regional Context Statement (RCS)**

---

The purpose of this memo is to advise that, on November 16, 2012, the Metro Vancouver Board accepted Richmond's 2041 OCP Regional Context Statement (RCS).

It is in order to consider the 2041 OCP at the March 19, 2012 Public Hearing.

For clarification, please contact me at 4139.

Terry Crowe  
Manager, Policy Planning

TTC:ttc

Pc

- Joe Erceg, General Manager, Planning and Development
- Victor Wei, Director, Transportation
- Holger Burke, Senior Planning Co-ordinator
- June Christy, Planner 3





City of  
Richmond

# Official Community Plan (OCP)

Schedule 1 of Bylaw 9000

**2041 OCP—Moving Towards Sustainability**



Artwork by Anthia Chen





Artwork by Anna Toth

## Richmond High School Student 2041 OCP Artwork by Anthia Chen and Anna Toth

The Richmond City Council wanted to include Richmond high school students in preparing the 2041 OCP. Council, in co-operation with the Richmond School Board, invited all Richmond High School Grade 11 and 12 students to create artwork for the 2041 OCP. The students were advised that the theme of the 2041 OCP was "Towards A Sustainable Community" and were given a deadline of April 18, 2011. City and School Board staff distributed contest information to the students and also provided it to the general public through a news release, the City's web site and local newspaper coverage. Eight submissions were received from Richmond Grade 11 and 12 students, from seven public and independent schools. A selection jury of City and School Board staff reviewed the submissions and chose the following two contest winners, based on their creative interpretations of the OCP sustainability theme:

- The 1st Place Winner was Anthia Chen, a Grade 12 Steveston-London Secondary student. Her artwork is used in the 2041 OCP cover design and she received a \$1,000 educational scholarship, and
- The 2nd Place Winner was Anna Toth, a Grade 11 J.N. Burnett Secondary School student. Her artwork is inside the 2041 OCP and she received a \$500 educational scholarship.

On Monday June 27, 2011, Council in full public session presented the awards and acknowledged all participants for their creativity, community awareness and citizenship.

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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, urban design, servicing, transportation and environmental future. It sets out a vision, goals, objectives, policies, guidelines and land use designations that reflect overall community values that have been determined through a public consultation process.

## **How is the Plan organized?**

The OCP is comprised of:

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

Area Plans cover portions of the 15 planning areas within Richmond (see Planning Area Boundaries Map and OCP Land Use Map).

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

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

## **Land Use Maps—Plan Precedence**

If there is a conflict with respect to a land use designation between the OCP Land Use Map (Schedule 1) and the Area Plan or Sub-Area Plan Land Use Maps (Schedule 2), the Area Plan or Sub-Area Plan Land Use Maps shall take precedence with the exception of sites designated OCP Conservation Area in which case this land use designation in Schedule 1 shall take precedence notwithstanding conflicting information which may be shown in Schedule 2.

## **Environmentally Sensitive Areas (ESA)**

The ESA policies, guidelines, and designations shown in Attachment 2 to the OCP (Schedule 1) supercede any contained in the Area Plan or Sub-Area Plans (Schedule 2).

## **Aircraft Noise Sensitive Land Use**

The Aircraft Noise Sensitive Land Use policies, guidelines and locations in Section 3.6.3 of the OCP (Schedule 1) supercede any contained in the Area Plan or Sub-Area Plans (Schedule 2).

## **How does the OCP work?**

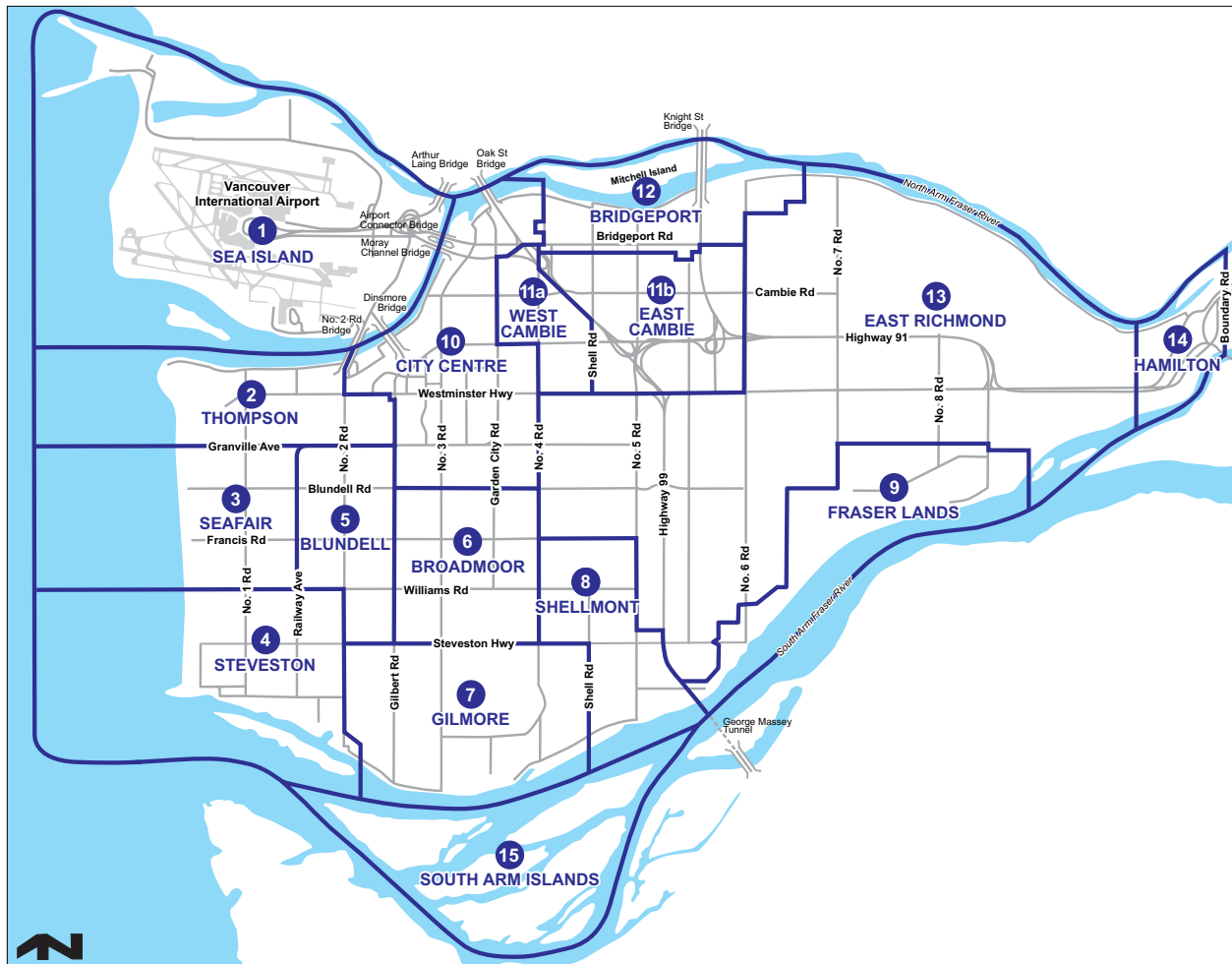
As a City document, the OCP can only encourage senior levels of government to take action; it cannot force or require senior governments to act. When implementing the OCP, the City will take into account agreements with other agencies.

## **Seeking Clarification**

The OCP is to be read as a whole and specific topics (e.g., townhouses) may be addressed in several chapters and maps, and in Development Permit Guidelines. For clarification of the OCP policies and maps, please consult with City planning staff. Council or its designate make the final decision.



## Planning Area Boundaries Map



**PH - 706**

City of Richmond Official Community Plan  
Plan Adoption: \_\_\_\_\_

(to be filled in once adopted)

# **1.0 Moving Towards a Sustainable Community**





## 1.0 Moving Towards a Sustainable Community

### 1.1 A New Plan for the Future—2041

“The community planning decisions which municipalities make have as much or more of an impact on the health of people than the decisions which doctors and hospitals make”. These decisions include providing opportunities for affordable housing, child care, recreation, parks, trails, densification, walkability, access to nature and healthy lifestyles.”

Dr. Patrick O'Connor, Vice President, Medicine, Quality, and Safety, Vancouver Coastal Health, June 2012.

An Official Community Plan (OCP) is a City's statement of its long-term future community planning vision by describing the kind of community into which the City wishes to evolve. As a legal document under the Local Government Act, the OCP provides the City with one of its most powerful tools for bringing its vision to reality. The City of Richmond adopted its first OCP in 1986, updated it in 1999 and is now updating it to take the City to 2041. Updates follow about every ten years to guide land development and align with the region's plans and respond to current issues.

Globally, regionally and locally, the next 30 years will be marked by a range of challenges such as the impacts of climate change, environmental quality, energy reduction, food insecurity and an aging population. The City, through adoption of a 2010 Sustainability Framework, began to chart a course to move towards being more resilient and adaptable in the face of these challenges. The Sustainability Framework helps the City imagine and design a better future. This OCP Update is guided by the following Vision of a Sustainable Richmond:

*“A sustainable and healthy island city that meets the needs of the present without compromising the ability of future generations to meet their own needs. It is a place where people live, work, and prosper in a welcoming, connected, accessible and vibrant community. In Richmond, the health of the people and the health of the eco-system are sustained through community participation and long-term economic, social and environmental well-being.”*





The 2041 OCP provides an opportunity to better address these challenges and work towards becoming a more adaptable and resilient City. The issue is how we can build on the strengths that have shaped Richmond and what we need to change, to meet the challenges of an ever-changing world.

This 2041 OCP establishes a broad 2041 vision, supporting goals, objectives, policies and new directions respecting land use, mobility, infrastructure, an ecological network and parks and open spaces. The City continues to place an emphasis on improving the health of neighbourhoods, building a vibrant downtown, fostering a resilient economy and a healthy business climate, addressing recreational needs, enhancing social development, preserving environmental quality and promoting the arts, culture and heritage.

This new OCP strives to continue to develop the City as a great place, and a greener, more resilient, connected and healthy City.



## 1.2 The Planning Process

### Community Engagement

In June 2009, Council directed that the 1999 Official Community Plan be updated to 2041 and approved a range of OCP background studies (e.g., 2041 population and employment estimates, employment lands, social planning, parks and open space, and environmentally sensitive area management strategies). The OCP Update has been made possible by the extensive participation of residents, business owners, stakeholders (e.g., Richmond School Board, YVR, Port Metro Vancouver, Metro Vancouver, Urban Development Institute) community groups and the City's advisory committees. The process involved three major rounds of community consultation beginning in November 2009 with over 30 public open houses over the 2 ½ year period, City-wide surveys and online discussion forums.



As well, separate community consultation processes were undertaken for the:

- 10 Year Social Development Strategy (twelve meetings with stakeholder and advisory committee groups, one online discussion forum and four study circles (Cantonese, Mandarin, recent immigrants and the general public);
- Parks and Open Space Strategy (seven focus groups).

Several hundred visitors came to the online discussion forum site with over 91,000 site visits and many comments posted.

### Recurring Themes and Messages

Certain themes emerged:

- provide more housing choices to facilitate better aging in place, complete neighbourhoods and affordable housing;
- undertake neighbourhood shopping centre densification planning;
- retain industrial lands and encourage office uses in the City Centre;
- improve streets and connectivity in neighbourhoods;
- provide more parks and open space;
- retain agricultural lands;
- improve transportation, transit service, and expand the cycling network across the City;
- have more walkable and accessible neighbourhoods;
- improve the ecological network and its services;
- improve opportunities to access the shoreline.

Also, residents say that they are willing to consume and waste less, use their cars less and make energy and other environment improvements in their homes and offices.



### OCP Update Concept

In April 2011, Council endorsed a 2041 OCP Concept based on the above public input, the findings of the OCP studies, City priorities, and sustainability principles. The 2041 OCP is based on the OCP Concept.



Richmond Town Centre, 1907. Credit: City of Richmond Archives Photo 1977 918.

## 1.3 Context

### Richmond Past and Present

The City was incorporated as a municipality in November 1879 and was designated as a City in 1990. Richmond's history is rooted in fishing, agriculture, shipping, and aviation. Composed of 17 islands, the Fraser River has always shaped the City's growth. The Coast Salish bands were known to set up temporary camps and year long dwellings on all of the islands for fishing and hunting.

Richmond was, and is, the centre of aviation in British Columbia. In 1949, the First Comprehensive Town Plan was created by bylaw which divided Richmond into districts to direct development and parkland. Residential, commercial, industrial and rural land use regulations were established.

In 1950, Richmond was still considered a small community until the subdivision of land began. Suburban development in the 1950s is an important component of Richmond's evolution. After the war, people were drawn to Richmond because it offered an abundance of land at lower prices compared to Vancouver, but in close proximity along the interurban tram that ran from Vancouver to Steveston.

Richmond has grown and changed dramatically over the past 50 years, especially now with the Canada Line in the City Centre and 2010 Olympic Winter Speedskating Oval which is now a world class athletic, sports training and community recreation centre. Today, the City Centre is a mixed use community poised to become a major regional hub. The City continues to attract migration from many countries and recent immigration has been most notably from China. The City's cultural diversity has enriched the community and made Richmond an exciting place to live.





## A Regional View

The City of Richmond is the fourth largest City in Metro Vancouver (MV) and a member municipality of the wider 22 member Metro Vancouver Region. A new Regional Growth Strategy, *"Metro Vancouver 2040 - Shaping Our Future"*, adopted by the MV Board in July 2011 is a framework to manage future development where the region will grow from 1.2 million to 3.4 million by 2040. It is a shared commitment by Metro Vancouver and member municipalities to work together to create a livable and sustainable region through the achievement of common regional goals.

The City and Metro Vancouver are committed to working in partnership to achieve the following shared goals:

- creating compact communities and directing growth to areas already designated for urban development;
- creating complete communities that are more walkable, mixed use and transit-oriented to reduce automobile use;
- supporting a sustainable economy by protecting and supporting employment lands (e.g., industrial);
- protecting agricultural, recreational and conservation lands that provide valuable ecosystem services;
- encouraging land use and public infrastructure capacity improvements of the built and natural environments to protect the environment and withstand climate change impacts;
- supporting sustainable transportation choices that reduce energy consumption and greenhouse gas emissions, improve air quality and promote walkability, bicycling, rolling (wheelchairs, scooters) and transit.

A more detailed description of how the City's OCP policies support and relate to the Regional Growth Strategy is provided in Chapter 15—Regional Context Statement.



## 1.4 2041 OCP Vision

In 2041, Richmond has become a more sustainable City—a place of great spaces and experiences, whose greatest assets include its thriving downtown, diversified economy, healthy, distinct and connected neighbourhoods, its island shoreline, open spaces, and protected and productive agricultural lands. Richmond has adaptable and prosperous businesses that enrich people, the community, the natural environment, the world and future generations.

**PH - 713**





Richmond is a place where people:

- earn a living where they reside and participate in the global economy through an exchange of knowledge, entrepreneurship and trade;
- feel connected to their physical surroundings, the people around them, and their community;
- are active and healthy;
- respect, honour and celebrate the diversity in their community;
- feel connected to the past, celebrate the present and anticipate the future with enthusiasm.

Richmond has become more energy efficient and is responding to the challenges of climate change, in partnership with other levels of government, its citizens and its businesses.



## Goals

### 1. Welcoming and Diverse

The City is inclusive and designed to support the needs of a diverse and changing population.

### 2. Connected and Accessible

People are connected to and interact with each other. Places, buildings, and activities are connected and easily accessed by everyone. Decisions with respect to housing, business development, parks, recreation, transportation and community access, including street design (the public realm) and repair will be made with public consultation.

### 3. Valued for its Special Places

The City has a variety of places—big and small—in all neighbourhoods where residents and visitors will be drawn—for their vibrancy and natural beauty.

### 4. Adaptable

The City, residents and businesses have the ability to respond creatively to change. They build upon what already exists and upon experiences from both within and outside the community. In partnerships, they respond to the challenges of changing demographics, culture, technology and climate.



## 1.5 Key Issues to Address in Planning for the Future

Below are some of the key issues that the 2041 OCP seeks to address.

### Future Population Growth and Housing Demand

The City will grow by 80,000 people by 2041 and approximately 42,000 new housing units will be needed. The additional population will need to be accommodated within a limited land base so as to not impact the City's farmland or employment lands. While the City will be able to accommodate much of the growth through existing plans and policies, (e.g., West Cambie and the City Centre Area Plans), it will need to find ways to increase housing capacity for a portion of this growth. Much of the housing needed will be in the form of townhouses, anticipated apartments in densified shopping centres and to some extent coach houses and granny flats in areas outside the City Centre.

### Aging Population and Changing Demographics

The number of people over age 65 will substantially increase by 2041. They will represent 26% of the population in 2041 compared to 14% in 2011. The over 75 age group will represent 15% of the population in 2041 compared to 6% in 2011. Some will be active and healthy and others will be frail and will have health problems associated with advancing age. This will have implications for providing services or special programs to these age groups in the community. Some will want to "age in place"—that is, remain living safely in their own community despite declining abilities and enjoy the familiar social, cultural and spiritual connections that enrich their lives. The challenge will be to find ways to develop suitable housing choices and more accessible services (easy access by walking, rolling, transit) to allow them to "age in place" and meet their shifting mobility needs.

### Community Well-Being

Richmond is one of the most multicultural cities in Canada and the change in demographics has taken place quite recently. Richmond has a large and growing diverse population with more than 65% of the City's residents being visible minorities and of different ethnic backgrounds, which makes the City a vibrant and culturally diverse place to be. The City will need to continue to bring these diverse people together in meaningful ways and to better integrate them into all aspects of City recreation and social programs. Immigrants and newcomers will be welcomed.







### Placemaking

Richmond has access to nature, open spaces and a quality of life often associated with smaller communities; however, with development, change is occurring perhaps at a faster pace than some residents would like. The challenge will be to create new pleasant, enjoyable and memorable places, while embracing older special character areas through urban design, heritage conservation and animation of the public realm.

### Economic Uncertainty and A Levelling Off Of Boom Bust Cycles

To address economic uncertainty and boom bust cycles, Richmond will need to: maintain a diversified economy through a favourable business climate, support global industries that provide high paying jobs, support the financial well being of the City's population by enabling them to work where they live and through careful planning, not re-designating Richmond's needed employment lands for residential development.

Economic uncertainty and "boon-bust" cycle challenges indicate a need to:

- maintain a diversified economy through a favourable regional and city business climate;
- support global business and industries that provide high paying jobs;
- maintain the financial well being of the population and residents who work where they live;
- protect employment lands (e.g., industrial, office, retail, institutional).

### Food Security

Like most urban communities, Richmond imports the vast majority of its food, creating concerns for the stability of the food supply in the face of rising energy costs and climate change. As nearly 39% of Richmond's land base is protected agricultural land, the potential exists for this valuable asset to help meet local food security needs. There is also a demand for community garden space for those who lack access to land.

### Accessibility

"Accessibility" means the ability to approach, enter, use and/or occupy buildings and spaces by persons with physical or sensory disabilities". Richmond is recognized as leader in accessibility, is one of Canada's most accessible cities and wishes to build on these achievements. The City enjoys its effective working relationship with the Richmond Centre on Disability,



seniors and other community stakeholders. In 2041, the average age of the population will be older and there will be more people with accessibility limitations (e.g., physical, mobility, hearing, seeing, mental challenges). Many want the option of aging in place, rather than having to leave the community as many grew up here. Older residents, visitors and tourists and those with limitations make significant social and economic contributions to the community as they have valuable social, life and job knowledge and skills. They also have a significant positive effect on the local economy and businesses. To address these needs, the OCP aims to make the City even more accessible, for example, by requiring accessibility measures in neighbourhoods as shopping centres densify; in new residential, commercial and institutional buildings; along streets, sidewalks and trails; in parks, parking lots and bus shelters, and through building design. As accessibility needs and solutions evolve, one initiative which the City proposes is to continue working with the Richmond Centre on Disability (RCD), seniors, the community, Urban Development Institute (UDI) and Richmond small home builders group, to increase housing accessibility (e.g., accessible housing, adaptable housing, convertible housing, housing visitability, and aging in place and barrier free housing). The study is to be completed within one year of OCP approval.

### **Social Issues**

There is a range of social issues to address including vulnerable population groups which will place demands on services and programs. The high and rising cost of living which includes significant increases in housing prices will contribute to economic hardship for some. For a large percentage of residents, renting or owning an affordable home is a problem because of employment challenges, fixed income or those whose wages have not kept up with the increase in the cost of living. There are long waitlists for supportive and subsidized rental units for families, seniors, people with disabilities and low-income singles of all ages. The challenge will be to find ways to ensure that the City has adequate and affordable housing to meet the full range of income and needs.

### **Climate Change and a Large Environmental Footprint**

The earth's climate is changing. Increasing green house gas emissions are causing a rapid rise in global temperatures and the effects will be felt both now and into the future. A fundamental challenge for Richmond and all communities will be to significantly reduce greenhouse gas emissions and find ways to ensure that the City is adapting to the effects of climate change. In Richmond, approximately 55% of greenhouse gas emissions are transportation related and approximately 41% come from the way buildings are built and operated. The City's targets are to reduce community-wide GHG emission levels by 33% from 2007 levels by 2020 and 80% by 2050. Council has endorsed a 10% energy reduction from 2007 levels by 2020. The City will need to find ways to design its neighbourhoods and buildings to reduce the demand for fossil fuels and shape travel choices so that transit, walking, rolling, cycling and transit are the preferred modes of travel. It will also need to find ways to manage sea level rise, and anticipated increases in the intensity and duration of rainfall.

### **Financial Challenges**

With increasing demands for services, social programs, affordable housing, and maintenance costs to the City's infrastructure, more funding options will need to be explored (e.g., with senior governments to develop more funding sources, ideally without raising taxes).





## 1.6 Planning Directions

In the City Centre:

- direct most growth to high density mixed use urban villages;
- support development and re-development with transit options including biking, rolling and walking above automobiles;
- build a mix of large and small urban parks to provide diverse environments and year round activities;
- evolve an urban landscape that encourages and enables physical activity and social connections in everyday living.

Outside the City Centre:

- in the inner core of neighbourhood centres, encourage a mix of low to medium density uses and a diversity of ground-oriented residential housing choices;
- in the outer core of neighbourhood centres and along arterial roads, encourage new compact, walkable neighbourhoods;
- support intensified employment lands including industrial and commercial employment;
- enhance the existing parks and continue to develop the City-wide trail system;
- improve the transportation network with an emphasis on walking, rolling, cycling and transit;
- work towards agricultural viability with lands (farmland intact and productive);
- protect the City's Ecological Network and environmentally sensitive lands.

The 2041 OCP sets out the broad objectives and policies. Each chapter supports the sustainability theme. The ongoing efforts of many jurisdictions including those of senior government, the region, businesses and the community will be needed to move towards a more sustainable community.



## 1.7 Richmond Demographics and Changes to 2041

### 2041 Population Estimates

Since 1967, the City's population growth has averaged 2.7% per year. Currently, there are 200,000 residents in Richmond.

- Richmond will grow by 80,000 people by 2041. More population growth will occur in the City Centre (61%) than in the rest of Richmond. The City Centre will double its population by 2041 and increase its share of the City's population from 25% in 2011 to 36% in 2041.

### 2011-2041 Richmond Population Growth

Where	Existing 2011	2011-2041 30 Years	Future 2041
City Centre	50,000	+50,000	100,000
Outside City Centre	150,000	+30,000	180,000
Entire City	200,000	+80,000	280,000

Source: Urban Futures

### 2041 Housing Estimates

Currently, there are estimated to be 73,000 dwelling units in Richmond.

The City Center will add the most housing between 2011 and 2041, approximately 55% of future housing growth; Central Richmond (e.g., Thompson, Seafair, Blundell, Broadmoor, and the residential portion of Shellmont: 25%) and North Richmond: 10%.

- Much of the new housing growth in the area outside of the City Centre will be accommodated primarily by densifying housing options along arterial roads or around neighbourhood shopping centres.



## 2011-2041 Richmond Housing Projections

Where	Existing 2011	2011-2041 30 Years	Future 2041
City Centre	24,000	+23,000	47,000
Outside City Centre	49,000	+19,000	68,000
Entire City	73,000	+42,000	115,000

Source: Urban Futures

## 2041 Housing Types

- 75% of the City's new apartment development will occur in the City Centre, with 10% in North Richmond (e.g., Alexandra neighbourhood) and 5% in Central Richmond around the neighbourhood shopping centres.
- 50% of the new ground oriented housing (GOH) is projected to occur in the City's predominantly residential area of Central Richmond (e.g., Thompson, Seafair, Blundell, Broadmoor and the residential portion of Shellmont), while 30% will occur in the City Centre, 10% in Hamilton and 8% in North Richmond (Alexandra Neighbourhood).
- Steveston's share of net additional housing units (both apartment and ground oriented) on a City-wide basis is projected to be modest because of the constraints on available and developable land.

## 2011-2041 Richmond Housing Types

Where	2011 Estimate			Change Between 2011 and 2041			2041 Projection		
	GOH	Apt	Total	GOH	Apt	Total	GOH	Apt	Total
City Centre	7,200	16,800	24,000	+ 4,800	+18,200	+23,000	12,000	35,000	47,000
Outside City Centre	41,000	8,000	49,000	+13,000	+ 6,000	+19,000	54,000	14,000	68,000
TOTAL	48,200	24,800	73,000	+17,800	+24,200	+42,000	66,000	49,000	115,000

Source: Urban Futures

**Ground Oriented Housing:** Includes single detached houses, duplexes, townhouses, row houses and other forms of housing that have their own private entrance and access to a private outdoor area at the ground level (not necessarily on the ground—can use stairs), secondary suites, coach houses and granny flats.

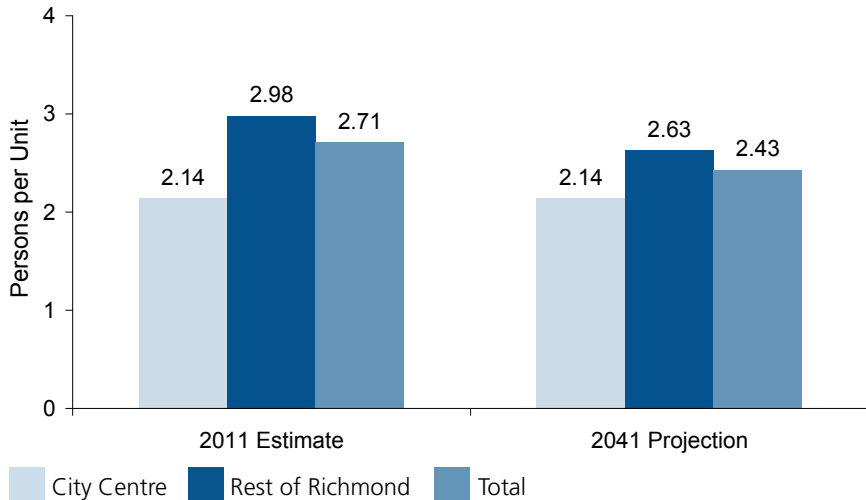
**Apartment Housing:** Housing which does not have its own private entrance (i.e., is accessed from a common indoor corridor) or access to a private outdoor area at the ground level and includes buildings 4 or less storeys (low-rise), 5 to 8 storeys (mid-rise) and 9 or more storeys (high-rise).



## 2041 Average Household Size

- The total number of households will increase, which means that more housing units will be needed, but average household size will decrease, which means there will be a demand for smaller housing units.
- Household sizes are decreasing outside of the City Centre and in Richmond as a whole because of the aging population, the trend towards more multiple family housing forms and an increase in the prevalence of a secondary suite in most new single family homes.

### Average Household Size in Richmond



Source: *Urban Futures*

- The average size of households which dropped in the last few decades will drop even more, so that demand for less costly, smaller housing will continue.

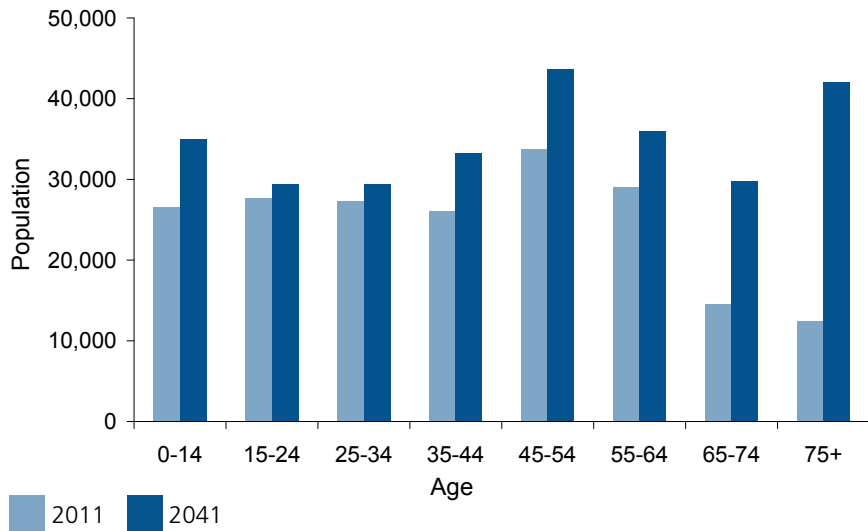
## 2041 Age Distribution

- The +65 age groups are projected to grow faster than average, while all of the under 65 year age groups are projected to grow slower than average. The most significant change in absolute numbers is the growth in the numbers of two age groups:
  - +65-74—15,000 more people in 2041, which represents a 100% change from the 14,500 in 2011;
  - +75—30,000 more people from 12,500 people in 2011, which represents a 240% change;
  - the number of people in the 15-34 age groups will stay relatively the same.
- The increase in those over the age of 65 will bring a growing demand for housing forms that support aging in place. With a growing aging population, the number of persons with special access needs can be expected to increase and the needs for accessible, supportive, and specialized housing will increase accordingly. Proportionally, only older age groups will increase, but the actual number of people in all age groups will increase.





### Population by Age in Richmond



Source: Urban Futures

### Employment

Currently, 140,000 people are employed in Richmond with one of the highest jobs to labour forces ratios of 1.25 in the region.

- By 2041, there will be approximately 40,000 new jobs in Richmond.
- The main areas of the City where these jobs will locate will be the City Centre, Sea Island (YVR) and North Richmond.
- The City Centre will accommodate the greatest absolute increase in employment between 2011 and 2041, reinforcing its status as the central employment hub in Richmond.

### 2011-2041 Richmond Employment

Where	Existing 2011	2011-2041 30 Years	Future 2041
City Centre	42,000	+18,000	60,000
Outside City Centre	98,000	+22,000	120,000
Entire City	140,000	+40,000	180,000

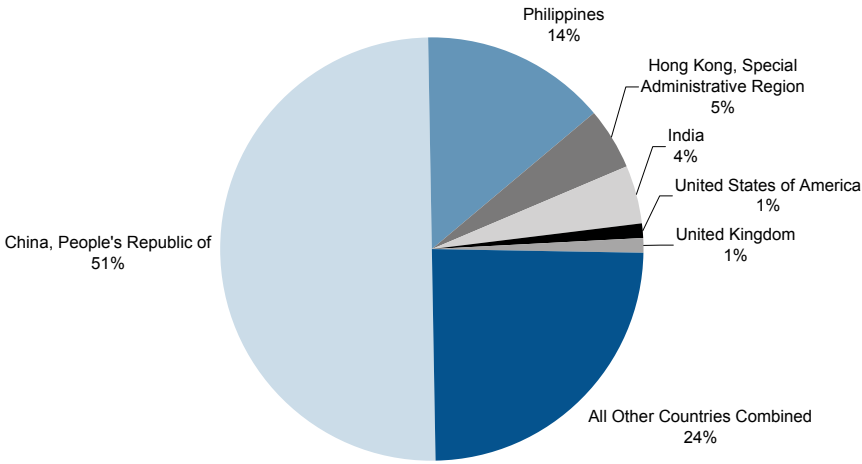
Source: Urban Futures

### Cultural Diversity

- Visible minorities are now the majority in Richmond where 65% of the population is a visible minority. This is the highest proportion of any municipality in BC and the second highest in Canada. The predominant minority group is Chinese, at 45% of the total population (the highest proportion in Canada by a wide margin).
- Since 1991, the overall proportion of immigrant residents has been increasing. As of May 2006, 41% of Richmond residents were Canadian by birth, and over 57.4% were immigrants.



**Countries of Origin for Recent Immigrants to Richmond 2001-2006 (2006 Census)**



Source: Statistics Canada



## **2.0 Climate Change Response**







## 2.0 Climate Change Response

### Strategic Directions

**Empower:** Build Capacity

**Reduce:** Reduce Greenhouse Gas Emissions

**Improve:** Increase Carbon Sequestering

**Prepare:** Prepare for Climate Change

### OVERVIEW:

The earth's climate is changing, and according to the United Nations, "climate change is one of the greatest challenges of our time"<sup>1</sup>. In particular, "dealing with climate change is an economic necessity to avoid serious disruption to global and national economic and social activity".

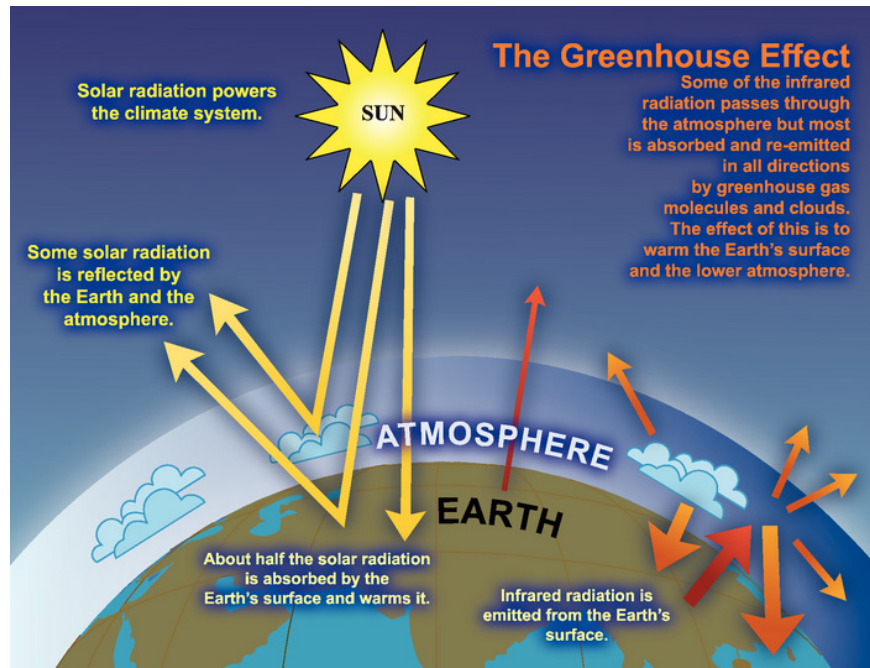
The scientific understanding of climate change is developing rapidly and scientists say that, although some of the changes in our climate are due to natural variations that have been taking place for millions of years, greenhouse gases being released into the atmosphere from human activities are inducing potentially dangerous levels of climate change<sup>2</sup>.

Greenhouse gases (GHGs) capture the solar radiation being reflected back from the earth's surface, contributing to the "greenhouse effect". Many GHGs are naturally occurring and are important for moderating temperatures to a level suitable for human living. However, human activities are significantly increasing the concentration of GHGs in the atmosphere, trapping more energy and causing a rise in global temperatures. It doesn't take a major change in temperature to create significantly different climatic conditions—5°C is the difference between the present average global temperature and an ice age<sup>3</sup>.

<sup>1</sup> Copenhagen Accord, 2009: <http://unfccc.int/resource/docs/2009/cop15/eng/l07.pdf> Rio+20 United Nations Conference on Sustainable Development, 2012: <http://www.uncsd2012.org/rio20/content/documents/compilationdocument/PoliticalGroups.pdf>

<sup>2</sup> IPCC Fourth Assessment Report, 2007. 2.4 Attribution of climate change: [http://ipcc.ch/publications\\_and\\_data/ar4/syr/en/mains2-4.html](http://ipcc.ch/publications_and_data/ar4/syr/en/mains2-4.html)

<sup>3</sup> UN "Climate Change as a Global Challenge", 2007: <http://www.un.org/ga/president/61/follow-up/climatechange/ClimateChangeBackgroundPaper.pdf>



The greenhouse effect (IPCC, 2007)

Primary human activities emitting greenhouse gases are those that involve the combustion of fossil fuels (e.g., heating our homes, driving our vehicles), those that generate waste and those that cause deforestation<sup>4</sup>. Scientists conclude that there will be serious consequences globally, regionally and at a local level if insufficient action is taken to reduce GHG emissions and adapt to unavoidable changing conditions<sup>5</sup>. Impacts may include diminishment in global food production, sea level rise, increased frequency and intensity of extreme weather events (e.g., storms, droughts, heat waves, natural disasters), energy servicing disruptions, infrastructure failures, species extinction and increased rates of disease<sup>6</sup>.

It is also known that, given already existing levels of greenhouse gas emissions, climate change is unavoidable and as such, some level of change will occur. Reducing further emissions is critical for reducing the amount of change that will occur and reducing the magnitude and extent of impacts. However, because not all levels of climate change can be averted, it is also important for communities to prepare for unavoidable change.

While climate change poses a significant challenge, responding to it presents opportunities for advancing overall sustainability. This is because many of the specific action initiatives that reduce impacts of climate change also simultaneously contribute to other sustainability objectives (e.g., community safety, resilient economies, strengthened local food security, live-work-play communities, reduced reliance on the automobile, higher performing buildings, and healthier natural environments).

<sup>4</sup> IPCC Fourth Assessment Report, 2007. *The Physical Science Basis: Executive Summary*: [http://ipcc.ch/publications\\_and\\_data/ar4/wg1/en/ch7s7-es.html](http://ipcc.ch/publications_and_data/ar4/wg1/en/ch7s7-es.html)

<sup>5</sup> IPCC Fourth Assessment Report, 2007. *The long-term perspective*: [http://ipcc.ch/publications\\_and\\_data/ar4/syr/en/spms5.html](http://ipcc.ch/publications_and_data/ar4/syr/en/spms5.html)

<sup>6</sup> IPCC Fourth Assessment Report, 2007. *3.3.1 Impacts on systems and sectors*: [http://ipcc.ch/publications\\_and\\_data/ar4/syr/en/mains3-3-1.html](http://ipcc.ch/publications_and_data/ar4/syr/en/mains3-3-1.html)



In the coming years, one of the most pressing challenges in securing a sustainable future will be to significantly reduce greenhouse gas emissions, and find ways to adapt to the unavoidable effects of climate change.

## 2.1 Managing Climate Change Response

### OVERVIEW:

Effectively responding to climate change is a challenging endeavour, requiring a strategic approach and sustained effort. The City of Richmond has advanced a wide range of action initiatives to both reduce GHG emissions and prepare for change. A key challenge for the City of Richmond will be to integrate new ideas and emerging best practices in a manner which is cost-effective and results in meaningful benefits for the local community. Effective response, however, will depend upon sufficient action being taken by all sectors of society, including senior governments, businesses and the general public.

### OBJECTIVE 1: A WELL-MANAGED PROGRAM

**Advance a Climate Change Program that addresses climate change response priorities in a manner that supports the multiple needs of a sustainable community.**

### POLICIES:

- a) advocate that senior governments advance necessary climate change services and that local governments are resourced appropriately for taking meaningful action;
- b) as part of the City's Sustainability Framework, implement and regularly update the City's Climate Change Strategic Program to establish and address climate change response priorities, including capacity building, emission reduction, carbon sequestration and adaptation;
- c) develop and evolve targets for climate change response as part of the City's Climate Change Strategic Program;
- d) integrate climate change considerations for achieving a low-carbon and a climate-prepared City into key policies, plans, programs and services, including the City's land-use and development policies, Transportation Plan, Infrastructure Plan, Parks and Open Space Strategy, Flood Management Strategy, Dike Master Plan, Social Development Strategy, Environmentally Sensitive Areas Management Strategy, Emergency Plan and Economic Development Strategy;
- e) regularly measure and report progress towards meeting established targets;
- f) review and update policies in a timely manner to integrate evolving climate change knowledge and best practices.





## OBJECTIVE 2: BUILD CAPACITY

Build community and City capacity to reduce the magnitude of climate change and effectively respond to unavoidable effects.

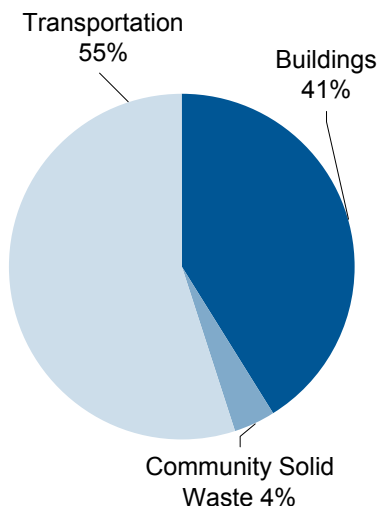
### POLICIES:

- deliver local programs and initiatives to increase awareness and empower the community and the City to take action to reduce and prepare for climate change impacts;
- advocate that senior governments and other organizations continue and expand programs which assist the community and City to take climate action (e.g., grants, incentives);
- advance partnership initiatives among the research community and practitioners to develop and implement climate change best practices that are cost-effective and provide meaningful benefit.



Building climate change awareness with young students through the Climate Change Showdown program

### Richmond Community GHG Emissions by Sector (2010)



## 2.2 Climate Change Mitigation

### OVERVIEW:

In 2010, measured emissions generated by the Richmond community were approximately 945,000 tCO<sub>2</sub> e. Approximately, 55% of the community's greenhouse gas emissions were transportation-related and about 41% were generated from energy use in buildings. Waste contributed about 4% of emissions. With a growing population, community GHG emissions are increasing every year. Significant action is needed to achieve real reductions and avoid levels of emissions that are predicted to result in unmanageable impacts and costs.

The Federal and Provincial governments have the jurisdiction over the two major sectors responsible for the majority of Richmond's community GHG emissions—transportation and building infrastructure. Thus, action by senior levels of government is critical. Equally important will be changes in the daily lifestyles of all Richmond residents and businesses to reduce vehicle dependency and fossil fuel based energy consumption.

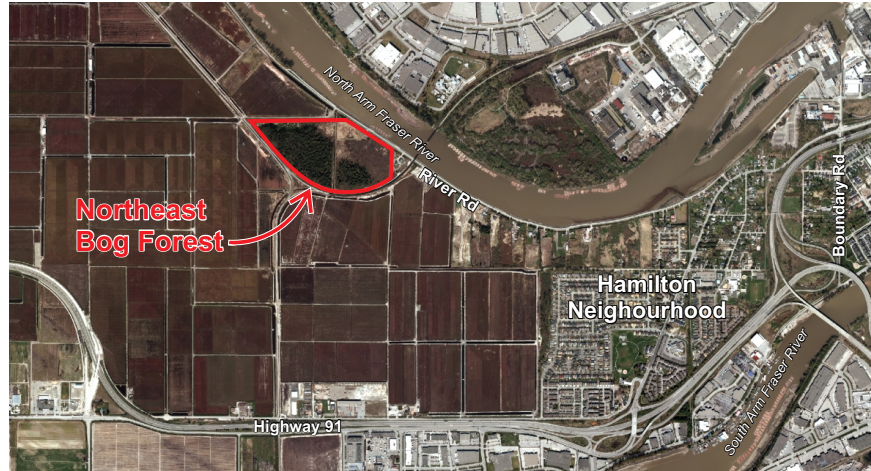


## OBJECTIVE 1: REDUCE GHG EMISSIONS

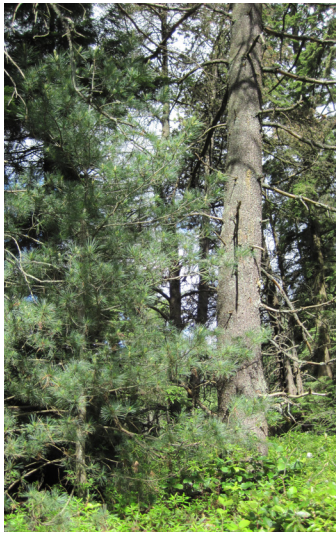
Reduce GHG emissions from City operations and services, and support broad-base community GHG emission reduction to achieve a 33% reduction from 2007 levels by 2020 and 80% reduction by 2050.

### POLICIES:

- a) advocate that senior governments take a leadership role in reducing GHG emissions (e.g., legislation, programs, education, capital investments);
- b) request that senior governments provide funding and incentives to municipalities and other parties to reduce GHG emissions (e.g., existing building retrofits, new building improvements, transit, ride sharing, electrical vehicle plug ins, recycling);
- c) minimize GHG emissions by various initiatives, including heritage conservation, wood-frame development, material conservation and re-use;
- d) continue to advance GHG emission reduction planning and actions consistent with the City's Sustainability Policy;
- e) strengthen land use and development policies that support compact and complete communities, sustainable transportation and sustainable resource use, including energy, water and materials;
- f) reduce greenhouse gas emissions from new developments through high performance building design standards;
- g) automobile reliance will be reduced through compact land use, transit-oriented development practices and strengthened investments in alternative modes of transportation;
- h) prepare, implement and regularly update a Community Energy and Emissions Plan to identify and advance strategic actions to support meeting community-wide GHG emission reduction targets;
- i) prepare, implement and regularly update a Corporate Energy and Emissions Plan to identify and advance strategic actions to reduce GHG emissions from City services and operations;
- j) establish and regularly update sector-specific GHG reduction targets, including but not limited to building energy use, transportation and waste generation;
- k) regularly measure and report GHG emissions from City services and operations with evolving methodologies;
- l) regularly report community-wide GHG emissions as measured by the Provincial government.



City acquisition of the last remaining portion of the Northeast Bog Forest



## 2.3 Carbon Sequestration

### OVERVIEW:

It is no longer sufficient to “do less harm”. To achieve a sustainable community, conditions must be reversed, shifting from a trend of deterioration to a state of health and strength. This means investing in supporting Earth’s natural systems which are responsible for balancing greenhouse gas levels and stabilizing climatic conditions.

### OBJECTIVE 1: IMPROVE CONDITIONS

Advance action beyond impact reduction and aim to improve conditions through action that sequesters carbon.

### POLICIES:

- a) protect and enhance Richmond’s natural environments to support carbon retention as well as other important ecosystem service (e.g., pollution reduction, nutrient generation, habitat);
- b) integrate carbon retention objectives into key policies, plans and programs, including but not limited to Parks and Open Space Strategy, Environmental Sensitive Areas Management Strategy and land use and development policies.





Before and after a dike improvement project which enhanced intertidal habitat and the City's flood protection defences



## 2.4 Climate Change Adaptation

### OVERVIEW:

Climate change has the potential to significantly affect a wide range of community interests. Existing levels of GHG emissions in the atmosphere mean that some level of climate change is unavoidable. Accordingly, at the same time as establishing an effective means of limiting Richmond's contribution to climate change and improving natural processes for stabilizing the climate, it is also important to prepare for its various impacts with a range of adaptation measures. Successful adaptation does not mean that impacts will not occur, but it does mean that they will be less severe.

### OBJECTIVE 1: PREPARE FOR CLIMATE CHANGE

Increase City and community resiliency to climate change impacts.

### POLICIES:

- a) Sustainability staff to lead the development and implementation of adaptation strategies to manage climate change risk and optimize investment;
- b) Sustainability staff to lead the integration of climate change adaptation considerations into key policies, plans, programs and services, including land-use and development decision-making, city infrastructure design and management; floodplain management, emergency preparedness, natural ecosystem health, agricultural viability, social development planning and economic development;
- c) strengthen community resilience to projected global changes by increasing local self reliance and resource security (e.g., food security, energy security, groundwater security, intertidal ecological security).





## **3.0 Connected Neighbourhoods With Special Places**





## 3.0 Connected Neighbourhoods With Special Places

### 3.1 Promote Healthy and Connected Neighbourhoods

#### OVERVIEW:

The 2041 OCP Vision is for the City to be a place where people live, work and play in welcoming, vibrant and accessible spaces. This includes urban transit villages within the City Centre and single family neighbourhoods outside the City Centre. The 2041 OCP vision includes a thriving liveable City Centre and more distinct, healthy, connected and compact mixed-use neighbourhoods with a mix of housing, arterial road and neighbourhood shopping centre development.



There will be 280,000 residents living in Richmond in 2041, an increase of 80,000 new residents from 2011. To house these new residents, 42,000 new housing units will be needed—in ground oriented forms (18,000 units in single family, duplex, and townhouses) and apartment form (24,000 units in low, mid-rise and high-rise buildings). The majority of the growth in population (61%) and housing units (55%) will occur in the City Centre with 50,000 new residents moving there to live. In the City Centre, about 18,000 of the new units will be apartments and 5,000 will be ground oriented townhouse units. In the rest of Richmond, about 6,000 of the new units will be apartments and 13,000 will be a variety of ground oriented units.





## FACT

**Land use and design elements found in compact and walkable neighbourhoods are strongly linked to higher levels of physical activity. These elements include: residential and employment density, diversity of land uses, well-connected roads, bike paths, sidewalks, and transit accessibility. In contrast, residents of neighbourhoods with a lower degree of mixed use (typically lower-density areas) are more likely to be overweight or obese.**

Kim Perrotta, Public Health and Land Use Planning:  
Highlights, prepared for the Clean Air.

Partnership (CAP) in partnership with the Ontario Public  
Health Association (OPHA), 2011.



Richmond's residents said that they want to live in walkable, attractive neighbourhoods with amenities, shops and services close by. They want to retain their connection with each other, in their own neighbourhoods, support diversity, inclusiveness and the needs of a diverse and changing population including seniors and people with disabilities. They want to be connected and have neighbourhood centres with hearts (e.g., schools, shopping services, community centres).

Many more said that by 2041 they will prefer to live in their own home, close to friends and services or in a smaller unit in the same community, so that they could "age in place". The desire to live in single family homes will continue, but the demand for these will be at a slower rate than previous decades, and the demand for other forms of housing will increase. More medium to high-density dwelling units will be required for a growing and changing population. In fact, housing affordability, a home's proximity to services and amenities, and the availability of ground-oriented and apartment units will be major factors in attracting new residents, young families and young workers to Richmond.

## Elements of a Healthy Neighbourhood

Richmond's single family neighbourhoods will need to become more complete and inclusive. Richmond's neighbourhoods will need to carefully change so that they truly become places for all people. Richmond residents want their neighbourhoods to be places where there are opportunities to get out, move around easily, and meet up with their friends.

Some of the elements that make healthy neighbourhoods include:

- a diversity of housing densities, styles and types and tenures that are suitable for all people in their life cycles, income levels and abilities, including people with disabilities;
- opportunities to work close to home and walk to shops and amenities;
- residential and commercial buildings are easily accessible, especially by seniors and people with disabilities;
- a variety of linkages and connections (streets, walkways, rolling and bicycle pathways) that are pleasing and feel safe with many types of destinations within a short distance;
- a suitable range of convenient services, shops, amenities and facilities for daily living;
- special places to gather that foster a sense of community and identity.

Densification of the Neighbourhood Centres will play a more meaningful role in the future in many neighbourhoods by providing more types of housing, shops, services and jobs close to home. Residents strongly support more detailed future neighbourhood centre planning to create complete healthy communities.



### OBJECTIVE 1:

Continue to build on the City Centre Area Plan's (CCAP) vision to be a World class urban centre made up of distinct mixed use transit-oriented "urban villages".

### POLICIES:

- a) direct the majority of population, housing and employment growth to the City Centre with the focus around the transit oriented villages at the Canada Line stations and the waterfront communities adjacent to the Richmond Olympic Oval;
- b) provide for diverse housing choices (a range of ground-oriented townhouses, 4 to 6 storey and high-rise apartments) to support all ages, income groups families and household mixes;
- c) maintain employment lands, promote commercial uses in mixed development areas in the City Centre, support a range of high paying jobs, and support job creation in a variety of knowledge based and population serving industries;
- d) create "family-oriented neighbourhoods" by encouraging family-friendly housing especially near schools, child care and parks;
- e) support established neighbourhoods such as Moffatt, Acheson Bennett, St. Albans, McLennan South and McLennan North by maintaining the existing apartment and townhouse designations;
- f) use the Development Permit Guidelines in the City Centre Area Plan to reinforce the particular local character of the City Centre neighbourhoods and villages;
- g) apply the Ecological Network to promote ecosystem services, connectivity and green infrastructure.



## FACT

Each additional grocery store within about a kilometer distance was associated with 11% reduction in the likelihood of being overweight.

Larry Frank, 2009.



## OBJECTIVE 2:

To undertake, over time, separate Neighbourhood Shopping Centre planning processes to enable a wider variety of housing, stores, services, and amenities which support more jobs, effective transit, walking, rolling and cycling.

## POLICIES:

- a) over time, prepare Master Plans (e.g., by City staff, or with City staff leadership and developer work and paying for the costs) to replan neighbourhood centres (e.g., each may take a year or more to complete);
- b) each Master Plan is to have a sustainability theme and integrate sustainability, land use, employment, transportation, infrastructure, park, community facility, urban design, the Ecological Network and energy conservation policies to contribute to a more complete and vibrant community;
- c) while Council may vary the following centre densification planning sequence, at this time the sequence is as follows:
  1. Broadmoor Shopping Centre may continue as per the Council approved Broadmoor Neighbourhood Centre Master Plan:
    - the Inner Core is already approved for densification, it may continue;
    - in the Outer Core, requests to rezone:
      - sites under 1 ha (2.5 ac.), may occur without replanning the whole Outer Core;
      - sites 1 ha (2.5 ac.) or over, may occur only with the replanning of the whole Outer Core;
  2. Hamilton Shopping Centre: currently underway (completion anticipated in 2013);
  3. East Cambie Shopping Centre (To Be Determined by Council);
  4. Blundell Shopping Centre (To Be Determined by Council);
  5. Garden City Shopping Centre (To Be Determined by Council);
- d) developers who wish to redevelop large (> 1 ha; 2.5 ac.) sites located within the inner or outer core of the East Cambie, Blundell or Garden City neighbourhood centre areas will be required to undertake a neighbourhood centre master planning process and include the shopping mall site in the replanning;
- e) at this time, densification planning processes for the following neighbourhood centres is not anticipated as they are relatively new and/or there is little public support:
  - Terra Nova Shopping Centre;
  - Ironwood Shopping Centre;
  - Seafair Shopping Centre;



- f) where a shopping centre consists of multiple properties or is a single property owned by multiple owners, the developer requesting to undertake the shopping centre densification planning process shall secure the written agreement of all the property owners of the affected shopping centre;
- g) the financing of neighbourhood centre infrastructure is to be primarily by developers in a variety of ways including Development Cost Charges (e.g., for roads, water, sanitary, drainage, parks, park improvements) and other mechanisms (e.g., service agreements, latecomer charges, phased development agreements and other means);
- h) the financing of neighbourhood centre community amenities (e.g., affordable housing, child care, sustainability, district energy, community planning services, community beautification above and beyond the City's standard servicing agreement requirements) is to be primarily done by developers through a variety of mechanisms;
- i) other amenities may be required, as determined by Council.

### OBJECTIVE 3:

**In Neighbourhood Shopping Centres, promote a diversity of land uses and densities that support a wide range of residential, employment and daily shopping, personal service and enhanced transit service.**

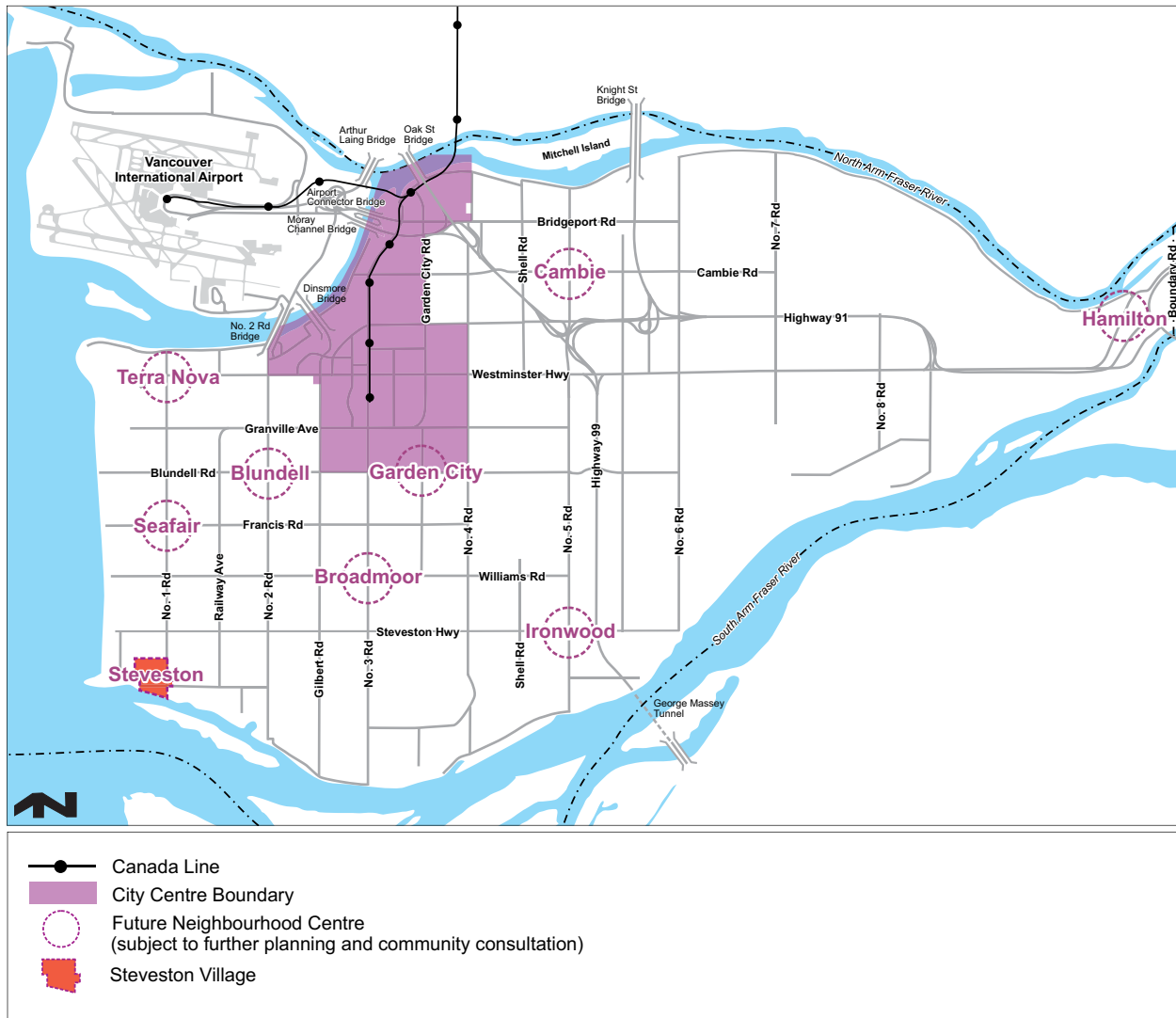
### POLICIES:

- a) accommodate a range of multiple family, commercial and institutional uses in neighbourhood service centres and include mixed use (residential above) in new commercial development, where possible;





## Future Neighbourhood Shopping Centre Map



- encourage the development of small, pedestrian-friendly, street front, personal service and assembly facilities on the major roads abutting the centre core to meet the needs of surrounding residents;
- encourage a mix of housing types including apartments, affordable housing units, family oriented apartments and other ground oriented housing and possible granny flats and coach houses;
- discourage the development of large big box stores in the neighbourhood shopping centres that could reduce the feasibility of smaller stores and retailers;
- establish Development Permit Areas and Design Guidelines for each shopping area to regulate the form and character of development to promote sustainability design excellence and reflect the unique qualities of each neighbourhood centre;
- in the Inner Core: Concentrate development to increase convenience;



- g) in the Outer Core: Establish transition uses like appropriate ground-oriented housing forms (duplex, townhouse, fourplex, triplex), while preserving the existing neighbourhood where desirable.



#### OBJECTIVE 4:

Promote Neighbourhood Shopping Centres, schools, community centres and parks as “hearts” in a community, that provide a sense of place and welcome residents.

#### POLICIES:

- build on each Centre’s unique characteristics and respond to the adjacent neighbourhood context;
- create an environment for residents to walk, roll and bike by providing interconnected circulation with direct links to shopping, jobs, community centres, parks and schools;
- encourage publicly accessible outdoor and indoor spaces, a distinct public realm, quality landscaping, outdoor green space and plazas where people can meet;
- integrate commercial uses such as cafes and restaurants, to create social spaces, vibrancy, street life and enhance social gathering opportunities;
- ensure appropriate placemaking and wayfinding design in neighbourhood shopping to reflect unique identities;
- use buildings to frame public places and form distinct street frontages which create a pleasing human scale edge.

#### FACT

Poor infrastructure (like lack of sidewalks, steep terrain, poor lighting, and infrequent benches) is a deterrent for older adults and people with physical disabilities and mobility constraints. In contrast, safe crossings and being able to walk short distances to destinations are positively correlated with physical activity among older adults in particular, and reports of greater physical and mental health and life satisfaction.

Rimmer JH, Riley B, Wang E, Rauworth A, Jurkowski J. Physical activity participation among persons with disabilities: Barriers and facilitators. *Am J Prev Med* 2004 Jun; 26(5):419-25 and Fisher KJ, Li F. A community-based walking trial to improve neighbourhood quality of life in older adults.



#### OBJECTIVE 5:

Redeveloped mixed use Neighbourhood Shopping Centres will incorporate a range of sustainable buildings and infrastructure (e.g., energy efficient, green).



## **POLICIES:**

### **Energy**

- a) promote features in buildings and infrastructure to reduce energy requirements such as Leadership in Energy and Environmental Design (LEED), district energy systems, passive solar design (e.g., self shading, external solar sharing devices and high efficiency windows), natural ventilation, solar photovoltaics, solar hot water heating, wind power and wall to window ratios in buildings;

### **Water**

- a) integrate water conservation measures in site and building design to reduce water consumption (e.g., water meters, low flow toilets and fixtures, rain capture for irrigation);

### **Materials**

- a) enhance healthy indoor air quality (e.g., green paint and floor covering with low emission ratings);
- b) encourage the use of recycled, recyclable, regionally sourced building materials and certified green products;
- c) integrate recycling capabilities into trash receptacle areas;
- d) encourage the use of durable and natural materials;

### **Landscaping**

- a) use native plant species that require little or no water to reduce irrigation needs;
- b) minimize the “heat island effect” in parking lots (e.g., planting shade trees, podium roofs with gardens and natural habitat);

### **Stormwater**

- a) manage stormwater quality and onsite detention to lessen the impact on the City’s stormwater system and maximize permeable ground cover to reduce runoff and increase infiltration (e.g., bio-swales);

### **Ecological Network**

- a) integrate the Ecological Network into Neighbourhood Service Centre Planning.



## 3.2 Neighbourhood Character and Sense of Place

### OVERVIEW:

Some say that communities happen on foot, so enhancing the character and accessibility of neighbourhoods is important.

### OBJECTIVE 1:

Continue to protect single family neighbourhoods outside the City Centre.

### POLICIES:

#### Single Family Land Uses

- promote single family uses within residential quarter sections;
- explore incentives and other mechanisms to encourage the retention of existing housing stock in established single family neighbourhoods (e.g., secondary suites);

#### Neighbourliness and Character Retention

- recognize that the physical elements of neighbourhoods such as housing styles, existing building setbacks, exterior finishes, building height and massing, existing trees and landscaping, attractive and appealing streets, street trees are just some of the factors that create the character of established single family neighbourhoods;
- work to ensure that new single family housing complements established single-family neighbourhoods using zoning or other appropriate regulations;
- continue to implement the Single Family Lot Size Policies to ensure that changes to the physical character of single family neighbourhoods occurs in a fair, complementary manner with community consultation;
- actively explore alternatives to Land Use Contracts (LUCs) (e.g., seek Provincial legislative changes, replace LUC with appropriate zones, apply development permit guidelines) to achieve better land use management over time;





- to encourage single family housing compatibility when requested by neighbourhoods, consider amending policies and bylaws (e.g., zoning), for example, to modify yard and building height requirements.

#### **Densification in Residential Areas**

- carefully manage coach houses and granny flats in residential areas as approved by Council (e.g., Edgemere; Burkeville; along arterial roads);
- coach houses and granny flats are not anticipated to be allowed in other areas except in Neighbourhood Centres. If such requests are made from owners and other neighbourhoods, they may be considered on a case by case rezoning basis;
- limit arterial road town houses to along certain arterial roads;
- carefully manage the densification of shopping centres outside the City Centre.

### **OBJECTIVE 2:**

**Enhance neighbourhood character and sense of place by considering community values.**

#### **POLICIES:**

- a) when enhancing neighbourhoods, consider the following community values, for example:
  - sustainability objectives;
  - the compatibility of new housing types;
  - local employment opportunities;
  - traffic impacts and improving transit, walking, bicycling and rolling opportunities;
  - existing and future infrastructure;
  - the provision of community amenities;
  - other as necessary;
- b) encourage local commercial uses such as corner grocery stores, and new commercial and mixed uses where appropriate;
- c) applications to re-designate from “Community Institutional” to other OCP designations and to rezone Assembly zoned land for the purpose of redevelopment will be considered on a case by case basis:
  - without the need to retain assembly uses;
  - subject to typical development requirements (e.g., access; parking; layout; tree preservation; child care; public art; Affordable Housing Strategy requirements; servicing upgrades; etc.).



### **OBJECTIVE 3:**

Ensure that the City's neighbourhoods accommodate a range of uses with convenient access to jobs, services and recreation.

### **POLICIES:**

- a) continue to identify the unique needs and preferences of seniors, youth, families and workers so that they can use and enjoy outdoor spaces, buildings, and transportation infrastructure;
- b) continue to improve mobility and accessibility for an aging population, monitor potential barriers and consult with seniors and the disability community regarding improvements;
- c) locate affordable housing close to transit, shops and services in neighbourhoods as much as possible;
- d) make green spaces and outdoor seating safe;
- e) work with senior governments and community agencies to strive for full accessibility for all ages and abilities.



#### OBJECTIVE 4:

Recognize the importance of schools in neighbourhoods (e.g., education, day care, recreation, health, literacy and community life).

#### POLICIES:

- continue to consult with the School Board to ensure that Richmond residents have access to a range of educational, employment, recreation, sport, special event and community wellness opportunities, including where new school sites may best be located and how closed school sites may be used;
- strengthen pedestrian and cycling linkages between neighbourhoods and schools;
- create safe and walkable school areas and safe direct access to school sites;
- support public and private education programs and facilities to serve a broad range of interests and age groups.



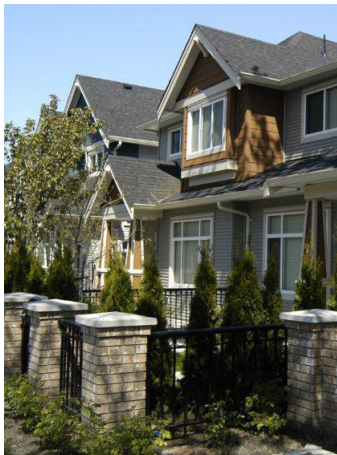
#### OBJECTIVE 5:

Improve walking, rolling and bicycle linkages within neighbourhoods to create safer, more convenient and attractive routes to multiple destinations a short distance from home.

#### POLICIES:

- look for opportunities to use right-of-ways, undeveloped lanes and local roads to improve access, and use wayfinding to create more linkages among neighbourhood shopping centres, schools, parks, community centres;
- provide mid-block crossing opportunities especially along the arterial routes that abut the neighbourhood shopping centres and other neighbourhood places;
- increase landscaped walkways, trails and boulevards to improve attractiveness and safety;





- d) create landscape medians along the arterial roads, especially in neighbourhood centres, as appropriate;
- e) ensure that transit areas have adequate street furniture and possible public art.

## **OBJECTIVE 6:**

**Strengthen neighbourhoods by promoting a sense of place.**

## **POLICIES:**

- a) identify neighbourhood landmarks and significant locations that can serve as focal points;
- b) encourage good urban design along arterial roads and improve neighbourhood identity through distinctive streetscape elements;
- c) promote special streetscapes for individual neighbourhoods based on one or more of the following: bike lanes, trails, trees, setbacks, narrower driving pavement, distinctive street lights, boulevards, porches and roofscapes;
- d) coordinate development and ensure that urban design achieves an attractive pedestrian scale and enhances neighbourhood identity at major intersections and around community facilities;
- e) integrate a network of parks and trails throughout neighbourhoods;
- f) create public gathering spaces in neighbourhoods such as “pocket parks” and in parks themselves (e.g., playgrounds, gardens);
- g) integrate Ecological Network components into neighbourhoods;
- h) utilize landscape elements that integrate nature into neighbourhoods and enhance liveability;
- i) use edges, signage and gateways as opportunities to define neighbourhoods and to symbolize transitions to another area;
- j) encourage heritage opportunities to unify neighbourhoods by commemorating the past;
- k) limit residential uses in the Riverport Entertainment Area to existing residential uses.





## FACT

When different types of housing to meet different needs are integrated throughout the community, people are healthier, there is less disparity in health among people, and people are safer.

Cohen, Rebecca. Centre for Health Policy. Positive Impact of Affordable Housing on Health: A Research Summary; 2007.



## 3.3 Diverse Range of Housing Types, Tenure and Affordability

### OVERVIEW:

More effort should continue to be made to provide additional housing choices for people.

Affordable housing means ensuring that there is an adequate supply of housing to respond to the needs of low and moderate income residents.

A significant portion of the rental housing stock is composed of secondary suites. Secondary suites increase the affordability of single detached housing for the homeowner, and at the same time provide affordable accommodation for renters. This is the same for coach houses and granny flats.

There is a shortage of special needs housing options for people who cannot have their housing needs met through the traditional housing market. These housing options include shelter beds, transition housing, community care facilities, and supportive housing units.

### OBJECTIVE 1:

Encourage a variety of housing types, mixes and densities to accommodate the diverse needs of residents.

### POLICIES:

- a) encourage a mix of housing types and tenures to support diverse needs (e.g., income and abilities), lifestyles (ages and values) and preferences (e.g., housing for older residents, persons with disabilities, rental and ownership housing, new homeowners and empty nesters, young workers and families);





## FACT

**Integrating different types of housing in a sensitive and well-designed way does not have a negative impact on neighbourhood residents in terms of decreasing property values, reported crime rates or neighbourhood complaints (i.e. noise, disruption and traffic).**

Patterson, 2008 in Alice DeWolff in association with the Wellsley Institute, Dream Team and University of Toronto, 2008. We are Neighbours. Accessed November 26, 2010.



- b) encourage a variety of forms of housing in neighbourhoods in appropriate locations to achieve housing choice including:
  - single family and infill housing;
  - secondary suites and other detached dwelling units (coach houses and granny flats);
- c) consider low and mid-rise multiple family housing (with grade access and private outdoor space) located near parks, schools, and community centres;
- d) consider fee simple row houses where there is lane access on a development site with at least 30 m (100 ft.) depth excluding the lane subject to a Development Permit application (e.g., within the City Centre such as the Spires Road area; within 400 m (1,312 ft.) or a five minute walk of a Neighborhood Service Centre such as Broadmoor or Hamilton);
- e) continue to implement the 2007 Richmond Affordable Housing Strategy and update it periodically;
- f) limit the demolition or strata conversion of existing rental units, (duplex strata conversions are acceptable), follow a no net loss rental policy and encourage a 1:1 replacement if a conversion of existing rental housing units in multiple family and mixed use developments is approved, with the 1:1 replacement being secured as affordable housing by a housing agreement in appropriate circumstances;
- g) make affordable housing a component of future neighbourhood planning;
- h) encourage partnerships with government and non-governmental agencies to support the creation of affordable, rental and special needs housing in the community and request increased senior government funding for it;
- i) encourage housing that incorporates “aging-in-place” concepts, accommodates special needs and supports independent living units;
- j) encourage seniors housing in locations central to community amenities, including public transit;
- k) consider the Seniors Affordable Supportive Housing Design Guidelines, City of Richmond, June 2002, in the planning, design and evaluation of seniors’ supportive housing projects;
- l) expedite rezoning and development permit applications, at no additional cost to the applicant, where the entire building(s) or development consist of affordable subsidized housing units;
- m) encourage the provision of indoor amenity space for the enjoyment and use of residents as part of multiple family development. In situations where it can’t be provided, cash in lieu, at an amount determined by Council Policy, may be provided.



**Accessible housing** is housing that can be approached, entered, used and/or occupied by persons with physical or sensory disabilities.

**Adaptable housing** is housing that is designed and built with basic universal housing features that do not affect the traditional look or function of the housing unit but add considerable utility to an occupant with mobility challenges.

Adaptable housing is limited to housing that is a single storey (i.e., apartment units).

Consistent with the BC Building Code, the basic universal housing features in adaptable housing include:

- one washroom with accessible:
  - toilet;
  - sink;
  - tub areas;
- one accessible bedroom:
  - doors and space;
  - window hardware and sill height;
  - closet;
- accessible kitchen:
  - counters;
  - cupboards;
  - plumbing;
- one living area:
  - window hardware and sill height;
- corridor widths and floor surfaces;
- outlets and switches;
- patio and/or balcony.

Additional basic universal housing features in Richmond include:

- task lighting at sink, stove and key working areas;
- easy to reach and grasp handles on cupboards;
- floor surfaces to be slip resistant.



## 3.4 Accessible Housing

### OVERVIEW

The City of Richmond has always taken a proactive role with respect to accessible housing.

For example, in 2007, after consultation with the development industry (i.e., Urban Development Institute—UDI) and disability community (i.e., Richmond Centre on Disability—RCD), City Council adopted basic universal housing features in its Zoning Bylaw. Essentially, this provides an optional incentive for developers to build some apartments as adaptable housing. Where this is the case, 1.86 m<sup>2</sup> (20 ft<sup>2</sup>) per dwelling unit is excluded from the floor area ratio (maximum density) calculations. Over the past five years (2007–2012), it is estimated that approximately 10% of all the new apartment units that have been approved in Richmond were accessible (13% if you include one large project where nearly all of the apartments were accessible).

Similarly, Richmond has also endeavoured to ensure that some of its new townhouses are accessible. Over the same period of time (2007–2012), nearly every new townhouse project has provided at least one convertible housing unit within its development. Furthermore, close to half of all the projects involving more than 20 townhouse units provided two or more convertible housing units. All of this was done without any specific Zoning Bylaw provisions or density bonus (i.e., these convertible housing units were built by the developer through the Development Permit process).

All multiple family residential developments in Richmond are required to have aging in place features in all their new units.

With an aging population, it is expected that more people will require accessible housing in the future and/or have physical or sensory disabilities. Therefore, City staff want to continue working with RCD, seniors, UDI and the Small Home Builders group in Richmond who aren't part of UDI to come up with appropriate accessible housing requirements and incentives over the next year or two.





**Convertible housing** is housing that is designed and built to look like traditional housing but has features that are constructed or installed for easy modification and adjustment to suit the needs of an occupant with mobility challenges.

Convertible housing is limited to housing that is more than a single storey (i.e., townhouse units).

Typical convertible housing features include:

- vertical circulation such as wider staircase or the ability to install an elevator using stacked storage space;
- doors and doorways to entry, main living area, one bedroom and one washroom;
- corridor widths of hallways;
- one accessible parking space in garage and wider door to living area;
- one accessible washroom with toilet, turning diameter in kitchen;
- one window in living room and bedroom;
- outlets and switches;
- patios and/or balconies;
- wall reinforcement at top of staircase for future gate.

**Aging in place** is housing that is designed and built so that some accessibility features are provided now and so that others can be added more easily and inexpensively after construction.

Typical aging in place housing features include:

- stairwell handrails;
- lever type handles for:
  - plumbing fixtures;
  - door handles;
- solid blocking in washroom walls for future grab bars beside toilet, bathtub and shower.

## OBJECTIVE 1:

**Meet the existing need and future demand for accessible housing for the increasing population that has difficulties with or a reduction in their daily activities (e.g., mobility challenges).**

## POLICIES:

- a) aging in place continue to be required in all townhouses and apartments;
- b) adaptable housing features continue to be provided in apartments;
- c) convertible housing features continue to be provided in townhouse projects;
- d) City staff discuss with RCD, seniors, UDI and the Richmond Small Home Builders group ways to:
  - establish a certain percentage of apartments with:
    - visitability;
    - adaptable housing;
  - establish a certain percentage of townhouses with:
    - convertible housing (e.g., the larger the project, the more convertible housing);
    - 1 storey design; or
    - adaptable features, master bedroom, kitchen and accessible three piece washroom on the ground floor;
  - provide incentives for all forms of accessible housing (including customer-driven barrier free housing).





**Barrier free housing** is housing that is designed and built for universal access at the time of construction for an occupant/owner with mobility challenges.

Typical barrier free housing features include:

- wheel-in shower stall in one bathroom;
- grab bars in washrooms(s);
- lower countertops;
- kitchen work surfaces with knee space below;
- accessible appliances and cupboards;
- wider corridors and circulation areas;
- adaptable housing (basic universal housing) features or convertible housing features noted above.

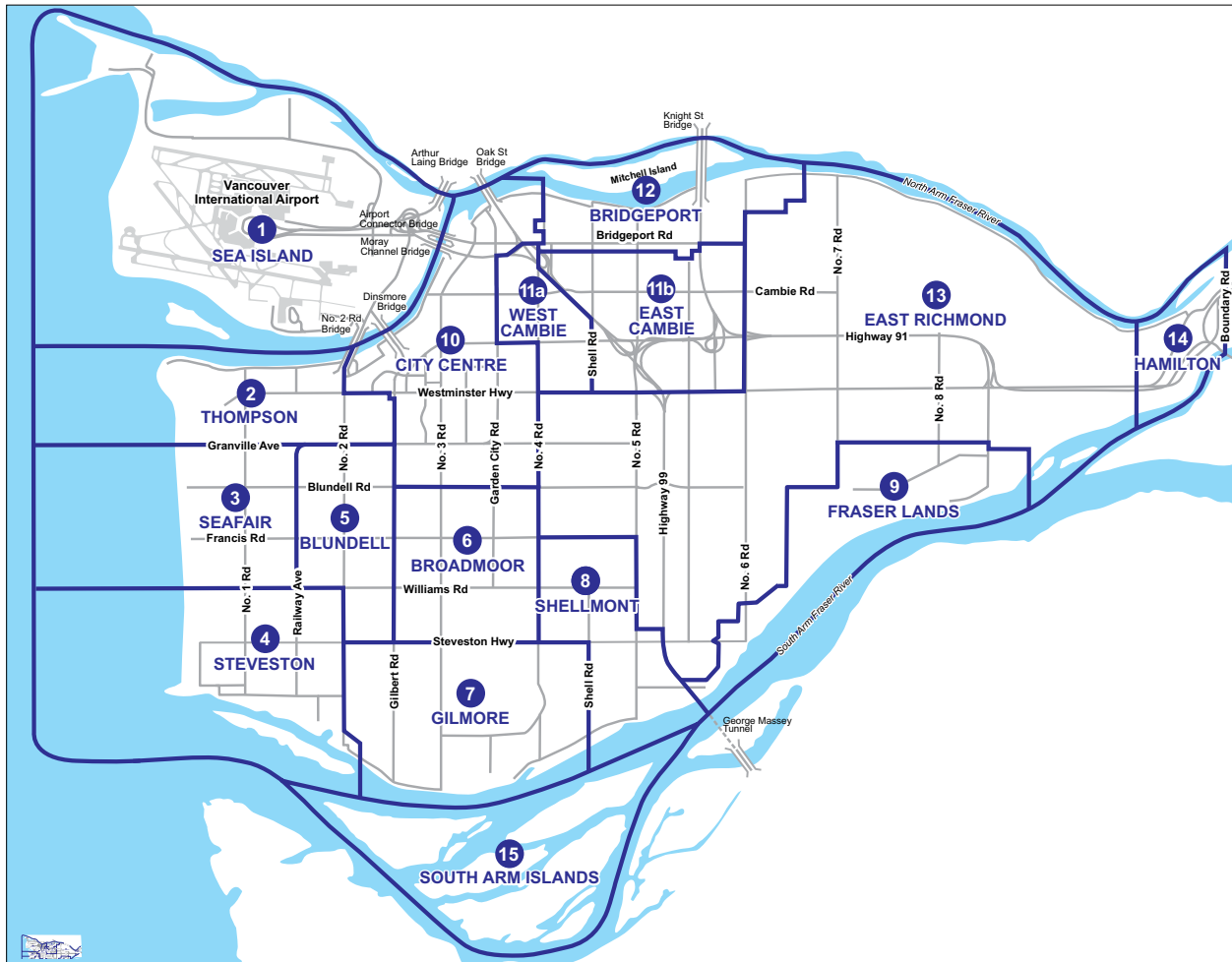
**Visitability** is housing that is designed and built to enable a visitor with mobility challenges to enter the unit, visit with the occupant and easily use one bathroom.

Typical visitability housing features include:

- one entrance with no steps and flush threshold;
- wider door and space at this one entrance;
- one accessible washroom on the visiting floor, with wider door and space.



## Planning Area Boundaries Map



### 3.5 Specific Richmond Neighbourhoods

#### OVERVIEW:

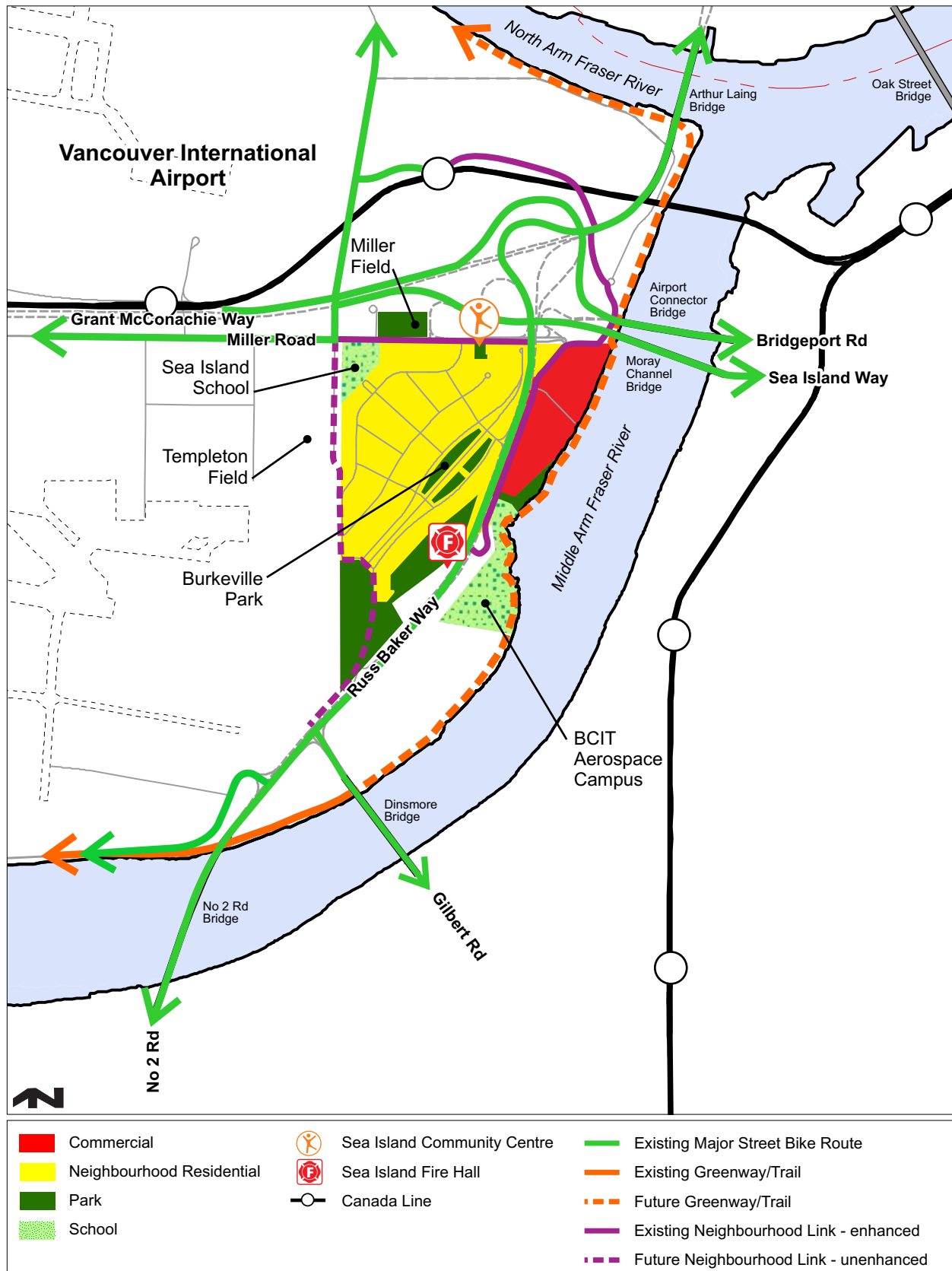
The City of Richmond has a limited developable urban footprint.

There are 16 neighbourhoods in Richmond. The following pages outline possible 2041 planning concepts for consideration when planning each neighbourhood.

Where there is an Area Plan or Sub-Area Plan in place (e.g., City Centre Area Plan; Steveston Area Plan), the Area Plan or Sub-Area Plan Land Use Map takes precedence over the following OCP Neighbourhood conceptual maps if there is a discrepancy. The exact location of proposed land uses, neighbourhood links and greenways within and outside of the Neighbourhood Shopping Centres will be determined through further studies and planning processes.



## 1. Sea Island (Burkeville)



PH - 756



## 1. Sea Island (Burkeville)

### MAIN CHARACTERISTICS

#### Live:

- Burkeville is the only residential community on Sea Island;
- predominantly small, single storey houses built in the 1940s on larger single family residential lots with access to a rear lane.

#### Work:

- home to the Vancouver International Airport (YVR) and its related services;
- location of the Metro Vancouver Iona Island Waste Management Treatment Plant.

#### Play:

- Sea Island Conservation Area (SICA), McDonald Beach and Iona Beach Regional Park;
- Sea Island Community Centre and Elementary School in Burkeville.

### MANAGEMENT HIGHLIGHTS

#### Connected:

- work with YVR to implement developments around the Sea Island Canada Line Stations, in accordance with their Land Use Plan;
- encourage YVR to develop airport related uses on its land;
- consider new pedestrian/cycling bridge between Sea Island and City Centre (e.g., at Cambie Road);
- consider a new small local commercial store in Burkeville.

#### Healthy:

- retain the unique heritage character of Burkeville (e.g., small homes);
- multiple family residential development is not anticipated;
- aircraft noise sensitive development is considered subject to certain limitations/requirements.

#### Diverse:

- significant employment growth on Sea Island in a variety of sectors;
- proposal to allow granny flats and coach houses in Burkeville.

### POLICIES:

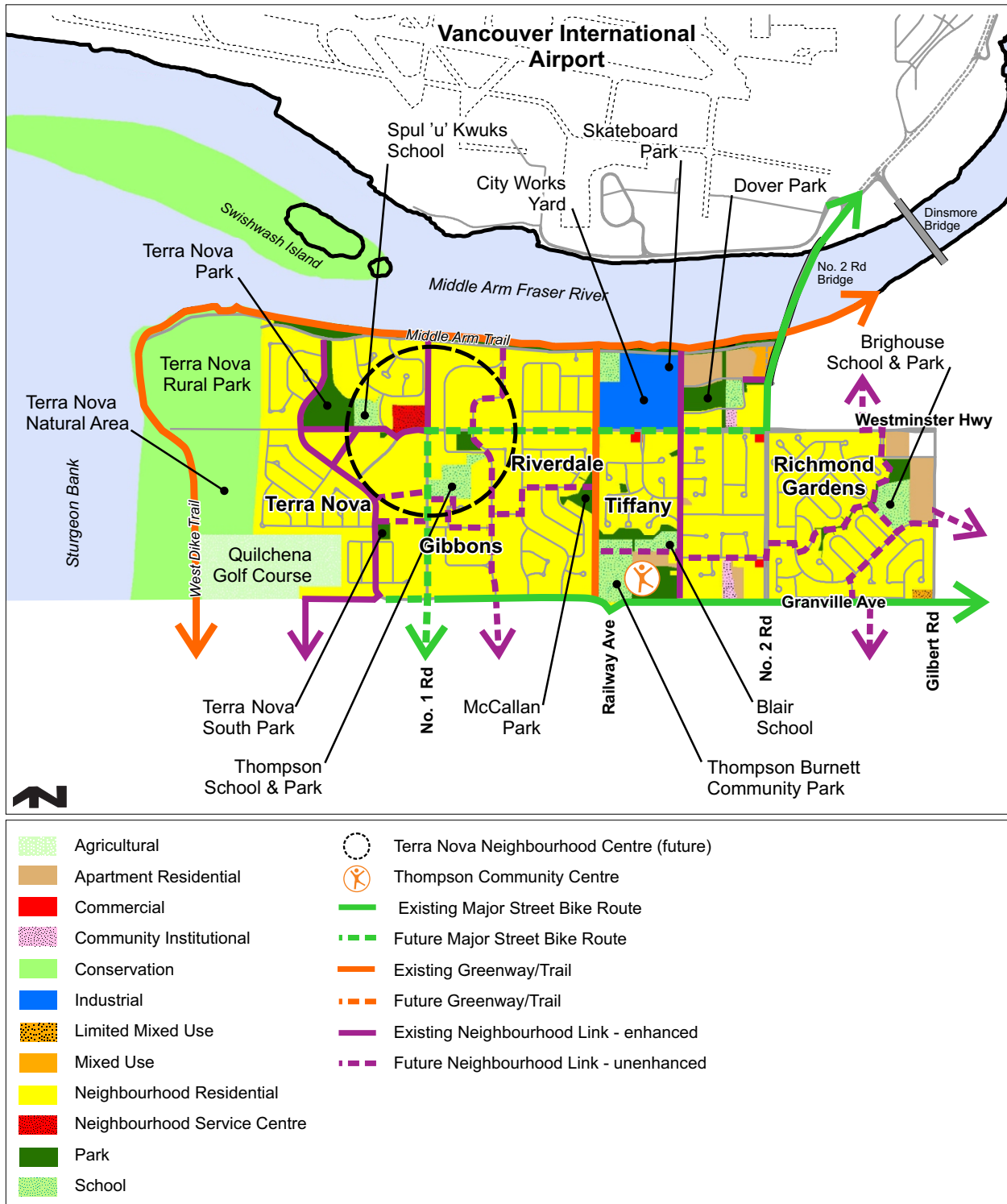
#### Sea Island

- a) see Resilient Economy;





## 2. Thompson



PH - 758



## 2. Thompson

### MAIN CHARACTERISTICS

#### Live:

- predominantly larger single family residential lots in the Gibbons, Riverdale and Richmond Gardens areas;
- some smaller single family residential lots in the Terra Nova and Garnet/Tiffany areas;
- multiple family residential townhouses and apartments.

#### Work:

- the key retail area is the Terra Nova Shopping Centre;
- some local/neighbourhood commercial on Westminster Highway and No. 2 Road;
- City's and School District's Works Yards.

#### Play:

- West Dike trail and dike trail along Middle Arm Fraser River;
- award winning Terra Nova Natural Area and Rural Park;
- Thompson Community Centre;
- Burnett Secondary School;
- 4 elementary schools: James Thompson, Brighthouse, Blair and Spul'u'kwuks;
- Quilchena Golf Course, which is in the ALR.

### MANAGEMENT HIGHLIGHTS

#### Connected:

- no densification of the Terra Nova Shopping Centre is proposed;
- enable new lane and smaller single family residential lots along the west side of No. 2 Road north of Walton Road and along the south side of Westminster Highway at Emerald Place.

#### Healthy:

- apply aircraft noise sensitive development requirements.

#### Diverse:

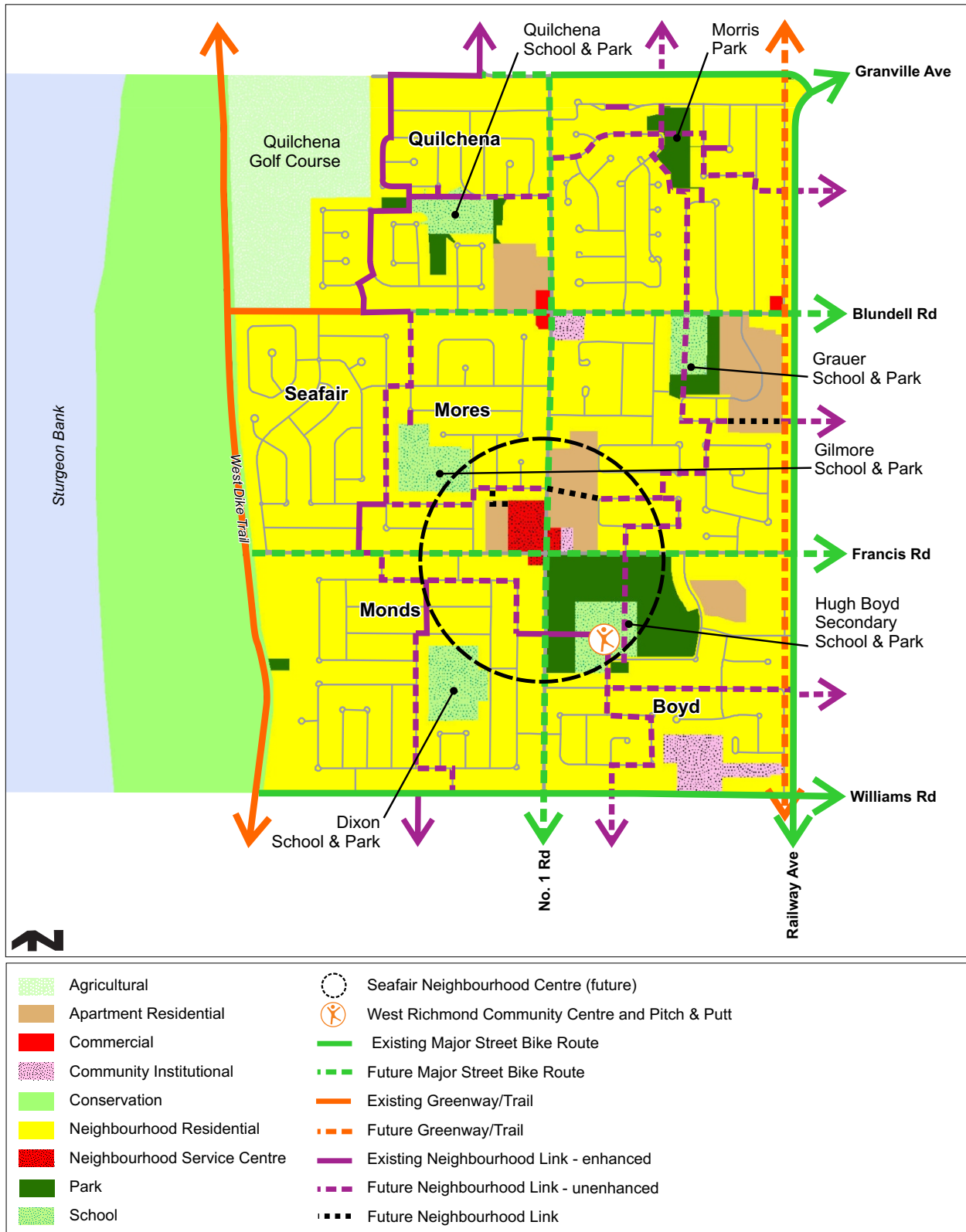
- granny flats and coach houses not being considered in this neighbourhood (particularly the Richmond Gardens area);
- subdivision (other than existing duplexes) or multiple family residential development not being considered in Gibbons and Riverdale areas;
- Dover/Walton/Garrison Roads have the potential for some smaller single family residential lots.

### POLICIES:

- a) see Dover Crossing and Terra Nova Sub-Area Plans.



### 3. Seafair



PH - 760



### 3. Seafair

#### MAIN CHARACTERISTICS

##### Live:

- predominantly larger single family residential lots (e.g., Mores and Monds areas; Pendlebury Road);
- coach houses and compact single family residential lots permitted along No. 1 Road where there is an existing lane;
- some smaller single family residential lots in other areas (e.g., Lockhart/Marrington Road; Eperson Road; etc.);
- multiple family residential both in the form of townhouse residential and apartment residential (predominantly 3 storeys, although there is one older 7 storey apartment);
- concern that larger houses are replacing existing smaller homes to the detriment of the neighbourhood (e.g., Monds and Mores areas);
- serviced by a few churches, a synagogue, a private school and a congregate care facility.

##### Work:

- the key retail area is the Seafair shopping centre;
- a small amount of commercial development is elsewhere within the neighbourhood.

##### Play:

- West Richmond Community Centre;
- Hugh Boyd Secondary School;
- 4 Elementary Schools: Dixon, Gilmore, Quilchena, and Grauer;
- West Dike trail and Quilchena Golf Course, the latter of which is in the ALR.

#### MANAGEMENT HIGHLIGHTS

##### Connected:

- don't densify the Seafair shopping centre;
- limit future lanes and access points to the arterial road.

##### Healthy:

- better encourage alternative accessibility.

##### Diverse:

- limit the location of new townhouse residential and compact or smaller single family residential lots to selected arterial road locations;
- new townhouse development envisioned in area on the east side of No. 1 Road between Blundell Road and Coldfall Road subject to public consultation.

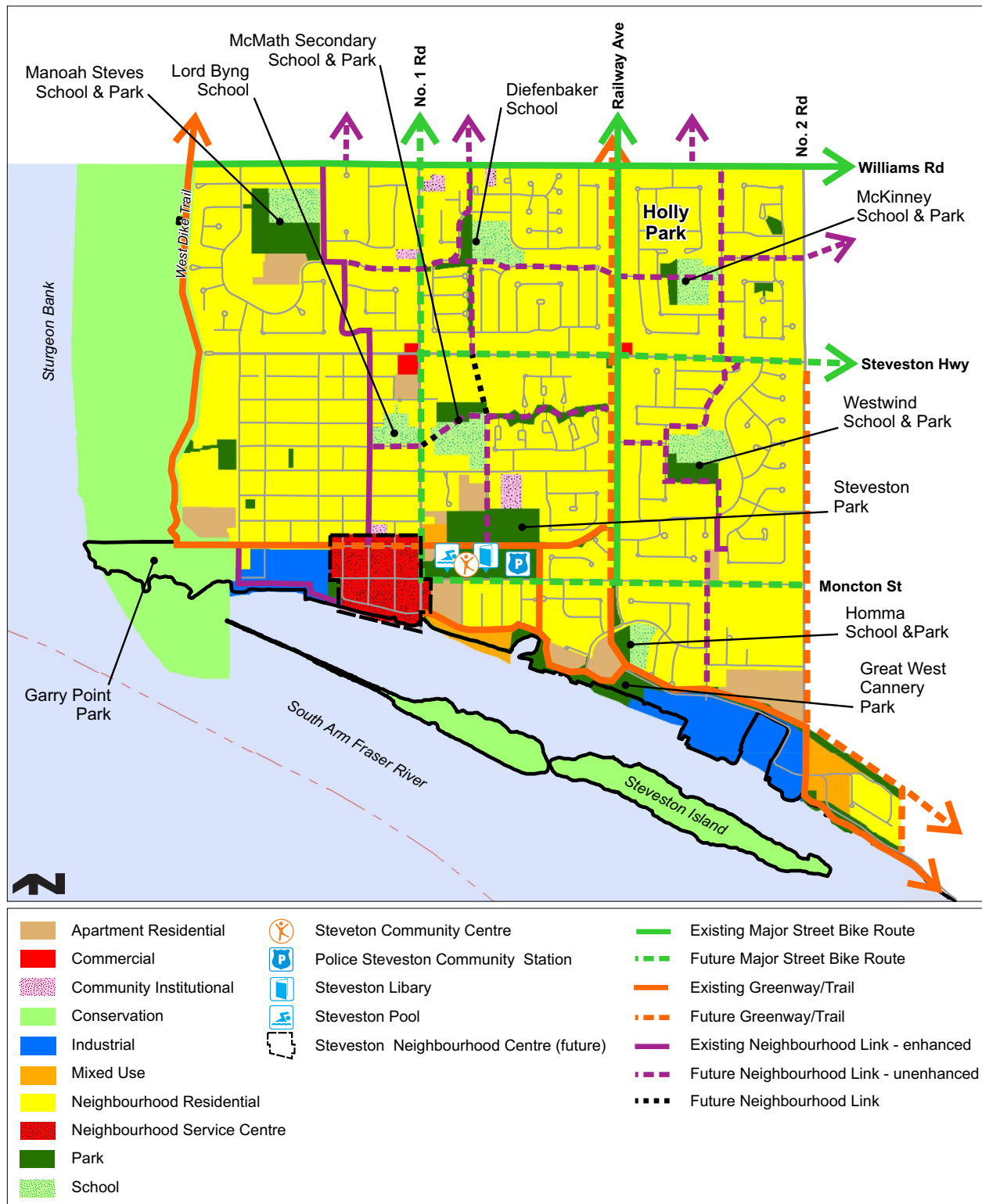
#### POLICIES:

- a) granny flats, coach houses, smaller single family residential lots and townhouse residential are not proposed in the Monds and Mores areas.





## 4. Steveston



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## 4. Steveston

### MAIN CHARACTERISTICS

#### Live:

- conserving its unique heritage character;
- a variety of compact, smaller and larger single family residential lots;
- townhouse residential and apartment residential uses scattered throughout the neighbourhood (including one older 7 storey seniors apartment);
- mixed uses (apartment residential over maritime uses or commercial and industrial uses).

#### Work:

- the key commercial node is the historic Steveston Village which is being conserved in heritage character;
- a few other commercial sites along Chatham Street and Steveston Highway;
- Steveston Harbour Authority industrial lands along the waterfront.

#### Play:

- Gulf of Georgia, Britannia Shipyard and Fisherman's Parks; Steveston Community Centre/Park, Garry Point Park, West Dike Trail, South Arm Fraser River open space and trails;
- McMath Secondary;
- 6 elementary schools: John G. Diefenbaker, McKinney, Manoah Steves, Lord Byng, Westwind and Homma;
- heritage, waterfront village.

### MANAGEMENT HIGHLIGHTS

#### Connected:

- densify Steveston Village subject to the Steveston Village Heritage Conservation Strategy;
- encourage waterfront connections and access within the Steveston neighbourhood for all of Richmond;
- prepare with senior governments and the Steveston Harbour Authority, a unified Steveston waterfront urban design policies and guidelines;
- assist the SHA in preparing its plans.

#### Healthy:

- retain waterfront walkways and access.

#### Diverse:

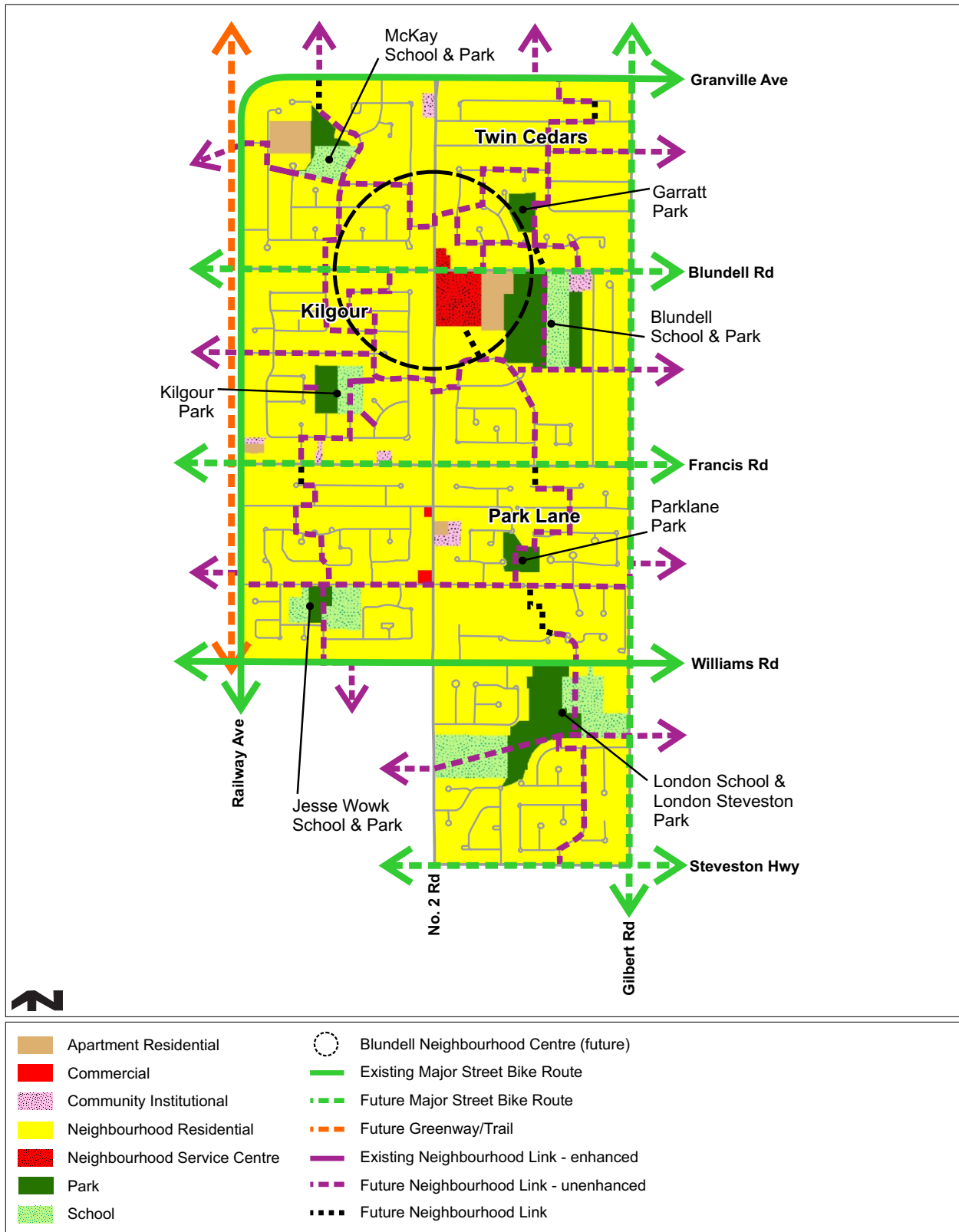
- convert Trites Road industrial area to single family residential and townhouse residential uses.

### POLICIES:

- a) see Steveston Area Plan.



## 5. Blundell



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## 5. Blundell

### MAIN CHARACTERISTICS

#### Live:

- predominantly larger single family residential lots, with some areas of smaller single family residential lots;
- coach house and single family residential lots along arterial roads with a lane;
- townhouse residential throughout the neighbourhood;
- a few apartment residential sites (including an older 7 storey apartment adjacent to Blundell shopping centre);
- serviced by a private elementary school and a number of churches.

#### Work:

- the key retail area is the Blundell Shopping Centre;
- some small commercial developments along No. 2 Road.

#### Play:

- Railway Avenue Greenway;
- London Secondary School;
- 4 elementary schools: Blundell, McKay, Wowk and Richmond Christian.

### MANAGEMENT HIGHLIGHTS

#### Connected:

- enable the Blundell Neighbourhood Centre densification planning process.

#### Healthy:

- the future use of the former Steveston Secondary School—TBD with School Board, City and Community discussion.

#### Diverse:

- encourage No. 2 Road, Gilbert Road and Railway Avenue to be distinct;
- new townhouse development envisioned along Blundell Road near Blundell Shopping Centre and along west side of Gilbert Road between Williams Road and Steveston Highway.

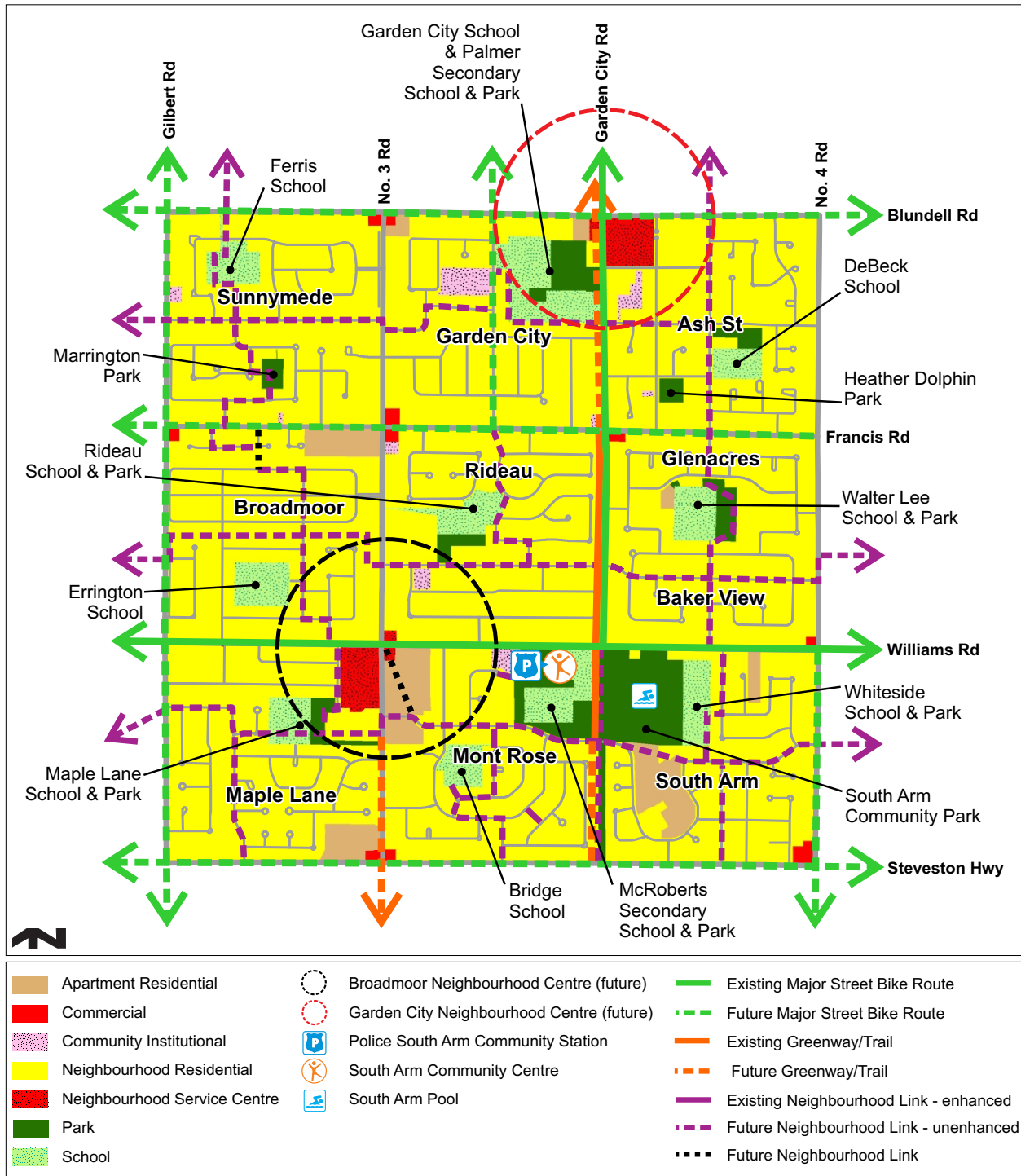
### POLICIES:

- a) see Laurelwood and East Livingstone Sub-Area Plans.





## 6. Broadmoor





## 6. Broadmoor

### MAIN CHARACTERISTICS

#### Live:

- predominantly larger single family residential lots;
- coach houses and compact single family residential lots along arterial roads with a lane;
- multiple family residential both in the form of townhouse residential and apartment residential.

#### Work:

- the Broadmoor and Garden City Shopping Centres are the key retail areas;
- a few other small commercial sites along the arterial roads.

#### Play:

- South Arm Community Centre/Park;
- McRoberts and Palmer Secondary Schools;
- 8 elementary schools: Bridge, De Beck, Errington, Ferris, Garden City, Lee, Maple Lane and Whiteside.

### MANAGEMENT HIGHLIGHTS

#### Connected:

- the densification of the Broadmoor Neighbourhood Centre as per the Broadmoor Neighbourhood Centre Master Plan may continue and more planning may occur around it in the future;
- the Garden City Neighbourhood Centre may undergo densification planning.

#### Healthy:

- accommodate a number of churches;
- the Williams Road bike lane and other non-vehicular links.

#### Diverse:

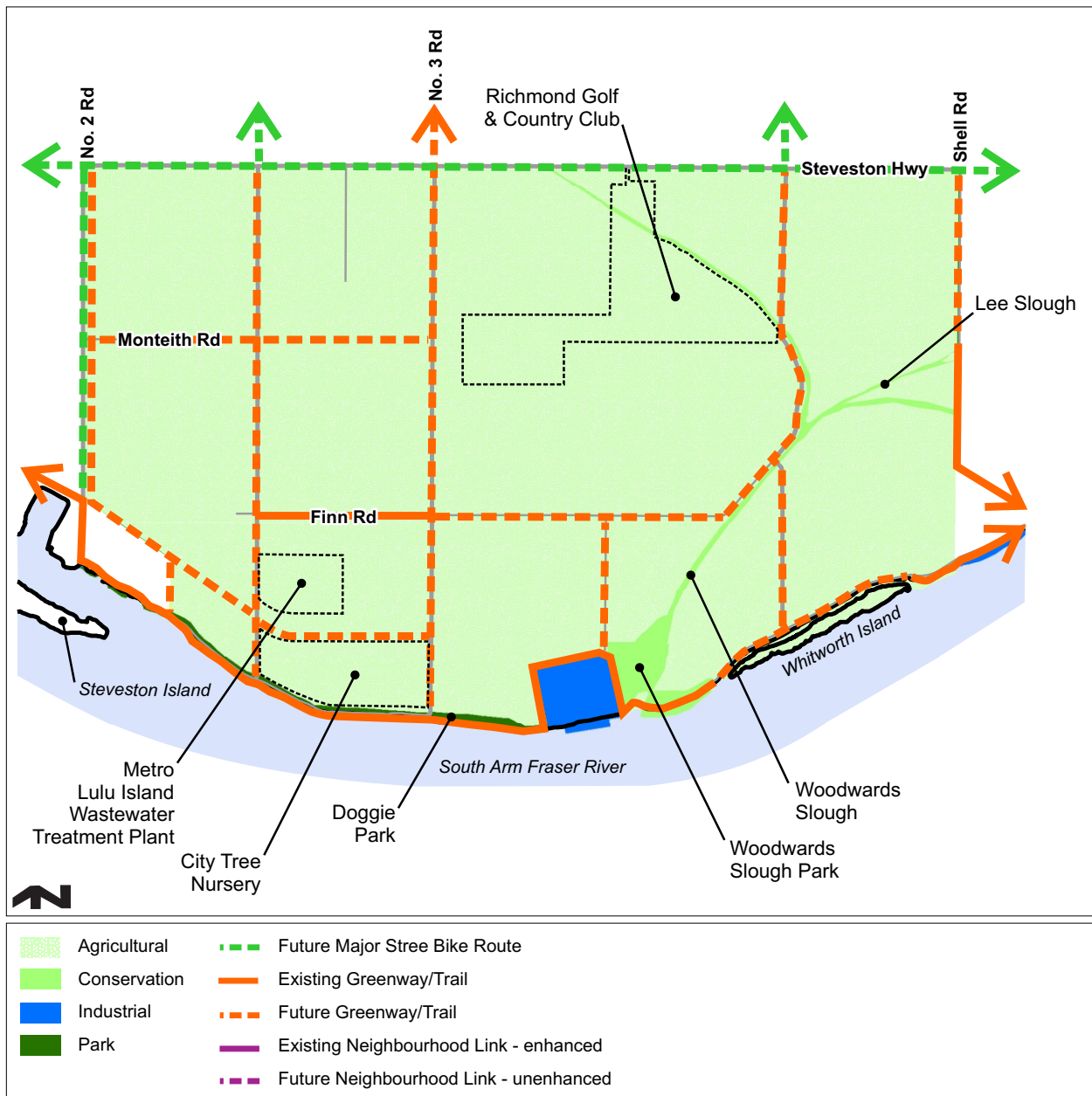
- consider densification of the Broadmoor Shopping Centre introducing apartment residential up to 6 storeys;
- new townhouse development is envisioned along No. 3 Road, Williams Road and Garden City Road.

### POLICIES:

- see Ash Street, Central West and Sunnymede North Sub-Area Plans;
- see Broadmoor Neighbourhood Centre Guidelines.



## 7. Gilmore





## 7. Gilmore

### MAIN CHARACTERISTICS

#### Live:

- limited housing because the entire area is in the Agricultural Land Reserve (ALR);
- some smaller agricultural lots only have a house (i.e., they are currently not being farmed).

#### Work:

- farming is the major employment;
- one industrial site at the southern end of Garden City Road;
- Metro Vancouver Lulu Island Waste Management Treatment Plant.

#### Play:

- Richmond Golf Club and International Buddhist church on Steveston Highway;
- London Farm, No. 3 Road doggie park and Woodward's Slough.

### MANAGEMENT HIGHLIGHTS

#### Connected:

- promote horse trails for the farming community;
- promote continuous pedestrian access along the Fraser River;
- improve waterfront trails.

#### Healthy:

- retain farming, agricultural related industries and supportive uses as principal uses;
- ensure adequate buffers on residential lands abutting the Gilmore neighbourhood (i.e., north side of Steveston Highway; west side of No. 2 Road).

#### Diverse:

- encourage a variety of food production crops;
- limit housing and other non-farm uses;
- prohibit residential dwellings.

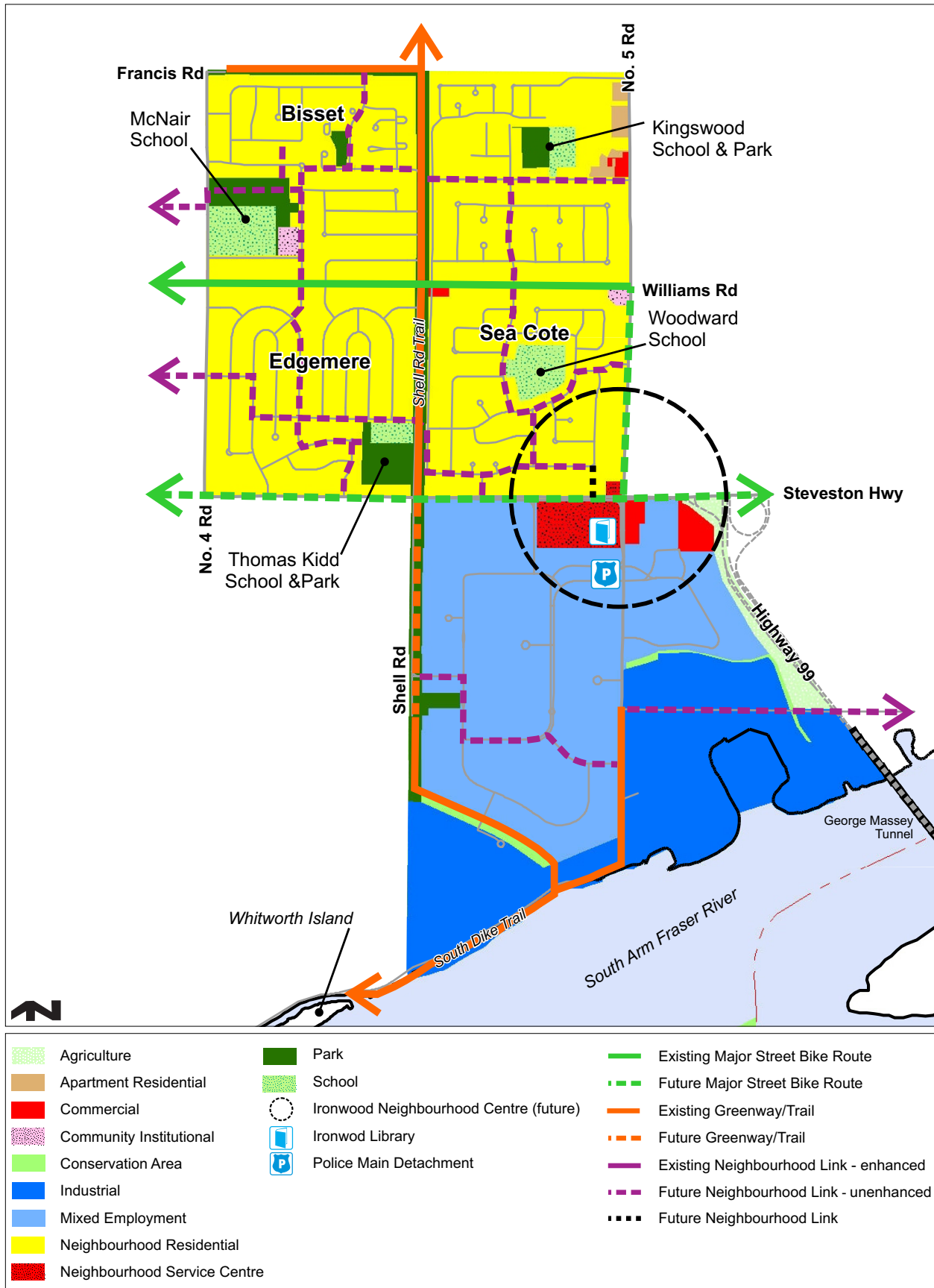
### POLICIES:

- a) see Resilient Economy;
- b) see Richmond Agricultural Viability Strategy (RAVS).





## 8. Shellmont



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## 8. Shellmont

### MAIN CHARACTERISTICS

#### Live:

- predominantly larger single family residential lots;
- coach houses and compact single family residential lots permitted along arterial roads where there is an existing lane;
- multiple family residential predominantly in the form of townhouse development and some apartment residential;
- the former Fantasy Gardens site is undergoing a major mixed use redevelopment.

#### Work:

- the key retail areas are the Ironwood, Coppersmith and Sands Shopping Centres;
- some local commercial on Williams Road and No. 5 Road;
- Riverside Industrial Park used for both business park offices and industrial uses.

#### Play:

- Shell Road and South Dike Trail and Horseshoe, Lee and Hartnell Sloughs;
- the Gardens Agricultural Park;
- McNair Secondary School;
- 3 elementary schools: Woodward, Kidd and Kingswood.

### MANAGEMENT HIGHLIGHTS

#### Connected:

- provide an attractive gateway to Richmond;
- the densification of the Ironwood Shopping Centre is not proposed;
- consider a new future lane and compact single family residential lots along the east side of No. 4 Road north of McNair Secondary School.

#### Healthy:

- recognize Shell Road corridor and various sloughs as important trails and ecological or riparian management areas;
- support the removal of isolated ALR properties in the Riverside Industrial Park.

#### Diverse:

- a variety of distinct land uses (commercial; industrial; business park offices; residential; parks);
- mixed employment and industrial lands are not envisioned for commercial purposes and will not be converted to residential development;
- allow granny flats and coach houses in Edgemere where there is a rear lane.

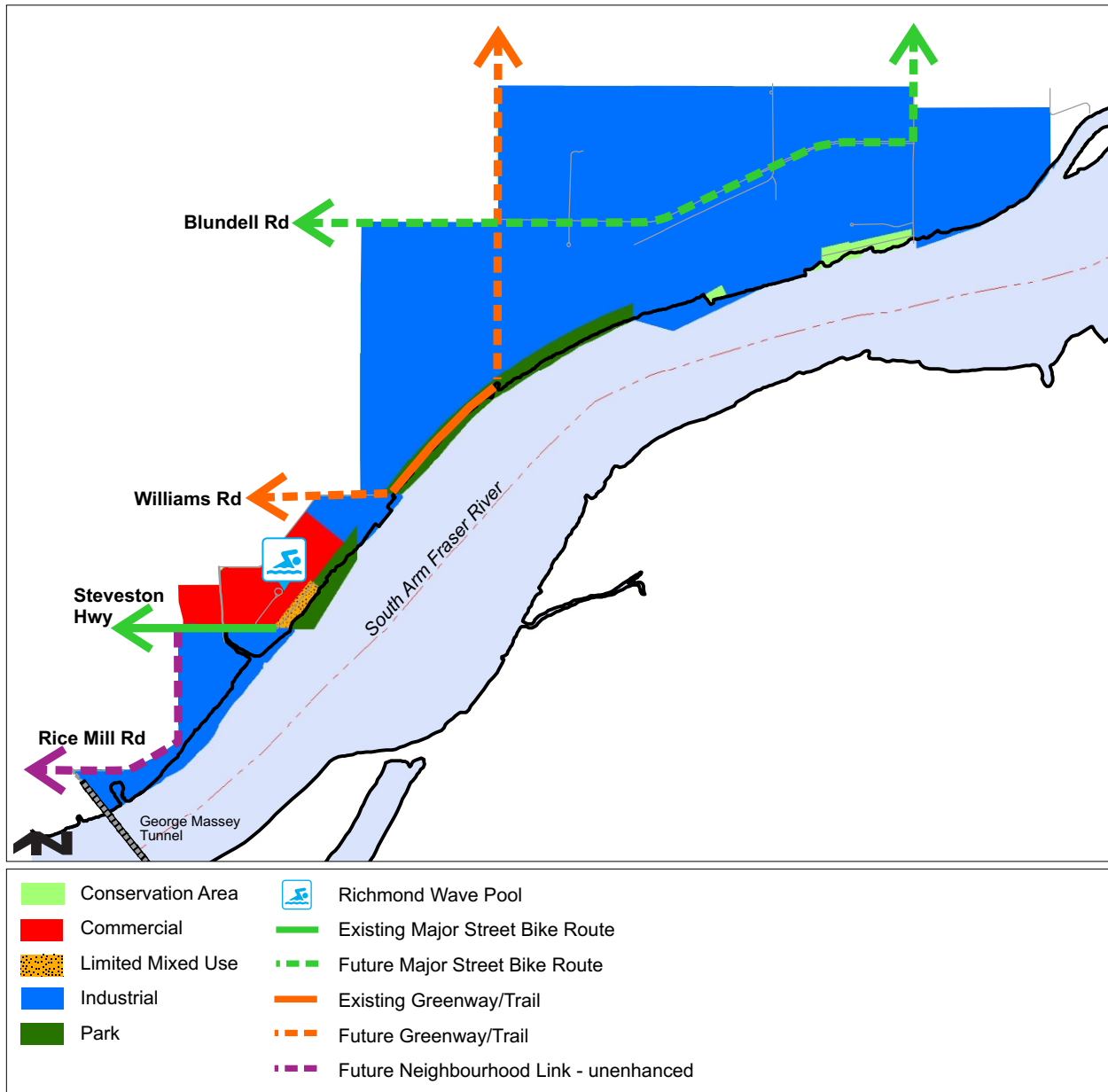
### POLICIES:

- a) see Ironwood Sub-Area Plan;
- b) see Granny Flat and Coach House Guidelines.

## PH - 771



## 9. Fraser Land Area





## 9. Fraser Land Area

### MAIN CHARACTERISTICS

#### Live:

- Riverport is the only mixed use/residential area;
- limited housing elsewhere because area is predominantly industrial.

#### Work:

- Port Metro Vancouver's significant industrial lands;
- Riverport, Fraser Wharves and Ecowaste are other major employment sources.

#### Play:

- Riverport recreation and entertainment centre;
- trails and open space along the waterfront.

### MANAGEMENT HIGHLIGHTS

#### Connected:

- complete a north/south cross city trail connection;
- separate industrial traffic from farming vehicles;
- possible future connection to Blundell Road and Highway 99 interchange.

#### Healthy:

- retain the area around the perimeter of the Fraser Lands in the Agricultural Land Reserve (ALR);
- provide access to the waterfront where possible.

#### Diverse:

- retain industrial lands for industrial purposes only (not mixed employment) and prohibit residential/commercial conversions;
- consider agri-industry because of the proximity of farming operations and products.

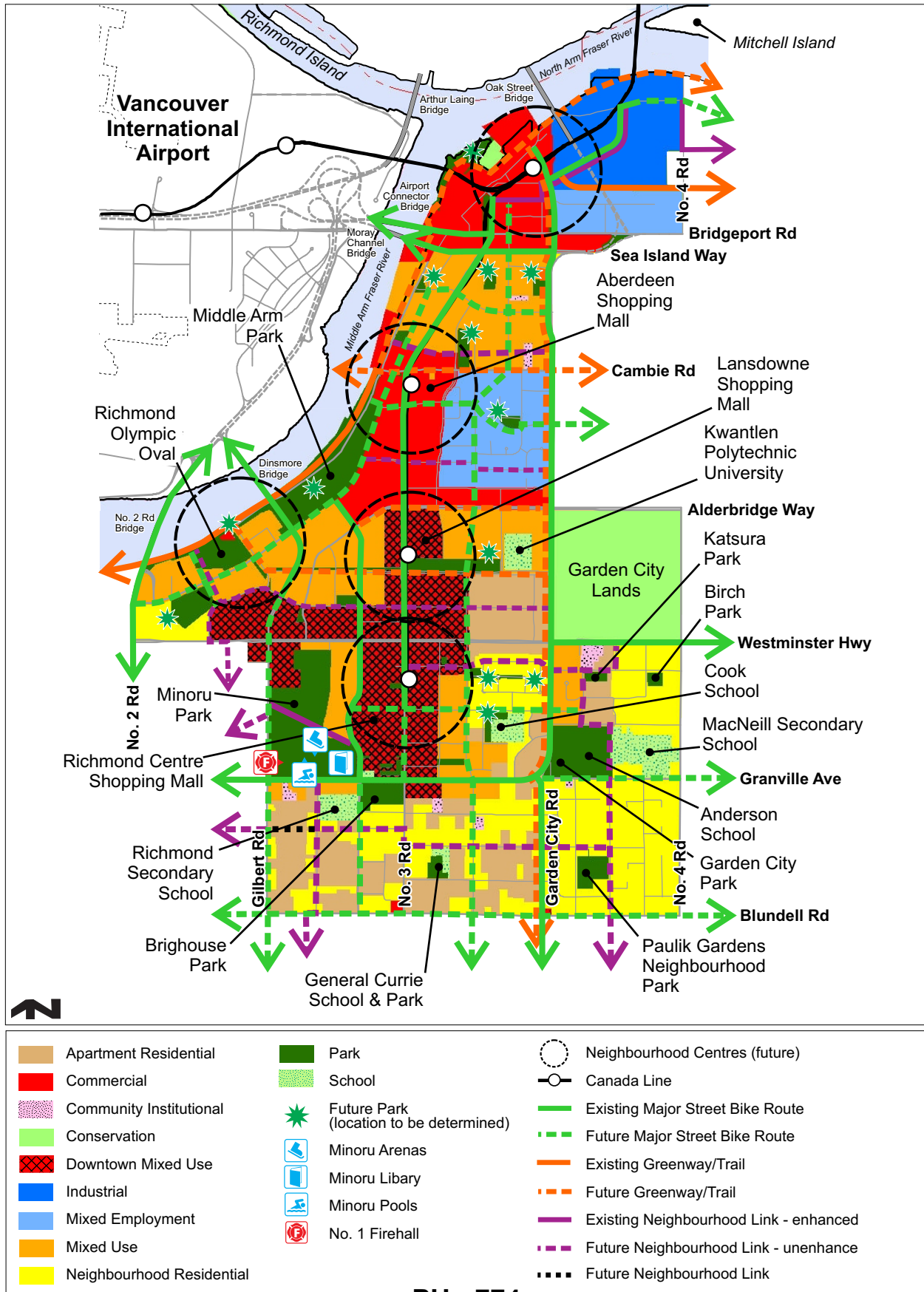
### POLICIES:

- a) see Resilient Economy.





## 10. City Centre



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## 10. City Centre

### MAIN CHARACTERISTICS

#### Live:

- a variety of high density urban villages with multiple family residential housing forms (townhouse residential; low-rise and high-rise apartment residential; mixed use residential over commercial);
- single family residential are gradually being phased out, with exception of Acheson Bennett area and a portion of McLennan South.

#### Work:

- the primary location of concentrated commercial development in Richmond;
- commercial integrated with mixed residential development;
- significant employment lands located in the aircraft noise sensitive land use areas where residential development is not permitted;
- mixed uses.

#### Play:

- a concentration of cultural, educational and recreational facilities;
- improve existing park space and new parks to provide greater diverse activity;
- 3 secondary schools: Richmond, MacNeill and Station Stretch (alternative);
- 3 elementary schools: Anderson, Cook, and General Currie;
- Reflect the need for an additional school in the City Centre area;
- Oval, Middle Arm, Golden Village.

### MANAGEMENT HIGHLIGHTS

#### Connected:

- provide a shorter street pattern to aid walking, cycling and rolling;
- encourage higher densities around the Canada Line stations;
- integrate Ecological Network principles and opportunities.

#### Healthy:

- complete the proposed Middle Arm Park to serve as an iconic “Jewel In The Crown” in the City Centre, which together with the Oval will dramatically increase the downtown’s attractiveness and function;
- plan the future of the Garden City Lands—TBD.

#### Diverse:

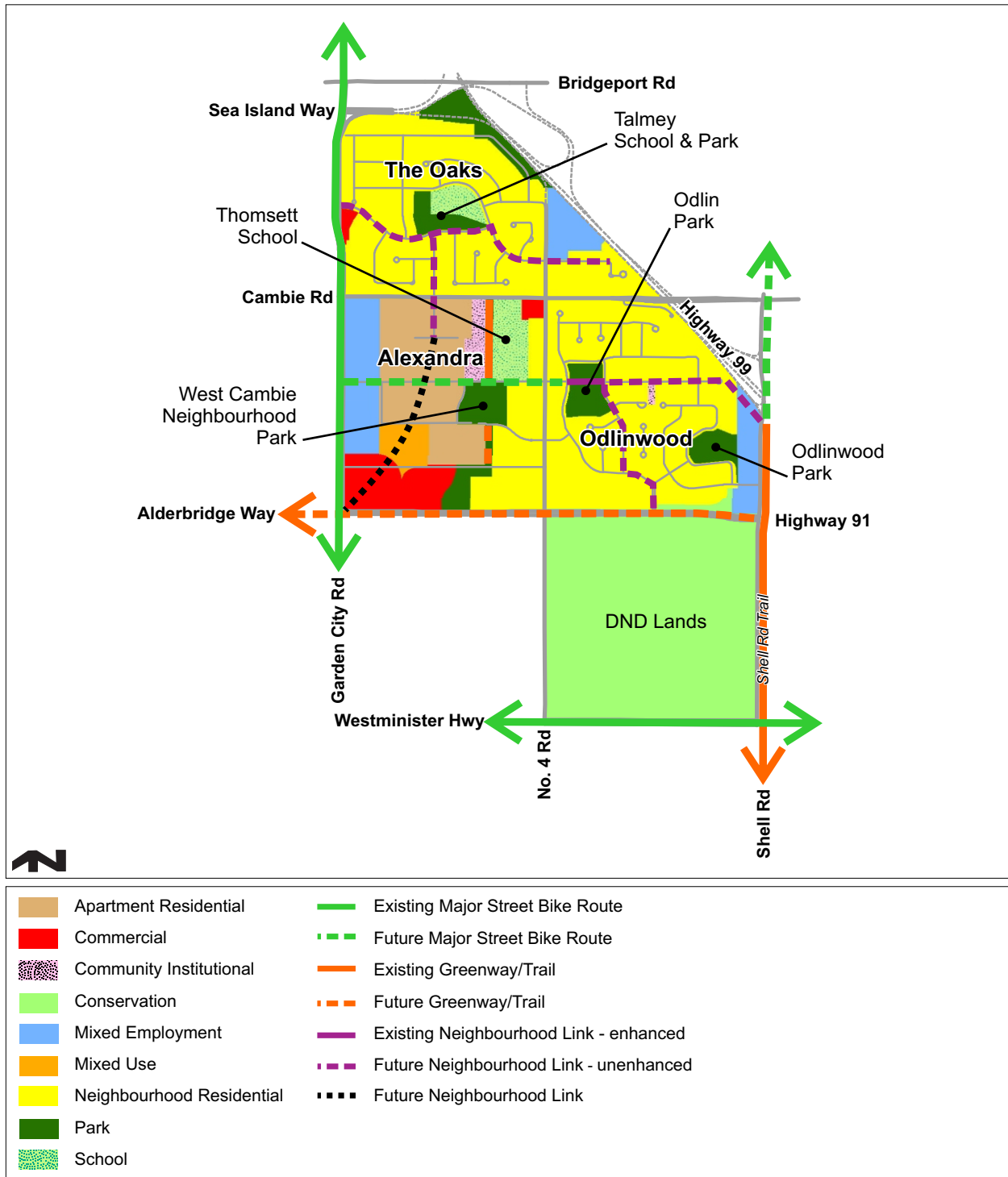
- housing, employment and recreation within distinct high density mixed use transit oriented urban villages.

### POLICIES:

- a) see City Centre Area Plan and St. Albans, Acheson Bennett, McLennan North and McLennan South Sub-Area Plans.



## 11a. West Cambie



PH - 776



## 11a. West Cambie

### MAIN CHARACTERISTICS

#### Live:

- centrally located between the City Centre and the Cambie Shopping Centre;
- Oaks and Odlinwood areas developed with a combination of small lot single family residential and townhouse residential;
- Alexandra neighbourhood undergoing redevelopment with apartment residential, townhouse residential and mixed use developments.

#### Work:

- limited amount of existing commercial and industrial development;
- the western and southern edges of Alexandra neighbourhood are designated for commercial and mixed employment purposes (e.g., business/office uses).

#### Play:

- West Cambie Neighbourhood Park;
- Odlinwood and Odlin major existing parks;
- 2 elementary schools: Talmey and Thomsett.

### MANAGEMENT HIGHLIGHTS

#### Connected:

- West Cambie Greenway;
- the Alexandra neighbourhood is to be better integrated with the Garden City Lands (TBD).

#### Healthy:

- aircraft noise sensitive land development is subject to certain requirements or prohibited;
- Department of National Defence (DND) lands designated as a Conservation Area in OCP.

#### Diverse:

- retain existing and potential employment land uses;
- retain neighbourhood housing types and tenure diversity.

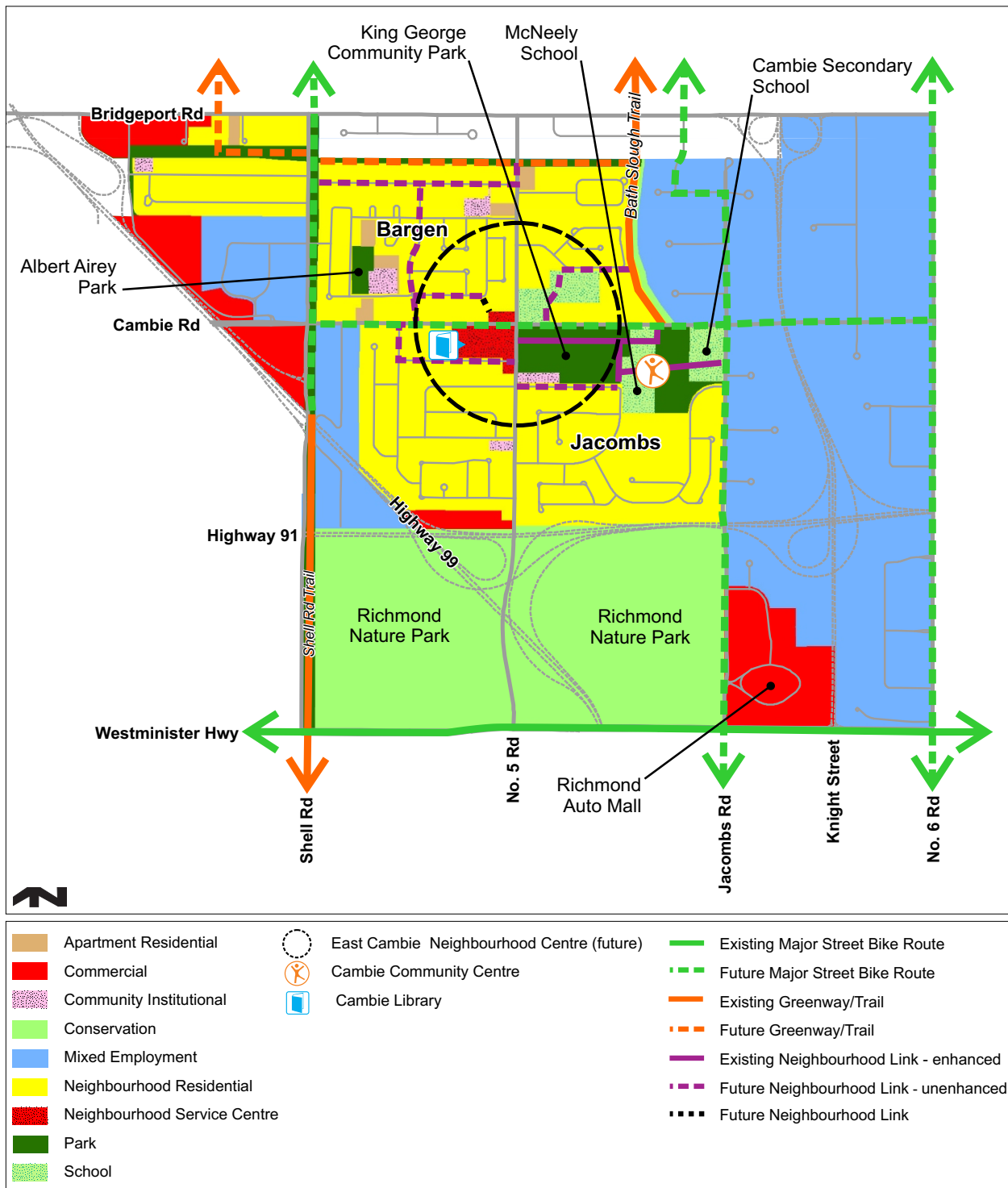
### POLICIES:

- a) see West Cambie Area Plan.





## 11b. East Cambie



PH - 778



## 11b. East Cambie

### MAIN CHARACTERISTICS

#### Live:

- a combination of smaller and larger single family residential lots;
- townhouse residential and apartment residential uses.

#### Work:

- Cambie Shopping Centre is the key retail area;
- additional commercial areas include the Richmond Auto Mall and hotel/automotive/other uses near Highway 99;
- mixed employment areas include industrial and business park offices in the Airport Executive Park, Crestwood Industrial Park, Knightsbridge Industrial Park, etc.

#### Play:

- Richmond Nature Park, King George Park/Cambie Community Centre and Bridgeport/Shell Road and Bath Slough trails;
- Cambie Secondary School;
- 2 elementary schools: Mitchell and McNeely.

### MANAGEMENT HIGHLIGHTS

#### Connected:

- densification planning of the Cambie Neighbourhood Centre may be undertaken;
- increase connectivity between the Nature Park, Community Centre and parks/sloughs.

#### Healthy:

- aircraft noise sensitive land development is subject to certain requirements or prohibited (e.g., no residential development in certain areas);
- the former Mitchell School and Sportstown sites represent two of the more major development opportunities (TBD).

#### Diverse:

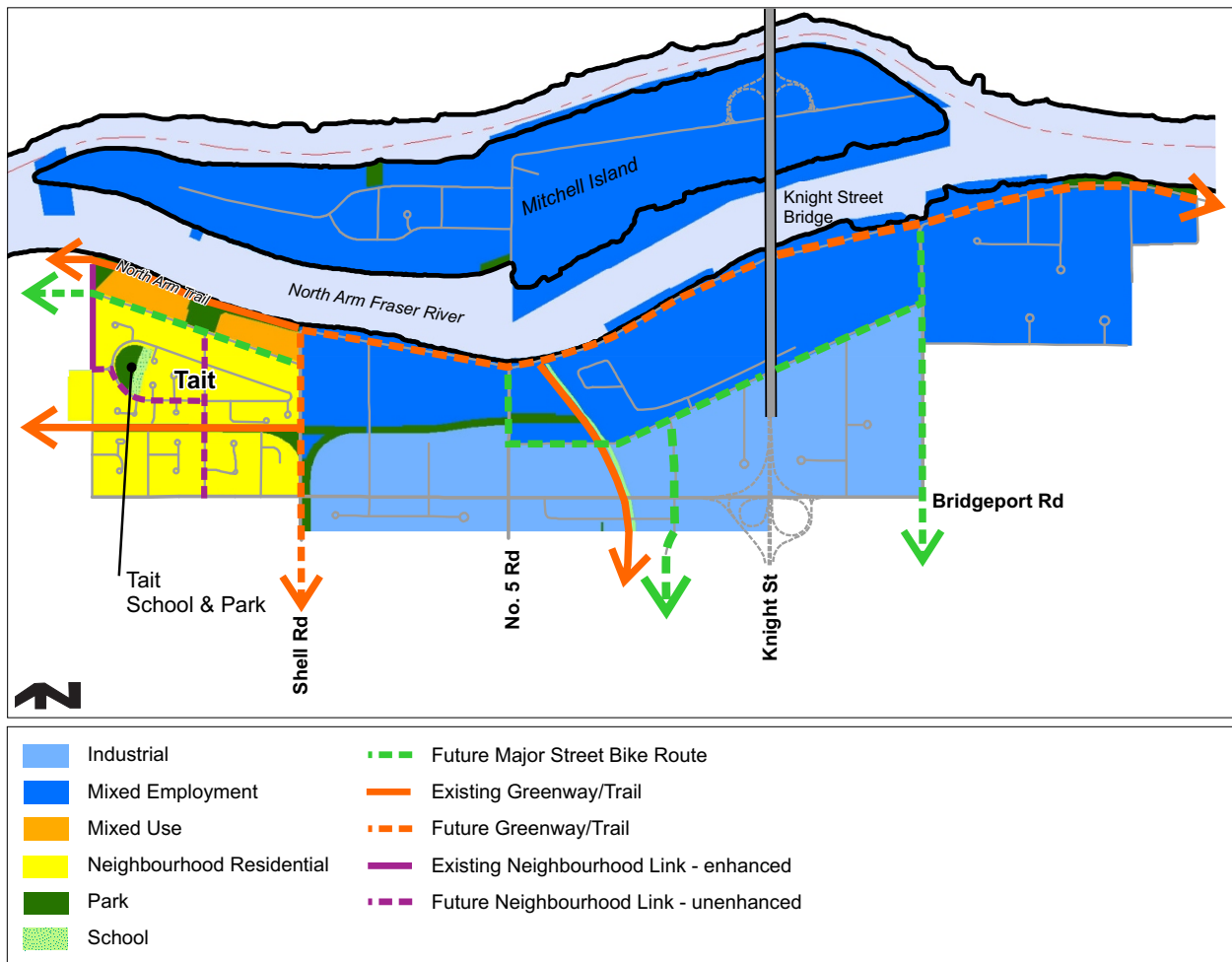
- mixed employment lands are not envisioned for commercial purposes (other than a limited range of commercial uses), and will not be converted to residential development;
- new townhouse development is envisioned along Cambie Road and No. 5 Road because of proximity to Cambie Shopping Centre.

### POLICIES:

- a) see East Cambie Area Plan.



## 12. Bridgeport (Tait)





## 12. Bridgeport (Tait)

### MAIN CHARACTERISTICS

#### Live:

- residential development is limited to the western edge of the neighbourhood;
- the north side of River Drive between No. 4 Road and Shell Road is undergoing a major mixed use redevelopment.

#### Work:

- the majority of the Bridgeport Road corridor is used for a limited range of commercial uses and industrial or office purposes;
- north of Vulcan Way and along the North Arm Fraser River (including Mitchell Island) are used for industrial purposes only;
- commercial area is limited to south side Bridgeport Road between Beckwith Place and Shell Road.

#### Play:

- Tait Elementary School and related facilities;
- various existing or proposed trails and waterfront parks.

### MANAGEMENT HIGHLIGHTS

#### Connected:

- the Tait area is identified for possible smaller single family residential lots;
- a lane is required along the north side of Bridgeport Road for coach houses and compact single family residential lots, and to a lesser extent along No. 4 Road, Shell Road and River Drive for smaller single family residential lots;
- improve waterfront trails.

#### Healthy:

- aircraft noise sensitive land development is subject to certain requirements or prohibited (e.g., no residential development in the majority of the mixed employment and industrial areas);
- a physical development and urban design strategy for the Bridgeport Road corridor may be undertaken to improve its viability and appearance.

#### Diverse:

- the Bridgeport employment areas service the community as a whole and residents outside Richmond;
- mixed employment lands are not envisioned for commercial purposes (other than a limited range of commercial uses) and, along with industrial lands, will not be converted to residential development;
- permanent or predominantly commercial and office uses are not envisioned for the industrial areas.

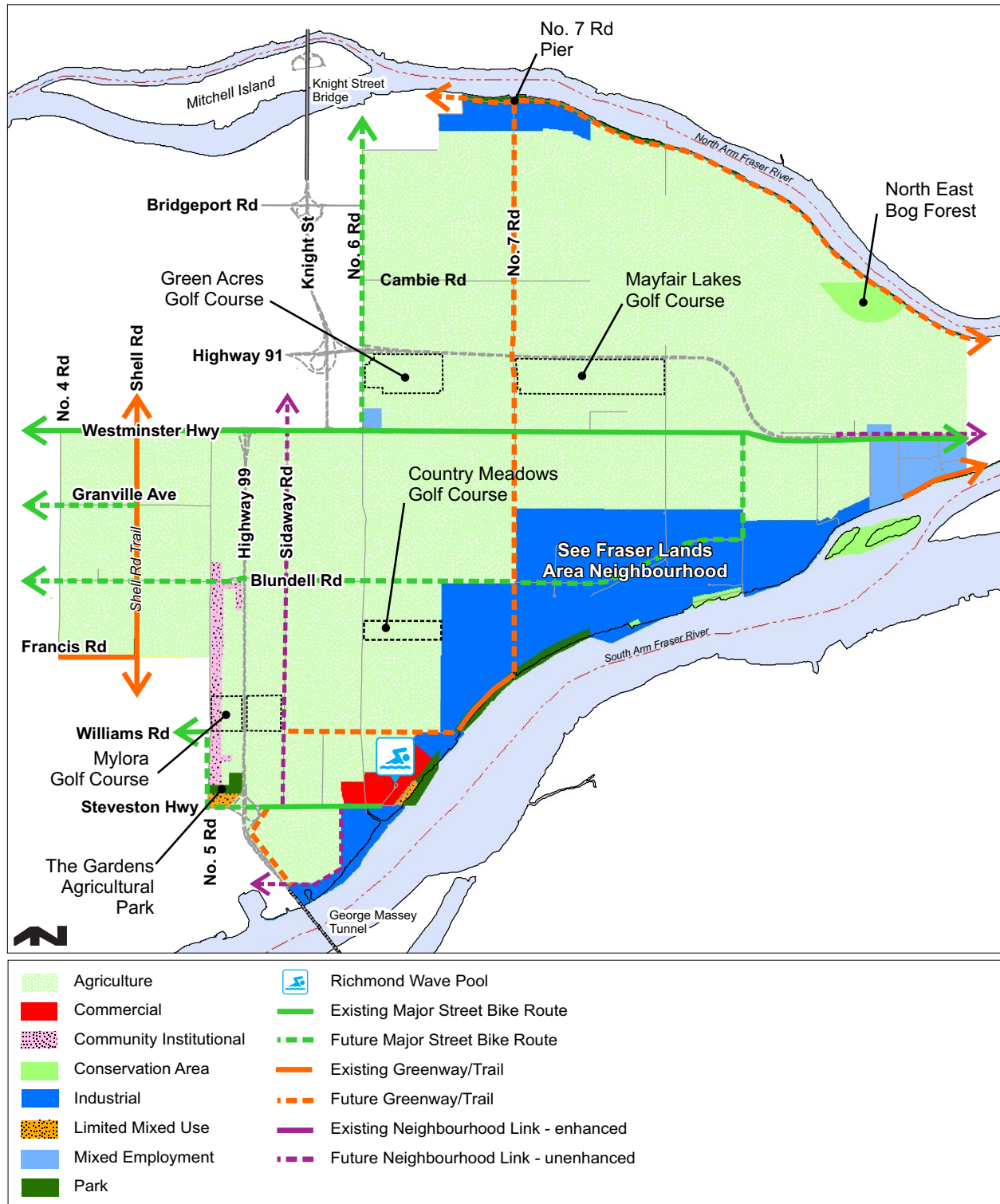
### POLICIES:

- a) see Bridgeport Area Plan.





## 13. East Richmond



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### 13. East Richmond

#### MAIN CHARACTERISTICS

##### Live:

- limited housing because the majority of the area is in the Agricultural Land Reserve (ALR);
- some smaller agricultural lots only have a home (i.e., they are currently not being farmed).

##### Work:

- farming is the major employment;
- includes the western portion of Fraserwood Industrial Park included in this neighbourhood;
- also includes some industrial lands along River Road and a mixed employment area on No. 6 Road.

##### Play:

- Northeast Bog Forest;
- Mayfair Lakes, Green Acres, Country Meadows and Mylora Golf Courses;
- community institutional uses along No. 5 Road (and a few other scattered locations in the ALR).

#### MANAGEMENT HIGHLIGHTS

##### Connected:

- consider improving transportation for farming vehicles;
- possible future Blundell Road interchange at Highway 99 and connection to the Fraser Lands;
- complete a north/south cross city trail connection.

##### Healthy:

- continue to recognize farming and agri-related industries;
- ensure adequate buffers on residential lands abutting agricultural properties;
- provide pedestrian, bicycle and rolling access to waterfront where possible.

##### Diverse:

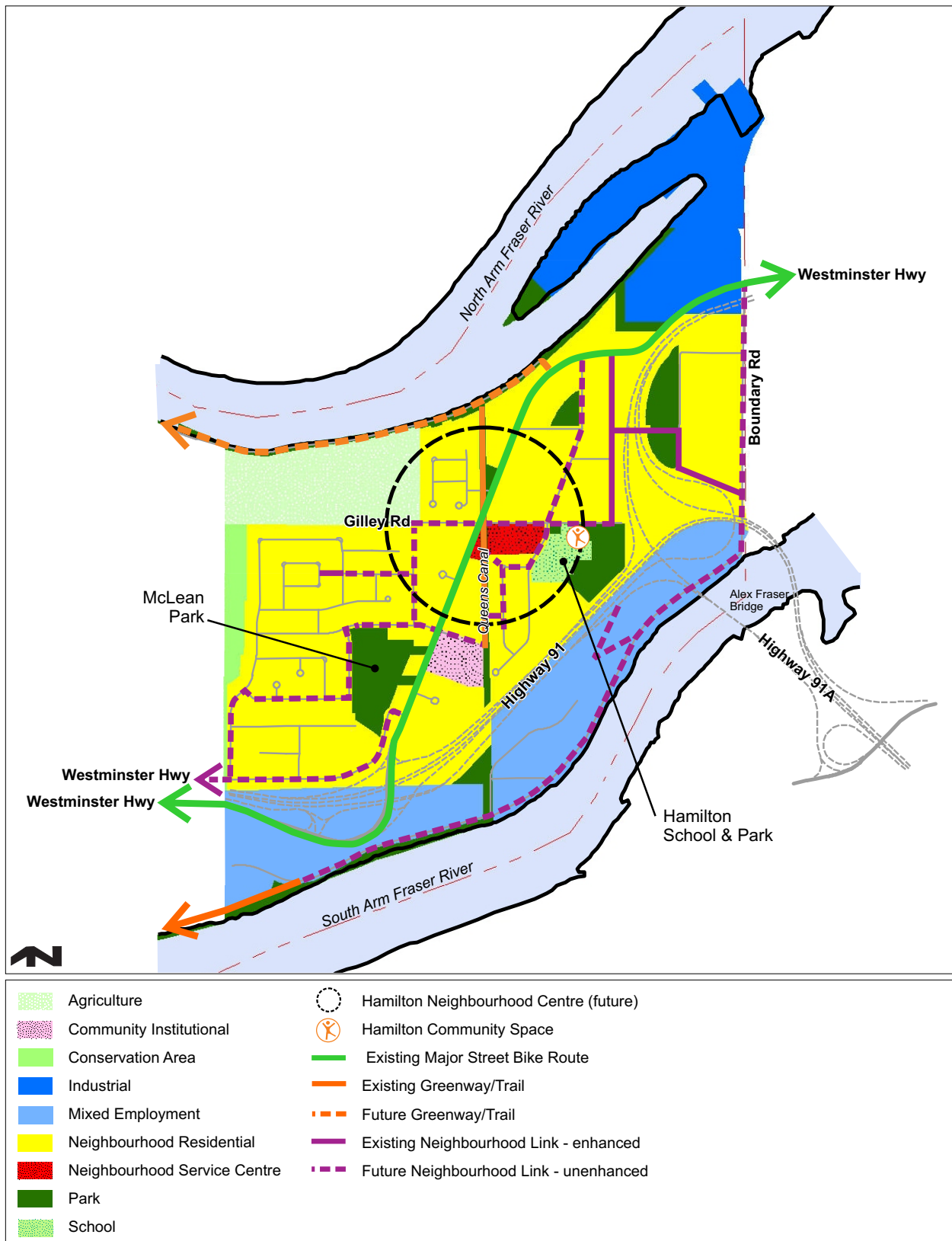
- encourage a variety of food production crops;
- mixed employment and industrial lands are not envisioned for commercial purposes and will not be converted to residential development.

#### POLICIES:

- a) prohibit principal residential dwellings;
- b) see McLennan Sub-Area Plan;
- c) see Resilient Economy;
- d) see Richmond Agricultural Viability Strategy (RAVS).



## 14. Hamilton



**PH - 784**



## 14. Hamilton

### MAIN CHARACTERISTICS

#### Live:

- Hamilton has a variety of smaller and larger single family residential lots (e.g., some coach houses on small lots; homes without sanitary sewer on large lots);
- there is also a significant amount of townhouse residential development and a few float homes.

#### Work:

- Hamilton Shopping Centre is the only commercial area;
- the eastern portion of Fraserwood Industrial Park is a key mixed employment area;
- Tree Island Industries and a new Trans Link bus facility are the major industrial lands.

#### Play:

- McLean Park and Queen's canal are the major park lands;
- Hamilton Elementary School and community space provide for the educational and recreational/cultural needs of the neighbourhood.

### MANAGEMENT HIGHLIGHTS

#### Connected:

- the Hamilton Area Plan update is underway for the Hamilton Neighbourhood Service Centre and Areas 2 and 3; to be completed in 2013;
- increase connectivity within the neighbourhood, along both arms of the Fraser River and to the rest of Richmond/New Westminster.

#### Healthy:

- continue to protect the farming (ALR) areas;
- ensure adequate buffers and sound proofing for residential uses along Highway 91.

#### Diverse:

- potential redevelopment of Areas 2 and 3;
- mixed employment and industrial lands are not envisioned for commercial purposes and will not be converted to residential development.

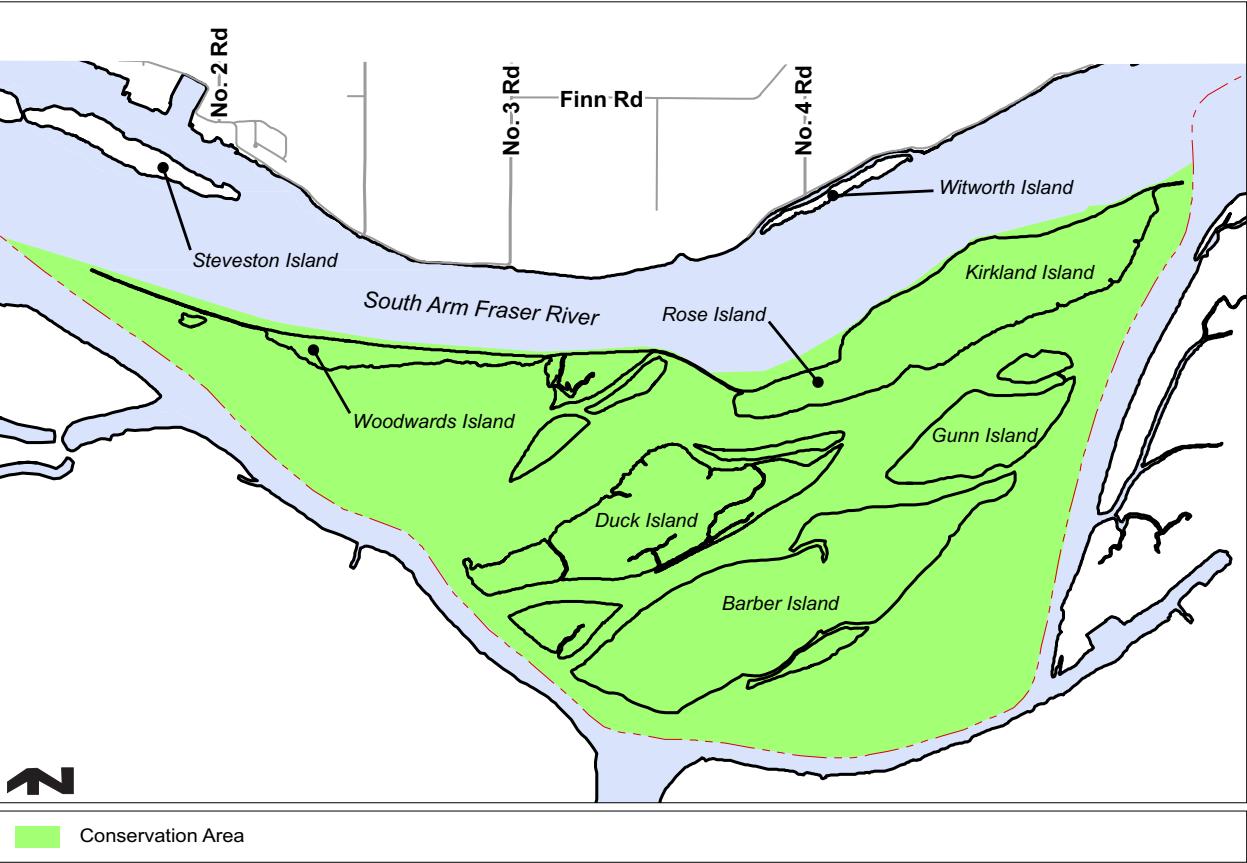
### POLICIES:

- a) see Hamilton Area Plan.





15. South Arm Islands





## 15. South Arm Islands

### MAIN CHARACTERISTICS

#### Live:

- no residential.

#### Work:

- no employment (although dredging and recreational activities occur);
- some farming.

#### Play:

- recreational boating and activities.

### MANAGEMENT HIGHLIGHTS

#### Connected:

- improve waterfront trails;
- continued marine access only.

#### Healthy:

- potential limited farming use since some of islands are in the Agricultural Land Reserve (ALR).

#### Diverse:

- retain as OCP Conservation Area.

### POLICIES:

- a) see Island Natural Environment.



## 3.6 Specific Policies and Guidelines

### 3.6.1 Arterial Road Policy

#### OVERVIEW:

The City has permitted densification along its arterial roads since the 1999 OCP was adopted. This densification includes compact lots (e.g., 9 m or 30 ft. wide lots) and coach house development with a rear lane as well as townhouses without a lane. The purpose of this densification is to locate development where there is transit service and to direct it away from the internal single family neighbourhoods which are not located on arterial roads. The City has reviewed and refined this policy over the years, including as part of the 2041 OCP Update.

#### OBJECTIVE 1:

**Direct appropriate development onto certain arterial roads outside the City Centre.**

##### 1. Arterial Road Map

The 2041 OCP Arterial Road Policy only applies to the arterial roads in Central Richmond and Steveston shown on the Arterial Road Map. It does not apply to lands located within the City Centre Area Plan (City Centre), the Agricultural Land Reserve (ALR) or Riverside Industrial Park.

##### 2. Additional New Arterial Road Areas

Additional new areas to the Arterial Road Policy outside Central Richmond and Steveston may be considered as part of the update of the applicable Area Plans (e.g., Bridgeport Area Plan; East Cambie Area Plan; West Cambie Area Plan; Hamilton Area Plan) after, the 2041 OCP Update.

##### 3. Areas Not Within Arterial Road Policy

The Arterial Road Policy does not apply to excluded areas shown on the Arterial Road Map (e.g., other land use designations; large single family lot size policy; not on arterial road; neighbourhood service centre; community centre; commercial service; public school; park).

##### 4. Arterial Road Development Map

The Arterial Road Development Map will be used to guide townhouse, compact lot (e.g., 9 m or 30 ft. wide lots) and coach house development. It is a conceptual map that does not need to be amended to show new townhouse or compact residential lot development areas approved by Richmond City Council.

##### 5. Additional New Townhouse Areas (Not on Arterial Road Development Map)

Rezoning and development permit applications for townhouse development on arterial roads in Central Richmond and Steveston may be considered in additional areas not identified on the Arterial Road Development Map if the townhouse development is within walking distance of any one of the following sites identified on the Arterial Road Map:

- a) 800 m (2,625 ft. or 10 minute walk) of a Neighbourhood Centre (e.g., Broadmoor, Blundell, Garden City, Seafair, Terra Nova or Ironwood Shopping Centres); or
- b) 800 m (2,625 ft. or 10 minute walk) of a City Community Centre (e.g., South Arm, Thompson, West Richmond or Steveston Community Centres); or



- c) 400 m (1,312 ft. or 5 minute walk) of a Commercial Service use (e.g., store, shopping plaza or gas/service station with a retail sales area); or
- d) 400 m (1,312 ft. or 5 minute walk) of a Public School (e.g., elementary or secondary school); or
- e) 400 m (1,312 ft. or 5 minute walk) of a Park on City or School Board lands (e.g., playing field or open space).

#### **6. No Townhouse Development**

Townhouse development will not be considered in Central Richmond and Steveston on sites identified for Arterial Road Compact Lot Coach House on the Arterial Road Development Map, except if the proposed townhouse development is within 800 m (2,625 ft. or 10 minute walk) of a Neighbourhood Centre (e.g., shopping centre) where there is an existing fully operational municipal lane.

#### **7. Additional New Compact Lot and Coach House Areas (Not on Arterial Road Development Map)**

Rezoning and subdivision applications for compact lot (e.g., 9 m or 30 ft. wide lots) and coach house development on arterial roads in Central Richmond and Steveston may be considered in additional areas not identified on the Arterial Road Development Map if the compact lot and coach house development:

- a) is located outside a Single Family Lot Size Policy;
- b) dedicates and constructs a fully operational municipal lane.

#### **8. No Compact Lot and Coach House Development**

Compact lot and coach house development will not be considered in Central Richmond and Steveston on sites identified for Arterial Road Townhouse Development on the Arterial Road Development Map.

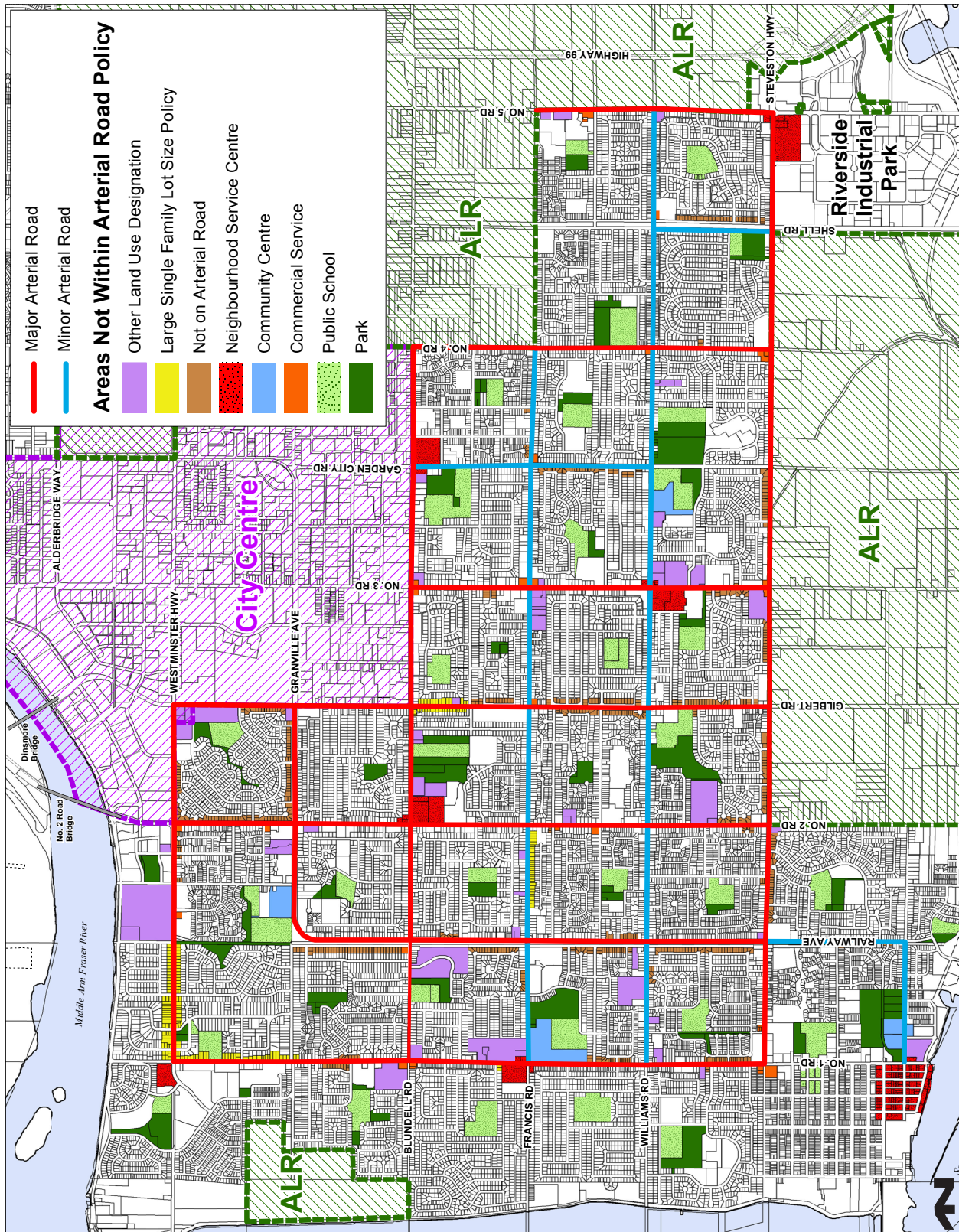
#### **9. Granny Flat Locations**

Rezoning applications for the construction of a granny flat on arterial roads in Central Richmond and Steveston may be considered on isolated sites that do not have potential for a townhouse, compact lot or coach house development (e.g., single lot without a lane).





## Arterial Road Map



PH - 790



Map of the City Centre area showing various road types and development zones. The map includes a legend for Major Arterial Road (red), Minor Arterial Road (blue), Arterial Road Town House Development (orange), and Arterial Road Compact Lot Coach House (purple). The map also shows the City Centre area, Riverside Industrial Park, and the Middle Arm Fraser River. The map is divided into several blocks, with some blocks highlighted in orange and purple. The map is oriented with North at the top.

3-55



## **Townhouse Development Requirements**

All townhouse developments in Central Richmond and Steveston on the arterial roads shown on the Arterial Road Map, whether or not they are on the Arterial Road Development Map, should meet the following development requirements.

### **Land Assembly**

1. Involve a land assembly with at least 50 m (165 ft.) frontage on a major arterial road and 40 m (130 ft.) frontage on a minor arterial road.

### **Residual Sites**

2. Leave a residual site for future townhouse development with at least 50 m (165 ft.) frontage on a major arterial road and 40 m (130 ft.) frontage on a minor arterial road.

### **Public Consultation**

3. Include public consultation prior to Public Hearing where determined by Richmond City Council or City staff (e.g., if the site is the first townhouse development on that block of the arterial road; if it is expected that the surrounding property owners will want input into the development; etc.).

### **Newer Homes or Narrower Lots**

4. Recognize that developing townhouses on lots with new houses (e.g., less than 10–20 years old) and with narrow frontages (e.g., less than 18 m or 60 ft.), will be more difficult, especially for land assembly purposes.

### **Internal Lot**

5. An internal lot facing and addressed off a local road may be included in a townhouse development if the lots facing and abutting the arterial road are less than 35 m (115 ft.) deep.

### **Access—Local Road or Lane**

6. Access should not be from a local road or lane, unless acceptable to the City.

### **Shared Access**

7. Access may be required to be provided through or shared with another townhouse development by means of a statutory right-of-way or other suitable arrangement to the City.

### **Access Locations**

8. Driveway accesses should be located across from a local road or commercial access, where possible.

### **Access Setbacks**

9. Townhouse access points should generally be setback:
  - a) 35 m (115 ft.) to 50 m (164 ft.) from a local road;
  - b) 50 m (164 ft.) to 75 m (246 ft.) from a minor arterial road intersection;
  - c) 75 m (246 ft.) to 100 m (328 ft.) from a major arterial road intersection;
  - d) 80 m (262 ft.) to 100 m (328 ft.) from another townhouse access point.



### **Additional Density**

10. Additional density along arterial roads (e.g., increase from the normal density range of 0.60–0.65 FAR outside the City Centre to an additional density of 0.65–0.70 FAR) may be considered:
  - a) on corner lots with required frontage improvements on two or more streets; or
  - b) where significant road dedication is required; or
  - c) on a land assembly with more than 100 m (328 ft.) frontage on a major arterial road and 80 m (262 ft.) on a minor arterial road; or
  - d) on a site abutting a park or other non-residential land use; or
  - e) where additional community benefits are provided (not including affordable housing contributions).

### **Compact Lot and Coach House Development Requirements**

All compact lot (e.g., 9 m or 30 ft. wide lots) and coach house developments in Central Richmond and Steveston on the arterial roads shown on the Arterial Road Map, whether or not they are on the Arterial Road Development Map, should meet the following development requirements.

#### **Landscape Plan**

1. A landscape plan, prepared by a registered landscape architect must be submitted as a condition of rezoning adoption.

#### **Landscape Cost**

2. The landscape architect must submit a cost estimate of the proposed landscaping (including fencing, paving and installation costs) as a condition of rezoning adoption.

#### **Landscape Security**

3. Security in the amount of the cost estimate submitted by the landscape architect for landscaping must be received by the City as a condition of rezoning adoption.

#### **Grade—Front Yard**

4. The grade between the City's sidewalk and the landscaping along the front property line should be the same.

#### **Grass Strip—Front Yard**

5. Wherever possible, a grassed strip with at least one deciduous tree (minimum 6 cm or 2.5 in. calliper) per lot should be installed along the front property line (see New Trees—Front Yard).

#### **Existing Tree and Hedge Retention**

6. Wherever possible, existing trees and hedges should be retained, particularly if the trees are in the front yard and the hedges are in the side yard.





### **Replacement Trees**

7. Where existing trees are being removed, the replacement trees shall:
  - a) meet the City's 2:1 replacement policy;
  - b) comply with the minimum planting sizes specified in the City's Tree Protection Bylaw, unless approved otherwise by the Director of Development or designate;
  - c) include an appropriate mixture of coniferous and deciduous trees.

### **New Trees—Front Yard**

8. In addition to the aforesaid landscaping along the front property line, one deciduous tree (minimum 6 cm or 2.5 in. calliper) or one coniferous tree (minimum height 3.5 m or 11.5 ft.) is to be planted on each lot in the front yard.

### **Coniferous Trees**

9. Coniferous trees must be sized and spaced appropriately and be subject to CPTED principles.

### **Fencing—Front Yard**

10. Fencing in the front yard is limited to a maximum height of 1.2 m (4 ft.) and must be picket, wicket or post-rail rather than solid panel, which could be setback from the front property line if possible.

### **Flowers and Low Lying Landscaping—Front Yard**

11. Fencing should incorporate flower beds, flowering shrubs and other low lying landscaping to provide improved articulation.

### **Decorative Features—Front Yard**

12. Decorative arbours/brackets/trellis features may be used to further articulate the fencing provided that they are in scale with and totally complementary to the fencing details.

### **Planting—Front Yard**

13. All front yard areas and front property lines must be planted with a combination of lawn, flower beds, flowering shrubs and ground cover to provide seasonal interest and water permeability.

### **Shrubs—Front Yard**

14. If individual shrubs are planted in the front yard, they must be of a low height that will not exceed 1.2 m (4 ft.) and must be located behind any fencing on the front property line.

### **Hedges—Front Yard**

15. Continuous hedges are not permitted in the front yard.

### **Walkways/Pathways—Front Yard**

16. Walkways/pathways from the arterial road to the entrance of the single family residence or coach house are not to consist of asphalt materials (e.g., should be aggregate concrete, stamped concrete, paving stones, pervious paving or other acceptable material to the City.



### 3.6.2 Broadmoor Neighbourhood Centre Policies

#### OVERVIEW:

In 2010, the City approved a plan to densify the Broadmoor shopping centre. This plan underwent considerable public consultation and was well received by the neighbourhood. As part of this process, specific objectives, policies and Development Permit Guidelines were included in the OCP.

#### OBJECTIVE 1:

To establish policies for the Broadmoor Neighbourhood Centre to guide its long-term redevelopment.

#### POLICIES:

a) general:

- the redevelopment of the Broadmoor Neighbourhood Centre is to be consistent with the OCP policies and Development Permit (DP) Guidelines. The Council approved “Broadmoor Neighbourhood Service Centre Master Plan” dated April 7, 2010 has been prepared to guide Centre redevelopment. The 2041 OCP policies and DP Guidelines shall prevail, in the event of a conflict;

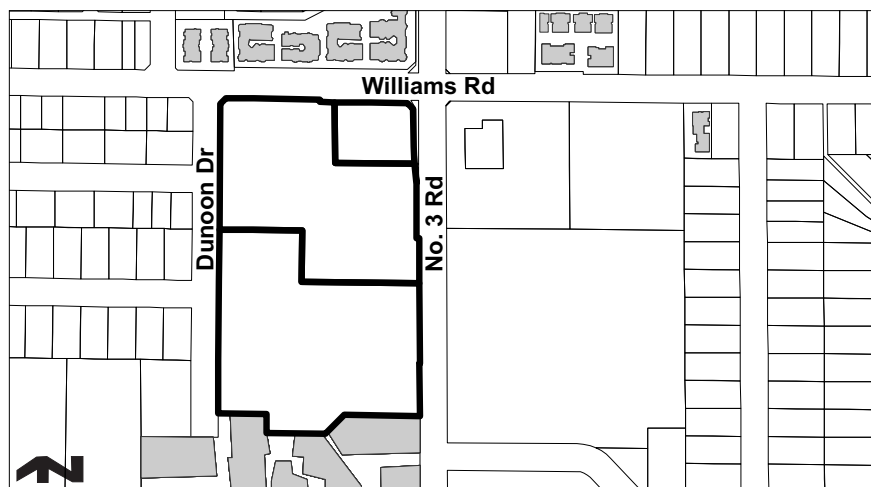
b) precedence:

- if there is a conflict with respect to a land use designation between the 2041 OCP Land Use Map and the more specific maps referred to in this section, the more specific map designations referred to in this section shall take precedence;

c) Broadmoor Neighbourhood Service Centre Area:

- see map;

#### Broadmoor Neighbourhood Centre Area Map



d) vision:

- the long-term Broadmoor Neighbourhood Centre Vision is: “A vibrant, accessible and sustainable mixed use hub where people will be able to live, work and meet their daily needs”;



## e) flexibility:

- over the anticipated 30 year redevelopment period, as the Shopping Centre redevelops, owners clarify their proposals, more specific technical studies are completed and requirements become better known, Council may modify the OCP policies and DP Guidelines, and Master Plan, as necessary;

## f) mix and range of land uses:

- generally, the mix of land uses will be 60% residential with a variety of housing types and 40% commercial (e.g., retail and office);
- the Broadmoor Neighbourhood Service Centre land uses are to be as per the OCP Definitions (e.g., Neighbourhood Service Centres);

## g) density:

- base: The base density will be 0.5 Floor Area Ratio (FAR);
- maximum density: The maximum overall density will be 1.5 FAR and minor density variations across the site may be allowed, subject to Council approval.

## h) Building Height:

- Generally, the maximum building height of the redeveloped Broadmoor Neighbourhood Service Centre will not exceed 6 storeys (e.g., 24.3 m [80 ft.]) and the whole Centre area is not to be redeveloped to 6 storeys (e.g., 6 storeys along the arterials, lower elsewhere).

## i) Sustainability:

- Broadmoor Neighbourhood Service Centre redevelopment is to incorporate sustainability features (e.g., Leadership in Energy and Environmental Design).

## j) Development Permit Guidelines:

- Shopping Centre redevelopment is to be consistent with the OCP Development Permit Guidelines.

## k) City Infrastructure:

- The infrastructure to support the redevelopment of the Centre shall be as per City requirements and technical studies.

## l) Financing Infrastructure:

- The financing of Centre infrastructure is to be primarily by developers in a variety of ways including Development Cost Charges (DCCs) (for roads, water, sanitary, drainage, parks) and other mechanisms (e.g., service agreements, latecomer charges, phased development agreements).

## m) Financing Community Amenities:

- The financing of Centre community amenities (e.g., affordable housing, child care, community planning services, community beautification — above and beyond the City's standard servicing agreement requirements) is to be primarily by developers, through density bonusing, phased development agreements and other means;



- Density Bonusing: (additional density above the base 0.5 FAR) may be allowed where developers:
  - meet the Council approved Affordable Housing Strategy requirements;
  - provide as per the approved Neighbourhood Service Centre Master Plan, a Broadmoor Community Amenity Contribution (e.g., \$2.00 per buildable square foot) which is to be allocated as follows: \$1.00 for child care and \$0.75 for community beautification;
- Phased Development Agreements and other mechanisms (e.g., voluntary contributions) may be used to obtain funds for community planning services (e.g., \$0.25 per buildable square foot);
- The provision of public art is encouraged, voluntary and where a voluntary contribution is provided, it is to be at \$0.60 per buildable square foot;
- Other amenities, as may be determined by Council.

### 3.6.3 Noise Management

#### OVERVIEW:

There are several types of urban noise, which affect Richmond:

- noise from construction activity;
- land use noise from the Canada Line on residential uses and certain land uses (e.g., industrial uses on residential uses);
- ambient noise, such as traffic noise;
- aircraft noise.

#### Construction Noise

The City's Noise Bylaw regulates the hours of construction activity.

#### Land Use Noise

It is increasingly important to minimize unwanted noise from the Canada Line on nearby residential uses and from new industrial and commercial uses on any nearby residential uses, and by new multiple family residential uses on nearby industrial and commercial uses.

#### Ambient Noise

It is increasingly important that noise issues are addressed as the volume of City activity and the number of people affected increases.

#### Airport Noise

Airport noise falls under the Vancouver International Airport's (VIAA) jurisdiction. Both the VIAA and the City work towards managing airport noise and aircraft noise sensitive development in a complementary manner.

The City's goal is to:

- better co-ordinate and balance City, VIAA and other stakeholder interests to achieve economic, social development, and environmental protection, while minimizing aircraft noise related complaints and legal challenges to restrict or curtail airport operations;
- enable the VIAA to continue to operate and expand as a World Class Gateway airport and business which operates on a 24-hour per day (daytime and nighttime) basis;





- create high quality livable environments;
- improve aircraft noise sensitive land use and mitigation requirements;
- enable residents who choose to live in airport noise sensitive areas to:
  - be aware of the airport noise characteristics which may affect them and the risks that they are choosing to accept;
  - not experience unacceptable airport noise nuisance through proper building construction techniques and indoor liveability noise standards, given their conscious choice to live in such areas;
  - have little reason to complain or bring legal challenges against the City or the VIAA regarding airport noise nuisance.

An effective aircraft noise sensitive land use and area management system will establish:

- areas where aircraft noise sensitive land uses will be prohibited;
- areas where aircraft noise sensitive land uses will be considered, which may or may not actually be allowed based upon City priorities and requirements;
- for areas where aircraft noise sensitive land uses will be considered, requirements to better:
  - match aircraft noise sensitive uses to the different aircraft noise areas;
  - mitigate indoor aircraft noise;
  - minimize aircraft noise outdoors;
  - notify landowners and the public (e.g., developers, existing and potential residents) regarding the effects of aircraft noise and of the aircraft noise characteristics of areas in which they may choose to live, so that complaints and legal challenges to curtail airport operations will be avoided.

## **OBJECTIVE 1:**

**Manage urban development noise to maintain and enhance livability.**

## **POLICIES:**

- a) establish guidelines to reduce the noise exposure for multiple family residential development along high traffic streets;
- b) continue to encourage traffic noise reduction (e.g., signage to request truck drivers to avoid using engine brakes within West Richmond);
- c) reduce exposure to noise from construction by reviewing the Noise Bylaw to improve regulation and enforcement;
- d) preserve and create positive acoustic environments in public spaces, such as sound sculptures or acoustic playgrounds in City parks;
- e) establish quiet recreational areas to meet emerging needs for refuge from urban noise;
- f) foster public courtesy regarding noise issues and promote respect for the City's Noise Bylaw through educational campaigns in partnership with regional health authorities.



## OBJECTIVE 2:

Mitigate noise from the Canada Line in nearby residential uses, and between industrial and commercial uses on nearby residential uses and vice versa.

## POLICIES:

- a) to mitigate Canada Line Noise in adjacent New Multiple Family Residential Buildings (rezonings, Development Permits):
  - all new multiple family residential developments on sites located within 100 m (328 ft.) of the Canada Line right of way are required to achieve CMHC interior noise standards and ASHRAE 55-2004 “Thermal Environmental Conditions for Human Occupancy”, and require noise covenants. Acoustical and thermal reports are to be required during the development review process to ensure that these mitigation standards are achieved;
  - where possible, all multiple family residential units should not to be oriented directly adjacent to Canada Line guide way (avoid residential units at the guide way elevation);
- b) for all New Multiple Family Residential Developments (rezonings, Development Permits) within 30 m (98.4 ft.) of Commercial, Industrial and Mixed Use sites:
  - to mitigate noise from commercial, industrial and mixed uses within 30 m (98.4 ft.) of new multiple family residential uses:
    - all new multiple family residential units are required to achieve CMHC interior noise standards and ASHRAE 55-2004 “Thermal Environmental Conditions for Human Occupancy”;
    - the registration of commercial, industrial and mixed use noise indemnity covenant on all new multiple family residential units;
- c) for New Commercial, Industrial and Mixed Uses (rezonings, Development Permits) within 30 m (98.4 ft.) of any Residential Use:
  - to mitigate unwanted noise on residential properties within 30 m (98.4 ft.) from commercial, industrial and mixed use areas, all new commercial, industrial and mixed use developments shall demonstrate that:
    - the building envelope is designed to avoid noise generated by the internal use from penetrating into residential areas that exceed noise levels allowed in the City’s current Noise Bylaw;
    - noise generated from rooftop HVAC units will comply with the City’s current Noise Bylaw;
- d) after the OCP is approved, City staff will work with the Province to explore bringing forth Building Bylaw amendments to require, at the Building Permit stage, that commercial, industrial and mixed uses mitigate their noise on nearby residential uses, and that residential uses mitigate noise generated by nearby commercial, industrial and mixed uses. These improvements will complement the City Noise Bylaw and minimize nuisance and the need for enforcement.



## Summary

The above requirements are summarized below:

	For new multiple family residential development within 100 m of the Canada Line ROW	For new multiple family development adjacent to commercial, industrial or mixed uses	For new commercial, industrial and mixed use developments adjacent to any residential areas
Noise covenants to be registered	Y	Y	N
Sound mitigation requirements	Y	Y	Y
Thermal comfort requirements	Y	Y	N
Noise generation within City Bylaw requirements	Y	Y	Y

## OBJECTIVE 3:

To encourage the effective management of aircraft noise at the source.

### POLICIES:

- continue to cooperate with the VIAA to manage and reduce aircraft noise to minimize its disturbance to the community;
- encourage the VIAA to reduce aircraft noise at the source, where feasible;
- encourage regular reviews and implementation of the VIAA's Noise Management Plan to achieve maximum noise reduction;
- ensure community input through participation in the VIAA Noise Management Committee initiatives.

## OBJECTIVE 4:

To manage aircraft noise sensitive development, areas and nuisance.

### POLICIES:

#### Terms

"Aircraft noise sensitive land uses" include:

Use Category	Meaning
Residential	Defined as all residential uses, including live/work and work/live uses, nursing homes.
School	Defined as public and private places in which K-12 education is offered, as per provincial requirements.



Use Category	Meaning
Day Care	Defined as licensed day care uses.
Hospital	Defined as places which provide medical services, as per provincial requirements where patients stay overnight or for longer periods of time.

### **Aircraft Noise Sensitive Development Management**

#### **a) Relationship to Other OCP Policies**

The Aircraft Noise Sensitive Development Policies, Table and Map are to be applied in conjunction with other OCP policies (e.g., OCP and area plan policies). All OCP policies are to be met.

For example, where:

- aircraft noise sensitive developments (e.g., residential) are proposed, the Aircraft Noise Sensitive Development Policies, Table and Map also apply;
- non-aircraft noise sensitive developments (e.g., assembly, places of worship, offices, commercial, institutional uses) are proposed and not affected by the Aircraft Noise Sensitive Development Policies, Table and Map, the other OCP and City policies apply.

#### **b) Non-Aircraft Noise Sensitive Uses**

Developers and property owners of non-aircraft noise sensitive uses (e.g., assembly, places of worship, offices, commercial, institutional uses) are encouraged to:

- consider:
  - the location of their developments in relation to existing aircraft noise areas;
  - the location of their developments in relation to possible future aircraft noise areas;
  - the degree of sensitivity of the uses in their development to aircraft noise;
- where appropriate, provide aircraft noise mitigation, to minimize aircraft noise nuisance.

#### **c) Conformity**

Aircraft noise sensitive land uses shall conform to the Aircraft Noise Sensitive Development Policies, Table and Map, and related City policies (e.g., Area Plans) and requirements (e.g., Zoning and Development Bylaw).

#### **d) The Aircraft Noise Sensitive Development Table**

Aircraft noise sensitive land uses are to be managed as indicated in the table entitled: Aircraft Noise Sensitive Development Table.

#### **e) Aircraft Noise Sensitive Development Map**

The map entitled "Aircraft Noise Sensitive Development Map" indicates where:

- the OCP aircraft noise sensitive land uses policy applies spatially;





- certain aircraft noise sensitive land uses are prohibited;
- certain aircraft noise sensitive land uses (e.g., residential) may be considered;
- City aircraft noise conditions, mitigation and insulation requirements apply.

#### f) Caution

**The “Aircraft Noise Sensitive Development Map” means that, in the areas where aircraft noise sensitive land uses are “considered”, those uses (e.g., residential) may or may not actually be developed, due to a wide range of City priorities and requirements, and senior government, stakeholder and private sector decisions.**

#### g) Aircraft Noise Sensitive Development Considerations

In areas where aircraft noise sensitive land uses may be considered, the following factors are to be taken into account, to determine if, where, how, to what degree, and to which requirements, aircraft noise sensitive land uses may occur in a specific location:

##### A. GROWTH NEEDS

1. Richmond’s limited land resource base.
2. As Richmond develops, the need for a wide range of land uses (e.g., assembly, residential, commercial, industrial, agricultural, office, institutional).
3. Canada Line and Oval supportive development.

##### B. CITY CORPORATE NEEDS

1. City Corporate land use and development needs (e.g., for community facilities and safety buildings, parks, infrastructure, environmental protection).
2. Achieving City policies.

##### C. CORPORATE POLICIES

1. The City’s Corporate Vision—appealing, livable, well managed.
2. City Strategies which include the:
  - Agricultural Viability Strategy;
  - Economic Development Strategy;
  - Land Acquisition Strategy;
  - 2010 Richmond Trail Strategy;
  - Social Development Strategy;
  - Recreational Strategy;
  - Waterfront Strategy;
  - 2022 Parks & Open Space Strategy.

##### D. COMMUNITY PLANNING CONSIDERATIONS

1. The Official Community Plan including:
  - Neighbourhood Residential policies;



- High-Density Mixed Use policies;
- Neighbourhood Service Centre policies;
- Area Plan policies (e.g., City Centre).

## 2. Livability considerations:

- where aircraft noise sensitive land uses are permitted in an area or on a site, they are to achieve a high level of livability and maximize aircraft noise mitigation requirements;
- the livability and aircraft noise mitigation considerations include:
  - varying the development mix:
    - mixing aircraft noise sensitive development (e.g., residential) with other non-aircraft noise sensitive land uses (e.g., parks, commercial, office);
    - mixing various aircraft noise sensitive developments including residential land uses (e.g., single family, mid-rise, high-rise, live/work, work/live);
  - varying the density of aircraft noise sensitive land uses;
  - varying the degree of aircraft noise sensitive land use site coverage;
  - orienting and facing land uses and buildings to minimize aircraft noise;
  - ensuring land use compatibility;
  - encouraging high quality, innovative urban design and landscaping.

## 3. The City's Public Hearing (e.g., OCP, rezoning), subdivision, Development Permit, Building Permit approval processes.

## E. SERVICES AND INFRASTRUCTURE

1. The availability of City services and infrastructure.
2. The availability of Community amenities, parks, and facilities.

## F. STAKEHOLDER CONSIDERATIONS

1. Transport Canada guidelines.
2. VIAA considerations.

## G. OTHER

Other, as determined by Council.

## h) Interpretation

Where necessary, Council, or its designate, shall make the final decision regarding interpretations of the aircraft noise sensitive development policies, guidelines, table, and maps (e.g., exact boundaries of areas).

## i) Improved City-VIAA Co-operation

The City will continue to co-operate with the VIAA, to improve common City-VIAA airport and aircraft noise research, modelling, interior noise level limits, covenants, full disclosure statements, noise insulation standards, building design elements, community design elements, public document notification and the Richmond-VIAA Accord.



## OCP Aircraft Noise Sensitive Development

### A. AIRCRAFT NOISE SENSITIVE LAND USES DEFINED:

Residential	Defined as all residential uses, including live/work, work/live uses, nursing homes.
School	Defined as public and private places in which K-12 education is offered, as per provincial requirements.
Day Care	Defined as licensed day care uses.
Hospital	Defined as places which provide medical services, as per provincial requirements, where patients stay overnight or for longer periods of time.

### B. AIRCRAFT NOISE SENSITIVE AREAS

Areas <small>NOTE 1</small>	Reference NEF Contours	Objective	Requirements
1A. Restricted Area.	Approximately greater than NEF 35.	<ul style="list-style-type: none"> <li>• <b>Objective: To avoid all new aircraft noise sensitive land uses.</b></li> <li>• New Aircraft Noise Sensitive Land Uses are prohibited.</li> </ul>	<ul style="list-style-type: none"> <li>• Restrictive Covenants.<sup>NOTE 2</sup></li> </ul>
1B. Restricted Area.	Approximately NEF 30 to NEF 35.	<ul style="list-style-type: none"> <li>• <b>Objective: To avoid all new residential land uses.</b></li> <li>• New Residential Land Uses are prohibited.</li> <li>• Consider other aircraft noise sensitive land uses.</li> </ul>	<ul style="list-style-type: none"> <li>• Restrictive Covenants.<sup>NOTE 2</sup></li> <li>• An Acoustic Report.<sup>NOTE 3</sup></li> <li>• Noise mitigation incorporated in construction.</li> </ul>
2. High Aircraft Noise Area.	Approximately NEF 30 to NEF 40.	<ul style="list-style-type: none"> <li>• <b>Objective: To consider all new aircraft noise sensitive land uses, except single family.</b></li> <li>• All new Aircraft Noise Sensitive Land Uses may be considered, except single family, more specifically:               <ul style="list-style-type: none"> <li>- new single family detached development requiring amendments to the OCP, Area Plan, or existing zoning other than Single-Family Housing District (R1) are prohibited, however,</li> <li>- rezonings from one Single-Family Housing District (R1) Subdivision Area to another Subdivision Area (A to K) may be considered, subject to all applicable Policies (e.g., Sub-Area Plans, 702 Policies, and Bylaw 5300—Division 600—Subdivision of Land).</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>• Restrictive Covenants.<sup>NOTE 2</sup></li> <li>• An Acoustic Report.<sup>NOTE 3</sup></li> <li>• Noise mitigation incorporated in construction.</li> <li>• Mechanical ventilation incorporated in construction.</li> <li>• Central air conditioning system incorporated in construction.<sup>NOTE 4</sup></li> <li>• Required Design Guidelines for siting and/or replacement of outdoor amenity areas with indoor amenity areas (e.g., enclosed balconies and increased size and type of indoor amenity areas).</li> </ul>
3. Moderate Aircraft Noise Area.	Approximately NEF 30 to NEF 35.	<ul style="list-style-type: none"> <li>• <b>Objective: To consider all new aircraft noise sensitive land uses.</b></li> <li>• All Aircraft Noise Sensitive Land Uses may be considered.</li> </ul>	<ul style="list-style-type: none"> <li>• Restrictive Covenants.<sup>NOTE 2</sup></li> <li>• An Acoustic Report.<sup>NOTE 3</sup></li> <li>• Noise mitigation incorporated in construction.</li> <li>• Mechanical ventilation incorporated in construction.</li> <li>• Central air conditioning capability (e.g., ductwork).<sup>NOTE 4</sup></li> </ul>



Areas NOTE 1	Reference NEF Contours	Objective	Requirements
4. Aircraft Noise Notification Area.	Approximately NEF 25 to NEF 30.	<ul style="list-style-type: none"> <li>• <b>Objective: To consider all aircraft noise sensitive land uses.</b></li> <li>• All Aircraft Noise Sensitive Land Uses may be considered.</li> </ul>	<ul style="list-style-type: none"> <li>• Restrictive Covenants.<sup>NOTE 2</sup></li> <li>• An Acoustic Report.<sup>NOTE 3</sup></li> <li>• Noise mitigation incorporated in construction (as required).</li> </ul>
<b>Residential Uses on the Fraser River</b> New residential uses (e.g., house boats) on the Fraser River which are above the 30+ NEF contour are only allowed in certain areas (see OCP Map).			
Not designated.	Approximately less than NEF 25.	<ul style="list-style-type: none"> <li>• <b>Objective: No aircraft noise sensitive concerns or considerations.</b></li> <li>• All Aircraft Noise Sensitive Land Uses may be considered.</li> </ul>	Not required.

### C. PLANNING CONDITIONS

Single-hatched	Approximately NEF 35 to NEF 40.	<ul style="list-style-type: none"> <li>• <b>Objectives: No new rezonings may proceed prior to Area Plan updates.</b></li> </ul>	<ul style="list-style-type: none"> <li>• Restrictive Covenants.<sup>NOTE 2</sup></li> <li>• An Acoustic Report.<sup>NOTE 3</sup></li> <li>• Noise mitigation incorporated in construction.</li> <li>• Mechanical ventilation incorporated in construction.</li> <li>• Central air conditioning system<sup>NOTE 4</sup> incorporated in construction.</li> <li>• Required Design Guidelines for siting and/or replacement of outdoor amenity areas with indoor amenity areas (e.g., enclosed balconies and increased size and type of indoor amenity areas).</li> </ul>
Cross-hatched	Approximately NEF 30 to NEF 40.	<ul style="list-style-type: none"> <li>• <b>Objective: To support the 2010 Olympic Speed Skating Oval.</b> <ul style="list-style-type: none"> <li>- Residential use: Up to 2/3 of the buildable square feet (BSF).</li> <li>- Non-residential use: The remaining BSF (e.g., 1/3).</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>• Restrictive Covenants.<sup>NOTE 2</sup></li> <li>• An Acoustic Report.<sup>NOTE 3</sup></li> <li>• Noise mitigation incorporated in construction.</li> <li>• Mechanical ventilation incorporated in construction.</li> <li>• Central air conditioning system incorporated in construction.<sup>NOTE 4</sup></li> <li>• Required Design Guidelines for siting and/or replacement of outdoor amenity areas with indoor amenity areas (e.g., enclosed balconies and increased size and type of indoor amenity areas).</li> </ul>





Areas NOTE 1	Reference NEF Contours	Objective	Requirements
Dotted	Approximately NEF 30 to NEF 40.	<ul style="list-style-type: none"> <li>• <b>Objective: Current 2004 rezoning applications (i.e., Aberdeen, Suntech, Wall) may proceed, prior to Area Plan updates, based on the formula:</b> <ul style="list-style-type: none"> <li>- residential use: Up to 2/3 of the buildable square feet (BSF);</li> <li>- non-residential use: The remaining BSF (e.g., 1/3);</li> <li>- the Aberdeen residential component is limited to the conversion of the previously approved hotel.</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>• Restrictive Covenants.<sup>NOTE 2</sup></li> <li>• An Acoustic Report.<sup>NOTE 3</sup></li> <li>• Noise mitigation incorporated in construction.</li> <li>• Mechanical ventilation incorporated in construction.</li> <li>• Central air conditioning system incorporated in construction.<sup>NOTE 4</sup></li> <li>• Required Design Guidelines for siting and/or replacement of outdoor amenity areas with indoor amenity areas (e.g., enclosed balconies and increased size and type of indoor amenity areas).</li> </ul>

#### Notes

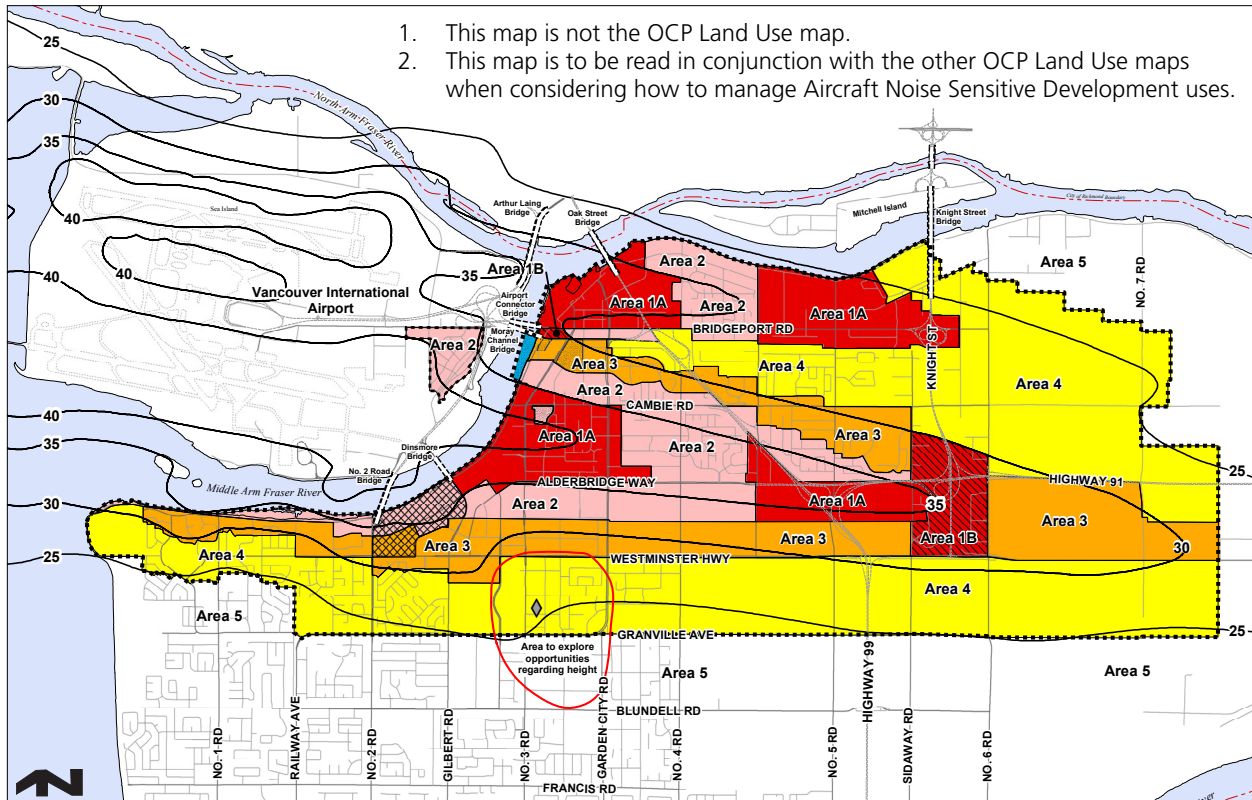
1. The Areas in the above Table are identified on the "Aircraft Noise Sensitive Development Map".
2. Restrictive Covenants on Land Titles include information to address aircraft noise mitigation and public awareness.
3. Indoor Sound Level Mitigation—Building Components (e.g., walls, windows) must be designed to achieve the following indoor sound level mitigation criteria (with doors and windows closed):

Portions of Dwelling Units	Noise Levels (decibels)
Bedrooms	35 dB
Living, dining, and recreation rooms	40 dB
Kitchen, bath, hallways, and utility rooms	45 dB

4. The standard required for air conditioning systems and their alternatives (e.g., ground source heat pumps, heat exchangers and acoustic ducting) is the ASHRAE 55-2004 "Thermal Environmental Conditions for Human Occupancy" standard and subsequent updates as they may occur.



## Aircraft Noise Sensitive Development Map



### Aircraft Noise Sensitive Development (ANSD) Policy Areas (see Aircraft Noise Sensitive Development Policy Table)

#### No New Aircraft Noise Sensitive Land Uses:



**AREA 1A**

New Aircraft Noise Sensitive Land Use Prohibited



**AREA 1B**

New Residential Land Uses Prohibited

#### Areas where Aircraft Noise Sensitive Land Uses may be considered: subject to Aircraft Noise Mitigation Requirements



**AREA 2**

All Aircraft Noise Sensitive Land Uses (except new single family) may be considered (see Table for exceptions)



**AREA 3**

All Aircraft Noise Sensitive Land Use types may be considered



**AREA 4**

All Aircraft Noise Sensitive Land Use types may be considered

#### No Aircraft Noise Mitigation Requirements



**AREA 5**

All Aircraft Noise Sensitive Land Use types may be considered



Objective: Current rezoning may proceed prior to Area Plan updates, based on the formula:  
- Residential use: Up to 2/3 of the buildable square feet (BSF);  
- Non-residential use: The remaining BSF (e.g., 1/3)



Objective: To support the 2010 Olympic Speed Skating Oval:  
- Residential use: Up to 2/3 of the buildable square feet (BSF);  
- Non-residential use: The remaining BSF (e.g., 1/3)



On Fraser River Above 30 NEF Residential (e.g. house boats) may be considered



Area to explore opportunities regarding height. Potential would be subject to application process



2015 Noise Exposer Forecast (NEF) Contours



Extent of Aircraft Noise Insulation



City Hall



### 3.6.4 Potential City Centre Building Height Increase

#### OVERVIEW

The City wishes to explore increasing building height in a portion of the City Centre. Transport Canada regulates building heights around the airport. YVR and the City have identified a possible area to study for increasing building height (around City Hall see OCP ANSD Map).

#### OBJECTION 1:

**Maximize City Centre viability safely by exploring with YVR possible increases in building height around City Hall to improve sustainability, social, economic and environmental benefit.**

#### POLICIES:

- a) continue to explore with YVR the possibility of increasing building height around City Hall;
- b) if such building height increases are allowed by the Federal Government, study the implications and benefits (e.g., how high to build, what uses would occur, what the community benefits may be).

## **4.0 Vibrant Cities**







## 4.0 Vibrant Cities

### 4.1 Arts, Culture and Heritage

#### OVERVIEW:

Richmond wants to strengthen its sense of place and distinct identity that generate, in residents and visitors alike, clear, unique images, exciting expectations and happy memories. Through its diverse culture, visible heritage, vibrant and pervasive arts, architecture and landscapes, interesting and people friendly streets, excellent cuisine and exciting events and celebrations, Richmond welcomes and encourages creativity and participation among visitors and residents.

Arts and culture include all forms of creative expression, from individual to collective, from grassroots to professional and institutional. These forms of expression frequently draw inspiration from the existing natural and artificial landforms, built environments, belief systems and values which shape who we are—our local, regional, national and global identities. By building on these foundations, arts and culture evolve, develop and enhance our cultural identities and foster a sense of place.

**Culture:** relates to the set of shared behaviours, goals and attitudes that are manifested in a group. Culture gives people a formula for organizing experiences and to interpret and cope with the world and one another (e.g., relating to each other, creating distinct identities, interacting with the world). Cultural systems shape our development and influence our way of life, spiritual beliefs, class and value systems.



**Arts:** include disciplinary, multi-disciplinary and inter-disciplinary work in the literary, media, performing and visual arts and new media. Artistic activity involves creation, production, presentation, distribution and dissemination. It includes arts education, arts instruction, art collection, community arts, public art, arts training, arts facilities and venues and arts programs.

**Heritage:** is a legacy inherited from the past, valued in the present, which it helps interpret and shape the future. Heritage activity includes museums, archives, historic sites, built heritage, cultural heritage landscapes, natural heritage, archaeological resources, educational and interpretive programs and events.

Arts and heritage are the tangible products of culture.

The arts play a pervasive, socially integrating role in fostering community identity, creativity, cohesion, innovation, well-being and vitality. There is increasing awareness that participation in various forms of arts and culture contribute to help self-confidence, personal well-being, community identity, citizenship and pride.

A vibrant cultural sector provides benefits not just to its creators and viewers, but to society as a whole in the form of needed innovation and originality. The presence of innovation and creativity in all citizens provides a way to see and adapt to new situations and develop new solutions.

The City of Richmond has an exciting array of heritage resources, in both public and private ownership, that are unique in Metro Vancouver and has an impressive legacy of heritage conservation.

Culture has long been recognized as a means to community building, encouraging outdoor activity, healthy lifestyles, life-long learning, increasing accessibility to programs for all levels of society and celebrating diversity and cultural differences.

Cultural vitality is essential to a healthy and sustainable society as it expands the way we think about the world around us and how we adapt to changing situations. Richmond citizens' innovation and creativity provide a way to adapt to new situations and develop new solutions to social, economic and environmental challenges.



### General

Richmond is one of the most diverse cities in Canada. In 2006, 57.4% of the population were immigrants with 18.8% of that having arrived between 2001 and 2006. Bridging the understanding and appreciation of the arts and heritage across diverse cultures enriches the community.

As the community continues to grow and participation in arts and cultural activities increases, the demand for arts space will continue to be a challenge.

The City lacks a supply of affordable housing and creation spaces suitable to the creative sector. As housing prices escalate in Richmond, many local artists have, and will continue to be forced to move out of the City to other areas in the region that are more affordable. The City may lose the opportunity to build on its artistic talent and creative potential.

Heritage resources must be properly managed and supported for them to fulfil their potential of contributing to the vibrancy of the city and position Richmond as a destination city. Heritage conservation policy and programming require the creative management of heritage assets and the preservation of stories as well as entrepreneurial community partnering and cost sharing.

Historically, the focus has been on tangible heritage (such as buildings, sites, artefacts), rather than intangible heritage (such as storytelling, rituals and events). With the growth in new media, intangible heritage can become more accessible through recording and on-line sharing.





The City plays a multifaceted role in ensuring a healthy and contributing arts, culture and heritage sector including:

- welcoming artists and arts organizations;
- facilitating opportunities for lifelong learning, creating and participating;
- creating supportive sector environments through policies, programming and land use management approaches (e.g., heritage density bonusing).

Many factors contribute to making Richmond a more vibrant, healthy, sustainable and engaged community and the presence of a thriving arts, cultural and heritage sector plays a critical role.

In order to create the environment for the City to be a thriving, resilient, diverse and creative community where people have a strong sense of identity and a clear sense of the attributes that make it unique; where citizens are empowered, engaged and connected; and a vibrant tourist destination, the following concepts will be focused on:

- **Cultural Engagement:** facilitate and create an environment and culture that support the arts and culture and enhance their contribution to vibrancy and community vitality.
- **Lifelong Learning:** foster a joy of reading and a culture of life long learning.
- **Celebrating Heritage:** preserve, promote and celebrate community heritage.
- **Community Revitalization:** encourage and develop a mosaic of appealing, lively and distinctive areas, vibrant public spaces, festivals, events and activities.
- **An Economic Engine:** harness the benefits of and support a creative economy and contribute to the thriving community tourism sector.



Credit: GTFX

## OBJECTIVE 1:

Create a culture and climate that supports and enhances the arts and culture sector.

### POLICIES:

- a) continue to promote creativity and cultural expression;
- b) improve strategies to attract cultural industries and services;
- c) facilitate improved community engagement and experiences in arts, cultural and heritage activities;
- d) collaborate with the Richmond School Board, community groups, Vancouver Coastal Health and others to promote improved arts opportunities that enable all to experience cultural, art and heritage activities and develop creativity;
- e) continue to request senior governments and partners to support policies, programming and funding to significantly advance the arts, culture and heritage in one of Canada's most culturally diverse cities;
- f) seek grants, partnerships and other sources of funding to assist with facility development and replacement;
- g) innovatively explore and support the provision of cultural, art and heritage space (e.g., city incentives, partnerships, zoning), including the provision of affordable creation spaces (work spaces for visual and performing artists and arts organizations) and affordable housing for artists.



## OBJECTIVE 2:

Foster a joy of reading and a culture of life long learning.

### POLICIES:

- a) the main city library service is in the City Centre;
- b) continue to respond to the community's informational and recreational library needs by providing collections in a wide variety of print, multimedia and digital formats;
- c) expand free and easy access to high quality and responsible library services within neighbourhoods;
- d) library branches are to provide a welcoming gathering place for all ages and backgrounds with sufficient space, collections and staff to meet public needs;
- e) recognizing that Richmond residents are amongst the heaviest users of library materials in Canada, the Richmond Library system will strive to meet the diverse needs of residents (maintain substantial collections of print, multimedia and digital materials that reflect the interests and needs of our diverse community);
- f) continue to provide up-to-date information technology, equipment and facilities to support public education;
- g) continue to create library programs that are informative, entertaining and reflect the multicultural nature of our community;
- h) the library will work with other community agencies to provide services to better meet community needs.



### OBJECTIVE 3:

With a network of unique, historic assets, an excellent archive, vibrant heritage programs and a new destination museum, Richmond will be in a unique position to become the leading museum and heritage destination in the Metro Vancouver region. Celebrate heritage by preserving, promoting and commemorating tangible and intangible elements.

### POLICIES:

- a) enhance and update the directions adopted in the 2007 Richmond Museum & Heritage Strategy;
- b) position and brand Richmond as the leading museum and heritage destination in the Metro Vancouver region;
- c) improve the conservation of heritage resources by updating heritage inventories, incorporating special conservation policies for identified heritage areas (e.g., Steveston, City-wide), conserving known archaeological sites in accordance with provincial legislation and offering incentives where appropriate to private owners of heritage resources;
- d) enhance, preserve and celebrate the built, natural and cultural heritage of Richmond and ensure it is visible and accessible;
- e) encourage the preservation and celebration of community heritage;
- f) where possible, encourage the adaptive reuse of heritage buildings to maintain them for the future;
- g) continue to engage the private and volunteer sectors and take advantage of partnership opportunities with senior levels of government to preserve and rehabilitate heritage assets;
- h) integrate a broad interpretation of heritage into festivals and celebrations unique to Richmond.





#### OBJECTIVE 4:

Encourage and develop a mosaic of appealing, lively and distinctive areas, vibrant public spaces, festivals, events and activities.

#### POLICIES:

- a) promote animated public spaces and places where people can gather and celebrate through: art friendly public spaces and facilities that connect communities, an animated public realm (including City infrastructure such as pump stations, district energy utilities), and enhance the quality of life;
- b) build on the strengths of the Public Art Program to ensure that it is a key element in shaping, animating and enriching the public realm, civic pride and community identity;
- c) prepare Public Art Plans for specific areas of the City where appropriate such as City Centre and Steveston;
- d) recognize the importance of community festivals in the community's cultural life, and support and encourage their production through community groups and organizations;
- e) work with the community to develop several unique signature festivals and events that become a tourist draw to the City;
- f) create cultural districts within the City such as in City Centre with the Arts and Entertainment District;
- g) create opportunities for people to experience art in everyday life and for artists and communities to participate in the design, look and feel of the City through public art initiatives;
- h) promote opportunities to interpret Richmond's spectacular island foreshore and natural environment through the arts.







### **OBJECTIVE 5:**

**Harness the benefits of and support a creative economy and tourism sector that positions Richmond as a cultural destination.**

### **POLICIES:**

- a) build on the City's Tourism Strategy and develop programs to strengthen the contribution of the City's arts, heritage and diverse cultures to the thriving tourism sector;
- b) continue to develop and position Richmond as a cultural destination both for residents and visitors through festivals, heritage sites, exhibitions and performances, arts education programming for children and youth and master art classes and workshops for adult artists;
- c) encourage, through policies and working with the private sector, cultural industries (film, publishing, recording, new media) within the City;
- d) study how to better attract and retain cultural (e.g., arts) industries.



## 4.2 Recreation and Community Wellness

### OVERVIEW:

Recreation services, programs and facilities contribute to Richmond being a vibrant city by providing opportunities for residents to be physically active and healthy, nurture a permanent commitment to wellness and feel increasingly connected to their community.

The World Health Organization defines wellness in the following manner: "Wellness is the optimal state of health of individuals and groups. There are two focal concerns: the realization of the fullest potential of an individual physically, psychologically, socially, spiritually, economically, and the fulfillment of one's role and expectations in the family, community, place of worship, workplace and other settings."

A current profile of residents in Richmond related to recreation and wellness finds that while Richmond residents are not as overweight as other BC residents, have a longer life expectancy and smoke less, they appear to be less physically active, eat fewer fruits and vegetables, have a lower sense of belonging and, for children and teens, have a low involvement in sport and are spending a high proportion of their time using computers and other similar devices. These factors indicate that Richmond has work to do to achieve true community wellness.

A 2009 community needs assessment shows that residents are generally satisfied with their recreation experiences at City facilities and with the delivery of programs, services and facilities. Residents also found few barriers to accessing services except within some specific cultural or ethnic groups. These results point to the success of City and community partners' parks and recreation programs and services, although more focus is needed on serving cultural and ethnic communities.

Similar to the trend across North America, Richmond's population is increasingly becoming more aged. Below-replacement fertility rates will see younger generations grow more slowly, with longer life expectancies resulting in rapid growth for older generations.





Considering these trends, those responsible for planning and delivering recreation and wellness programs and services must focus on the following concepts:

- Collaboration—strategies to deliver services with others;
- Serving a unique population—strategies to ensure that our services meet the needs of diverse populations;
- Connecting and growing—strategies to ensure that residents have opportunities for life-long learning and enjoy a feeling of belonging in the community;
- Living healthy and active lives—strategies to encourage people to make healthy and active lifestyle choices throughout their lives;
- Investing in parks and recreation infrastructure (e.g., the Oval sports facilities)—strategies to ensure that places and spaces support active and healthy living objectives.



### OBJECTIVE 1:

Collaborate with others to ensure that there is a coordinated, efficient response to quality of life recreation and community wellness needs (e.g., community associations, local sport organizations, the Richmond Olympic Oval Corporation, Volunteer Richmond Information Services, social agencies, the private sector, Richmond School District, Vancouver Coastal Health).

### POLICIES:

- a) continue to deliver recreation services with a variety of community associations and non-profit groups;
- b) build on established working relationships with the Richmond School District, Metro Vancouver, Vancouver Coastal Health and other key agencies to jointly address recreation and community wellness issues;
- c) explore opportunities for collaboration with new groups and the private sector;
- d) coordinate and enhance recreation and wellness services being provided by other agencies where required;
- e) support the co-planning and co-delivery of community sport hosting events;
- f) in consultation with stakeholders and residents, guide the future planning of recreation and wellness programs and services to meet community needs.





## OBJECTIVE 2:

Ensure that recreation and wellness services, programs, spaces and places meet diverse community needs.

### POLICIES:

- a) continue to reach-out to 'hard to reach' populations (e.g., new immigrants, socially isolated individuals), people with disabilities, older adults and youth (especially low-asset youth);
- b) deliver a broad range of programs and opportunities that appeal across all cultures, age groups and to under-served groups;
- c) address recreation accessibility and affordability issues in collaboration with community agencies through guidance and financial support where appropriate;
- d) include diverse cultural and ethnic populations in celebrations;
- e) ensure existing and future demographic flexibility in system and space design.



## OBJECTIVE 3:

Provide opportunities to connect with neighbours, feel a sense of belonging, and engage in lifelong learning.

### POLICIES:

- a) ensure that people have opportunities to connect with the physical environment through stewardship and other engagement activities;
- b) maximize volunteer involvement in the delivery of parks, recreation and wellness programs and services;
- c) better link the trail system to neighbourhoods, community facilities and nature;
- d) better facilitate community programs and events to provide residents opportunities to interact;
- e) provide a range of programs and services that allow for individual development at all levels of ability and expertise.





#### OBJECTIVE 4:

Encourage people to make healthy, active lifestyle choices throughout their lives.

#### POLICIES:

- a) ensure that children and youth have an opportunity to build healthy habits through physical activity—both through unstructured play and organized activities and programs;
- b) increase awareness of, and opportunities for children to learn, physical literacy and fundamental movement skills through encouraging recreation and sport service providers to incorporate physical literacy concepts into programs;
- c) reduce barriers to living a physically active life for vulnerable populations;
- d) promote opportunities for active lifestyles for aging populations and programs that allow older adults to ‘age in place’;
- e) develop, support and promote opportunities for people of all ages to be active for life and achieve one’s highest potential.



#### OBJECTIVE 5:

Invest in parks and recreation infrastructure to support active and healthy living objectives.

#### POLICIES:

- a) advocate for long-term senior government funding to assist with the replacement of aging municipal recreation infrastructure;
- b) continue to develop the facilities prioritized in the endorsed Parks and Recreation Facilities Strategic Plan;
- c) prioritize co-location with other services in selecting potential sites;
- d) design new spaces to: eliminate physical access barriers, encourage programmed and unstructured activity, ensure flexibility of use and minimize functional obsolescence (e.g., ensuring that the space can be altered at a later date to accommodate changing demands from users).

## **5.0 Safe City**





## 5.0 Safe City

### OVERVIEW:

Richmond continues to grow and evolve into a vibrant and diverse metropolitan City with most of the vertical growth focussed in the urban City Centre area. As Richmond continues to change, it brings with it an increased desire to build, grow and sustain a safe City. There is a need to deliver public safety services in a strategic, agile, coordinated and cost-efficient way that includes everyone taking some responsibility for their safety. Through the design of safe attractive gathering places and strategically located service delivery facilities, Richmond will be one of the safest and livable cities in Canada.



### Police

Police services are important to the quality of life, life safety, and well-being for all Richmond citizens. Enhanced personal safety and security, and lower economic costs are two of the benefits of reducing crime and other anti-social behaviours.

The Richmond detachment of the RCMP is committed to working in partnership with the citizens of Richmond to achieve the goal of "Safe Home and Safe Communities" to provide quality police services in a cost-effective, proactive manner. These strategies include but are not limited to partnerships, education, problem solving, increased visibility, intelligence-led policing, crime reduction initiatives and enforcement.





### Fire-Rescue Services

Richmond Fire-Rescue delivers fire and life safety prevention, education and emergency response services. It places an emphasis on service excellence in the delivery of its prevention and education services to support and manage the growing demand for emergency 9-1-1 fire and rescue services.

To meet the challenges of delivering its services in support of a safe city, Richmond Fire-Rescue believes that it must be: capable of responding to 9-1-1 fire and rescue calls in urban and rural environments; prevention focussed; public educators through community partnerships; integrated with community safety providers; agile; responsive to customer needs; able to operate at a optimum level in the event of a significant major emergency; and able to deliver services in a financially sustainable manner.



### Emergency Programs

Emergency Programs develops emergency plans and programs, and educates and implements these plans to ensure that the City is prepared to respond and recover from emergencies and disasters.

Community-based emergency preparedness allows Richmond residents to be prepared for and able to respond to anticipated disruptions and potential hazards following an emergency or disaster. By working in partnership, community neighbourhoods and the City can reduce injuries, protect property, reduce emergency needs, manage existing resources until organized assistance becomes available, and recover quickly.

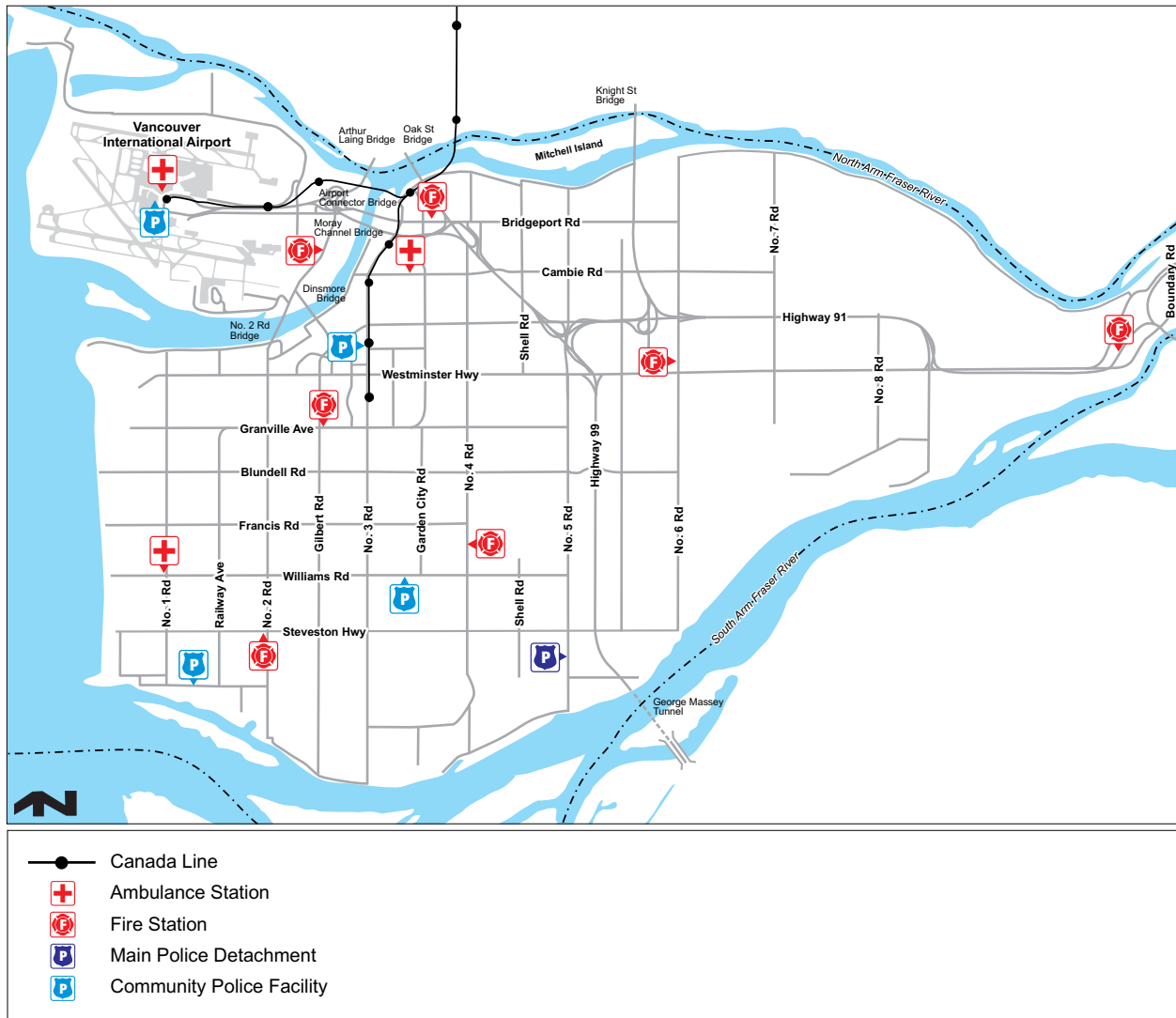
### Community Bylaws

City Council establishes bylaws to manage activities and provide an appealing, safe and livable community. These bylaws regulate, prohibit or impose a variety of requirements, and enforcement is undertaken often on a complaint basis where necessary to obtain compliance with City regulations. The goal for Community Bylaws is to work with the residents, businesses and stakeholders to educate and establish compliance prior to enforcement.





## Community Safety Facilities Map



### OBJECTIVE 1:

Maintain a safe community through the provision of sufficient fire rescue, policing and emergency services and facilities.

### POLICIES:

- review and maintain RCMP detachment, Community Police Offices, Richmond Fire Rescue and Emergency facilities in appropriate locations to ensure effective service delivery;
- review fire and policing considerations for all public and private developments;
- periodically monitor the effectiveness of the locations of these facilities and delivery of services.



## OBJECTIVE 2:

Increase Police effectiveness through community awareness, and partnerships in crime prevention, road safety and emergency assistance.

## POLICIES

- a) establish crime prevention programs in conjunction with the local community;
- b) ensure local input in setting policing priorities through public forums, advisory groups and task forces;
- c) increase community awareness of crime prevention programs, including appropriate security measures for private property;
- d) continue pedestrian and traffic safety awareness and education programs in conjunction with the community, insurance providers and other agencies, supported by effective enforcement if necessary;
- e) increase crime reduction and prevention strategies around organized crime;
- f) use community forums, media and social media to explain the role and interdependency of police and the community around prevention;
- g) participate in regular exercises to test emergency readiness;
- h) educate the community in the use of appropriate City and other contact for relevant needs including the “proper” use of 9-1-1;
- i) establish partnerships with the community to ensure emergency assistance.





### OBJECTIVE 3:

Reduce high-risk threats to public safety through crime reduction strategies and targeted enforcement.

#### POLICIES

- a) increase enforcement for potential serious crimes;
- b) target the sources and suppliers of drugs through increased enforcement;
- c) use of bike squads and community policing initiatives to increase local policing services;
- d) ensure adequate prevention and enforcement at high accident intersections and roadways.



### OBJECTIVE 4:

Clearly define appropriate Fire Rescue strategies and responses that meet the needs of the changing community.

#### POLICIES

- a) develop community safety plans for each part of the community, and work in partnership with other service providers (e.g., police, ambulance, emergency programs, health, and other City departments);
- b) use community forums, media and social media to explain the role and interdependency of fire prevention and the community;
- c) work with the development community to ensure that safety standards are met;
- d) work with the community to ensure that buildings and homes are equipped and the equipment is maintained, to prevent fires and accidents;





- e) ensure local input in setting fire-rescue policies;
- f) increase community education and awareness relating to safety and accident prevention (e.g., hazardous materials, fires, use of 9-1-1.).

### **OBJECTIVE 5:**

**Ensure the city's emergency plans are current and appropriate.**

#### **POLICIES**

- a) maintain, review, and update the City's emergency plans annually;
- b) educate, train and exercise the City's emergency plans;
- c) partner with public safety agencies to ensure the emergency plans are up to date and a coordinated response is in place;
- d) maintain a centrally-located, multi-agency Emergency Operations Centre;
- e) work with the community to develop emergency response capabilities which are woven into the social fabric of the community neighbourhood associations, schools, workplaces, places of worship and other existing organizations;
- f) increase community awareness of emergency management programs and strategies.

### **OBJECTIVE 6:**

**Ensure that the public safety agencies serving Richmond have a common communication and dispatch system that enables direct inter-agency communication and coordination.**

#### **POLICIES**

- a) ensure that emergency services are coordinated in an effective and efficient way;
- b) ensure that borderless responses are encouraged in emergency situations;
- c) work to proactively provide input into communication and dispatch service enhancements.

### **OBJECTIVE 7:**

**Maintain safe and secure neighbourhoods through good design practices.**

#### **POLICIES**

- a) encourage best practices for crime reduction through design for all developments in the City (e.g., Crime Prevention Through Environmental Design—CPTED);
- b) enhance bicycle lanes and pedestrian walkways to ensure safe movement;
- c) periodically review crosswalk lights and traffic lights for safety.

## **6.0 Resilient Economy**





## 6.0 Resilient Economy

### OVERVIEW:

#### Vision

Richmond serves as a pre-eminent Asia-Pacific, sea, air, land and intermodal gateway facilitating the exchange of people, goods and knowledge. It is home to a diversified range of sectors, with a favourable jobs-to-labour force ratio and jobs for local and regional residents from across the social spectrum. Richmond's future economic resilience is accomplished by balancing residential with business tax-base growth, the retention and intensification of existing employment lands, and the application of an asset-driven economic development approach, incorporating local and regional natural, social and economic assets.

#### Objectives

To achieve its vision for a resilient economy, the City's economic development policies will focus on six core objectives:

1. Asia-Pacific Gateway—foster a strong and competitive Asia-Pacific Gateway enabling sector that capitalizes on Richmond's strategic location, industry infrastructure and Asia's economic growth.
2. Knowledge-Based Industries—cultivate a thriving innovation and creative hub that generates high-paying jobs and attracts skilled talent locally and from abroad.
3. Amenities and Attractions (e.g., retail, restaurants, arts)—develop a diversified and lighter-footprint commercial sector providing jobs for local workers, serving local residents and attracting visitors.





4. Sustainable Resource Use—champion a viable agricultural sector for both commercial and non commercial farmers and resource-sharing initiatives (e.g., energy, water, transportation, administrative services, office space, child care) amongst users and neighbours of employment lands.
5. Population Services—nurture a responsive institutional sector that better serves the access, mobility and safety needs of a growing, multicultural and demographically changing community.
6. Micro-Business—facilitate and support the needs of entrepreneurial, home-based and micro-businesses.

### Strategies

Two core strategies guide the achievement of Richmond's six resilient economy objectives:

1. 2041 Employment Lands Strategy—completed in 2010, ensures an adequate and appropriate supply of employment lands and associated policies to meet future community economic development needs.
2. Resilient Economy Strategy—to be done to establish a proactive economic and skills development plan based on Richmond's natural, social and economic assets.

The 2041 OCP incorporates an Employment Lands Strategy, which examines the supply of employment lands and policies to address Richmond's long-term economic and business development needs. Upon adoption of the 2041 OCP, the City will prepare an asset-driven Resilient Economy Strategy aimed at establishing a flexible and sustainable framework for economic development, which complements the Employment Lands Strategy.

### Employment Lands Strategy

Maintain an adequate, demand-driven supply of employment lands to support future Richmond business, economic development and community needs.

### Background

The 2041 Employment Land Strategy (ELS) determines the City's employment land use needs for the next 30 years, including projections for employment, employment building area, employment land area type and density.

The 2041 ELS determined that Richmond has enough employment lands to meet demand in all sectors to 2041, including any employment lands currently planned for redevelopment to other uses.



### Employment Lands Required to 2041 from ELS Report – By Land Use Type

Category	Total Supply (2009)*	Projected Required Land (2041)	Net Surplus or Deficit (2041)
Industrial	1,706 ha (4,216 ac.)	1,441 ha (3,561 ac.)	265 ha (655 ac.)*
Commercial	450 ha (1,112 ac.)	433 ha (1,069 ac.)	17 ha (43 ac.)
Office	176 ha (436 ac.)	181 ha (449 ac.)	-5 ha (-13 ac.)
Institutional	488 ha (1,206 ac.)	502 (1,240 ac.)	-14 ha (-34 ac.)
TOTAL	2,820 ha (6,970 ac.)	2,557 ha (6,319 ac.)	263 ha (651 ac.)

\* The available 2009 supply (Source: City of Richmond) is based on current Official Community Plan designations (land zoned and designated for future development), which may change with future OCP reviews.

\*\* The total supply of industrial land (1,706 ha or 4,216 ac.) may be able to meet future needs (1,441 ha or 3,561 ac.). However some of these designated industrial uses are limited to certain types of users (e.g. Vancouver International Airport Authority and Port Metro Vancouver), which limits potential availability to all users; thus the actual surplus may be less than indicated. Specifically, the limitation to airport-related and port-related uses, as designated in YVR's and PMV's long-term land use plans, will make the majority of the industrial land surplus unavailable for small- and medium-sized traditional manufacturing uses. The projected industrial land surplus is also contingent on the ability to convert all of the OCP designated and yet to be redeveloped property for employment uses. If some of this expected development does not occur, the indicated surplus will be further reduced (e.g., if the area cannot be properly serviced or if a land owner does not want to develop their land).

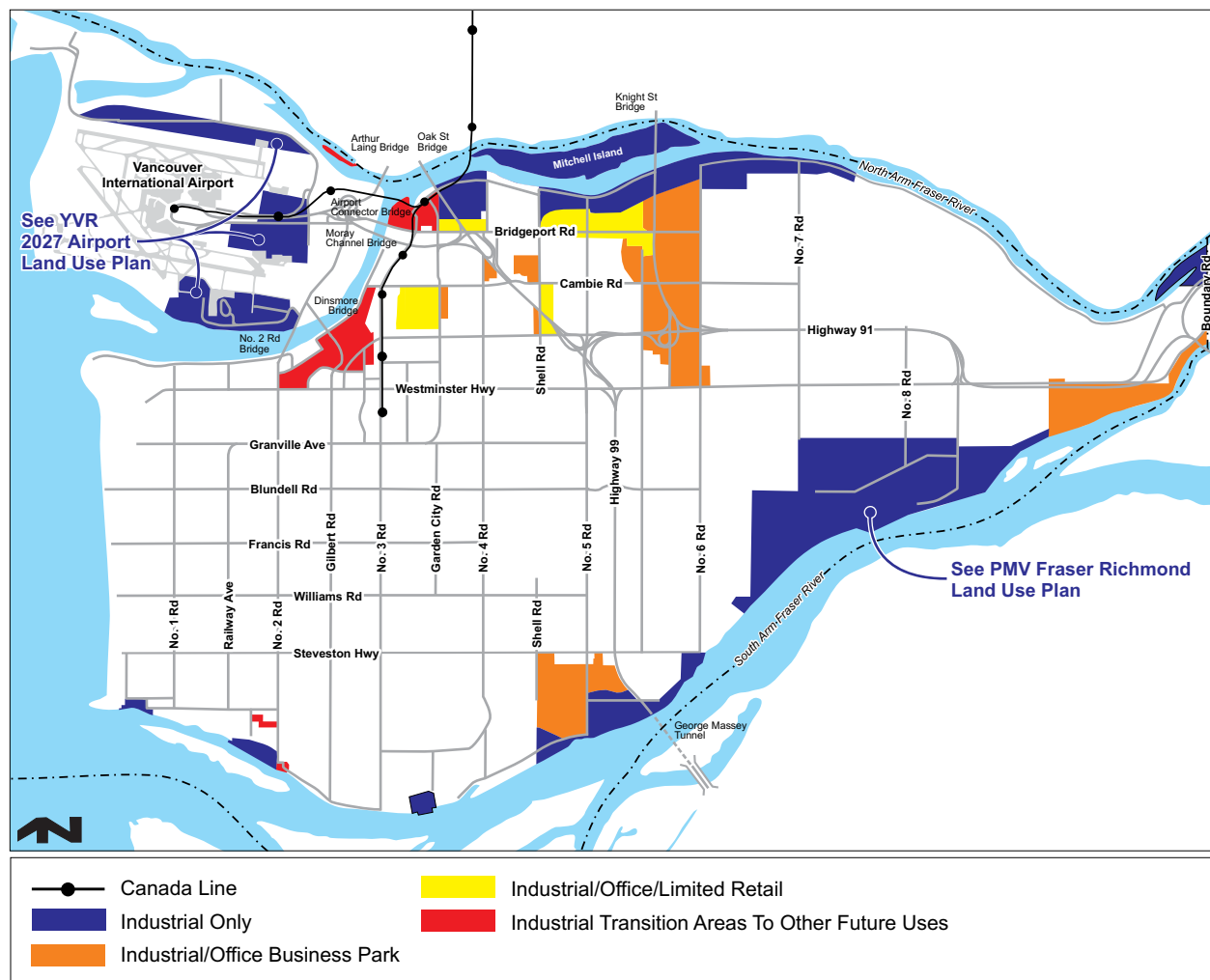
Note that the City, YVR and Port Metro Vancouver will monitor land use and periodically update their employment projections and land needs. If YVR and the Port use all their lands for their purposes, the City will strive to accommodate uses which are dislocated elsewhere in the City to other existing industrial areas. It is understood that some industrial uses may leave the City and may be replaced by higher density employment lands and uses (e.g., in the City Centre).



### 1. Industrial Lands to 2041

- a) In 2009, there were an estimated 1,261 ha (3,115 ac.) of industrial-zoned land in Richmond.
- b) By 2041, 1,441 ha (3,561 ac.) including 180 additional hectares (446 ac.) will be needed.
- c) As the OCP designates 1,706 ha (4,216 ac.) as industrial-zoned land, there remains 265 ha (655 ac.) of land for future industrial needs.
- d) The projected supply of industrial land for traditional industrial uses is likely to be lower based on sector-specific restrictions by land owners (e.g., marine-oriented transportation on PMV lands, and airport- and Asia Pacific Gateway-related uses on YVR lands).
- e) It is acceptable that industrial businesses may relocate elsewhere within or out of the City due to highest-and-best-use market needs and the City will try to help retain these uses.
- f) Co-operate with Eco Waste and others to meet long-term City and Port needs.

## Industrial Lands to 2041 Map

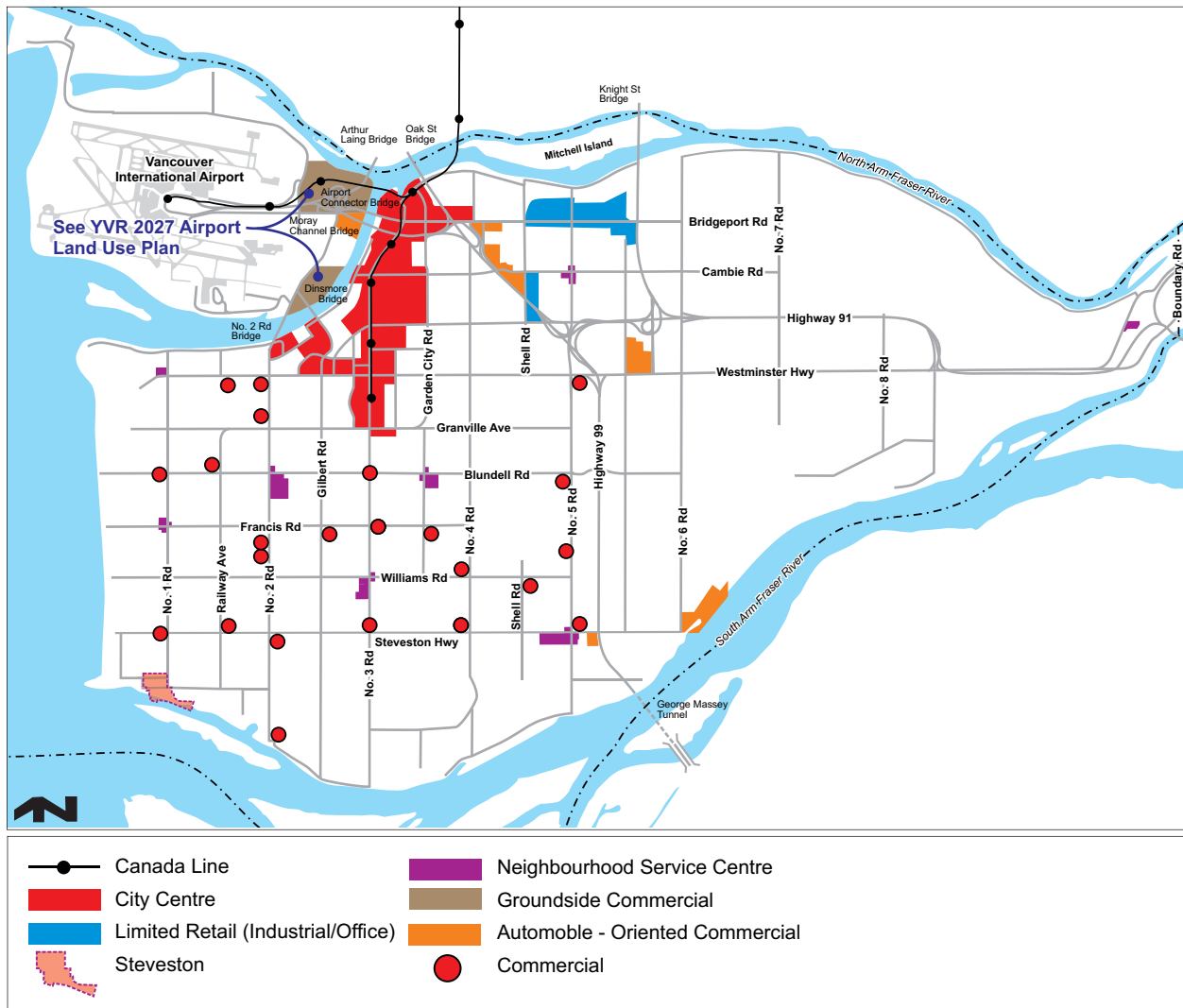




## 2. Commercial Lands to 2041

- a) In 2009, there were an estimated 401 ha (990 ac.) of commercial-zoned land in Richmond.
- b) By 2041, 433 ha (1,069 ac.) including 32 additional hectares (79 ac.) will be needed.
- c) The OCP designates 450 ha (1,112 ac.) as potential commercial-zoned land providing an ample supply to meet future needs.
- d) North Richmond and East Richmond sub-areas may have more commercial land than required (23 ha or 56 ac. and 3.6 ha or 9 ac., respectively).

## Commercial Lands to 2041 Map



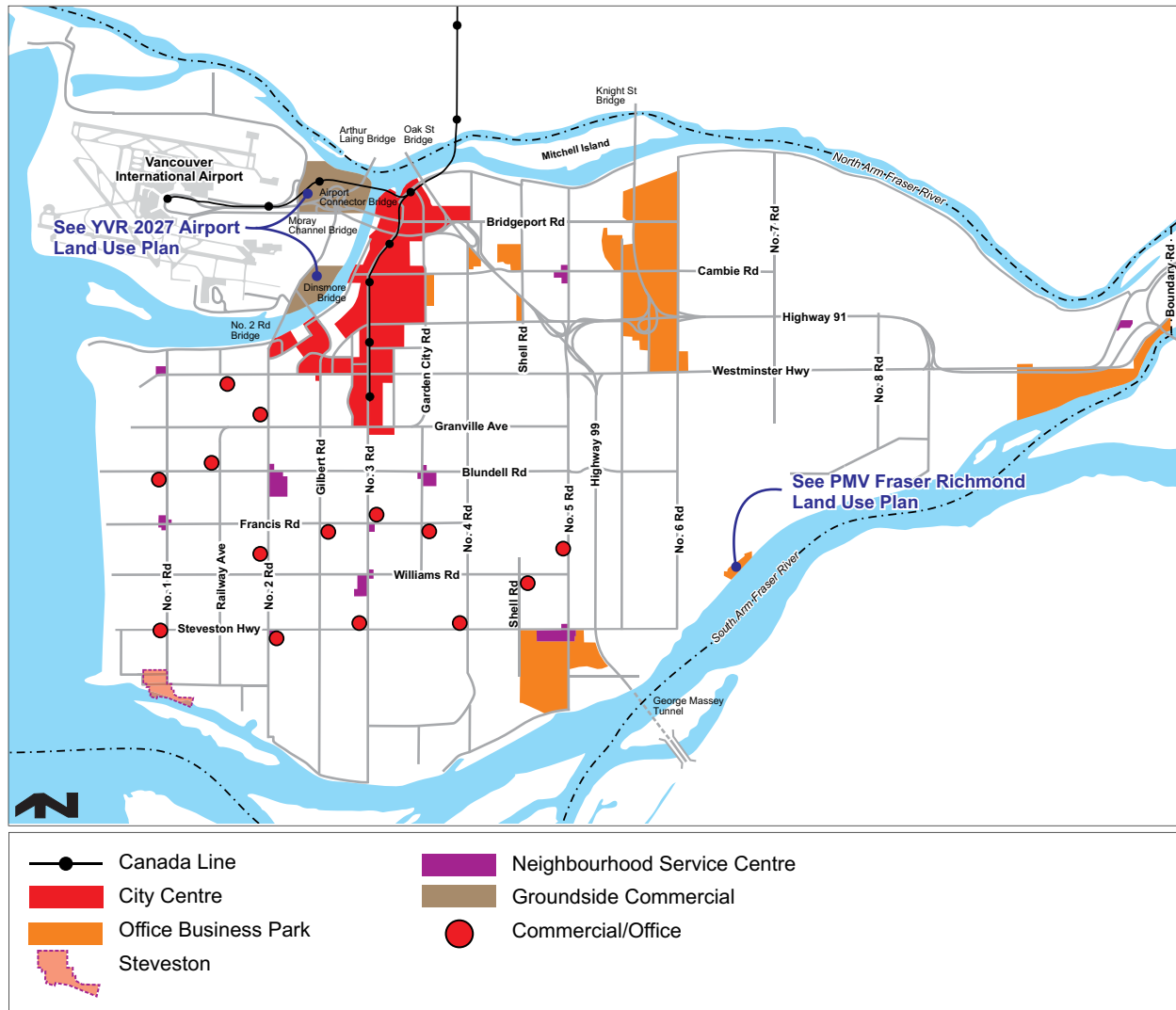




### 3. Office Lands to 2041

- There were an estimated 176 ha (436 ac.) of office-zoned land in Richmond in 2009.
- By 2041, 182 ha (449 ac.) will be needed—a deficit of 5.3 ha (13 ac).

### Office Lands to 2041 Map

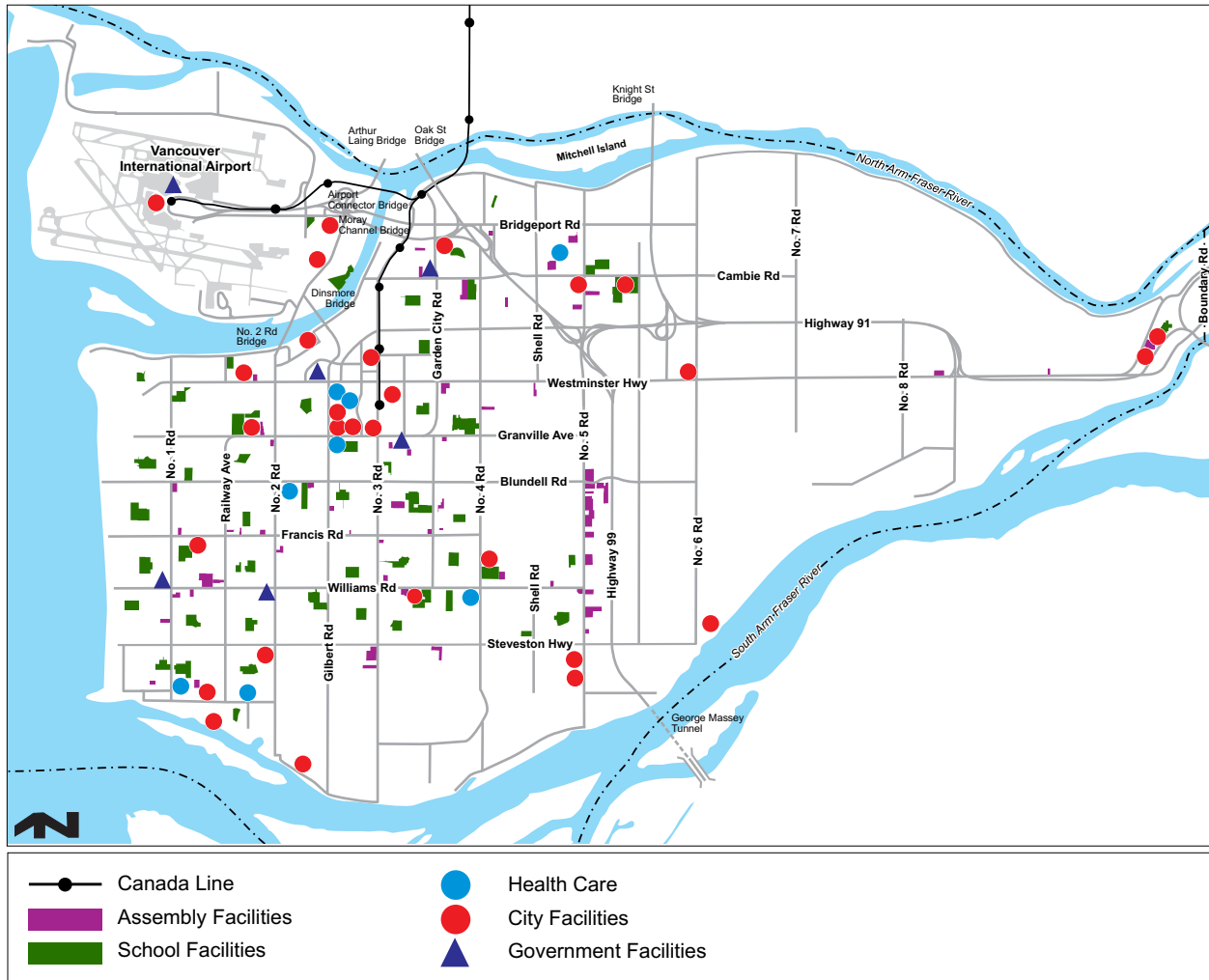




#### 4. Institutional Lands to 2041

- a) There were an estimated 488 ha (1,206 ac.) of institutional-zoned land in Richmond in 2009.
- b) By 2041, 502 ha (1,240 ac.) will be needed—a deficit of 14 ha (34 ac.).

### Institutional Lands to 2041 Map





## 6.1 Multi-Objective Employment Lands Policies

### OBJECTIVE 1:

Support the development of community-wide employment lands to achieve a resilient economy through the following over arching policies.

### POLICIES:

- a) pursue targeted, high-paying, quality employment uses (e.g., office uses supporting knowledge-based industry jobs), while continuing to support lower-paid jobs for a vibrant community (e.g., commercial uses supporting farm workers, arts and entertainment, tourism and service jobs);
- b) densify neighbourhood commercial centres through multi-use development integrating a range of employment uses;
- c) review DCC rates and programs, to encourage employment lands development (e.g., light industrial DCCs based on level of use, parkland DCCs on employment lands, potential for DCC rates reduction in areas with established infrastructure and lower DCCs on upper storeys to encourage employment lands densification);
- d) ensure that the 2040 Regional Growth Strategy continues to reflect Richmond's employment strengths and interests;
- e) continue to coordinate long-term community planning with neighbouring jurisdictions, vital to long-term employment and a resilient local and regional economy (YVR, PMV, TransLink, Metro Vancouver, Steveston Harbour Authority);
- f) continue to seek from TransLink provisions for suitable transit services to all major employment areas in the community;
- g) establish the City Centre as Richmond's principal commercial and office area;



- h) advance servicing programs and provide adequate, flexible services (e.g., utilities and roads sized to projected and intensive use of employment lands);
- i) periodically review the Zoning Bylaw to simplify the list of permitted uses on employment lands and re-examine FARs, lot coverage and building heights to enable densification and multi-use;
- j) enable multi-use, rather than singular use, of employment lands;
- k) permit temporary use permits in areas designated Industrial, Mixed Employment, Commercial, Neighbourhood Shopping Centre, Mixed Use and Limited Mixed Use, Agricultural (outside of the ALR) where deemed appropriate;
- l) increase density (greater FAR, higher lot coverage, increased building heights) for employment uses;
- m) consider reducing parking requirements for employment developments along major transportation corridors, in combination with other non-vehicular transportation improvements and near transit hubs;
- n) explore the potential for shared parking between sites of different uses (e.g., office and hotel) where parking demand occurs at different times of day;
- o) increase sustainability initiatives (e.g., resource-sharing and eco-industrial applications) for employment lands and mixed-use development;
- p) explore sector-specific workforce housing options and programs (e.g., market rental housing for highly mobile technology sector employees, affordable housing and lower commute times for lower paid services or seasonal farm employees).





## 6.2 Objective Specific Employment Lands Policies

### OBJECTIVE 1: ASIA-PACIFIC GATEWAY

Situated on a major crossroad route between North America and Asia, Richmond is geographically positioned and endowed to support trade activity and an exchange of resources and skills between two continents. Foster a strong Asia-Pacific Gateway enabling sector that capitalizes on Richmond's strategic location, existing transportation and industry infrastructure, and Asia's economic growth is a key objective in support of a competitive local economy.



Credit: Fraser Wharves

### POLICIES:

#### Community-Wide Employment Lands

a) protect the industrial land base:

- integrate YVR and PMV long-term economic development plans with Richmond's long-term plans to recognize the potential unavailability of YVR and PMV lands for traditional manufacturing uses (e.g., marine-facing industrial on PMV lands, such as container terminal operations, and gateway-supporting industrial, such as freight operations, on Sea Island);

**PH - 842**



- monitor the availability of industrial lands in Richmond, as other research under way becomes available (e.g., economic and OCP updates);
  - wherever possible, aim to accommodate traditional manufacturing displaced by higher-priced development within the City;
- b) continue to implement the City's Aircraft Noise Sensitive Development Policy and maintain compliance throughout the development applications and building permitting processes;



- c) improve road infrastructure to achieve efficient truck movement;
- d) improve dredging and rail services within the existing urban footprint boundary;
- e) promote short sea shipping to reduce road usage and GHG emissions;
- f) promote wider roads in logistics-driven areas for truck traffic and narrower roads in business parks for vehicular traffic;
- g) pre-service lands where long-term industrial development is expected and it is feasible to do so;
- h) investigate the feasibility of establishing minimum floor area ratios (FARs) in industrial zones;
- i) except in areas of industrial development abutting residential use, consider increasing the maximum building height in industrial zones (e.g., from 12 m to 20 m or 39.4 ft. to 65.6 ft.) or removing it altogether;
- j) consider increasing maximum lot coverage (e.g., from 60% to 75%) in industrial zones, provided that parking and loading requirements are met;
- k) consider allowing hotels as permitted uses in mixed employment business parks;
- l) consider reducing surface parking requirements in areas of low employment-to-building area ratios (e.g., traditional industrial zones);
- m) continue collaboration and coordination with Asia Pacific Gateway partners, including YVR, PMV, Metro Vancouver and tourism bodies;
- n) explore establishing light industrial DCCs based on building area, rather than land area, to ensure a more equitable infrastructure improvement capital cost collection system based on levels of use;

**PH - 843**



- o) periodically review parkland DCCs on employment land uses;
- p) consider area-specific DCC reductions or eliminations in areas of redevelopment with already established infrastructure;
- q) consider creating a DCC incentive of lower DCCs on upper storeys in multi-storey industrial developments;
- r) continuously monitor and adjust the balance of DCCs vis-à-vis municipal taxes and their impact on employment lands development;

### **Area-Specific Employment Lands**

#### *City Centre*

- a) manage employment land uses as per the OCP Aircraft Noise Sensitive Development (ANSD) and City Centre Area Plan (CCAP) policies;
- b) generally support building height restrictions under the flight path;
- c) consider, with YVR, increasing building height in certain areas of the City Centre;
- d) encourage higher density industrial employment uses (e.g., advanced technology manufacturing);

#### *North Richmond*

- a) manage employment land uses as per the OCP Aircraft Noise Sensitive Development (ANSD) policy;
- b) implement the employment lands policies of the Bridgeport Area Plan;



Credit: YVR

#### *Sea Island*

- a) support YVR in promoting airport-related industrial and office development on Sea Island that enhances YVR as the Asia-Pacific Gateway hub of North America, minimizes City transportation and servicing costs, and expands Richmond's business tax base and employment growth;
- b) facilitate airport related operational aspects of developments on Sea Island and nearby Lulu Island (e.g., transportation and infrastructure linkages);



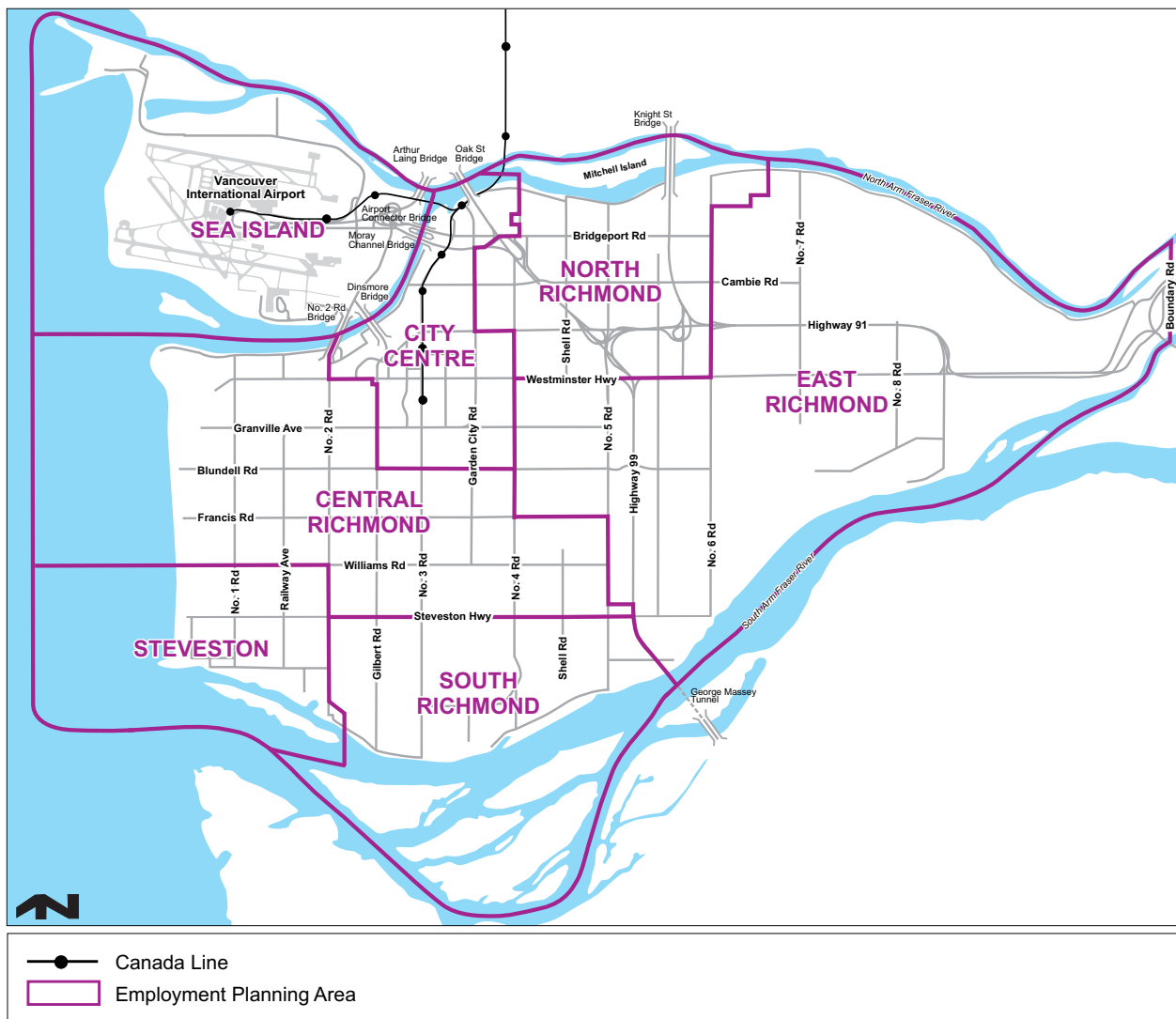
### East Richmond

- retain the industrial areas along the South Arm of the Fraser River for marine-oriented logistics and transportation industries;
- maintain adequate flexibility in industrial land designations within the urban footprint to meet future land use needs;
- prohibit riverfront residential development along the south arm of the Fraser River in areas of potential conflict with industrial zones;

### Steveston

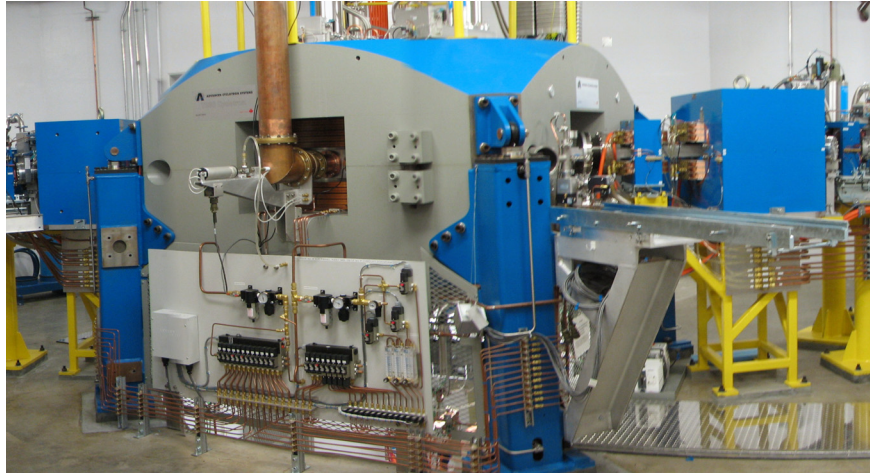
- continue to coordinate City development plans with the Steveston Harbour Authority to accommodate the industrial land needs of the Steveston Home Port and specific industries, such as fishing and fish processing;
- encourage displaced industrial land users to relocate to East and South Richmond;
- consider establishing a minimum FAR of 0.4 to intensify Steveston industrial lands for industries wholly contained within a building.

## Employment Area Boundary Map



**PH - 845**





Credit: Advanced Cyclotron Systems

## OBJECTIVE 2: KNOWLEDGE-BASED INDUSTRIES

Richmond offers a superb quality of life—a key ingredient of attracting skilled workers to a community. Cultivating a thriving technology and creative hub that supports high-paying jobs and attracts skilled talent is a key objective in pursuing a self-regenerating Richmond economy.

### POLICIES:

#### Community-Wide Employment Lands

- consider increasing office FARs along major transportation corridors (e.g., 1.5 FAR in Neighbourhood Shopping Centres);
- enhance the attractiveness of business parks by encouraging: mixed-use and public spaces, the upgrading of City services and pedestrian-friendly streetscape design;



Credit: Ultrasonix



#### Area-Specific Employment Lands

##### *City Centre*

- establish City Centre as the primary area of future office development in the City, to accommodate future regional/local office and institutional demands;

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Credit: fSONA

- b) consider policy and tax incentives for stand-alone and/or mixed-use office space in the Bridgeport and Aberdeen commercial reserves;
- c) ensure that public realm improvements (streetscape, public spaces) maintain high property values and, where appropriate, encourage the re-development of single-storey retail and light industrial properties to higher-density office space;

#### *North Richmond*

- a) maintain flexible land use designations along certain portions of Bridgeport Road which are designated Mixed Employment lands to accommodate limited mixed industrial/office uses;
- b) in the redevelopment of Bridgeport Road, enable improved access (e.g., secondary back-lane access for businesses) and a more attractive physical environment;

#### *Sea Island*

- a) continue consultation with YVR to encourage the development of new airport-related groundside commercial uses on Sea Island to address their operational aspects, such as traffic implications and infrastructure connectivity;
- b) support airport passenger, visitor and tourism related commercial development (e.g., terminal services, hotels, accessory use retail);

#### *Central Richmond*

- a) in the redevelopment of Neighbourhood Shopping Centres allow for professional services and population-serving businesses (e.g., medical clinics, financial institutions);
- b) consider intensified mixed development (e.g., 4-6 storey versus 1-2 storey), which incorporate small office space in residential/commercial redevelopments.





Credit: Tourism Richmond



Credit: Tourism Richmond

### OBJECTIVE 3: AMENITIES AND ATTRACTIONS

Amenities and attractions, such as retail, restaurants, arts and entertainment, are the businesses that support diversified population-serving and tourism industries and a vibrant local community. A diversified and lighter-footprint commercial sector that provides jobs for local workers, serves the needs of local residents and attracts visitors is a key objective in meeting the needs of a growing population and attracting visitors to Richmond.



### POLICIES:

#### Community-Wide Employment Lands

- a) discourage stand-alone large footprint retail development (e.g., box retail, malls) in automobile-access only areas; integrate large-footprint retail into City Centre and neighbourhood densification and redevelopment;
- b) based on market demand, allow for commercial/retail uses (such as hotels, food establishments) in business parks;



## Area-Specific Employment Lands

### *City Centre*

- a) establish the City Centre as the primary commercial development area in the City, to accommodate the future demand for population- and visitor-serving industries, such as retail, amenities and attractions;
- b) promote grade-level retail for mixed-use development;
- c) consider mixed projects (e.g., 50-50 hotel and residential) in areas outside of the City Centre commercial/industrial reserves;



### *North Richmond*

- a) promote land assembly to provide larger sites (1,858 m<sup>2</sup> or 20,000 ft<sup>2</sup> plus) for mixed use commercial sites in the Alexandra neighbourhood;
- b) evaluate enhancing opportunities for redeveloping the Alexandra neighbourhood through potential property tax incentives, DCC and permit fee reductions, and permit process streamlining;
- c) prepare a redevelopment strategy for the Bridgeport Road commercial area (e.g., property ingress/egress, signage, landscaping, lighting, building form, cohesive design, employee amenities, streetscape design, secondary/lane access for business);

### *Sea Island*

- a) continue consultation with YVR to encourage the development of new airport-related groundside commercial uses on Sea Island to address their operational aspects, such as traffic implications and infrastructure connectivity;
- b) support airport passenger, visitor and tourism related commercial development (e.g., terminal services, hotels, accessory use retail);



*Central Richmond*

- a) allow for local population serving commercial and retail uses in the redevelopment of Neighbourhood Centres (e.g., buildings which include both residential and ground level retail components);
- b) encourage the retention of existing commercial-zoned sites in Central Richmond and/or encourage mixed use developments if these sites redevelop;

*Steveston*

- a) maintain and enhance the visitor appeal of Steveston (e.g., retain waterfront commercial uses, add attractions);
- b) where appropriate, encourage mixed use projects that include an employment component.



## OBJECTIVE 4: SUSTAINABLE RESOURCE USE

To ensure long-term business continuity by implementing a sustainable approach to managing natural and man-made resources for industries. As an industry sector, agriculture provides specific opportunities, with 40% of Richmond's land zoned as agricultural. Within the urban footprint, resource sharing amongst users and neighbours of employment lands, opportunities exist (e.g., energy, water, transportation, administrative services, office space, child care).

### POLICIES:

#### Community-Wide Employment Lands

- a) continue to protect the agricultural land base;
- b) promote eco-industrial development related to employment lands—commercial or mixed developments that incorporate a capacity to share resources (e.g., energy, water, parking, transportation, child services);
- c) consider area-specific DCC reductions in employment areas where infrastructure and road impacts are minimal;
- d) encourage the reduction of impervious surfaces in employment lands development;
- e) promote opportunities to integrate the ecological features and services into development;
- f) strategically develop waterfront properties for employment use and continue to improve flood protection;
- g) in areas of improved transit service outside City Centre, consider reducing parking requirements and promote densification;
- h) support private sector investment towards mitigating the impacts of climate change (e.g., renewable energy, stormwater and waste reduction);



### **Area-Specific Employment Lands**

#### *City Centre*

- a) consult with TransLink to ensure that there are adequate capacities on the Canada Line to accommodate population and employment growth;
- b) encourage mixed uses in higher density development areas to provide stable demand for eco-industrial development;

#### *East Richmond and South Richmond*

- a) retain ALR lands;
- b) encourage industrial and business park uses to provide a buffer to agricultural lands;
- c) work with partners to expand food production, urban farming and related employment within the ALR (e.g., food processing, storage and shipping, where approved by the ALC).





## OBJECTIVE 5: POPULATION SERVICES

As the population increases and ages, employment lands will be needed to meet a range of public and institutional uses. A growing, culturally diverse and demographically changing community at the regional level contributes to this trend. Dedicating employment lands and allocating services within the community is a key objective to ensure responsive and adequately resourced public and institutional sectors.



## POLICIES:

### Community-Wide Employment Lands

- incorporate institutional uses (e.g., schools, medical centres, childcare) into planned areas of dense population and employment (e.g., mixed use projects in City Centre and Neighbourhood Centres);
- investigate the feasibility of intensifying current school/institutional (SI) zones (e.g., consider minimum FARs on which the building is located, net of park or playground areas);



**Area-Specific Employment Lands***City Centre*

- a) encourage retail and office uses on the perimeter of large institutional uses (e.g., hospital, WorkSafe BC) that flank major perimeter roads;
- b) encourage major public and institutional uses (e.g., universities, Crown corporations) in the Bridgeport and Aberdeen commercial reserves.

**OBJECTIVE 6: MICRO BUSINESS**

Entrepreneurs, home-based and micro businesses include a wide range of industries, from arts and entertainment, to contractors, designers, and architects. Development policies that support the employment needs of micro businesses are a key component to building a vibrant and innovative community.

**POLICIES:****Community-Wide Employment Lands**

- a) encourage suitably selected home-based businesses (e.g., designers, software developers) which can access nearby support services within the residential areas of the City Centre and Neighbourhood Shopping Centres;
- b) consider zoning bylaw policies to allow for a wider variety of home business uses (e.g., woodworking shop);
- c) encourage live-work elements as parts of mixed-use development projects.

## **7.0 Agriculture and Food**





## 7.0 Agriculture and Food

### 7.1 Protect Farmland and Enhance Its Viability

#### OVERVIEW:

Richmond agriculture: an important contributor to the local economy.

In 2011:

- no. of farm operators: 295
- no. of farms: 211
- amt. of land farmed: 3,072 ha.
- gross receipts: \$48.6 million
- jobs: 1,631
- paid labour: 26,197 weeks

Richmond agriculture is diverse:

- cranberries, blueberries, strawberries, raspberries
- other fruits, and vegetables, nut trees
- greenhouses and nurseries
- poultry and mushrooms
- honey bees and honey
- horses, hay and pasture
- oats, corn, alfalfa

Source: 2011 Census of Agriculture.

Richmond has a rich agricultural tradition and history and today, it remains a vital component of land use in the City. Farmers have made use of the fertile soils to produce a wide variety of crops and livestock. As the fourth largest city in the Metro Vancouver region, Richmond is fortunate to have significant amounts of protected farmland within its boundaries. Nearly 39% (4,993 ha.) of its land base is protected in the Agricultural Land Reserve (ALR). Additional protection and policy support is provided through Metro Vancouver's Regional Growth Strategy's goals, objectives and its agriculture land use designation intended to protect the agricultural land base in the region.

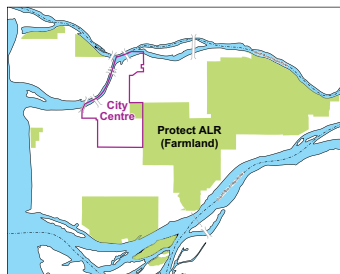


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## ALR and City Centre Map



The City recognizes the importance of agriculture as a food source, an environmental resource, a heritage asset and an important contributor to the local economy. Agricultural land and farming is sustained by long-term City policies that maintain an urban containment boundary that keeps residential growth outside of the ALR. As well, it is to be noted that the City owns and controls road rights-of-way (except for highways) in the ALR.

Richmond residents have always placed a high value on the protection of the City's farmlands.

Like any other industry, farmers face many challenges to make farming financially viable. Some of these include:

- economic issues such as competing in the international marketplace;
- drainage, servicing and infrastructure limitations;
- development pressures, absentee land ownership;
- aging of agricultural owners and farm operators and the possibility that they may not be replaced;
- finding ways to attract new farmers into the business.

The City's 2003 Agricultural Viability Strategy (AVS) is a long-term commitment and partnership of the City and agricultural community to strengthen and enhance agricultural viability in Richmond.

In 2011, the AVS was reviewed by the Agricultural Advisory Committee (AAC). It was found that the AVS continues to enhance agricultural viability. Some main achievements to date include the Nelson Road Interchange, improved drainage, seasonal farm dwellings, promotional farm tours and the review of urban development proposals adjacent to the ALR and agricultural proposals in the ALR. Some AVS changes include modifying urban-ALR buffer requirements (e.g., continuing to encourage small lots to be consolidated, discouraging roads in the ALR).

### OBJECTIVE 1:

**Continue to protect the City's agricultural land base in the Agricultural Land Reserve (ALR).**

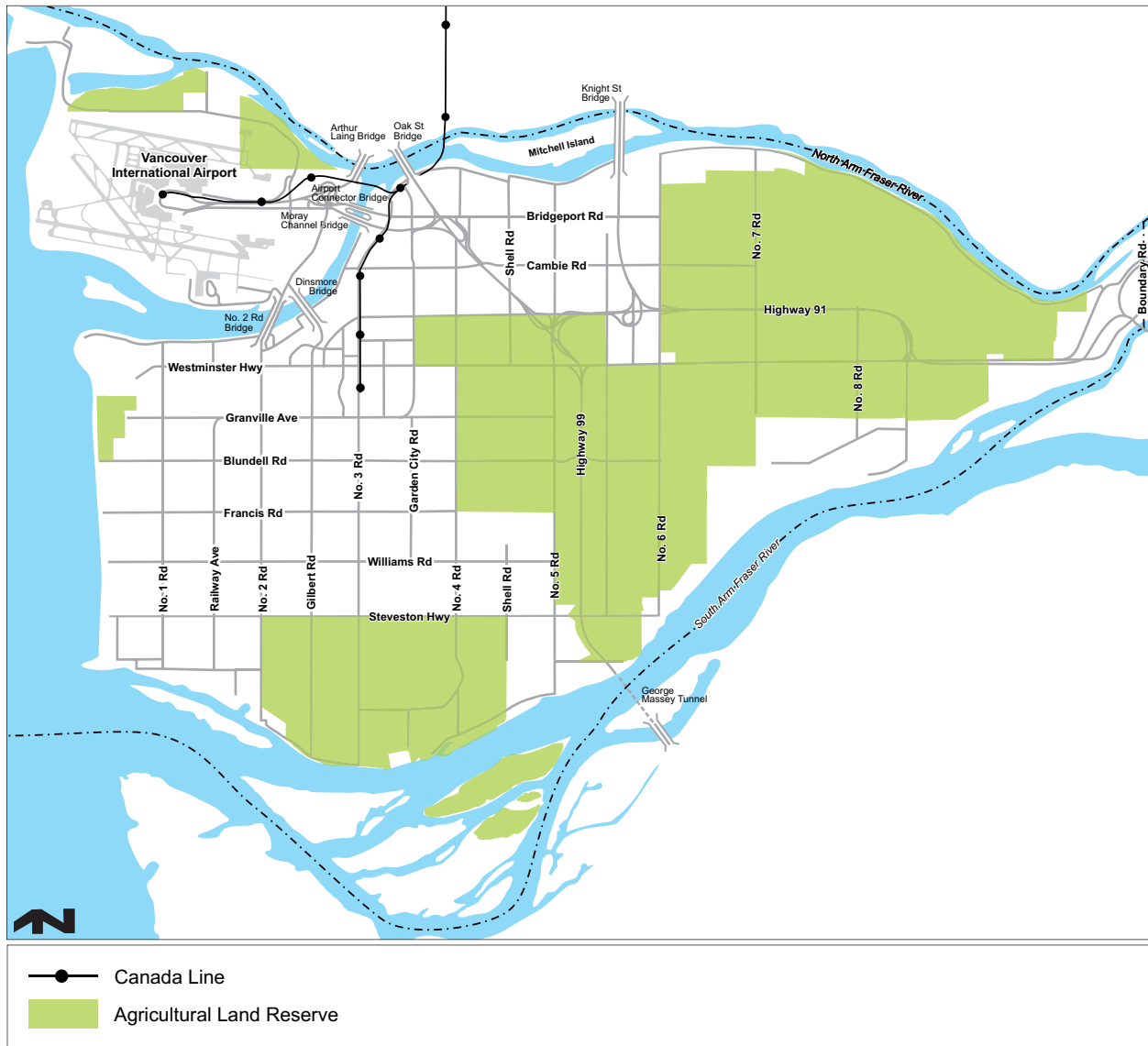
### POLICIES:

#### Farmland Protection

- a) maintain the existing ALR boundary and do not support a loss of ALR land unless there is a substantial net benefit to agriculture and the agricultural community is consulted;
- b) collaborate with the Agricultural Land Commission (ALC) to ensure that:
  - the integrity of the ALR and its existing boundaries for both soil bound and non soil bound agriculture (e.g., green houses) is maintained;
  - all land uses within the ALR to conform to the policies and regulations of the *Agricultural Land Commission Act* and the *BC Farm Practices Protection (Right to Farm) Act*, *Water Management Act*, *Pesticide Control Act*;



## Agricultural Land Reserve Map



- c) support the 2040 Metro Vancouver Regional Growth Strategy which includes agricultural designations and policies for protection of agricultural land;
- d) ensure that all City bylaws (e.g., OCP, Zoning, noise control) which affect farmland and farm operations are consistent with:
  - the Agricultural Land Commission Act, Procedure Regulations and General Orders;
  - the standards in the Ministry of Agriculture, Fisheries and Food's "Guide for Bylaw Development in Farming Areas";
- e) increase public awareness of farming practises, farm products and support educational programs that provide information on agriculture and its importance to the local economy and local food systems.



## **OBJECTIVE 2:**

Enhance all aspects of the agricultural sector including long-term viability, opportunities for innovation (agri-industry), infrastructure and environmental impacts.

## **POLICIES:**

### **Long-term Viability**

- a) build strong alliances with farmers and work with the City's Agricultural Advisory Committee so that issues and policies that affect agriculture and impact farmers are addressed;

### **Opportunities for Innovation**

- a) pursue incentives to increase actively farmed agricultural land and encourage new farmers;
- b) encourage value-added business initiatives;

### **Land Use Considerations**

- a) support farm activities which follow normal farm practices and do not create health hazards;
- b) consider agricultural projects which achieve viable farming while avoiding residential development as a principal use;
- c) discourage, wherever possible, roads in the ALR, except as noted on the Existing Status of Road Improvements in the ALR Map;
- d) for agricultural operations on agriculture sites with no direct road access, the City may facilitate access (via driveways, lease arrangements with owners to existing improved roads, but not new or improved roads);
- e) continue to explore with the Province maximum residential floor area and setback regulations for development within the ALR;
- f) ensure that land uses adjacent to, but outside of, the ALR are compatible with farming by establishing effective buffers on the non-agricultural lands;



- g) designate all parcels abutting, but outside of, the ALR boundary as Development Permit Areas with Guidelines for the purpose of protecting farming;
- h) where there is an intervening road between the ALR and the non-ALR lands:
  - encourage appropriate landscaping within the road right-of-way in front of the non-agricultural lands (e.g., between the road curb, any sidewalk and the property line) through the servicing agreement process;
  - encourage an appropriate landscaped setback on the non-agricultural lands (e.g., 3 m or 9.84 ft. to parking and 6 m or 19.68 ft. to buildings) through the:
    - Rezoning and/or Building Permit process for industrial and institutional uses;
    - Rezoning and/or Development Permit process for commercial and multiple family residential sites;
    - Rezoning and/or Subdivision process for single family residential sites;
- i) minimize conflicts among agricultural, recreation, conservation and urban activities;
- j) continue to encourage the use of the ALR land for farming and discourage non-farm uses (e.g., residential);
- k) limit the subdivision of agricultural land into smaller parcels, except where possible benefits to agriculture can be demonstrated;

### **Seasonal Farm Labour Accommodation**

- a) seasonal farm labour accommodation, as an additional residential use, may be considered so long as the accommodation is accessory to the principal agricultural purpose and helps to support a farm operation in the Agricultural Land Reserve;

### **Servicing and Infrastructure—Drainage**

- a) support the City's Master Drainage Plans:
  - identify and ensure that drainage improvements to the ALR occur in order of priority and according to ARDSA performance standards;
  - ensure that drainage improvements are considered in a comprehensive manner in consultation with the agricultural community and relevant City departments;
  - encourage sufficient notification to the agricultural sector of ditch-cleaning plans in order to achieve beneficial, effective and timely agricultural drainage;

### **Irrigation**

- a) facilitate the improvement of irrigation and drainage infrastructure to provide secure and affordable water supplies that support the agricultural sector;







Credit: Richmond Food Security Society

### Roads

- a) discourage, wherever possible, roads in the ALR, except as noted on the Existing Status of Road Improvements in the ALR Map;
- b) for agricultural operations on agriculture sites with no direct road access, the City may facilitate access (via driveways, lease arrangements with owners to existing improved roads, but not new or improved roads);

### Environment

- a) explore with farmers ways to protect the Ecological Network values of their lands such as:
  - explore programs contained in the 2012 Environmentally Sensitive Area Management Strategy;
  - encourage environmentally sound agricultural practices by promoting the BC Environmental Farm Program;
  - explore the viability of leasing agricultural lands that have important environmental values from farmers to manage these lands for both agricultural and environmental goals;
  - explore mechanisms that compensate farmers for the loss of cultivation to maintain key ecological objectives.



Credit: Richmond Food Security Society

## 7.2 Promote Urban Agriculture and Advance Food Security

### OVERVIEW:

Urban agriculture is commonly defined as the growing of food (fruits, vegetables, grains, mushrooms, meat, dairy products) and herbs within cities. Over the last few years, there has been renewed interest in growing local foods, not only in back yards, but in community gardens located in parks, school yards, vacant lots, along roads, privately donated land and rooftops.

The map displays the Agricultural Land Reserve (ALR) in Kelowna, BC, with various road types and land use designations. The legend indicates the following categories:

- Improved Roads**
  - Provincial/Federal/Regional Highways
  - Major Arterial
  - Proposed Major Arterial
  - Minor Arterial
  - Collector
  - Proposed Collector
  - Agricultural
- Unimproved Roads**
  - Unimproved Road
  - Proposed Major Arterial
- Agricultural Land Reserve (ALR)**

The map also shows the North Fork Fraser River, South Fork Fraser River, and Kelowna Island. A note indicates that the City of Kelowna is responsible for the map.

7-7



Richmond imports the vast majority of its food from elsewhere which has caused concerns for the stability of the food supply. These issues have focussed more attention toward food security. In a food-secure community, the growing, processing and distribution of healthy, safe food is economically viable, socially just, environmentally sustainable and regionally based.

Action to increase food security can be seen as a continuum that ranges from:

- providing emergency food for those in need (e.g., providing support for food banks and community kitchens);
- building capacity to help those in need (e.g., programs to promote healthy eating and food preparation skills) and access within the community (e.g., ensuring that neighbourhoods have grocery stores within walking or cycling distance);
- strengthening the local food system (e.g., support for community gardens and farmer's markets; raising awareness about the supply of local food such as food directories);
- food waste management (e.g., composting).



### **OBJECTIVE 1:**

To support and increase the range of urban agriculture (e.g., community gardening) and strengthen the food system beyond production.

### **POLICIES:**

#### **Urban Food Production**

- a) continue to seek out opportunities to collaborate with others to increase urban agriculture, the number of community gardens, edible landscapes and food-bearing trees;
- b) encourage the retention of open space for food production (e.g., edible landscaping, gardens, rooftop gardens, food bearing trees) for the use of residents in new residential developments;





- c) continue to support incubator farms in order to help new farmers develop the necessary skills and their businesses;
- d) support the Richmond Fruit Tree Sharing Farm Project which offers stewardship programs to local groups and corporations on its farm site at Terra Nova Rural Park;
- e) explore the keeping of small animals (e.g., poultry and bees) on a limited basis on small agricultural parcels, in consultation with the AAC, ALC and Vancouver Coastal Health;

#### **Food System Infrastructure**

- a) seek ways to support the food system (e.g., retail uses, bakeries, restaurants, street vending opportunities);
- b) explore local street vending opportunities.



### **OBJECTIVE 2:**

Strengthen the local food system to contribute to the economic, ecological and social well being of the City.

#### **POLICIES:**

- a) continue to collaborate with Metro Vancouver, the Province, food producers, Vancouver Coastal Health, other municipalities and stakeholders to advance the goals in the Metro Vancouver Regional Food System Strategy;
- b) develop a “Richmond Food Strategy” with citizens and community groups to determine the best role for the city;
- c) continue to raise awareness to strengthen food security; for example:
  - Richmond School Yard Society, Richmond Fruit Tree Sharing Project which offers stewardship programs to local groups and corporations at Terra Nova Rural Park;
  - Kwantlen Farm School at Terra Nova Rural Park;
- d) promote available programs and continue to support community organizations involved with food production/distribution (e.g., Richmond Local Food Guide).





### OBJECTIVE 3:

Support Locally Grown Food.

#### POLICIES:

- a) develop a “Buy Local” marketing initiative to increase the demand for locally grown agricultural products, in partnership with Tourism Richmond, Chamber of Commerce, the RFI, and others.



### FACT

In a recent evaluation of the Community Food Action Initiative--across all incomes --86% of participants reported that their participation gave them better ‘food skills’ and helped them to eat better or have a healthier lifestyle.

Canadian Food Action Initiative, Vancouver Coastal Health.

### OBJECTIVE 4:

Increase access to affordable, healthy food for residents.

#### POLICIES:

- a) continue to support programs that promote healthy eating and increase food-related skills and knowledge about sustainable food systems;
- b) support Terra Nova Schoolyard Society;
- c) encourage local gardeners to grow extra produce or distribute produce they don’t use to the Richmond Food Bank or other community groups;
- d) support programs that encourage children and families to learn healthy eating habits.



## OBJECTIVE 5:

Find ways to recover food waste.

## POLICIES:

- a) support the efforts of community groups and the private sector to establish initiatives that divert recoverable food from the pre-waste stream for redistribution to local food banks;
- b) develop strategies to encourage organic waste diversion from multi-family housing and commercial properties;
- c) support the recycling and re-use of organic waste;
- d) develop an educational program to promote awareness around food production, health, and impacts on the community.



Credit: Richmond Food Security Society



## **8.0 Mobility and Access**

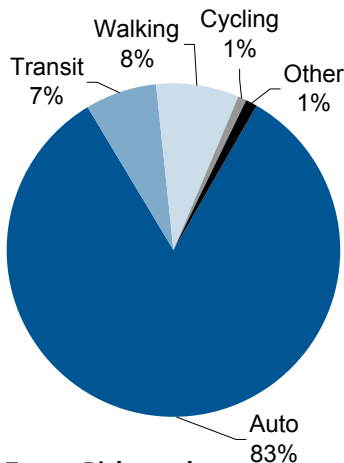




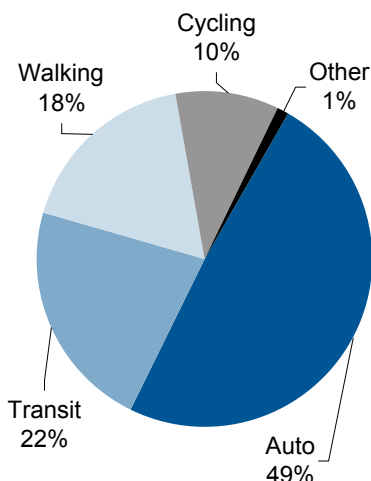


## 8.0 Mobility and Access

Richmond Mode Share (2008)



Target Richmond Mode Share (2041)



### OVERVIEW

Mobility and access are vital to the life of a city. Residents, employees and visitors need to get to places to work, live and play, and access health care services and recreational, shopping and cultural activities. Businesses require efficient goods movement and emergency service providers need clear and convenient access.

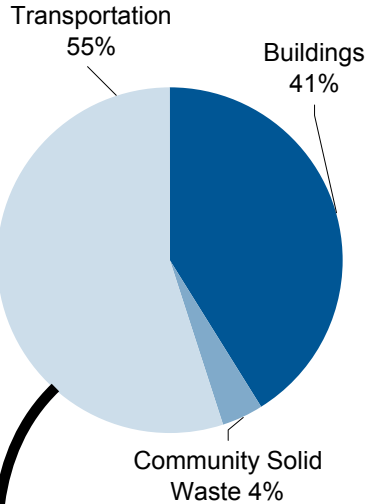
While private automobiles provide a high degree of personal mobility, greater consideration of the consequences of individual and collective travel choices is needed as this preferred travel mode affects the rate of climate change, the environment, air quality, the peace and quiet of neighbourhoods, the health and safety of residents, social equity, the quality, comfort and design of urban development, and investment and maintenance costs.

In 2008, 83% of all trips in Richmond were made by car. If everyone continues to drive at that rate as the population grows, the valued quality of life will decline due to rising traffic congestion, a deterioration in air quality and an omnipresence of cars in every neighbourhood.

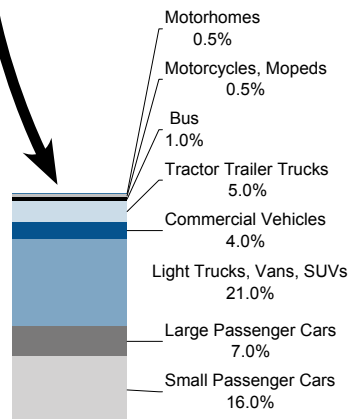
Moreover, on-road motor vehicle transportation accounts for over one-half of all greenhouse gas (GHG) emissions in Richmond as of 2010. Driving cars that use fossil fuels contributes to climate change and, if left unchecked, will significantly undermine efforts to achieve the City's GHG emission reduction targets of 33% below 2007 levels by 2020 and 80% below 2007 levels by 2050 (the same targets as those of the Province and Metro Vancouver).



### Richmond Community GHG Emissions by Sector (2010)



### Transportation GHG Emissions by Motor Vehicle Type (2010)



To make notable progress towards these goals will require that residents' travel patterns become more sustainable to ensure that access to people, services and goods is met without producing harm to the environment or social inequity. At a minimum, the percentage of trips by transit, cycling or walking needs to triple from 17% to 51% over the next 30 years. In other words, TransLink and the City need to offer, and residents need to choose, more sustainable travel modes for one of every two trips we make. Given recent positive trends in modal shift (e.g., growing transit use since the opening of the Canada Line) that will be further reinforced by the implementation of the policies outlined in this section, accomplishing such a shift is feasible.

A key action is creating compact, walkable and bikeable neighbourhoods with mixed land uses and convenient public transit service that foster low impact movement by foot, rolling (e.g., wheelchairs and scooters), bicycle, and transit.

Richmond's objectives and policies for meeting this challenge and transitioning to a more sustainable transportation system that enhances the vibrancy, safety and health of the city for future generations are based on achieving the following goals.

### Being Part of a Livable Region

- Support TransLink's Transport 2040 and Metro Vancouver's 2040 Regional Growth Strategy, and encourage a greater share of trips made by transit, multiple-occupancy vehicles, cycling, and walking.
- Support a livable city by focussing growth in the City Centre and, subject to public acceptance, neighbourhood shopping centres to better meet the daily needs of residents with closer access to shopping, jobs, housing and personal services that, in turn, will help to decrease traffic congestion, energy consumption and air emissions.
- Strive to transform auto-dependant neighbourhoods to foster walking, rolling and cycling as the preferred travel options for accessing local services.
- Enhance transit, rolling and cycling connections between neighbourhood centres and major employment areas for easy city-wide travel without a car.

### Creating Everyday Transportation Choices

- Increase the priority of sustainable transportation modes (cycling, rolling, walking) while maintaining an adequate balance in road capacity for all users.
- In recognition of changing demographics (e.g., aging population), retrofit existing transportation infrastructure to meet the accessibility and comfort needs of the community.
- Improve safety measures for road users, particularly pedestrians, cyclists and those with living with disabilities, and enhance neighbourhood livability.
- Continue to implement the Child- and Youth-Friendly Land Use and Transport Planning Guidelines for British Columbia.





No. 3 Road—Before



No. 3 Road—After

### Making Travel More Efficient

- Implement timely roadway improvements for goods movement to support economic activities.
- Deploy efficient and innovative transportation technologies to optimize the overall performance of the transportation system and reduce vehicle emissions and energy use.



## 8.1 Road Network

### OVERVIEW:

Richmond's current road network has been largely designed to facilitate vehicle trips and the resulting street environments may be unappealing for many users. To become a sustainable city for people, not cars, the design of the road network needs to become more inviting for walking, rolling, cycling, and transit.





## OBJECTIVE 1:

Reduce the reliance on private vehicle travel by increasing the priority of walking, rolling, cycling, and transit within the road network.

### POLICIES:

- over time, redistribute road capacity from private vehicles to transit, cycling, rolling, and walking to enhance the livability of the city;
- re-design streets within a 400 m (1,312 ft.) radius around neighbourhood centres to better support walking, rolling, and cycling (e.g., wider and uninterrupted sidewalks, shorter street crossing distances, improved lighting, enhanced audible signals, more street benches, and signed off-street paths);
- create shorter blocks to improve connectivity and access, particularly around neighbourhood centres;
- re-program traffic signals to give priority to pedestrians (e.g., shorter wait time and longer crossing time) where appropriate, as well as priority for cyclists and transit at intersections along bike and bus routes;
- ensure that new developments provide transportation facilities and programs that encourage greater use of transit, walking, rolling, cycling, and energy efficient vehicles (e.g., electric cars).



### Neighbourhood Gateways

Enhanced streetscapes near neighbourhood centres with:

- sidewalks on both sides of the street;
- curb ramps at all intersections;
- benches and landscaping;
- local connecting bike routes;
- gateway features that reflect neighbourhood characteristics.

## OBJECTIVE 2:

Encourage sustainable travel by enhancing the safety, comfort and accessibility of the transportation system for vulnerable road users (e.g., pedestrians, the mobility challenged, cyclists).

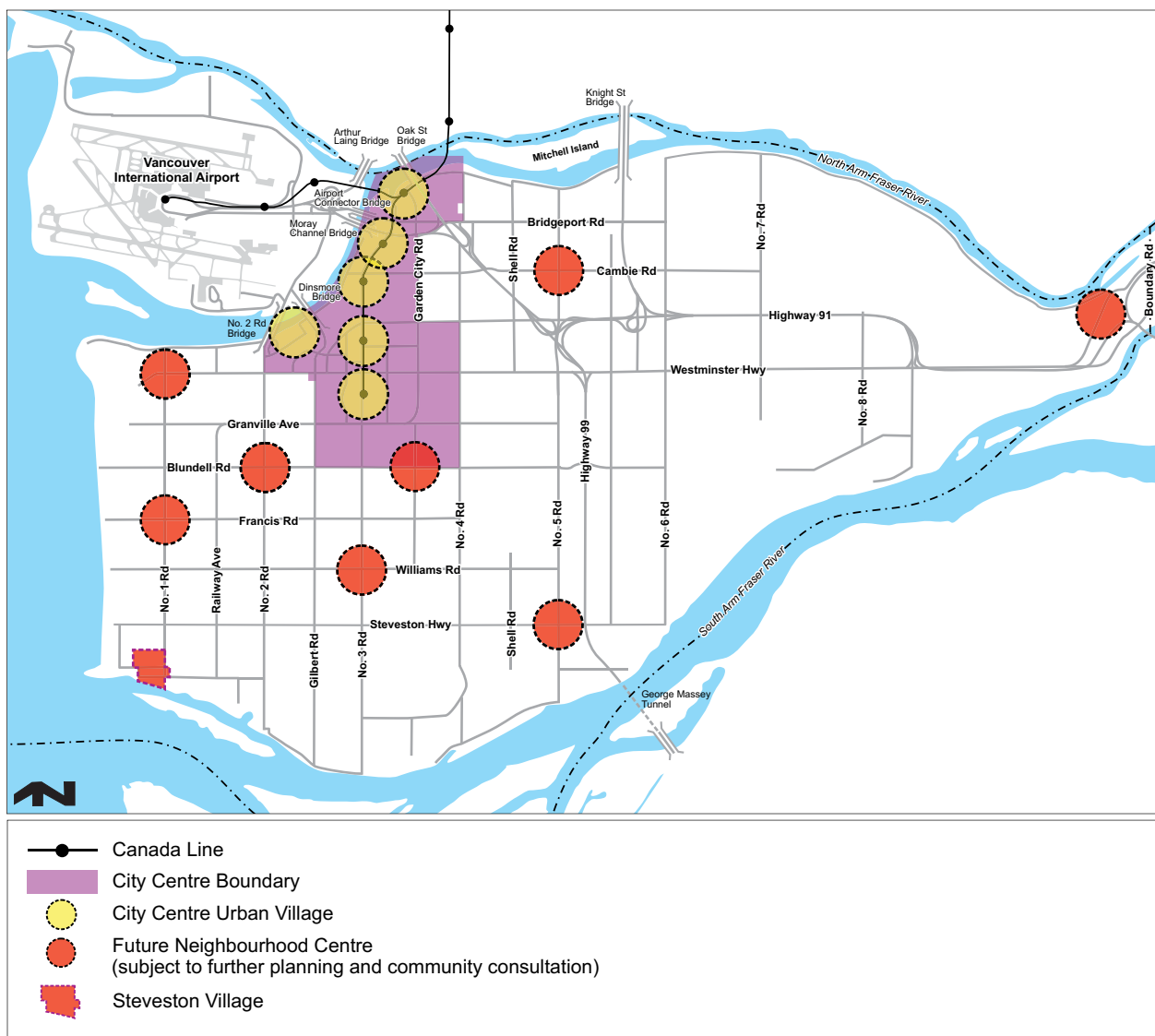
### POLICIES:

- retrofit road and streetscape features to meet the changing mobility needs of the community to enhance accessibility, comfort and security for all ages and abilities of users (e.g., all sidewalks and pathways to have curb ramps at intersections as required, additional benches, larger font for signage, wayfinding maps);



- b) install accessible pedestrian signal features (e.g., audible wayfinding messages and “walk/do not walk” tones) at all special crosswalks (i.e., those with pedestrian-activated overhead flashing amber lights) and signalized intersections;
- c) implement traffic calming measures (e.g., speed humps, traffic circles) where necessary to mitigate speeding and cut-through traffic to enhance neighbourhood livability;
- d) implement pedestrian-friendly traffic control measures (e.g., lower speed limits, no right-turns allowed on red) in areas with high pedestrian volumes.

## Priority Areas for Distinctive Street Design and Pedestrian/Rolling/Cycling Improvements Map





### OBJECTIVE 3:

Optimize the existing road network to improve circulation and goods movement and reduce the need for added road capacity.

### POLICIES:

- a) implement road improvements identified in the City Centre Transportation Plan to reduce congestion and improve circulation in the city core;
- b) use a hierarchy of local to major roads that directs through traffic to major roads, allows local circulation in areas of intense land use activity and minimizes traffic intrusion into residential neighbourhoods;
- c) require shared access and lanes parallel to major roads to discourage individual driveways that impede through traffic flow and create safety hazards for transit, cyclists and pedestrians;
- d) support the implementation of improvements along Highway 99, including an upgraded interchange at Steveston Highway and a new interchange at Blundell Road, to enhance local circulation and connectivity, increase safety and improve goods movement;
- e) implement timely road improvements for goods movement, particularly in commercial and industrial areas, to support and promote economic activities;
- f) implement new and proven technological measures (such as traffic signal preemption) to continually improve access and minimize response times for emergency services;
- g) limit the expansion of travel lane capacity for single-occupant private vehicles at all regional and provincial bridges/highways and give priority to transit, trucks and high-occupancy vehicles.





### Implementation

Road and streetscape improvements will be undertaken through:

- development (e.g., redevelopment of neighbourhood centres);
- the City's annual Capital Program; and/or
- initiatives of senior governments (e.g., external grants, improvements to the Highway 99 corridor).

Projects carried out by the City will be evaluated and prioritized based on the following criteria:

- within a 400 m (1,312 ft.) radius of a neighbourhood centre;
- crash history and traffic volumes/speeds on the roadway;
- enhances road safety for all users;
- provides a key connection for goods and transit;
- sufficient right-of-way available (i.e., no property acquisition required).

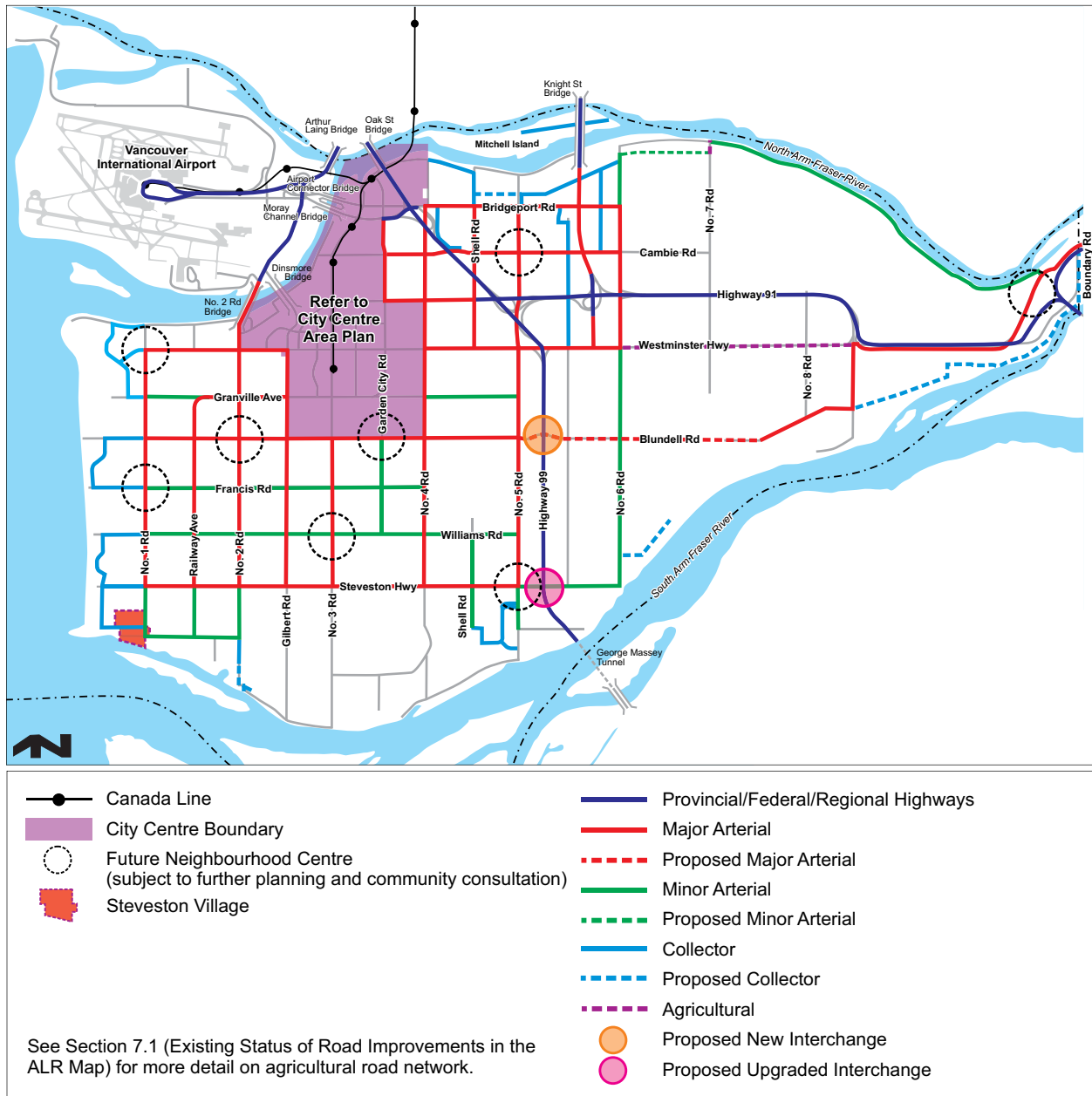
Road and streetscape improvements will be funded through the following mechanisms:

- development cost charges (DCC);
- as part of required works and services for new developments;
- voluntary developer contributions;
- general City revenues;
- grants and/or cost-share funding from senior governments;
- other future new revenue sources.





## Road Classification Map





## 8.2 Transit

### Frequent Transit Network

Work with TransLink to establish a Frequent Transit Network with service:

- every 15 minutes;
- 13-15 hours per day;
- 7 days per week.

### OVERVIEW:

The Canada Line rapid transit system is a planned key element in transforming Richmond's City Centre from auto- to transit-oriented, as it offers a convenient, frequent, reliable, and accessible travel choice. Beyond the City Centre, transit service needs to be enhanced to better allow all trips to be made using a refined hierarchy of services (e.g., more frequent regional and local bus routes, neighbourhood community shuttles) tailored to meet the mobility needs of the community.

### OBJECTIVE 1:

**Make transit the preferred travel choice of Richmond's transportation system.**

### POLICIES:

- work with TransLink to establish a hierarchy of transit services:
  - a Frequent Transit Network (enhanced with transit priority measures along selected roadway sections) that directly connects the City Centre, major employment areas, neighbourhood centres, and other major destinations outside Richmond (e.g., town centres, University of British Columbia, Tsawwassen Ferry Terminal);
  - more convenient buses that better serve other key local destinations and activity centres (e.g., community centres, schools, parks);
  - community shuttles that better serve local neighbourhoods and lower density areas;
- in collaboration with TransLink, improve transit service through:
  - developing successive Richmond Area Transit Plans that identify planned short-term and long-term transit service improvements (both bus and rapid transit) for both existing routes (e.g., increased frequency, longer hours of operation, more capacity) and future services (e.g., new rapid transit and bus routes);





- enhancing transit coverage by introducing new routes along roadways not yet served by transit, particularly in east-west and north-south directions that do not necessarily travel through the City Centre;
- developing centralized transit exchanges in the City Centre, Steveston Village and elsewhere to maximize passenger convenience for transfers and minimize vehicle circulation;
- increasing HandyDART service for people who are unable to use public transit without assistance (e.g., longer and more flexible hours of operation, more capacity);
- exploring the potential of water-based public transit services.



#### Transit Amenities

Provide better amenities at bus stops:

- more shelters and benches;
- landing pads for full accessibility;
- better connected sidewalks and crosswalks;
- transit information at high passenger locations.

#### OBJECTIVE 2:

Enhance the appeal of transit service with supporting amenities.

#### POLICIES:

- for each neighbourhood shopping centre, establish weather-protected transit plazas with convenient pedestrian, rolling and bike access, wayfinding, and connections to bus stops.
- improve transit accessibility and amenities by providing:
  - landing pads to accommodate rolling (e.g., wheelchair and scooter access) including improved accessible taxi loading and unloading places;
  - better connected sidewalks, marked crosswalks and pedestrian lighting;
  - attractive, recognizable and comfortable shelters, benches and litter/recycling receptacles;
  - weather protection;
  - transit information (e.g., route maps) including real-time information at high passenger volume locations;



- c) encourage retail services to locate within Canada Line stations, exchanges and neighbourhood shopping centre areas for improved passenger convenience, as well as added security;
- d) implement transit priority measures (e.g., queue jumper lanes, transit-only signal phase) where warranted;
- e) encourage the use of transit through developer-provided transit passes or other incentives for residents and employees in new developments;
- f) seek opportunities to integrate car-share and bike-share programs with transit facilities to support a car-free lifestyle.

### Implementation

TransLink is responsible for the provision of public transit service and the City will work with TransLink to facilitate service improvements. Transit amenity improvements will be undertaken through development and the City's annual Capital Program.

Projects carried out by the City will be evaluated and prioritized based on the following criteria:

- within a 400 m (1,312 ft.) radius of a neighbourhood centre;
- demonstrated community demand (e.g., upgrade of bus stop to become accessible);
- transit service frequency and/or passenger volumes;
- sufficient right-of-way available (i.e., no property acquisition required).

Transit amenity improvements will be funded through the following mechanisms:

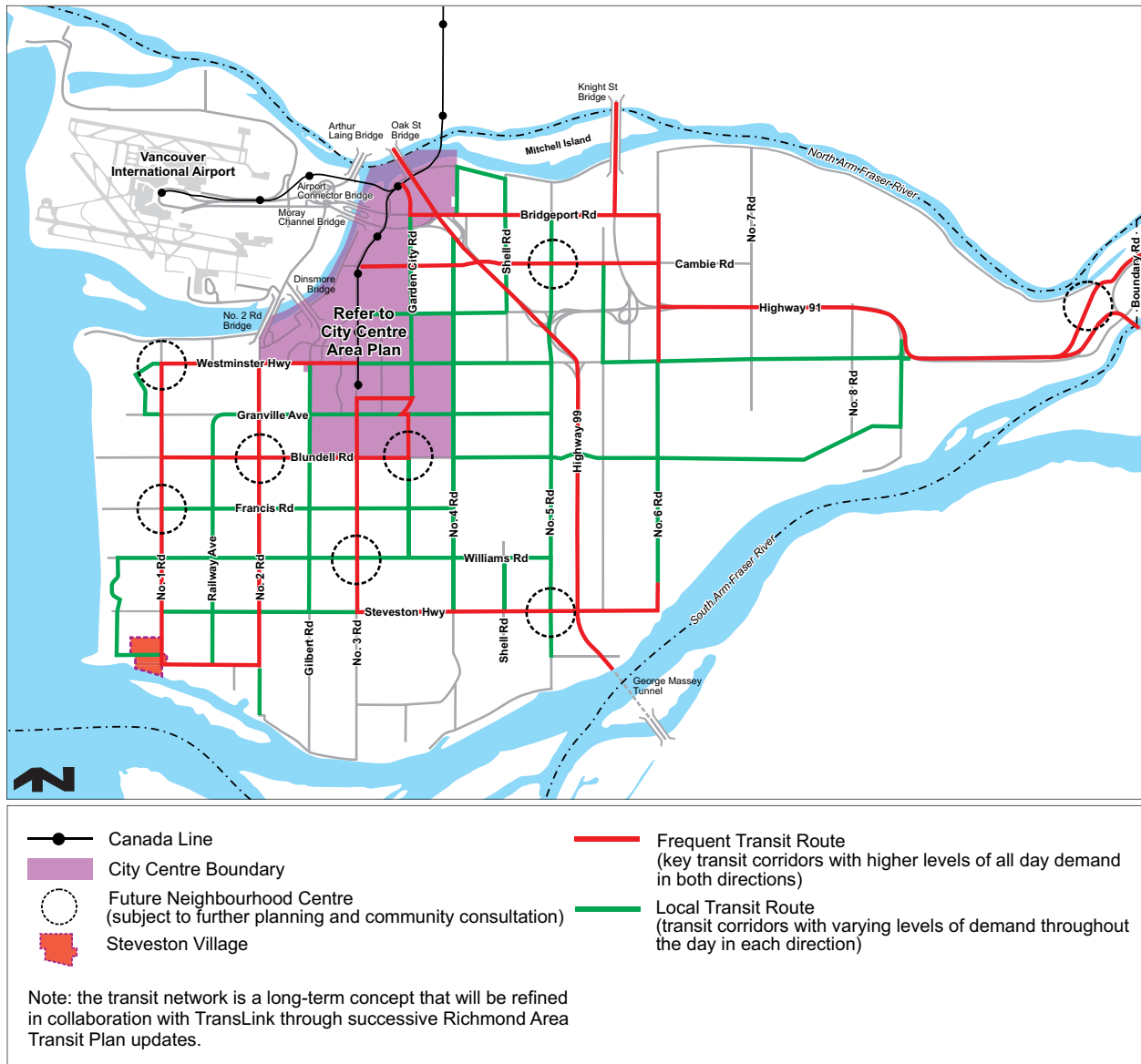
- payment of development cost charges (DCC);
- as part of required works and services for new developments;
- voluntary developer contributions;
- general City revenues;
- grants and/or cost-share funding from senior governments;
- other future new revenue sources.







## Transit Network Map





## FACT

Shifting from private motorized transport to walking, cycling and public transit is associated with reduced cardiovascular and respiratory disease from air pollution, less traffic injury, and less noise-related stress. In addition, significant health benefits are expected from increased physical activity, which can prevent some cancers, Type 2 diabetes, heart disease, and obesity-related risks.

American Public Health Association, The Hidden Health Costs of Transportation, February 10, 2010. 15 Mar 2012.



## 8.3 Walking

### OVERVIEW:

Walking should be an experience that is enjoyed not merely endured. The walkability of a community is a key indicator of its health, safety and inclusiveness, and the quality of its public realm. To encourage more walking, whether for transportation, a stroll or sightseeing, barriers that limit walking need to be reduced and the pedestrian environment must be safe, appealing and accessible.

### OBJECTIVE 1:

Foster a culture where people choose to walk for transportation and for health.

### POLICIES:

- a) create a high quality and appealing streetscape by providing:
  - gathering and resting areas along streets, at bus shelters and within neighbourhood shopping centres where pedestrians are encouraged to linger and feel comfortable;
  - street furniture including more benches both along the street and in areas with higher volumes of pedestrians (e.g., City Centre, neighbourhood centres);
  - landscaped boulevards, trees and curbside parking where appropriate as a buffer from vehicle traffic;
  - pedestrian lighting to improve safety, visibility and minimize the potential for crime;
  - street-facing businesses oriented for pedestrian access;
  - continuous weather protection;
  - pedestrian-scale wayfinding and directional signage;
  - public art that animates the environment;
- b) encourage “walk to school” programs to increase community health and safety, and to reduce school-related vehicle trips.

### A Culture of Walking

Improve the walking environment with features such as:

- gathering and resting areas including more benches;
- landscaped boulevards and trees;
- continuous weather protection (e.g., awnings) along commercial frontages;
- wayfinding and public art.





## OBJECTIVE 2:

Expand and enhance the network for walking and rolling (scooters, skates and other personal low-powered travel modes).

## POLICIES:

### Neighbourhood Links

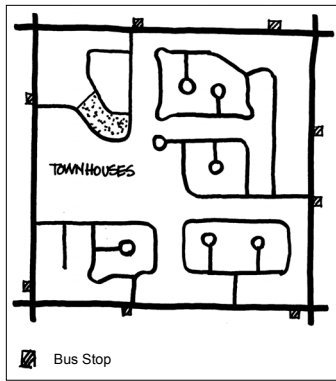
Establish a network of neighbourhood links that provide walking connections to:

- local destinations (schools, parks, transit stops, neighbourhood centres);
- city-wide greenways.

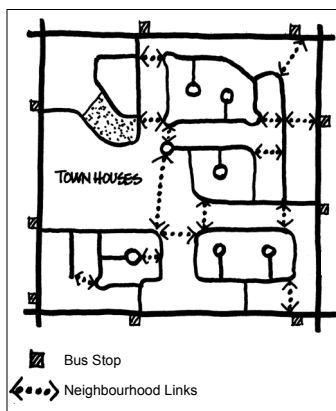


- provide direct walking routes to popular local destinations such as schools, neighbourhood centres, transit stops, and recreation areas;
- where no side streets exist, provide safe opportunities for crossing at mid-block locations;
- improve the connectivity of the pedestrian and rolling network (e.g., sidewalks, neighbourhood links, greenways, trails) by placing a high priority on filling in missing gaps (e.g., discontinuous sidewalks);
- create new connecting pathways and links within neighbourhoods as development opportunities occur;
- in higher volume pedestrian areas or as a traffic calming measure, extend sidewalks across streets as raised crosswalks;
- provide appropriate measures of protection from vehicle traffic, particularly at intersections, such as:
  - curb extensions to decrease crossing distance and increase visibility;
  - traffic calming (speed humps, raised crosswalks, median refuges);
  - special pavement markings and textures;
  - priority via an advance walk phase before the green traffic signal for vehicles;
  - restrict vehicles from turning right on a red light;
- maximize the duration of the walking and rolling phase for pedestrians at all signalized intersections;
- minimize the waiting time at traffic signals by giving immediate priority to those wishing to cross the street;
- provide a barrier-free walking and rolling environment that is accessible for users of all abilities including:





Typical Subdivision with Limited Pedestrian Access



Enhanced Subdivision with Neighbourhood Links



- well-maintained and smooth walking surfaces that have an adequate width free of obstructions;
- curb ramps at all intersections;
- accessible pedestrian signal features at all signalized intersections and special crosswalks (crosswalks with pedestrian-activated overhead flashing amber lights);
- in high pedestrian areas, continuous detectable warning surfaces at curb ramps and street edges to delineate the pedestrian area from the street.



### OBJECTIVE 3:

Expand and improve walking and rolling connections to Neighbourhood Centres.

### POLICIES:

- Within a 400 m (1,312 ft.) radius around each neighbourhood centre, enhance the pedestrian and rolling environment by providing:
  - curb ramps at all intersections and in each direction of travel;
  - sidewalks on both sides of the street that are continuous across driveways;
  - a minimum sidewalk width of 1.5 m (4.92 ft.) and preferably 2.0 m (6.56 ft.);
  - shorter street crossings via curb extensions and/or narrower roadways (e.g., remove right-turn lanes);
  - pedestrian-scale lighting and wayfinding;
  - resting areas with benches and other streetscape features and amenities such as trees, litter and recycling receptacles, drinking fountains, banners, planters and other landscaping and public art.

### Implementation

Pedestrian and streetscape improvements will be undertaken as part of redevelopment and the City's annual capital program.





Projects undertaken by the City will be evaluated and prioritized based on the following criteria:

- within a 400 m (1,312 ft.) radius of a neighbourhood centre;
- provides direct access to local destinations such as schools, parks, neighbourhood centres, and transit stops;
- location coincides with proposed neighbourhood links identified in Section 3.5 (Specific Richmond Neighbourhood Maps);
- completes a gap in pedestrian facilities to create a continuous link;
- degree of neighbourhood support;
- crash history and traffic volumes/speeds on the roadway;
- sufficient right-of-way available (i.e., no property acquisition required).

Projects will be funded by the following mechanisms:

- payment of development cost charges (DCC);
- as part of required works and services for new developments;
- voluntary developer contributions;
- general City revenues;
- grants and/or cost-share funding from senior governments;
- other future new revenue sources.



## 8.4 Cycling

### OVERVIEW:

Richmond's flat topography makes cycling a practical and enjoyable means of travel that also provides significant health and environmental benefits. As nearly one-half of all trips within Richmond are 5 km (3.1 mi.) or less in length—which an average cyclist can ride in only 20 minutes—cycling is a fast, convenient and fun way to get around. Increasing the number of trips by bike requires an improved cycling network that is safe and continuous, secure bike parking, seamless integration with transit, and supportive strategies that seek to promote cycling as well as educate both cyclists and motorists.



Examples of major street bike routes:



Painted



Protected



Off-street

## OBJECTIVE 1:

Encourage more bike trips by providing a safe and cohesive cycling network.

## POLICIES:

- a) implement an expanded bike route network with designated facilities spaced at least every 800 m (2,625 ft.) that connect to major destinations within Richmond and to the rest of the region;
- b) for bike routes that use streets, match the route type to the road classification whereby:
  - selected arterial roads and collectors with higher traffic volumes and speeds have “major street bike routes” that comprise, either on-street bike lanes with physical separation from motor vehicles where possible, or off-street bikeways parallel to the roadway;
  - local roads with lower traffic volumes and speeds have “neighbourhood bike routes” where cyclists and drivers share the roadway with no delineation of separate cycling facilities;
- c) continue to update the existing major street bike network to:
  - identify and prioritize missing routes, gaps and deficiencies;
  - where feasible, upgrade key segments by providing a physical separation between cyclists and motorists;
- d) expand the major street bike route network by:
  - establishing new off-street bikeways as part of new developments including the re-aligned River Road via former CP Rail corridor (Hollybridge Way to Capstan Way), Capstan Way (River Road to Garden City Road) and Sexsmith Road-Brown Road-Cooney Road;
  - establishing on-street bike routes, with physical separation where feasible, by reallocating road space (e.g., reducing travel or parking lanes);
- e) establish a grid of neighbourhood bike routes that:
  - use local streets and connecting off-street pathways;
  - where feasible, are spaced approximately every 800 m (2,625 ft.) between every major road both north-south and east-west;
  - connect directly or through branch routes to local destinations such as schools, neighbourhood centres and recreation areas;
  - integrate with major street bike routes for connections to other city and regional destinations;
  - have distinctive, visible and recognizable wayfinding that guides cyclists and identifies nearby attractions;
  - where necessary, have traffic calming measures to moderate vehicle speeds and volumes;
  - have enhanced crossings at arterial roads (e.g., pedestrian signal with bicycle detection);





### Major Street Bike Network

Complete missing links in the major street bike route network including:

- new north-south route between Railway Avenue and Garden City Road;
- new east-west route between Williams Road and Granville Avenue;
- completion of Shell Road north of Highway 99.



- require secure and sufficient short-term and long-term bike parking at all developments and consider covered and secure facilities in areas with high demand (e.g., libraries, recreation facilities, transit stations);
- encourage the provision of end-of-trip facilities (e.g., lockers, showers, changing rooms) in major developments;
- work with TransLink to ensure cyclists have full access to all transit services;
- support the implementation of a public bike-share system as part of a regional program that integrates with transit service.



### OBJECTIVE 2:

Support skills training programs for cyclists, motorists and other road users (e.g., the mobility challenged).

### POLICIES:

- encourage the inclusion of cycling skills training and testing in elementary and secondary school curricula;
- support programs offering cycling skills and traffic safety training and education for adults;
- encourage the inclusion of education material that emphasizes the rights and responsibilities of motorists, cyclists and the mobility challenged in driver training, testing and safety education programs.

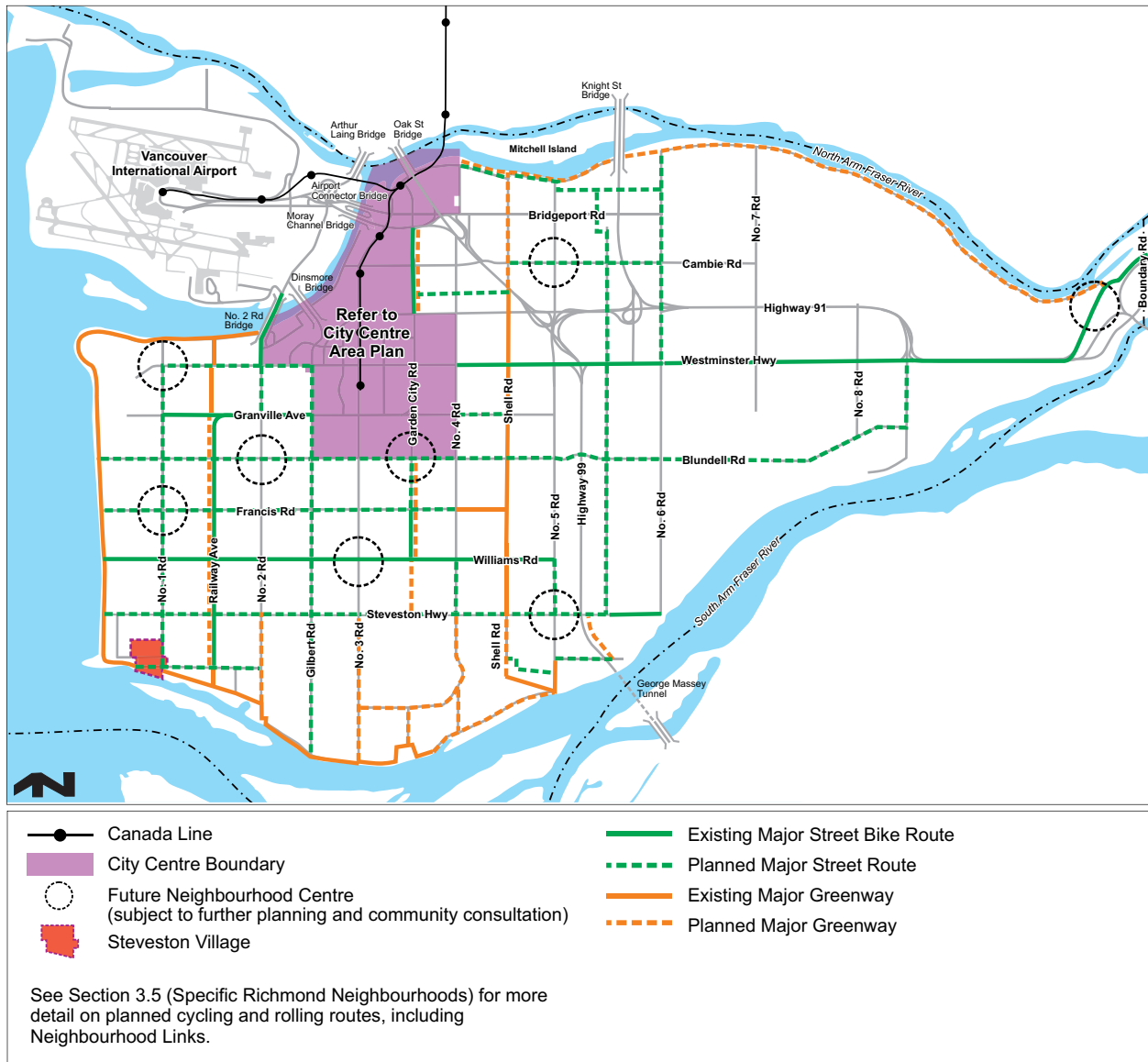
### Neighbourhood Bike Routes

Establish a City-wide network of neighbourhood bike routes that:

- use local streets and off-street pathways;
- are spaced between each north-south and east-west arterial road;
- connect to local destinations;
- integrate with major street bike routes and greenways;
- have distinctive wayfinding and enhanced crossings at arterial roads.



## Cycling Network Map



### OBJECTIVE 3:

Support legislation that enhances the safety of cyclists and other vulnerable road users.

### POLICIES:

- Support legislative amendments to better protect cyclists and other vulnerable road users including:
  - increased legal protection;
  - a better definition and support of rights and responsibilities;





- a better definition and regulation of motorized and non-motorized road users;
  - more effective regulation of vehicle design;
- b) Consider the implementation of 30 km/h speed limits on certain bike routes (e.g., neighbourhood bike routes on local roads);
- c) Delineate designated off-leash dog areas from adjacent greenways and trails used by cyclists.



#### OBJECTIVE 4:

Create a culture where cycling is seen as a normal, convenient and desirable travel option.

#### POLICIES:

- a) undertake and support community events that encourage and celebrate cycling;
- b) continue consultation with local stakeholders to identify and develop cycling facilities and programs;
- c) support and participate in cycling incentive campaigns targeted to workplaces, households and schools;
- d) support amendments to legislation to provide financial incentives for cycling as a travel mode (e.g., tax exemptions for bicycles and related safety equipment, free employee vehicle parking designated as a taxable benefit).

#### Implementation

Cycling infrastructure improvements will be undertaken as part of redevelopment and the City's annual capital program.

Projects undertaken by the City will be evaluated and prioritized based on the following criteria:

- within a 400 m (1,312 ft.) radius of a neighbourhood centre;
- provides direct access to local destinations such as schools, parks, neighbourhood centres, and transit stops;



- location coincides with proposed neighbourhood links identified in Section 3.5 (Specific Richmond Neighbourhoods);
- completes a gap in the cycling network to create a continuous link;
- crash history and traffic volumes/speeds on the roadway;
- sufficient right-of-way available.

Projects will be funded by the following mechanisms:

- payment of development cost charges (DCC);
- as part of required works and services for new developments;
- voluntary developer contributions;
- general City revenues;
- grants and/or cost-share funding from senior governments;
- other future new revenue sources.



## 8.5 Transportation Capacity and Demand Management

### Car-Sharing

Support and facilitate car-sharing services through:

- targeting the location of car-share parking spaces to where demand exists;
- supporting the provision of off-street car-share parking spaces in new developments;
- providing reserved on-street parking spaces.

### OVERVIEW:

As the shift to a more sustainable transportation system occurs, motor vehicles will not disappear, but their use will become more strategic and targeted to the type and purpose of the trip. For private travel, driving will be considered as an option. The optimization of our existing transportation system and management of travel demand are important strategies to encourage and support the transition to a reduced reliance on cars.

### OBJECTIVE 1:

**Manage travel demand at its source to reduce private vehicle trips.**

### POLICIES:

- Support a shift to a more equitable user-pay system (e.g., region-wide road pricing, increased fuel taxes, distance-based or variable vehicle insurance rates) that reflects the true environmental, economic and social costs of driving.





b) Support employer-based trip reduction programs such as:

- telecommuting, compressed work weeks, staggered shifts, and flexible work hours;
- free or discounted transit passes and incentives for cycling and walking;
- provide a ride home on an occasional basis for commuters who typically use transit, walk or bike;
- ride-sharing using company or privately-owned vehicles with preferred parking spaces;
- a reward system equivalent to the subsidized benefit of free workplace parking given in lieu of providing parking;
- the provision of secure bike parking with end-of-trip facilities;
- the reimbursement of business travel expenses for modes other than motor vehicles;

c) Support the reduction of school-related vehicle trips and congestion by encouraging walk, bike and rolling to school programs;

d) In consultation with car-share companies, facilitate car-sharing as a convenient and cost-efficient alternative to private vehicle ownership through:

- targeting the location of car-share parking spaces to where demand exists with priority given to locations in close proximity to a Canada Line station, along a Frequent Transit Network route and future neighbourhood centres;
- designating on-street parking spaces for car-share vehicles;
- requiring the provision of off-street car-share parking spaces in new developments where demand exists as a tool to reduce private auto travel;

e) Support revised tax policies that encourage a greater use of sustainable travel modes.

## OBJECTIVE 2:

Use existing parking capacity more efficiently and as a tool to reduce private vehicle use.

## POLICIES:

- permit the provision of optional rather than mandatory parking spaces for residential developments where practical;
- pursue mechanisms to allow developers' funding contributions towards alternative transportation modes (transit, cycling, walking) in lieu of providing vehicle parking;
- permit reduced parking requirements for new developments located near major transit corridors and for mixed-use developments sharing parking, for example, for multiple family residential developments:
  - in the City Centre, 30% reduction and up to a further 10% reduction with provision of transportation demand management measures for locations within 400 m (1,312 ft.) of the Canada Line;



- at neighbourhood centres outside the City Centre, up to 10% reduction with provision of transportation demand management measures;
- d) support the use of electric vehicles, including bicycles and mobility scooters, through the mandatory provision of electric vehicle charging infrastructure in new multi-family residential developments whereby, in line with forecast market penetration rates for electric vehicles in British Columbia:
  - a minimum of 20% of parking stalls will be provided with a 120 volt receptacle to accommodate electric vehicle charging equipment;
  - an additional 25% of parking stalls will be constructed to accommodate the future installation of electric vehicle charging equipment (e.g., pre-ducted for future wiring);
  - a minimum of one 120 volt receptacle to accommodate electric charging equipment for every 10 Class 1 bicycle parking spaces;
- e) in concert with changing population demographics, increase the percentage of disabled parking spaces both on-street and in new developments;
- f) support the use of pay parking to reduce automobile use and encourage transit, cycling and walking;
- g) where pay parking is in effect, establish parking rates that are equal to or exceed transit fares and vary across times and priority locations.



#### Electric Vehicles

Facilitate a transition to electric vehicles by:

- requiring new residential developments to provide charging equipment for a minimum of 20% of the parking spaces;
- supporting a network of publicly available charging stations.

### OBJECTIVE 3:

Optimize the performance of the transportation system.

#### POLICIES:

- a) Expand the use of video detection at intersections to improve traffic flow and provide real-time monitoring;
- b) Support new vehicle technologies that reduce non-renewable energy use and air emissions (e.g., electric cars and scooters);





- c) Work towards providing on-line and wireless pre-trip and en route traveller information such as traffic conditions and parking locations with current capacity available.

### Implementation

Transportation demand management (TDM) and capacity optimization measures will be undertaken as part of development and the City's annual capital and operating programs.

TDM projects undertaken by the City will be targeted to locations that generate a large number of vehicle trips and have adequate levels of pedestrian and cycling infrastructure as well as transit service to support a shift to alternate travel modes (e.g., in the City Centre, within a 400 m or 1,312 ft. radius of a neighbourhood centre, major employment centres).

Measures to optimize transportation capacity will be directed to key corridors such as river crossings and Richmond's portion of TransLink's Major Road Network.

Projects will be funded by the following mechanisms:

- payment of development cost charges (DCC);
- as part of required works and services for new developments;
- voluntary developer contributions;
- general City revenues;
- grants and/or cost-share funding from senior governments.

## **9.0 Island Natural Environment**

(an Ecological Network approach)





## 9.0 Island Natural Environment

(an Ecological Network approach)

### OVERVIEW:

Richmond's spectacular estuarine location—at the point where the Fraser River meets the Pacific Ocean—means that the island City is located within one of the most productive ecosystems in the world. Our community relies upon a healthy and diverse landscape to maintain biological diversity and a resilient natural environment. Richmond's inland and foreshore habitats weave an intricate and unique tapestry of landscapes that provide a host of ecosystem services, the fundamental life supports for human settlements and a wide variety of plants and animals. These essential ecosystem services include temperature regulation, soil stability, clean air and water, carbon sequestration, pollination and drought and flood mitigation.

Increasing population growth will place higher demands on already stretched ecological resources. Research on ecological sustainability indicates that the worldwide use of resources is exceeding the Earth's capacity to renew and replenish them. At the same time, awareness is growing that Richmond will likely experience significant impacts from changing environmental conditions (e.g., climate change), urbanization and agricultural intensification. There is a concern for Richmond's natural environment in regards to the loss of local biodiversity due to climate change impacts (e.g., loss of foreshore habitat due to sea level rise and/or loss of inland habitat due to increasing storm intensity), urbanization and proliferation of invasive species.





Accommodating future growth, responding to climate change and adapting to urban and agricultural intensification necessitate a sustainable approach to protecting and maintaining the ecological health and resilience of our unique island natural environment. The objectives and policies for the natural environment identify a broad range of tools and approaches that target the protection, enhancement, connectivity and acquisition of ecological lands and services. These tools include policies to integrate ecological values, lands and connectivity into land use planning initiatives at a variety of scales and in a manner that promotes ecosystem services and human well-being.



## **OBJECTIVE 1:**

### **Protect, enhance and expand a diverse, connected and functioning Ecological Network.**

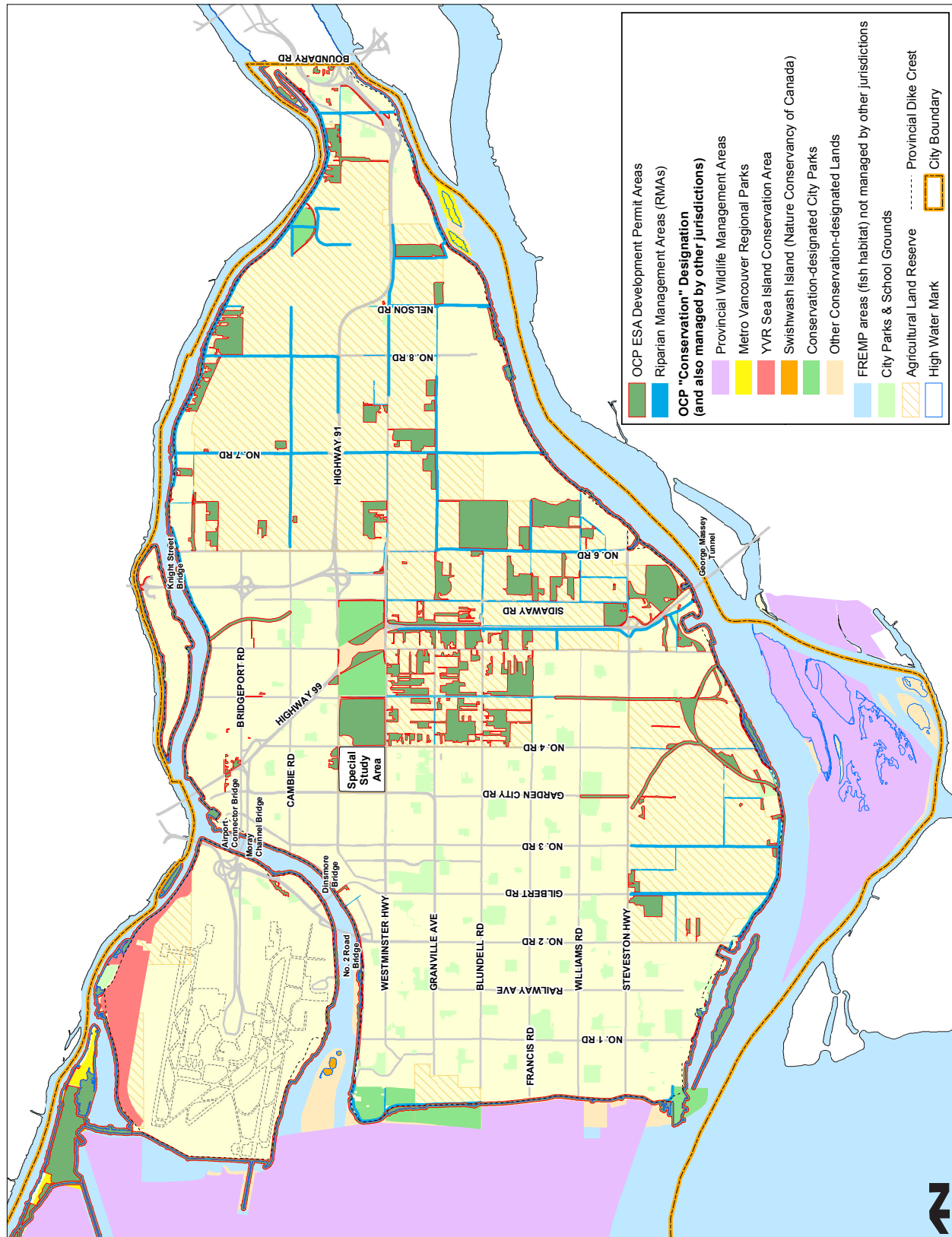
In a developing urban and rural environment, retention of biological productivity and biodiversity is a challenge. Biodiversity principles clearly indicate that contiguous or connected areas offer greater habitat value and overall ecosystem resiliency than numerous fragmented portions. To gain the maximum benefit to biodiversity through land-use planning, the creation of an Ecological Network (EN) will help guide the strategic enhancement, layout and acquisition of lands. The EN comprises larger 'hubs', smaller "sites" and interconnecting corridors that act to conserve and connect natural and semi-natural areas. The EN approach recognizes the ecological services provided by these areas that contribute to the health and livability of the City. Connectivity between people, the built environment and natural lands is intrinsic to the EN. It is an innovative and opportunistic approach to better achieve the acquisition, protection, and enhancement of biodiversity components and the ecosystem services they support, within an expanding urban and agricultural context.

## **POLICIES:**

- a) identify an EN to provide an innovative framework to better protect the city's ecological resources (see Ecological Network Management Map);
- b) include the EN as a foundational tool within the Green Built and Natural Environment program of the City's Sustainability Framework. Implementation within the program will include the establishment of targets and adoption of the Ecological Network concept;
- c) establish a meaningful and robust EN by:
  - considering the prioritization of EN lands, including City, private and other jurisdictions, for future planning, land acquisition, protection and enhancement (e.g., Riparian Management Areas, Park and Open Space policies, Environmentally Sensitive Areas, school yards, agricultural lands, Wildlife Management Areas, etc.). The EN data set includes information for the relative "naturalness" of given areas and also assesses their suitability for restoration and enhancement of lands including functioning, impaired and non-functioning corridors. Prioritization and recommendations can be made to identify possible acquisition, enhancement and protection strategies. Note: Currently the EN map does not include any corridors. Amendments to the OCP will be made, as appropriate, prior to the next OCP update;



## Ecological Network Management Map



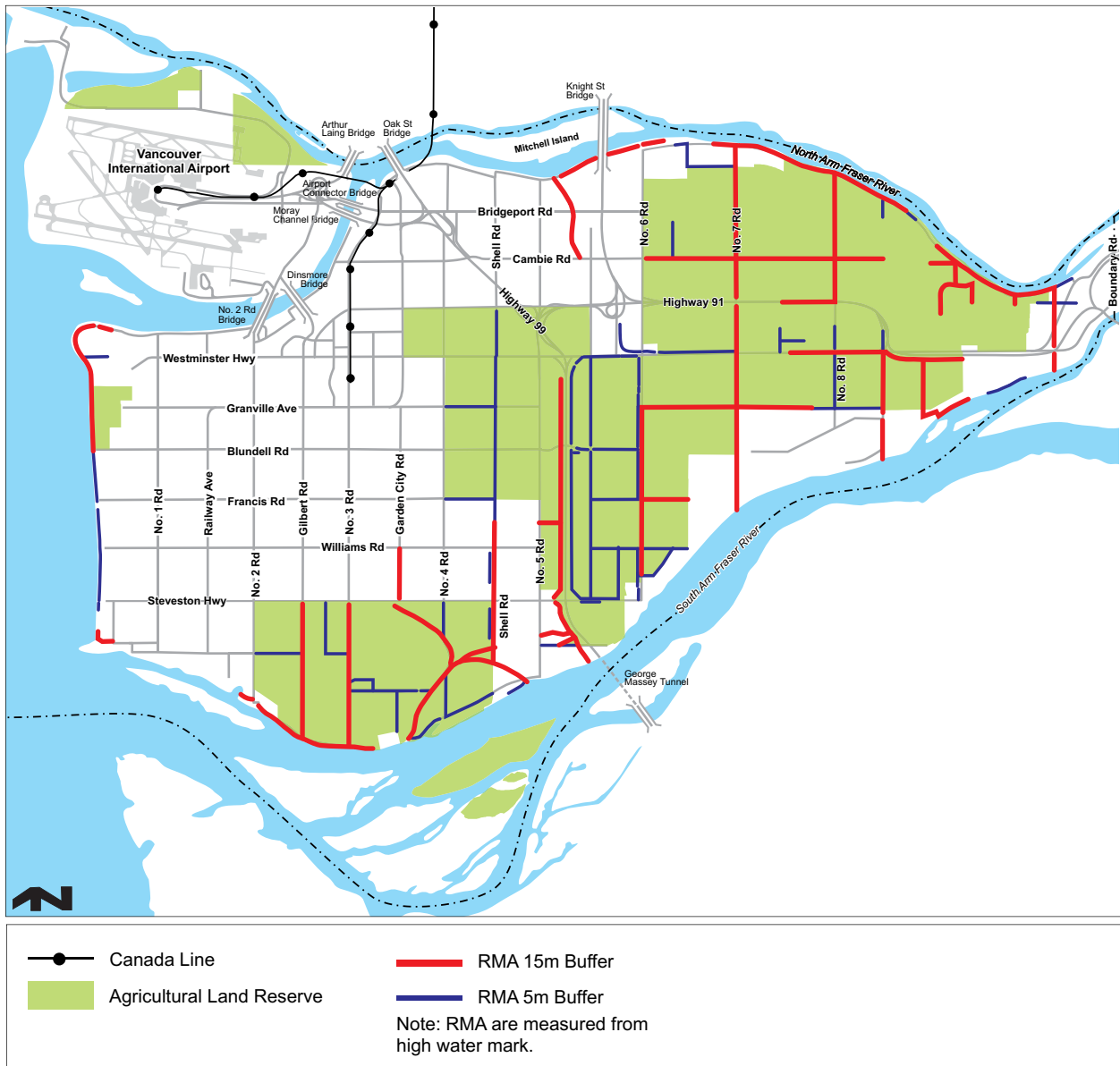
PH - 899



- establish clear goals and objectives to strengthen and expand the existing EN. This will include a review and recommendation of potential targets and metrics to assure successful implementation of the EN;
  - over time, establishing new design objectives (e.g., ecological landscape design guidelines), policies and principles for city lands, operations, environmental stewardship initiatives and private developments to ensure integration with the EN;
  - linking the EN to emerging social and economic opportunities (e.g., organic farming, community gardens, recreation, eco-tourism) that will encourage the use of the land in an ecologically responsible manner;
  - implementing the 2012 Environmentally Sensitive Areas (ESA) Management Strategy and updating it every five years (Policy Planning);
  - over time, updating the City's Riparian Management Areas (RMA) Response Strategy, Parks and Open Space Strategy and related policies to reinforce the value of connectivity;
  - all private development and City works will comply with the City's Environmentally Sensitive Areas policies, the City's RMA setbacks (5 m or 16.4 ft. and 15 m or 49.2 ft.), the City's Tree Protection Bylaw, the Fraser River Estuary Management Program (FREMP) project review process and will respond to the EN policies and all other applicable environmental legislation;
  - as city resources enable, strategically acquiring portions of the EN that become available and are considered important properties to be owned by the City;
  - continuing to establish partnerships, incentives, policies, programs and measures, as appropriate, to improve the EN;
- d) Environmental Sustainability will take the lead role in implementing the Ecological Network.



## Riparian Management Map



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## OBJECTIVE 2:

**Promote green infrastructure and the Green Infrastructure Network (GIN) and their underlying ecosystem services (e.g., clean air, water, soils), on all lands.**

Green infrastructure is referred to as the physical environment within and between our cities, towns and villages, forming a network of multi-functioning open spaces, including formal parks, gardens, woodlands, ponds, wetlands, watercourses, green corridors, street trees and open fields/lands (Davies, McFarlane, McGolin, and Roe, 2006). The Green Infrastructure Network (GIN), describes the interconnected network of these natural and engineered “green” elements occurring at a variety of scales and is a foundational support tool for the function and quality of communities and ecological systems. Green Infrastructure Network elements include the built and the natural environment such as district energy systems, green buildings, permeable pavement, eco-industrial development, and storm-water management. The Green Infrastructure Network provides the opportunity to create and enhance natural values through the development process.

## POLICIES:

- a) expand the EN with a complementary Green Infrastructure Network (GIN) as the key management tool;
- b) develop a Richmond specific approach to promote and track GIN opportunities to support the Ecological Network through the City's capital and operation projects, policies and development application requirements;
- c) establish an Invasive Species Management Program which includes community and institutional partners, to reduce the spread of invasive species and consequent loss of biodiversity;
- d) create educational and outreach materials that interpret the direct value of the green infrastructure and the GIN, their underlying ecosystem services and significant natural features in the City;
- e) develop a toolbox of planning and environmental policies to support site and neighbourhood level planning processes to integrate the GIN tool within the EN. This will include the identification of opportunities to acquire, enhance and protect lands through redevelopment and rezoning;
- f) Environmental Sustainability will lead the implementation of this Objective 2.

## OBJECTIVE 3:

**Proactively implement practices to protect and improve water, air and soil quality.**

In the course of the City's ongoing operations as well as the redevelopment and use of publicly owned lands, opportunities exist to not only preserve but actively improve environmental conditions. In some cases, new or strengthened City policies will be implemented; incorporating performance targets. Of particular note is the Integrated Stormwater Management planning process already underway, which will provide a framework to guide development towards sustainable rainwater management practices.



## POLICIES:



- a) incorporate ecological values, Ecological Network, and Green Infrastructure Network opportunities and consideration of targets into the City's Integrated Stormwater Management Plan being developed under Regional and Provincial process. Targets will be considered for inclusion within the City's Sustainability Framework programs. As part of plan implementation, encourage innovative measures to improve storm water quality and manage impervious areas where appropriate to reduce run-off volumes, sedimentation and erosion, and thus improve water quality;
- b) continue to partner with other government agencies in the Fraser River Estuary Management Program (FREMP) in regulating and assessing shoreline development along the Fraser River;
- c) prioritize the protection and enhancement of the Fraser River and West Dike foreshore habitat (e.g., RMA requirements, 30 m or 98.4 ft. foreshore and 30 m or 98.4 ft. inland setback buffer in accordance with the City's ESA development permit process and the Parks and Open Space Strategy);
- d) assure compliance for all capital, operations, development applications and other projects for the City's 5 m or 16.4 ft. and 15 m or 49.2 ft. setback requirements for Riparian Management Areas (RMAs) and for Environmentally Sensitive Development Permit Areas (ESAs);
- e) enhance the City's RMA network through the implementation of strengthened policy and/or bylaw approaches;
- f) overtime, review and update design guidelines to ensure that public access to natural areas is provided in a manner that best balances habitat protection with public access and ecological connectivity opportunities;
- g) establish and encourage Best Management Practices related to Air Quality and reduction of greenhouse gases, including education both internally and externally to the industrial, construction and agricultural sectors;
- h) cease the use of traditional pesticides through the ongoing implementation of the city's Enhanced Pesticide Management Program which includes the Pesticide Use Control Bylaw and educational initiatives which promote the use of new generation, low toxicity pesticides, organic gardening, natural lawn care, etc.;
- i) continue to expand City Operations practices to innovate best practices for landscape maintenance in the absence of traditional pesticides;
- j) continue to establish collaborative approaches with partner agencies to reduce the environmental (i.e. biodiversity loss), infrastructure and economic impact of invasive species expansion;
- k) continue to partner with senior governments and businesses to promote initiatives aimed at best practices for storm water management and spill response management;
- l) continue participation in the Site Profile system to assist the Provincial Ministry of Environment with screening and managing contaminated sites through the Development process;



- m) continue to work with senior government and other agencies to raise awareness of environmental and health impacts of discharges of polluting substances into the air, soil and water;
- n) over time, establish Adaptive Management Principles to better manage foreshore areas in light of the potential impacts of climate change (e.g., sea level rise);
- o) continue to partner with all levels of government and others to encourage more adaptable, resilient policies to better manage climate change.

#### **OBJECTIVE 4:**

##### **Develop Partnerships for “Ecological Gain”.**

Supporting the objective of improving baseline indicators such as water quality, the City will work towards creating a net gain in ecological values through the process of development, zoning and City capital and operation projects. This “Eco-Plus+” approach integrates environmental improvements as part of the City’s capital operations and the development process, rather than simply managing impacts. Combined with the Ecological Network concept, this provides the framework for creating strategic improvements to the City’s ecological values over time.

#### **POLICIES:**

- a) incorporate Ecological Gain principles into all City and development approval projects to maximize environmental values and benefits to the Ecological Network;
- b) consider the review and establishment of a target or metric to use for tracking the implementation and success of the Ecological Gain concept.



#### **OBJECTIVE 5:**

##### **Fostering Environmental Stewardship.**

Richmond takes pride in its beautiful setting at the mouth of the Fraser estuary. The City is defined by its proximity to the river, its history in agriculture and fishing as well as its diverse ecological values. With significant growth and the arrival of many new immigrants to the community an unrivalled opportunity presents itself to create a City-wide program of environmental education and awareness. With diverse cultural approaches to environmental stewardship, the City will take a leadership role in interpreting and valuing our natural environment to both long-standing and new residents.

#### **POLICIES:**

- a) identify and establish opportunities to support the Ecological Network through volunteer driven stewardship initiatives;
- b) continue to work with partner organizations, other levels of government, multicultural organizations and First Nations to develop and deliver environmental stewardship initiatives and collaborations that embrace the City’s Ecological Network principles;



- c) ensure outreach and educational programs in environmental stewardship are relevant to a multicultural audience;
- d) seek out sponsorship and private sector support for environmental stewardship and place-making initiatives;
- e) encourage the formation of community based volunteer environmental stewardship organizations.



#### **OBJECTIVE 6:**

Achieve long-term protection for Environmentally Sensitive Areas (ESAs) through the implementation of the 2012 ESA Management Strategy.

#### **POLICIES:**

- a) ESAs are identified in OCP Schedule 1 Attachment 2 Map;
- b) continue to provide protection for ESAs by requiring ESA Development Permits for proposed development activity in ESAs to ensure that development proposals meet ESA policies and guidelines;
- c) ensure that the ESA DPs review and minimize the impacts of the proposed development in the ESA;
- d) continue to require environmental impact assessments in cases where development applications are likely to negatively impact the ESA;
- e) strive to achieve additional protection for ESAs, by facilitating the environmentally sensitive development on lands adjacent to identified ESAs through particular attention to the subdivision of land, siting of buildings and structures, the provision of parking, storage and landscaping areas, and allow stormwater retention during rain events;
- f) encourage the restoration and re-creation of natural habitats to enhance ESAs, particularly those which are under City ownership;
- g) review and update the ESA policies and areas at least every five years;
- h) Policy Planning will lead the implementation of this Objective 6.





## **10.0 Open Space and Public Realm**





## 10.0 Open Space and Public Realm

The Public Open Space System is comprised of:

- outdoor spaces available for public use that are either publicly owned (e.g., parks and trails) or are secured through legal agreement with private landowners (e.g., plazas, squares and pedestrian walkways).

The Public Realm is comprised of:

- streets, plazas, squares, boulevards, and pedestrian and cycling linkages between and through neighbourhoods

### OVERVIEW:

Parks and other types of public open space play a vital role in the quality of life and vibrancy of a city. A well designed, well connected system of parks and trails, greenways and streets, plazas and squares, waterfronts and waterways significantly contribute to individual and community wellness in the following ways:

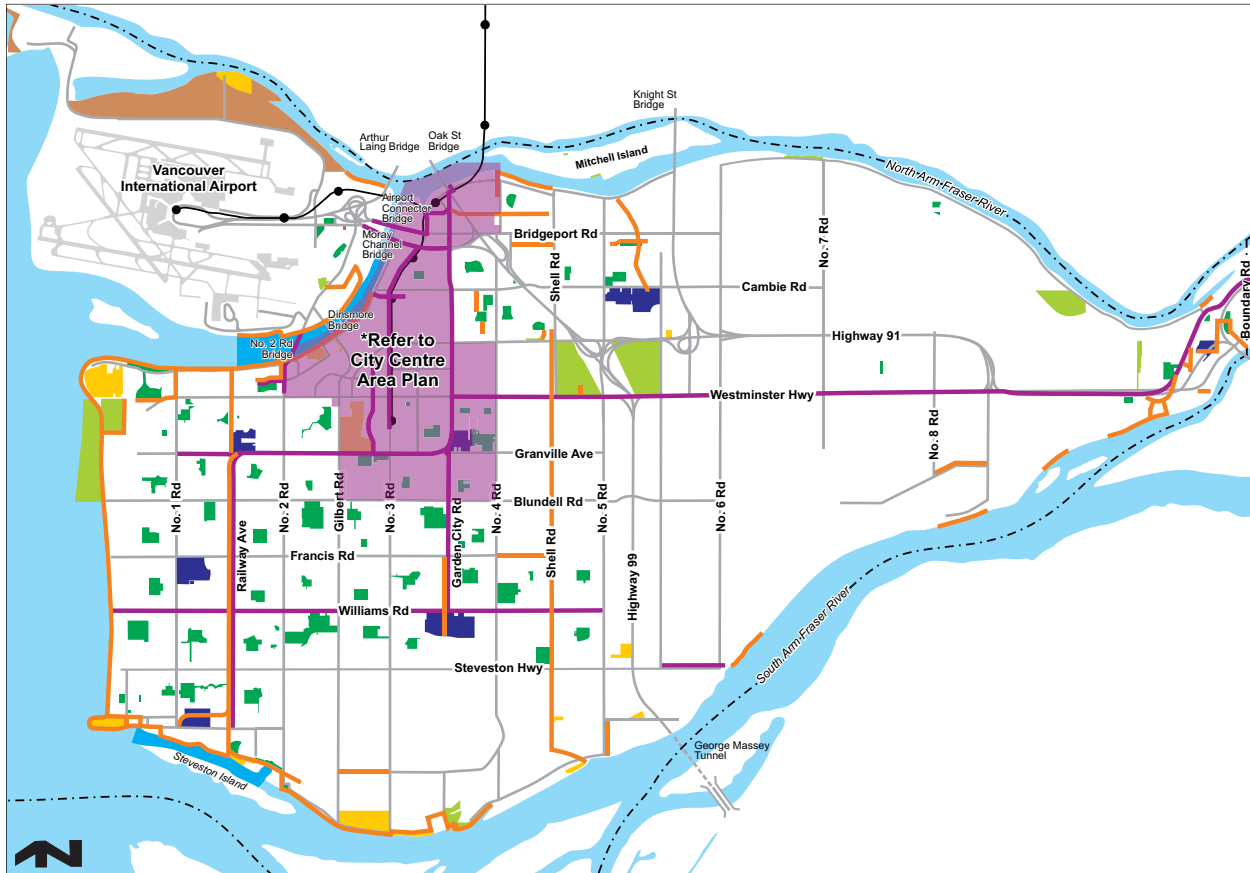
- **Promote Healthy Lifestyles:** Convenient access to parks and open spaces is a strong indicator for healthy levels of physical activity. Access to places to walk, the most common reason people cite for visiting parks and trails, is a critical service the System can provide. Contact with nature and even simple green spaces with grass and trees, have been shown to have profound psychological and physical benefits, for example, reducing stress and contributing to the healthy development of cognitive functions in children such as memory formation and spatial learning.
- **Foster Community Cohesiveness:** Community cohesiveness is stronger where there are opportunities to engage in informal social contact, to play together, and where people of diverse ages and backgrounds can engage in shared experiences. The sports fields, playgrounds, places to walk dogs, community gardens, and public plazas play a central role in fostering a strong sense of community.
- **Support a Healthy City Environment:** The quality of city life is determined, in part, by the quality of the urban environment. The System contributes to the Ecological Network (EN) and provides desirable ecosystem services such as mitigating temperature extremes, improving air and water quality, contributing to biodiversity and ecological health, and reducing the need to expand expensive infrastructure such as stormwater systems. These services have a positive impact on human health, as well as reduce infrastructure operating costs.





- Contribute to Economic Development: A vibrant open space system can exert a positive influence on the city's economy. Great parks and signature places, like Richmond's waterfront parks and trails, confer economic benefits through improved property values, attraction and retention of businesses, and attraction of tourism with signature outdoor places and events.

## Current Parks and Public Open Space System Map



Canada Line	City Wide Park
Trails/Greenway	City Wide Natural Area
Cycle Route	Community Park
	Marine Recreational Area
	Neighbourhood Park
	Regional Park/Conservation Area

\*Refer to the CCAP for the locations of future parks in the city centre.

See Section 3.4 (Specific Richmond Neighbourhoods) for locations of Neighbourhood Links.

Refer to the 2010 Richmond Trails Strategy for more detail on planned future trails.



Richmond enjoys a wealth of parks and a waterfront trail network that is a regional destination. The City's parks and open space system offers 121 parks, for a total of 688 ha (1,700 ac.) of dedicated park land and over 50 km (31 mi.) of trails. Many parks include land owned by the Richmond School District, the result of a long standing effort to co-locate school and park sites. Neighbourhood and community parks are equitably distributed so that every neighbourhood, with the exception in the short-term of some rapidly growing areas in the City Centre, has convenient access to diverse types of open space including playgrounds, sports fields and courts, gathering places, community gardens and natural areas. There are also approximately 170 ha (420 ac.) of open space on Sea Island, at Iona Beach Regional Park and the federally owned Sea Island Conservation Area.

#### Richmond Parks and Public Open Space System Facts

<b>Open Space Standard</b>	3.1 ha (7.66 ac.)/1,000 population City-wide	1.3 ha (3.25 ac.)/1,000 population in City Centre*	133.5 additional hectares (330 ac.) required for 2041 population of 280,000
<b>Park Distribution Standard</b>	Neighbourhood Parks <ul style="list-style-type: none"> <li>• Serve an 800 m (2,625 ft.) radius</li> <li>• 400 m (1,312 ft.) radius in City Centre*</li> </ul>	Community Parks <ul style="list-style-type: none"> <li>• Serve a 1.5 km (0.9 mi.) radius</li> </ul>	City-wide Parks <ul style="list-style-type: none"> <li>• Location determined by unique site attributes (e.g., waterfront)</li> </ul>
<b>Park Numbers</b>	80 Neighbourhood Parks (incl. school parks)	8 Community Parks	33 City-wide Parks

\* The higher population densities in City Centre mean that residents will have access to parks and public open spaces within 400 m (1,312 ft.) of where they live to the standard of 1.3 ha (3.25 ac.)/1,000 population. The balance of open space will be located elsewhere to meet the City-wide standard.

In the future, the city's finite land area and increasing population will mean that the open space system must grow and diversify to meet community needs. With a projected population increase of 80,000 people to 2041, an additional 133.5 ha (330 ac.) of public open space will be required. While the quantity of open space is a factor in ensuring equitable distribution, the focus must be on increasing the diversity of the types and functions of the system of public open spaces and the public realm to enrich people's daily experiences and, at the same time, contribute to the city's sustainability.



### OBJECTIVE 1:

Continue to ensure that there is sufficient public open space that is equitably distributed (e.g., City Centre; City-wide) to meet community need.

### POLICIES:

a) for City owned park spaces:

- ensure equitable access to parks and open spaces across the city;
- protect the current inventory of dedicated City park land and ensure no net loss of dedicated park land where changes occur;
- secure additional dedicated park land through the acquisition of new park sites in growing areas of the city;
- work with developers and other land owners (e.g., other levels of government) to secure publicly accessible open spaces that will make a meaningful contribution to the system;
- guide the development of the public realm to increasingly play a role in providing recreational opportunities and the stage for social life;

b) for School Board owned park spaces:

- it is acknowledged that the School Board is reviewing its long-term school and school/park needs. This matter will be addressed over the long-term. In this process, the City will collaborate with the School Board to achieve a “no net loss of parkland”.



### OBJECTIVE 2:

Provide a full range of appealing, welcoming places for residents and visitors of all ages and backgrounds to walk, roll, exercise, play, socialize and engage in healthy, active lifestyles.

### POLICIES:

- a) continue to provide outdoor sports and recreation facilities that encourage participation by all ages, abilities and financial means;
- b) ensure that all aspects of the System are designed to be inclusive and barrier free;
- c) promote the sense of belonging and connectedness people feel through the development of more and improved community gathering places;
- d) continue to work with community partners to further develop outdoor programs and facilities that support healthy lifestyles (e.g., community gardens, wellness walks).

### OBJECTIVE 3:

Showcase and enhance the City's identity through a rich variety of great places and experiences that bring to life Richmond's natural and cultural heritage.

### POLICIES:

- a) invest in the System's unique attributes to better foster a sense of city and neighbourhood identity (e.g., varying waterfront character areas, heritage and cultural features);
- b) ensure that Richmond's urban realm reflects the city's distinct culture and landscape through design, materials, public art and interpretive features;
- c) animate more public outdoor places by delivering programs and supporting events with community partners;
- d) showcase Richmond's significant natural, cultural and heritage sites through a broader range of educational and interpretive programs, and capitalize on new media opportunities.







#### **OBJECTIVE 4:**

Strengthen pedestrian, rolling (e.g., wheelchairs, scooters, etc.) and cycling linkages among every element of the city (neighbourhoods, schools, civic spaces, neighbourhood shopping centres, parks, natural areas, streets, commercial areas and industrial parks).

#### **POLICIES:**

- a) improve connections across the existing City-wide trails system;
- b) continue to improve pedestrian, rolling and cycling linkages within neighbourhoods to key destinations and amenities;
- c) improve the wayfinding and signage system for parks and major public destinations;
- d) expand the range of opportunities for cycling routes separated from automobile traffic.

#### **OBJECTIVE 5:**

Strategically expand the range of ecosystem services (e.g., biodiversity and habitat, rain water management, carbon sequestering) integrated within the open space and public realm to strengthen and contribute to the Ecological Network.

#### **POLICIES:**

- a) protect, enhance and sustain ecosystem services in parks and other public open spaces as these are significant parts of a robust Ecological Network (see Chapter 9.0);
- b) as practical, connect significant Ecological Network assets via existing or enhanced corridors (linear connections between ecosystems that facilitate the movement of species, water, nutrients and energy increasing the viability of those ecosystems);
- c) provide more opportunities for people to experience nature (e.g., bird watching, nature walks);



- d) provide recreational opportunities to appreciate and participate in agricultural activities;
- e) provide leadership in education and awareness of Richmond's unique ecological assets.



### OBJECTIVE 6:

Showcase Richmond's world-class waterfront and enhance the Blue Network (the Fraser River shoreline and estuary, and the internal waterways, the sloughs, canals, and wetlands) for their ecological value, recreational opportunities, and enjoyment.

### POLICIES:

- a) protect, enhance and connect the ecological values and public amenities in the Blue Network (e.g., trails, piers, floats, beaches, riparian areas and the foreshore);
- b) continue to acquire land for the waterfront park on the Middle Arm in City Centre;
- c) continue to support the City's signature maritime events (e.g., Ships to Shore, Maritime Festival, Dragon Boat Festival);
- d) develop recreational opportunities on and around sloughs and canals;
- e) deliver educational and interpretive programs that increase the community's connection to the Blue Network;
- f) include water as an element in the urban environment (e.g., Garden City Park stormwater detention pond, Water Sky Garden at the Oval).



### OBJECTIVE 7:

Ensure that the System offers a diversity of open spaces and performs a range of functions to better respond to changing community needs (e.g., from urban plazas to natural areas).

### POLICIES:

- a) conduct regular consultation and needs assessment with residents, community organizations and others to address gaps in the System;
- b) balance the diversity of open space uses to ensure that community needs are met (e.g., formal programs and informal uses);
- c) increase the diversity of functions and activities available in neighbourhood parks;
- d) ensure that civic infrastructure is appropriately integrated such that community use and ecological values are not compromised.

### OBJECTIVE 8:

Sustain the quality of public open spaces through innovative, responsive management and shared stewardship between the City and multiple stakeholders.

### POLICIES:

- a) align resources to improve customer service, efficiency and quality of asset management;
- b) increase the consideration of maintenance requirements through appropriate design and quality of construction;
- c) improve the health of the urban forest and communicate its value to the community;
- d) pursue additional revenue generating activities that provide community benefit and services not offered by the City. (e.g., bicycle rentals);
- e) ensure the quality of parks infrastructure through a comprehensive, long-term infrastructure replacement program.



## **11.0 Social Inclusion and Accessibility**







## 11.0 Social Inclusion and Accessibility

### OVERVIEW:

In a socially inclusive and accessible community, residents feel valued and respected, are able to have their basic needs met, and face no physical or social barriers to move about or participate in society.

Social inclusion and accessibility are key components of a sustainable Richmond. The City has a long standing tradition of recognizing the interconnectedness of land use and social planning. It also has a strong tradition of addressing social issues in its planning and service delivery.

The City is preparing a 10 year Social Development Strategy, which will identify social development and service delivery priorities for Richmond over the next 10 years. Some fundamental assumptions of the Strategy—and OCP—are that:

- it is important for the City's social development to proceed commensurate with its physical development;
- the City has a limited mandate and resources to address social issues; however, municipalities are the closest level of government to the people and are often the first level of contact when social concerns arise;
- in addressing social issues, it is essential for the City to be strategic, clearly articulating roles, managing expectations and working collaboratively with other levels of government, external agencies, community service providers, and other partners.



While the Social Development Strategy will provide more specific and detailed information pertaining to the City's social priorities and directions, the Strategy and OCP are intended to be complementary, mutually consistent planning frameworks. For the OCP, three key social issues and related objectives are addressed below:

- social equity and inclusion;
- engaging our citizens;
- building on social assets and community capacity.



## 11.1 Social Equity and Inclusion

### OVERVIEW:

Equity refers to fairness. For Richmond to be equitable—and socially sustainable—it is essential that the needs of all segments of the city's population are recognized and addressed. Further, as the population grows and physical development proceeds, it is important that the City's social fabric be maintained and enhanced—with all groups sharing in the benefits and none being excluded or left behind.

Richmond's population is increasingly diverse. In 2006, for example, 57.4% of the population were immigrants, with 18.8% of that figure having arrived between 2001 and 2006. Further, 90.5% of the recent immigrants (those arriving between 2001 and 2006) were born in Asian and middle eastern countries.

In addition to immigration status, the population is also diverse in terms of age, income levels, physical abilities, sexual orientation, and other factors. While presenting a strong opportunity for community vibrancy and enrichment, diversity also presents challenges—most notably with respect to communication, cross-cultural understanding, integration, and the potential marginalization of certain segments of the population. City policies, programs, and practices must therefore support social equity and inclusion. They must recognize and respect diversity, while ensuring that silos are not created and no one group gets left behind. The aim is to build and nurture a cohesive and inclusive community.



## OBJECTIVE 1:

Facilitate the establishment of an equitable, inclusive community, whereby City plans, policies, services and practices respect the diverse needs of all segments of the population.

## POLICIES:

- a) adopt and implement a 10 Year Social Development Strategy, which will be monitored and updated over time, to guide the City's future social development priorities and activities;
- b) continue to implement and update the Intercultural Strategic Plan, Youth Services Plan, and Older Adults Service Plan to ensure that they remain relevant and effective over time;
- c) recognize children and youth as valuable, contributing members of the community, providing them with opportunities to participate, as appropriate, in plans, policies, and programs affecting them and the community;
- d) continue to employ the developmental asset framework for the planning and delivery of youth services;
- e) in City land use planning and design, make Richmond an increasingly child and family friendly community (e.g., family-friendly features in public open spaces);
- f) respect and capitalize on the knowledge, skills and abilities of Richmond's older adults by providing them with opportunities to continue to make meaningful contributions to the community through volunteer activities and advice;
- g) adopt an "older adults planning for older adults" approach to the planning and delivery of older adult programs and services;
- h) promote aging in place, age-friendly and accessible communities where feasible, in City land use planning and design requirements;
- i) continue to provide community grants to non-profit societies that deliver social, health, and community safety services to Richmond residents;
- j) continue to consult with organizations representing persons with disabilities and other appropriate parties to assist in planning for the needs of persons with disabilities and gaining assistance and funding to improve the overall accessibility of the built environment;
- k) update the 2007 Affordable Housing Strategy and seek developer, senior government and other partner financial assistance;
- l) collaborate with other levels of government, external agencies and community partners to secure appropriate funding, housing and services for homeless people, with the aim of reducing and ultimately eliminating homelessness;
- m) work with senior levels of government, external agencies, and community partners to better understand the extent and needs of households in poverty and support collaborative efforts to prevent and address poverty in the community;





- n) continue to apply and achieve targeted measures, as appropriate and financially viable, to reduce financial barriers for low income residents to participate in City programs (e.g., Recreation Fee Subsidy Program, recycle sports equipment);
- o) ensure that social factors are considered, in conjunction with economic and environmental factors, in City planning and decision making.



## 11.2 Engaging Our Citizens

### OVERVIEW:

Citizen engagement can take a variety of forms (e.g., participation in City recreation programs, volunteering, sitting on a City or community advisory body, contributing to a community planning process, completing surveys using social media). Citizen engagement is crucial for a healthy society—and it is essential if the City is to achieve a representative and effective vision of being the most appealing, livable, and well managed community in Canada.

While the diversity of the City's population presents substantial opportunities and community enrichment, it also presents challenges. Rather than using a "one size fits all" approach to community engagement, a variety of community engagement strategies need to be employed. The strategies must recognize the unique characteristics, interests, and needs of various segments of the population. They must also provide welcoming and inviting opportunities for all to participate.

### OBJECTIVE 1:

**Encourage and facilitate the active engagement of all segments of the Richmond population in community affairs.**

### POLICIES:

- a) use a variety of traditional and innovative approaches for consulting with and involving members of the public in community activities and planning processes (e.g., study circles, online forums, social media);



- b) work with community partners to provide important City information in multiple languages, as appropriate, and as resources allow;
- c) work with community partners to develop effective approaches for eliciting the opinions and involvement of traditionally “hard to reach” groups (e.g., recent immigrants, homeless persons, people with disabilities) in community consultation initiatives;
- d) provide pertinent information (e.g., on City programs and initiatives, demographic statistics) to assist members of the public and partner organizations in understanding social issues facing the community and effectively participating in collaborative responses (e.g., Hot Facts, bulletins).



## 11.3 Building on Social Assets and Community Capacity

### OVERVIEW:

Social capital is a term to describe the linkages and communication channels amongst individuals and organizations and the community's capacity to work towards mutual gain. The underlying assumption is that connections are essential to the overall health and well being of the community.

The City's non-profit agencies, advisory committees, associations and community networking forums need to be nurtured as the city continues to grow and develop.

In addition to social capital, the City requires appropriate infrastructure to meet the social needs of its growing population, including:

- community facilities (e.g., child care centres, space for community service providers);
- affordable housing;
- accessible facilities, built environments, and transportation services.

The key challenges with social infrastructure relate to:

- costs (e.g., land, construction, operating) can be prohibitive—particularly in an escalating market such as Richmond;



- jurisdictional issues (e.g., various levels of government are responsible for some social infrastructure);
- priorities (e.g., given finite resources, which elements of the social infrastructure require priority support, and which ones do not?).

Through senior government funding, direct City funding or commitments obtained from developers through the rezoning process, Richmond has traditionally given priority to securing three types of social infrastructure: City facilities (e.g., recreation centres), child care centres, and affordable housing. In the future, additional emphasis will need to be placed on securing other types of social infrastructure—most notably space for non-profit agencies and other community amenities. Recognizing both the future needs and inherent challenges, a range of approaches will need to be pursued to ensure that the City is strategic, transparent, and effective in meeting its social infrastructure requirements.



### **OBJECTIVE 1:**

**Facilitate the establishment of a comprehensive, high quality system of child care services in Richmond.**

### **POLICIES:**

- a) continue to undertake periodic needs assessments to identify existing and future child care requirements, by type of care and geographic area of need;
- b) secure City-owned child care facilities, for lease at nominal rates to non-profit providers, from private developers through the rezoning process;
- c) encourage private developers to contribute to the City's Child Care Development Reserve Fund, as appropriate;
- d) consult and collaborate with child care providers and other community partners on child care issues;
- e) request senior governments to contribute funding and improve policies to address local child care needs;
- f) continue to administer the City's Child Care Grant Program to support the provision of quality, affordable, accessible child care in Richmond.





## OBJECTIVE 2:

Facilitate the provision of space for community agencies.

### POLICIES:

- a) establish mechanisms to assist non-profit agencies and community groups to secure office or program space, or funding (e.g., through senior governments, NGOs, the lease of any surplus City space, negotiation with developers in the rezoning process);
- b) establish clear, transparent guidelines for the securing and allocating of City-owned or negotiated community agency space (e.g., eligibility criteria, cost factors, timing, roles and responsibilities);
- c) support non-profit agencies and community partners to develop and maintain an inventory of space requirements for community agencies in Richmond.

## OBJECTIVE 3:

Develop and nurture strong, sustainable, and collaborative relationships with senior governments and community partners.

### POLICIES:

- a) develop and maintain strong networks and communication channels with senior government partners to seek their policy and financial assistance in addressing Richmond social issues;
- b) continue to participate in joint planning and networking initiatives with community partners (e.g., Richmond School District, Vancouver Coastal Health, Metro Vancouver, non-profit agencies);
- c) maintain strong networks with developers, the business community, and community agencies, collaborating as appropriate to address social issues.





## **12.0 Sustainable Infrastructure and Resources**





## 12.0 Sustainable Infrastructure and Resources

### OVERVIEW:

Providing sustainable infrastructure is a core municipal responsibility that is essential to the health, safety, mobility and quality of life for the City's existing and future residents, businesses and visitors.

### Guiding Principles

- **Meet the Demands of a Growing City**—determine the infrastructure improvements required to meet the needs of a growing population and develop successive implementation plans that maintain capacities that are ahead of demand.

The City's population will grow by 80,000 people and 40,000 jobs by 2041. This increase in population will result in higher demands on City infrastructure that will exceed the capacity of some infrastructure elements. It is important to identify those elements and improve them ahead of demand.

- **Adapt to Climate Change**—build climate change resilient infrastructure to meet climate change challenges that include rising sea levels, wetter winters and drier summers.

Climate change will impact Richmond in two critical ways:

- **sea level rise due to global warming.** Locally, sea level is predicted to rise 1.2 m (3.94 ft.) over the next 100 years. As the City is dependant on its diking system for protection from the waters of the Straight of Georgia and the Fraser River, diking improvements that stay ahead of rising sea levels are critical;





- **the intensity and duration of rainfall.** Climate change experts believe that, in the long run, rainfall intensity and duration will increase during the winter months. Drainage infrastructure must be improved to meet longer and more intense storm events to maintain the City's current level of flood protection.

- **Utilize Local Energy Sources**—reduce the City's dependence on external power supplies by reducing energy consumption and capturing waste energy and increasing geothermal and solar energy production.

Every year Richmond businesses and residents consume 24 Gigajoules of energy to heat their homes, and transport goods and people. This is equivalent to the chemical energy in approximately 4 million barrels of oil. As we are dependent on outside suppliers for our energy, our 'energy dollars' will continue to flow beyond our city boundaries until we develop local energy sources. There are opportunities for local companies to develop markets for geothermal and solar energy, as well as waste heat capture and re-use. This will in turn strengthen the local economy, make the city less dependent on foreign energy sources, help achieve our greenhouse gas emissions reduction targets of 33% below 2007 levels by 2020, and 80% below 2007 levels by 2050, and take us closer to meeting the City's community-wide energy reduction target of 10% below 2007 levels by 2020.

- **Efficient Infrastructure**—achieve greater infrastructure efficiency through the proactive planning of infrastructure upgrades and replacements, the use of new technologies, and educating the public on demand side management. Plan infrastructure with minimum life cycle costs and deliver projects on time and within budget.

Demand management has the potential to defer, reduce or eliminate the need for infrastructure capacity upgrading. Water demand can be reduced through water metering, low flow fixtures, leak reduction, pressure management, and reduction in discretionary uses such as lawn irrigation. Most water use reductions also generate sewer flow reductions. Sewer flows can also be reduced through inflow and infiltration (extraneous rainwater and groundwater) management. Education and technology can play critical roles in demand side management. Rainwater has the potential to be harvested and utilized in place of drinking water for uses such as irrigation. Life cycle management can extend the life of assets and reduce their over all cost. As some infrastructure decisions that appear cost effective in the short-term can have excessive operational costs that make them more expensive in the long run, infrastructure choices should always favour the long view.



## 12.1 Sanitary Sewers

### OVERVIEW:

Wastewater management is a core municipal responsibility that plays a critically important role in maintaining community health. The municipal sanitary sewer carries liquid waste from individual homes and businesses to Metro Vancouver treatment facilities via Metro Vancouver trunk sewers. At the treatment facilities, the wastewater undergoes primary and secondary treatments before being discharged to the Fraser River.

The City's sanitary sewer system includes a well developed network of gravity mains, pump stations and forcemains. Proactive maintenance of sewer infrastructure reduces sewer deterioration and facilitates deferring expensive sewer rehabilitation work, thereby reducing overall costs and customer inconvenience.

Richmond has endorsed Metro Vancouver's May 2010 *Integrated Liquid Waste Resource Management Plan*, which outlines an overall objective to manage wastewater in a manner that enhances the environment. Three key strategies in the plan that support this objective are:

- conserve resources;
- maintain infrastructure and stretch capacity;
- focus effort to maximize the environmental benefit per dollar spent.

The City's population is predicted to grow by 80,000 people in the next 30 years. This increase in population will result in higher demands on the City sanitary sewer infrastructure which in turn will exceed the capacity of some of its elements. To protect public health and safety, it is important to identify those elements and upgrade them through re-development activities (City and private) to maintain livability while facilitating growth.



## **OBJECTIVE 1:**

**Maintain an efficient sewage system to protect public health and safety.**

### **POLICIES:**

- a) maintain and improve the existing sanitary sewer system through a proactive maintenance program, the use of quality materials and applying best-management practices that minimize life cycle costs;
- b) improve the efficiency of the sewer system by:
  - maintaining low inflow and infiltration levels;
  - reducing waste volume through water conservation;
  - continuing to participate in the Metro Vancouver sanitary sewer source control program by supporting the Metro Vancouver Waste Water Discharge Permit process;
- c) focus on detecting and reducing fat, oil and grease (FOG) in the sewer system;
- d) develop public education programs to:
  - reduce FOG discharges into the sewer system;
  - reduce per capita water use which will, in turn, reduce sanitary sewer flows;
- e) continue to work with Metro Vancouver on sanitary trunk and treatment plant capacity improvement projects;
- f) participate in the on-going implementation of the May 2010 Metro Vancouver Integrated Liquid Waste Resource Management Plan.

## **OBJECTIVE 2:**

**Proactive planning of infrastructure upgrades and replacements due to age and growth.**

### **POLICIES:**

- a) budget and plan to replace aging infrastructure in alignment with the City's Aging Infrastructure Replacement Plan;
- b) coordinate the replacement of aging sewer infrastructure with other City infrastructure replacement projects;
- c) ensure that sewered areas of the City maintain service levels in alignment with the needs of present and future land uses;
- d) ensure that development related sanitary system upgrades are funded through Servicing Agreements, sewer DCC's, and senior government funding;
- e) require all new developments to be connected to sanitary sewer where sanitary system is available;
- f) discourage the development of private on-site sewage disposal systems, except in those areas where sanitary sewer is not available.



## 12.2 Irrigation and Drainage

### OVERVIEW:

The City of Richmond has diverse drainage and irrigation needs due to its flat topography and unique farming community.

The City's drainage system includes a well developed network of closed pipe systems, box culverts, open ditches, sloughs, floodboxes and pump stations. The primary purpose of this system is to drain surface water into the Fraser River and prevent flooding on private and public property across the municipality. However, in the Agricultural Land Reserve (ALR), the drainage system also serves as a supply of irrigation water from the Fraser River for use by farmers.

Storm drainage effectiveness in Richmond is closely monitored to ensure that individual neighbourhood's needs are met. Annual maintenance and capital programs are used to replace aging infrastructure and overcome drainage challenges created by land development and climate change.

### OBJECTIVE 1:

**Maintain and improve urban drainage systems to meet the public's needs and regional requirements.**

### POLICIES:

- a) maintain and improve drainage systems to service existing and future development;
- b) ensure that development related drainage system upgrades are funded through development Servicing Agreements, drainage DCC's, and senior government funding;
- c) budget and plan to replace aging infrastructure in alignment with the City's Aging Infrastructure Replacement Plan;
- d) prepare for the effects that climate change may bring to the region, such as increased rainfall intensities which may require higher drainage capacity (for example by participating in regional climate change initiatives, researching issues and options and implementing City Climate Change policies as practical and funding becomes available);





- e) encourage the use of collection and drainage systems that harvest rainwater for non-potable water uses, temporarily store rainwater during major storm events and reduce surface water contaminants from entering drainage systems;
- f) integrate rainwater management master planning with other city initiatives, such as shopping centre and arterial road densification, to meet drainage needs while minimizing pollution and soil erosion;
- g) upgrade drainage systems in established neighborhoods via redevelopment requirements and Local Area Service Plans;
- h) wherever practical, retain open watercourses to provide drainage, and ensure that the watercourse permitting process is followed;
- i) integrate drainage with the Ecological Network;
- j) ensure that single family developments built to elevated flood plain construction levels do not negatively impact local drainage systems;
- k) use drainage infrastructure upgrades as opportunities to create appealing public amenities, such as the award winning Cambie Drainage Pump Station.



## **OBJECTIVE 2:**

**Maintain and improve Agricultural Land Reserve drainage and irrigation systems to support agriculture.**

## **POLICIES:**

- a) maintain and refurbish pump stations and watercourses that are critical to field drainage and agricultural water use;
- b) monitor Fraser River salinity levels to help farmers understand how river water salinity impacts irrigation water availability;
- c) work with farmers to understand and address the effects that climate change may have on the Fraser River as a source of irrigation water;
- d) minimize the impact of development on field drainage and agricultural water use;



- e) minimize the impact of new roads, drainage works and utilities on agricultural lands, farm holdings and operating activities;
- f) facilitate the improvement of agricultural irrigation and drainage infrastructure that support the agricultural sector (e.g., request senior government funding, participate in joint government initiatives).



## 12.3 Water Supply and Distribution

### OVERVIEW:

Water supply is a core municipal responsibility that is essential to community health and safety. The City works with Metro Vancouver to supply adequate quantities of high quality drinking water to Richmond residents and businesses. Metro Vancouver delivers bulk water to the City and the City is responsible for distributing water to individual customers within the municipal boundary. The City has endorsed Metro Vancouver's 2011 Drinking Water Management Plan (DWMP) which includes three primary goals:

- provide clean, safe drinking water;
- ensure the sustainable use of water resources;
- ensure the efficient supply of water.

The City's population will grow by 80,000 people in the next 30 years and will result in higher demands on both the City's water distribution infrastructure and Metro Vancouver water supply system. To accommodate this growth, it is important to identify water system improvements and implementation plans that maintain adequate water service in the short, medium and long-term. Additionally, water demand management or conservation can reduce the impact of growth and extend the life of existing infrastructure.



### **OBJECTIVE 1:**

Provide sufficient quantities of high-quality drinking water at adequate pressure to meet present and future needs of the community.

#### **POLICIES:**

- a) provide adequate system capacity to meet the community's drinking water demand;
- b) maintain adequate fire fighting capacity;
- c) continue to monitor water quality through water sampling;
- d) use quality materials and best-management practices to maintain and construct water system elements that maximize service life and reduce overall costs;
- e) investigate the potential impacts of pressure management on water leakage and the service life of aging pipelines;
- f) minimize water system leakages by identifying leakage sources and maintaining a leakage level below the economic level of leakage;
- g) continue to work with Metro Vancouver on water supply capacity improvement projects;
- h) continue City to support the Metro Vancouver Drinking Water Management Plan.

### **OBJECTIVE 2:**

Proactive planning and implementation of infrastructure upgrades and replacements due to age and growth.

#### **POLICIES:**

- a) continue to replace and upgrade aging water infrastructure on an annual basis in alignment with the City's Aging Infrastructure Program;
- b) coordinate the replacement of aging water infrastructure with other City road and utility replacement projects;
- c) upgrade the water distribution system in coordination with new developments to accommodate growth;
- d) ensure that development related water system upgrades are funded through development Servicing Agreements, water DCC's, and senior government funding.

### **OBJECTIVE 3:**

Pursue demand management strategies and continue water conservation initiatives.

#### **POLICIES:**

- a) continue to raise public awareness regarding the benefits of water conservation;
- b) continue to move toward water metering through development, capital replacement and volunteer metering programs;



- c) promote the use of rain water retention systems for irrigation purposes;
- d) continue toilet rebate programs to reduce indoor water use;
- e) continue to implement lawn sprinkling regulations to reduce seasonal water use.



## 12.4 Energy

### OVERVIEW:

Urban communities tend to consume significant amounts of energy, which includes energy derived from fossil fuels (a large source of the City's greenhouse gas emissions). However, through energy conservation and the incorporation of renewable and local energy sources many opportunities exist to reduce energy consumption and in turn greenhouse gas emissions.

On July 26, 2010, Council endorsed the Corporate Sustainability Framework, Energy Strategic Program, which included a target "to reduce energy consumption in the Richmond community by at least 10% from 2007 levels by 2020".

Together with Council's adopted green house gas reduction targets of 33% below 2007 levels by 2020 and 80% by 2050, these targets provide direction on energy management to the City as a corporation and for the community.

The City of Richmond has taken a lead role in corporate energy management best practices. The City has been recognized by BC Hydro as a Municipal Power Smart Leader (the highest recognition BC Hydro gives to organizations) several years in a row due to its outstanding efforts to incorporate new and alternative technologies into its energy system, and improve its corporate energy management program. The experience and knowledge which the City has gained through its energy management initiatives will be used to assist with energy conservation programs and services. In addition to reducing energy consumption, effective energy management policies address multiple sustainability objectives including lowering green house gas emissions and climate change.





Nearly 2/3 (two-thirds) of energy consumed in Richmond is utilized by buildings. A large share of this energy is attributed to the City's aging building stock, constructed under less stringent energy efficiency standards and reliant on older less efficient heating, cooling and lighting technologies. Many of these structures will remain in our community for the foreseeable future, and building retrofits can optimize their value to owners, occupants and the community.

Energy efficiency upgrades generate operation savings while increasing the comfort for building users. Building retrofits are also an important component of the growing green economy. The green building sector provides employment while reducing our reliance on energy produced from outside the City and region. Increasing the efficiency of existing buildings is also one of the most effective strategies for meeting the City's greenhouse gas emissions reduction goals.

Canadian policy on retrofitting existing buildings for energy and GHG reduction is not as well advanced as many American and European cities. There is currently no provincial or federal regulatory requirement or sustained incentive programs by senior levels of governments to encourage community retrofit.

### **OBJECTIVE 1:**

**Achieve corporate leadership in energy reduction through the application of the Council endorsed Corporate Sustainability Framework-Energy Sustainability Strategic Program.**

### **POLICIES:**

- a) continue to build corporate awareness and capacity through on-going work place conservation awareness programs, customized information and targeted training to key work areas to improve energy management performance;
- b) reduce overall corporate energy consumption through conservation and efficiency by continuing the development of effective corporate programs, initiatives and policies to contribute to the Council endorsed targets;
- c) develop a Corporate Energy and Emissions Plan by 2013;
- d) incorporate energy management best practices, efficient equipment and monitoring systems into new civic buildings and community amenities and infrastructure (e.g., energy efficient pumps and energy saving features when updating or constructing new pump stations);
- e) continue to implement the City's High Performance Building Policy (#2306) to improve energy efficiency in new and renovated municipal buildings;
- f) accelerate transition to locally supplied renewable and clean energy sources for new capital projects and through retrofit of existing civic buildings and infrastructure;
- g) consider updating waterworks pressure reducing stations to include energy recovery;
- h) incorporate energy efficient lighting for City facilities, parks open space and roads through retrofits and during new construction.

**OBJECTIVE 2:**

Work towards achieving Council endorsed community energy reduction target, with emphasis on actions that reduce GHG emission, in recognition that these actions will have positive effects on climate change mitigation.

**POLICIES:**

- a) advocate to senior levels of governments and utility providers to provide funding and incentives for retrofitting existing buildings to improve energy performance and reduce GHG emissions;
- b) retain consultant to develop recommendations for a retrofit strategy for existing building, including but not limited to their potential to reduce GHG emissions and improve energy efficiencies from 2007 level;
- c) implement viable retrofit strategy recommendations with appropriate regulatory instruments;
- d) promote an energy smart future where energy needs are met through sustainable energy practices throughout the community and by affordable, efficient, reliant and environmentally responsible energy systems;
- e) continue to pursue locally supplied renewable energy systems and technologies for space heating and cooling, domestic hot water supply as well as electricity production (e.g., renewable energy, district energy systems, solar thermal, geothermal, sewer heat recovery, river heat recovery and wind power systems);
- f) support regulatory changes in the utility sector to encourage more investments in energy efficiency;
- g) raise community energy conservation awareness through education, partnership and incentive programs;
- h) explore regulatory instruments (e.g., energy auditing, energy rating labelling, performance-based standards, prescriptive standards, equipment certification/inspection, etc.) that best achieve the Council endorsed energy and GHG reduction targets.



## 12.5 Recycling and Waste Management

### OVERVIEW:

Safe and responsible solid waste management is a core responsibility for the City and with it comes challenges related to limited landfill space and effective disposal options. Richmond has endorsed Metro Vancouver's 2010 *Integrated Solid Waste and Resource Management Plan*, which outlines goals and objectives as the foundation for future waste reduction. The City has established targets for waste diversion and related objectives to support this Plan, and its programs and services are designed to align with the City's 2010 Corporate Sustainability Policy.

Waste diversion targets are supported by a comprehensive and diverse range of waste reduction and recycling services for Richmond residents, along with policies, bylaws and guidelines to provide for responsible solid waste management throughout the community. The City's garbage collection services are designed to strike a realistic balance between meeting recycling goals while enabling residents to have reasonable means to dispose of garbage. Recycling services for residents provide convenient options to recycle paper, plastic, aluminum, metal and glass, as well as food scraps and yard trimmings through recycling collection or home composting. The City's public spaces recycling and litter management programs enhance community beautification while addressing waste diversion, and its community outreach programs increase recycling, reuse and reduction of waste through education and awareness. The City also supports provincial and regional initiatives relating to banned or restricted items and household hazardous products disposal through drop-off recycling services at the City's Recycling Depot, and through support to product stewardship programs and other community services (e.g., producers and volunteer groups).

The successful diversion of waste from disposal and overall waste reduction are joint efforts. They involve all community members taking responsibility for recycling and waste reduction.



### OBJECTIVE 1:

Provide for effective and responsible solid waste and recycling management through programs, services, policies, guidelines and alignment with the regional 2010 *Integrated Solid Waste and Resource Management Plan* and Richmond's 2010 Corporate Sustainability Policy.

### POLICIES:

- a) continue to improve how solid waste will be managed, including updating bylaws, building guidelines, as well as fee structures and service levels for solid waste collection so that the City provides residents with an acceptable basic level of service at reasonable cost, while encouraging users to reduce unnecessary waste generation;
- b) provide information and education on options to better reduce waste;
- c) request senior governments to transfer additional waste management responsibilities to producers and consumers, including actions to limit the manufacturing of non-recyclable products and better promote manufacturer accountability for product handling, recycling and/or safe disposal;
- d) consider City bylaws that support regional disposal bans and work to implement programs, either in partnership with others or independently, to reduce materials from the waste stream that have detrimental environmental impacts;
- e) consider establishing policies for non-residential sectors to provide for safe and responsible solid waste management and increased recycling;
- f) continue to monitor waste disposal and recycling rates to measure progress toward established City targets, waste diversion and waste reduction objectives;
- g) continue to set good examples of waste reduction in the City's procurement practices by emphasizing reusable packaged products, minimizing the procurement of over-packaged products and promoting products that do not contain recycled materials.

### OBJECTIVE 2:

Divert waste through improved multi-faceted recycling services, composting programs and education initiatives, by supporting community programs to reuse products and reduce consumption.

### POLICIES:

- a) achieve a community-wide waste diversion rate of 70% by 2015 by increasing recycling and decreasing waste;
- b) increase the effectiveness of existing recycling programs by exploring options to expand recycling into public streetscapes and parks, broaden services for residents, developing more options for business/commercial sectors, and providing opportunities to increase private sector recycling;





- c) work with appropriate government partners to change to existing regulatory barriers that discourage the reuse of materials, promote material exchange networks and the re-engineering of recycled materials;
- d) target new recycling opportunities such as organics recycling and composting, FOG recycling, wood reuse and recycling and reuse and recycling in the demolition, land clearing and construction (DLC) sectors;
- e) increase public awareness to overcome barriers to recycling, reuse and waste reduction through City outreach programs and community partnerships.

### **OBJECTIVE 3:**

**Support regional requirements for banned and restricted materials including hazardous waste management, through improved City bylaws, enforcement, community awareness and drop-off programs, and partnerships with product stewardship/take back programs.**

### **POLICIES:**

- a) support regional initiatives to develop alternative programs to reduce waste and pollution, such as waste audits on construction sites, processes for tracking construction waste, and alternatives to traditional building material, recycling programs and improved commercial building design guidelines;
- b) encourage additional opportunities for the safe and convenient disposal of household hazardous waste through drop-off collection at the Richmond Recycling Depot, partnerships with community product stewardship/take back programs, and coordination with responsible disposal services in the community;
- c) develop and enforce bylaws that better align with regional waste disposal bans and/or restrictions;
- d) increase public awareness and education on disposal restrictions and bans.



## 12.6 Flood Protection

### OVERVIEW:

Located in the Fraser River delta, the City of Richmond is naturally low lying and would be subject to flooding from high tides, storm surges and freshets without diking. As a Local Diking Authority, the City manages dikes on Lulu, Sea and Mitchell Islands that protect against sea and river floods.

The City strives to meet Provincial Diking Inspector guidelines and requirements that address issues such as climate induced sea level rise, seismic design and dike alignment. The 2008-2031 Richmond Flood Protection Strategy forms a framework for understanding and meeting Richmond's flood protection needs and directs spending strategies.

Ongoing Fraser River and Steveston Harbour dredging is required to minimize the risk of flooding during the annual freshet season.

The Flood Plain Designation and Protection Bylaw No. 8204 regulates building construction levels and ensures that new building developments are set back an appropriate distance from the dike. These controls are essential for the protection of public safety, public property and enabling dike upgrades.

### OBJECTIVE 1:

**Maintain and improve flood protection measures throughout Richmond.**

### POLICIES:

- a) enforce the setback requirements of Flood Plain Designation and Protection Bylaw 8204 to facilitate future dike raising to accommodate climate change induced sea level rise;
- b) maintain and upgrade the perimeter dike systems on Lulu, Sea and Mitchell Islands while striving to meet Provincial Diking Inspector guidelines and requirements;
- c) develop Dike Master Plans to identify future perimeter dike and internal dike upgrade requirements and construction schedules;



- d) request senior government funding to maintain and upgrade Richmond's dike systems;
- e) work with stakeholder groups to ensure that future dike upgrades are appropriate and respect local community values;
- f) continue to request ongoing senior government funding to dredge the Fraser River and Steveston Harbour.



## 12.7 Building, Fire and Seismic Protection

### OVERVIEW:

Building, fire and seismic protection, like flood protection, are “Life Safety” matters which Richmond takes very seriously. Richmond takes a proactive and scientific approach to protecting City-owned, public and private buildings, structures, dikes and infrastructure against building, fire and seismic damage. Dike maintenance, height increases and seismic protection are addressed in the City's Flood Protection Strategy, related policies and Provincial Legislation. The City co-operates with the Federal and Provincial governments, and others in conducting scientific research and updating Building Code requirements.

The provincial Dike Safety Program is delivered through the Deputy Inspector of Dikes. Activities include: administering the Provincial Dike Maintenance Act, approving construction works on and adjacent to dikes, auditing dike owner's dike management programs, and issuing orders to protect public safety.

Federally, the Government of Canada supports the National Research Council (NRC) Institute for Research in Construction (NRC-IRC) which is the leading construction research agency in Canada. It also supports, for example, the Canadian Codes Centre, Canadian Construction Material Centre, building envelope technologies, and fire research to advance fire safety and design.

The BC Ministry of Energy and Mines, Office of Housing and Construction Standards, Building and Safety Policy Branch is responsible for developing and implementing a modern legislative framework for regulating safety in the design, construction and occupancy of buildings. The Province enacts



the BC Building Code and regulations under the Local Government Act. The Code is based on the model National Building Code of Canada that provides minimum standards for topics such as: safety, health, accessibility, fire and structural protection of buildings; water and sewer damage; energy and water efficiency; and the alteration and demolition of existing buildings.

The Building Approvals Division aims to ensure public health, fire protection, life safety, and structural sufficiency by providing two main services:

1. "Permits" which reviews drawings for compliance with the BC Building Code, including plumbing and mechanical systems for large buildings;
2. "Inspections" which is responsible for on the site construction of the building, and the associated plumbing and gas work.

The Engineering Department provides sustainable infrastructure including dike maintenance and upgrading.

### **OBJECTIVE 1:**

**To provide and advance effective building, fire and seismic protection to ensure that Richmond is a safe place to live, work and play.**

### **POLICIES:**

- a) base building, fire and seismic protection initiatives on the following proactive principles:
  - Scientific Research;
  - Public Safety;
  - Risk Prevention;
  - Partnerships;
  - Standards;
  - Cost Effectiveness;
- b) co-operate with senior governments and others (e.g., institutions, developers) to advance building, fire and seismic protection research and best practices (e.g., geotechnical studies, site preparation), codes and regulations;
- c) continue to monitor, raise and seismically improve the City's dike system, as appropriate;
- d) update building bylaws and regulations, as appropriate;
- e) continue educational initiatives to inform developers, builders and the public of recent advances in building, fire and seismic protection.





## 12.8 Roads

### OVERVIEW:

While the City's Transportation Division plans roads and access, the Engineering Division manages them. The City's road infrastructure includes a well developed network of arterial roads, collector roads, local roads, lanes, bike lanes and pedestrian walkways that constitute approximately 20% of the developed land base in Richmond.

To meet the demands of a growing City, the existing roads and sidewalks must be maintained and improved to support transportation and pedestrian activities and minimize negative social and environmental impacts. New road development and improvements need to make the best use of the City's limited street capacity and balance competing user-demands and interests.

City streets are important public places that enhance the City's identity by linking people, community and nature, and promote a vibrant and 'distinctly Richmond' urban realm.

### OBJECTIVE 1:

**Protect the City's capital investment in road infrastructure.**

### POLICIES:

- a) continue maintenance and improvement programs in accordance with identified needs balanced with resources consistent with the City's Pavement Management Strategy;
- b) coordinate the improvements of aging road infrastructure with City utility replacement projects (e.g., perform street and pipeline renewal coincidentally in locations where both infrastructure elements have reached the end of their useful life);
- c) place a high priority on the maintenance of streets that function as transit corridors (e.g., No. 3 Road);
- d) give high priority to road and sidewalk network improvements that service higher-density areas and link higher-density commercial and residential areas;



- e) use quality materials and best management practices to maintain and construct road infrastructure elements that maximize service life and minimize overall costs;
- f) continue to work with Translink on Major Road Network Improvement projects.

## **OBJECTIVE 2:**

**Support safe transportation and pedestrian, cycling and rolling (wheel chairs, scooters) activities, vibrant public places and linkages among all City uses.**

## **POLICIES:**

- a) ensure that street designs promote efficient vehicle and pedestrian movements and do not compromise a safe, convenient, and aesthetically pleasing environment for pedestrians, cyclists, and transit-users;
- b) design streets in accordance with planned land use patterns and accepted engineering standards, including the provision of sidewalks on most streets;
- c) ensure wheel chair access at road intersections in pedestrian-oriented areas and at intersections with arterial roads where feasible;
- d) design sidewalks and trails to ensure rolling accessibility and safety;
- e) investigate the development of alternative street design and construction standards that will result in greater environmental benefits to the community (e.g., finer grids, right of passage).



## **12.9 Roadway Lighting**

### **OVERVIEW:**

Most roadways in Richmond's urban areas include roadway lighting which is designed to provide accurate and comfortable visibility at night on roadways, laneways, walkways, and bikeways. This lighting reduces night time accidents, improves traffic flow, and promotes business and use of public facilities at night. It also enhances the public's sense of personal security and assists police efforts to reduce crime and economic loss.



City standards include high-pressure sodium lights in residential, commercial and industrial areas, with metal halide (white light) for the City Center and other special areas. Innovative street lighting that enhances a local area or creates a sense of “place” and safety will be considered for new developments such as commercial and shopping areas.

### **OBJECTIVE 1:**

**Maintain a system of roadway lighting that supports safety, visibility and security on the City’s urban roadways, laneways, walkways and bikeways.**

### **POLICIES:**

- a) maintain standardized lighting levels and uniform light distribution along urban roadways;
- b) ensure that new developments include underground lighting systems that comply with current roadway lighting standards;
- c) ensure that lighting improvements are primarily funded through redevelopment (service agreements) or through local area service programs;
- d) pursue initiatives and follow best practices to install, replace, and maintain roadway lighting on City streets;
- e) improve the resistance of roadway lighting systems to copper theft. (e.g., tamper proof access covers).

### **OBJECTIVE 2:**

**Achieve greater roadway lighting efficiency through the use of evolving energy saving technologies.**

### **POLICIES:**

- a) research and promote the use of energy saving lighting technologies and design energy-efficient roadway lighting systems;
- b) continue to convert existing roadway lights to more energy-efficient lights;
- c) research and identify options for synergy between roadway lighting systems and other utility systems. (e.g., cellular antennas).

### **OBJECTIVE 3:**

**Use a system of roadway lighting to encourage the development of a safe, appealing, lively and distinctive character on the City’s urban roadways, laneways, and walkways.**

### **POLICIES:**

- a) investigate roadway lighting and pole designs to enhance distinctive area character;
- b) promote and continue the use of banners, flower pot holders and decorative receptacles on roadway lighting systems for beautification purposes.



## 12.10 Street Trees

### OVERVIEW:

Richmond's urban forest is a valuable community asset. The trees within it have many life affirming qualities, and their influence on the Ecological Network and environment enhances the well-being of all living things. The ecological service benefits of trees include absorbing carbon dioxide, replenishing oxygen, filtering particulate pollutants, preventing soil erosion, creating shade from the sun's rays, and providing food and habitat for wildlife (e.g., bird nests).

Trees are planted within all areas of the City: in parks and open spaces; along trails and in natural areas; and as integral parts of the built environment.

Tree planting is a fundamental part of new road construction and many trees have been and will continue to be planted along major city streets. Trees are important elements in making positive and well defined human scaled places.

Street tree planting is a positive initiative but creates challenges for development projects, existing building upgrades, and the accommodation of infrastructure located within City owned road allowances and rights-of-way.

### OBJECTIVE 1:

**Develop a comprehensive Street Tree Master Plan to provide a detailed, long-term policy framework for maintaining and funding City street trees.**

### POLICY:

- a) the Street Tree Master Plan will be integrated with the City's overall Urban Forest Strategy, and coordinated with other City master plans and strategies.



**OBJECTIVE 2:**

Continue tree planting as part of the City's road capital works program, and development related off-site works.

**POLICIES:**

- a) ensure that the planning and design of street trees is coordinated with other City and privately owned overhead and underground utilities and services;
- b) ensure that the planning, design and planting of street trees is done in accordance with the tree planting details and growing medium specifications outlined in the most recent City Engineering Department Supplementary Specifications and Detail Drawings;
- c) maximize the soil volume available to support tree root development;
- d) ensure that street tree selection contributes toward a healthy diversity of tree varieties;
- e) continue to research best practices to optimize tree health and longevity of trees on Richmond's streets.

**OBJECTIVE 3:**

Protect and retain the City's existing street trees, particularly in areas of new development within the City.

**POLICIES:**

- a) ensure that existing street trees are only removed in accordance with the criteria established by the City's Urban Forest Strategy;
- b) ensure that planning of new developments takes into account the location and condition of existing street trees, and where necessary their replacement;
- c) ensure that street trees are protected from disturbance during installation or maintenance activities of other public or private utilities.

## **13.0 Implementation Strategy**





## 13.0 Implementation Strategy

### 13.1 Effective Implementation

#### 13.1.1 Provincial Requirements

##### **OVERVIEW:**

The Province of British Columbia requires all municipalities to adopt an Official Community Plan (OCP) under the Local Government Act. The legislation specifies the purpose and effect of an OCP, the required content and policy statements, consultation during OCP development, and adoption procedures and authority.

For example, all bylaws enacted or works undertaken by Council must be consistent with the adopted OCP. However, this does not mean that the City's existing Zoning Bylaw is replaced or superceded by the OCP (i.e., the existing zoning continues to apply to all properties in Richmond).

The Province continues to amend or update its requirements for OCPs. Consequently, it will be necessary for Richmond to update its OCP in order to reflect and respond to new Provincial directions (e.g., requirement that the OCP include greenhouse gas reduction targets and supporting policies and actions).



**OBJECTIVE 1:**

Ensure that the City of Richmond's Official Community Plan (OCP) remains consistent with Provincial legislation.

**POLICIES:**

- a) advise Council as necessary when the Province amends legislation affecting the OCP.

### 13.1.2 Community Values and Consultation

**OVERVIEW:**

The OCP co-ordinates and manages the City's public interest regarding a wide range of topics (e.g., sustainability, demographics, growth, land use, transportation, infrastructure, community services, parks).

**OBJECTIVE 1:**

Consider community values and input in implementing the OCP.

**POLICIES:**

- a) provide meaningful community input opportunities through a flexible range of tools such as online methods, surveys and open houses;
- b) explore ways to reach those who do not usually attend traditional City open houses and public meetings (e.g., social media);
- c) provide adequate information, which is tailored to the need, the issue, decision making timing and situation.

### 13.1.3 Strategic Vision

**OVERVIEW:**

The City of Richmond has as its strategic vision *"to be the most appealing, livable and well-managed community in Canada"*.

To achieve this vision, the City has adopted a number of strategies and approaches in the past and will continue to do so in the future. The OCP is one of the key tools to accomplish the City's strategic vision.

**OBJECTIVE 1:**

Be the most appealing, livable and well-managed community in Canada.

**POLICIES:**

- a) continue to implement the OCP to assist in achieving the City's Strategic Vision.



### 13.1.4 OCP Monitoring, Review and Amendments

#### OVERVIEW:

The 2041 OCP will be monitored and reviewed on an on-going basis (by Policy Planning). Periodically, reports will be prepared for key indicators—such as population, employment, housing, transportation, parks, climate change, the Ecological Network, ESAs, and community services (e.g., when Census Canada data is released every five years) (by Policy Planning and other departments).

The Local Government Act requires the Regional Context Statement in the OCP be reviewed and submitted to the Metro Vancouver Board for acceptance at least every five years.

Generally speaking, it has been the practice of the City of Richmond to review its OCP as a whole in approximate 10 year intervals.

Although the OCP is intended to provide clear policy direction for the future, it also has to be flexible to accommodate changes that were not anticipated when it was written. OCP amendments may involve the land use map designations and/or the text of the plan, and will occur as needed, as determined by Council.

#### OBJECTIVE 1:

**Ensure that the Official Community Plan (OCP) remains relevant.**

#### POLICIES:

- a) use the release of the Census Canada data and other data, and studies to assist in monitoring and reviewing the OCP;
- b) amendments to the OCP should:
  - be minimized, if at all possible;
  - benefit the community in Council's opinion;
  - be justified based on the need and effect of the proposed change.

## 13.2 Phasing and Priorities

#### OVERVIEW:

The City has a variety of Area Plans and Sub-Area Plans for specific neighbourhoods in Richmond. The City Centre is one of the key areas where new growth is envisioned in the Area Plan and its Sub-Area Plans. Other major areas that have their own planning documents where new development will occur are Steveston, West Cambie (Alexandra Neighbourhood) and Hamilton. The only other phasing or priorities the 2041 OCP has identified, which are dealt with elsewhere in this document, involve the densification of the neighbourhood shopping centres, development along the arterial roads, and granny flats or coach houses in certain neighbourhoods. No other new Area Plans or Sub-Area Plans and additional OCP studies are contemplated at this time.



## **OBJECTIVE 1:**

Ensure all Area Plans, Sub-Area Plans and other planning documents, studies and initiatives of the City are consistent with the City of Richmond's Official Community Plan (OCP).

## **POLICIES:**

- a) update any Area Plans and Sub-Area Plans that require revision within one year of the adoption of the OCP (led by Policy Planning).

## **13.3 Sustainable Financing**

### **OVERVIEW:**

Municipalities are required to keep their expenditures within their adopted annual budgets. Therefore, the demand for new capital improvements or expanded operations must be kept within current fiscal limitations. The City cannot count on tomorrow's population increases to pay for today's needs, nor can it expect increased financial assistance from the Provincial or Federal governments. Restraints on the City's budgets will mean that there will be increasing competition for limited financial resources.

The implementation of the OCP must be achieved in a sustainable, fiscally efficient and effective manner. The City will continue to optimize and streamline its service delivery, coordinate its capital planning and works, and seek innovative approaches to implement the OCP. At this time, with the adoption of the 2041 OCP, the City does not need to increase the DCC funding for:

### **Parks Acquisition and Development**

While an additional 133 ha (330 ac.) of parkland is required to meet 2041 needs, it will be achieved through the following:

- in the City Centre, parks already in the DCC Program;
- outside the City Centre, new parks and properties adjacent to existing parks already in the DCC Program;
- the establishment of new parks on City owned land (e.g., the Garden City lands);
- securing publicly accessible open space on private property;
- securing parks through the development application (e.g., rezoning) process.

Furthermore, the recent acquisition of the Grauer Lands by the City and Ducks Unlimited Canada (not in the Park Acquisition DCC Program) has made a significant contribution to the Parks and Open Space System at a very low cost to the City.

### **Engineering Infrastructure**

- City Centre growth can be accommodated by the current DCC Program.
- Future infrastructure to accommodate growth around shopping centres outside the City Centre will be determined during the planning of each shopping centre once land uses and densities are known. At that time, infrastructure studies will be undertaken to determine if the DCC Program needs to be changed.



### **Transportation**

The provision of the transportation improvements envisioned in this OCP will be achieved via the following mechanisms:

- Roads DCC Program;
- as part of required works and services for new developments;
- voluntary developer contributions;
- general City revenues;
- grants and/or cost-share funding from senior governments;
- other future new revenue sources.

The provision of neighbourhood links outside of neighbourhood centres and outside the City Centre will require a future increase to the Roads DCC Program, which will likely be undertaken as part of an overall review and update of the DCC Program.

### **OBJECTIVE 1:**

**Adopt a sustainable financing strategy to implement the City of Richmond's Official Community Plan (OCP).**

### **POLICIES:**

#### **Development Responsibilities**

- a) new services and costs caused by growth are to continue to be provided by development proponents through such means as:
- development cost charges for transportation improvements, utility upgrades and parkland acquisition and development;
  - works and services;
  - front-end financing and latecomer charges;
  - density bonusing (e.g., for affordable housing, child care and other community amenities/benefits);
  - developer contributions to items such as the public art program;
  - the recovery of City community planning costs, for future OCP updates and planning studies;

#### **Municipal Responsibilities**

- a) non-growth services and costs are to be funded from the municipal tax base, user fees and rates, utility charges and reserves, general revenues, debt financing and other sources of intergovernment funding;

#### **Other Funding Sources**

- a) The City will:
- apply for Provincial and Federal grants whenever possible;
  - consider innovative private/public partnerships and joint ventures;
  - continue to provide opportunities for community-initiated/paid improvements (e.g., Local Improvement Program; neighbourhood improvement charges; corporate sponsorships; fund raising).





## **OBJECTIVE 2:**

Ensure that new development (e.g., rezonings, Development Permits and variances, subdivisions) achieve the OCP and related City policies, bylaws and regulations.

### **POLICIES:**

- a) ensure that new development implements the OCP policies;
- b) where the OCP requires the City to first prepare refined strategies and policies (e.g., housing, sustainability, the Ecological Network), the strategies and policy studies are to be prepared and Council is to first approve such recommendations before they become requirements for development applications.

## **13.4 Others' Responsibilities**

### **OVERVIEW:**

Metro Vancouver, YVR, Port Metro Vancouver, TransLink, the School Board, Steveston Harbour Authority, and other Federal and Provincial stakeholders and partners play critical roles in implementing the OCP because of either, their senior jurisdiction, significant land holdings, important land uses, exemptions from local government controls, or social and economic impact on the City. As well, the City continues to work with First Nations, as appropriate. The City of Richmond has always endeavoured to work with these agencies to meet mutual interests and objectives.

At the same time, residents and business people will continue to be involved in finding acceptable, desirable and innovative ways to implement the OCP. Community participation in City processes will be required as Richmond grows and develops to the year 2041.

### **OBJECTIVE 1:**

Partner with senior government, stakeholders and the community to implement the Official Community Plan (OCP).

### **POLICIES:**

- a) continue to work with Metro Vancouver, YVR, Port Metro Vancouver, TransLink, the School Board, Steveston Harbour Authority, and other Federal and Provincial stakeholders and partners to implement the OCP;
- b) continue to co-operate with the following agencies in their planning:
  - Metro Vancouver—2040 Regional Growth Strategy (RGS) implementation;
  - Vancouver Coastal Health;
  - Agricultural Land Commission (ALC)—ALR regulation implementation;
  - YVR—2027 Master Plan implementation;
  - Port Metro Vancouver—planning;
  - Steveston Harbour Authority—planning;
  - Richmond School Board—planning;
  - First Nations—as appropriate;



- c) support the Steveston Harbour Authority in preparing effective plans and include them in City Steveston planning;
- e) discourage Port Metro Vancouver from using ALR lands for Port purposes and encourage the Port to use lands within the urban footprint;
- f) explore improved means to communicate with and involve the community in ongoing OCP implementation decision-making, recognizing that the final approach used lies with Richmond City Council.



## **14.0 Development Permit Guidelines**





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## 14.0 Development Permit Guidelines

### 14.1 Overview

#### 14.1.1 Background

From 2009 to 2012, the City undertook an extensive public consultation process to determine the community's vision for the future. As a result of this process, strong support was revealed for the:

- retention of agricultural lands for farming;
- protection of the City's ecological network, natural environment and island foreshore;
- proper design and implementation of more housing choices in certain neighbourhoods;
- planning for the densification of neighbourhood shopping centre areas over time;
- focussing development in the City Centre.

The Official Community Plan (OCP) is the blueprint for achieving this vision. One of the tools it will use for this purpose is the designation of Development Permit (DP) Areas and the specification of DP Guidelines as permitted in the Local Government Act. The DP Areas and Guidelines support the goals, objectives and policies of the OCP. They outline the City's expectations for future growth and change by redevelopment and development, and provide guidance regarding form and character of development or other objectives (i.e., promotion of energy conservation) for the community.

#### 14.1.2 Objectives

*The OCP DP Areas and Guidelines are intended to help support the establishment of:*

- the City Centre as a "premier, urban-riverfront community" characterized by outstanding public places and spaces where people can take pleasure in public life within walking distance of where they live, work, shop, learn and play;





- strong and identifiable local character for “neighbourhood centres” located within and around local shopping malls;
- pedestrian-friendly, walkable, green neighbourhoods with a strong human scale and unity of character;
- complete and sustainable neighbourhoods that include a range of housing choices and services, and promote residential densities that support convenient local retail/commercial uses that are easily accessible via an integrated pedestrian-vehicular circulation network;
- a high standard of development, incorporating basic design elements for site planning, building massing, building practices, quality of materials, energy efficient building practices and adequate climate and weather protection;
- natural features and ecologically significant areas that are protected, and Environmentally Sensitive Areas (ESAs) as a component of the ecological network;
- a special Richmond character, enhanced by the distinct qualities and opportunities of its developing districts and neighbourhoods;
- a high quality public realm, including public streets and lanes, parks and other open spaces, publicly accessible parts of buildings, and a built form defining and/or adjacent to public spaces.

### 14.1.3 Legal Authority

The Local Government Act allows the OCP to designate DP Areas for the following purposes.

*A DP Area is intended to address special development circumstances, and if a property is within a DP Area, certain types of development activity cannot proceed without a DP being issued.*

#### Protection of Farming

The principal farming areas in Richmond are in the designated Agricultural Land Reserve (ALR). Farms along the edge of the ALR which abut non-farm development require special protection. Consequently, all significant new development outside of, but along the edge of, the ALR requires a DP to reduce the impact on the existing or potential farms and related uses by adequate setbacks, screening or other appropriate measures.

#### Protection of the Natural Environment

As part of the OCP, the City has updated its ESA Strategy using an ecological network approach. Based on this Strategy and public consultation, certain areas are designated as ESA DP areas (Attachment 2 of the OCP).

#### Protection of Development from Hazardous Conditions

Because it is on an estuarine island, all development in Richmond has to be protected from flooding. The principal method used is to construct and maintain perimeter dikes. This is an ongoing task in which all three levels of government have participated from time to time.

A secondary method of protection is to minimize potential flood damage by raising vulnerable building areas above the maximum anticipated flood level. This raises questions of form and character where new development is interspersed with older development. The OCP contains DP Guidelines to minimize the impact of new development on its surroundings.

Finally, since the foreshore area is the front line of protection against flooding, it deserves special consideration. The foreshore areas are designated as an ESA DP Area and the DP Guidelines serve the dual purpose of flood and environmental protection. Marinas are also subject to special DP Guidelines because of their foreshore location.



### **Form and Character of Multiple Family Residential, Commercial or Industrial development**

Commercial and industrial developments have the potential for causing significant aesthetic, environmental or other adverse impacts on surrounding uses. All commercial developments are deemed to merit the site-by-site consideration afforded by the DP process. Industrial uses grouped together, as in an industrial park, do not merit the same consideration, but do where they are:

- adjacent to specified non-industrial uses;
- in the City Centre, where harmonious civic design is a major consideration.

A key housing policy of the OCP is to carefully integrate new housing development into existing neighbourhoods. All multiple family residential and mixed use projects merit site-by-site consideration for form and character in order to achieve the desired relationship to surrounding areas and to ensure high standards of new housing design.

### **Form and Character of Intensive Residential Development**

As part of the OCP, the City is proposing to permit granny flats and coach houses in certain selected neighbourhoods. In order to ensure that these new forms of housing fit into these neighbourhoods and are well designed, the public has supported the notion of designating the areas where the granny flats and coach houses will be permitted as DP Areas.

### **Energy and Water Conservation and Greenhouse Gas Emissions**

The Province is either requiring or encouraging local governments to address these environmental issues. In addition to the variety of other things Richmond is already or proposing to do, the establishment of some general DP guidelines regarding green buildings and sustainable infrastructure are included in this OCP.

## **14.1.4 Application and Intent**

*The intent of the DP Areas and Guidelines is to support the goals, objectives and policies of the OCP and to build upon the past achievements and strengths of the City of Richmond. The guidelines identify basic development standards to be applied across the entire community, as well as measures appropriate to specific land uses.*

A DP Area addresses special development circumstances, and if a property is within a DP Area, certain types of development activity cannot proceed without a DP being issued. The DP Guidelines include:

- General Guidelines: Basic development standards applicable across the City;
- Specific Guidelines: Development standards applicable to specific land uses.

In certain cases, these DP Guidelines are surpassed by more detailed DP Guidelines outlined in Area Plans or Sub-Area Plans adopted by the City of Richmond. In the event of a conflict between the DP Areas and Guidelines contained in the OCP (Schedule 1) and those contained in the Area Plans or Sub-Area Plans (Schedule 2), the latter shall apply. The only exceptions to this rule, in which case the OCP DP Areas and Guidelines apply, are:

- Environmentally Sensitive Areas (ESAs);
- marinas;
- sites abutting the edge of the Agricultural Land Reserve (ALR).

In the event of a conflict between the DP Guidelines and regulations outlined in the City of Richmond's Zoning Bylaw, the latter shall take precedent.



The DP Guidelines do not require literal interpretation, in whole or in part. They will, however, be taken into account in the consideration of DP applications. The DP Panel may, at its discretion, recommend denial of, or require modifications to a DP application for failure to meet the standards contained within these Guidelines, in whole or in part. Developers and architects are encouraged to read the reasoning behind the criteria and meet the spirit of the criteria as well as the letter of the law.

### 14.1.5 Development Permit Area Designations

Pursuant to the Local Government Act, the City of Richmond designates the following as DP Areas:

- intensive residential areas where granny flats and coach houses are permitted (e.g., Edgemere);
- all multiple family sites throughout the City;
- all commercial sites throughout the City;
- all mixed-use developments (where residential and non-residential uses are combined on a site) throughout the City;
- all industrial sites in the City Centre Area Plan (CCAP);
- those industrial sites adjoining or within 30 m (98.4 ft.) to another site which is zoned or designated for residential, community institutional, park, school, conservation area, or mixed use;
- Environmentally Sensitive Areas (ESAs) shown in Attachment 2 to this OCP;
- all marinas;
- all sites abutting to the edge of the Agricultural Land Reserve (ALR).

### 14.1.6 Development Permit Area Exemptions

#### 14.1.6.1 All Areas Except Environmentally Sensitive Areas (ESAs)

Exemptions to the DP process are as follows:

- renovations to interiors of all buildings except neighbourhood public houses;
- renovations to interiors of neighbourhood public houses where the interior renovations cost less than \$5,000;
- exterior renovations of all buildings, except neighbourhoods public houses, which cost less than \$75,000;
- exterior renovations of neighbourhood public houses where the exterior renovations cost less than \$5,000;
- new buildings or building additions of 100 m<sup>2</sup> (1,076.4 ft<sup>2</sup>) or less;
- new ancillary buildings or building additions in rear or interior side yards that conform to the respective minimum setback requirements and do not exceed a height of 12 m (39.4 ft.) nor contain more than three storeys.

#### 14.1.6.2 Environmentally Sensitive Areas (ESAs) Only

Exemptions to the DP process are as follows:

- renovations to interiors;
- exterior renovations and construction activities which do not impact upon, or extend into, the designated ESA (e.g., within the existing footprint of buildings or paved areas);
- maintenance activities on existing structures which can be reasonably shown to not result in damage to trees, shrubs or fish habitat. (Note: the City may require that a qualified professional review such proposed works);



- regular and emergency City maintenance activities for drainage control and diking (environmental best management practises will be followed);
- construction and maintenance activities carried out by, or on behalf of the City, and designed to enhance and protect natural habitat and public trails;
- where an ESA covenant satisfactory to and in favour of the City of Richmond has already been registered for the protection of an ESA;
- streamside enhancement and fish and wildlife habitat restoration works (e.g., planting riparian species, removing invasive species) that have obtained the required senior government approvals;
- the removal of trees deemed hazardous by a qualified arborist that threaten the immediate safety of life and buildings;
- subdivision and development operations (which include but are not limited to demolition/clearing, fill placement, crossing replacement upgrade and building) on City owned lands which are within 30 m (98.4 ft.) landward of the high water mark and within 5 m (16.4 ft.) and 15 m (49.2 ft.) of the Riparian Management Area (e.g., West Dike). Such operations will be subject to the Riparian Management Area (RMA) protection requirements (see Bulletin Info-23);
- activities (e.g., construction of fences) on privately owned lands along the West Dike which are within 30 m (98.4 ft.) landward of the high water mark and within 5 m (16.4 ft.) and 15 m (49.2 ft.) of the Riparian Management Area. Such operations will be subject to the Riparian Management Area (RMA) protection requirements (see Bulletin Info-23);
- City parks which are below the high water mark and extend seaward 30 m (98.4 ft.);  
Note: There is a continuous 30 m (98.4 ft.) ESA buffer below the highwater mark. This exemption is intended to exclude those areas of park that fall into this buffer (e.g., Garry Point Park).
- First Nation owned lands (e.g., currently on Sea Island) near the Metro Vancouver Iona Sewage Treatment Plant and if more occur, they too are to be exempt;
- agricultural activities.

To take advantage of an ESA DP exemption for the agricultural activities identified below, property owners must provide, to the satisfaction of Council or its designated staff, information to demonstrate that they are legitimately farming:

- for existing farmers: For example, that they have generated on the affected site, legitimate agricultural income (e.g., from government tax records), and this information is to be supplemented by other sources (e.g., a government Farm Number, BC Assessment information, City tax or assessment information);
- for new farmers: For example, written information from a government source that they have been granted a period to time (e.g., two years) to demonstrate that they will and can generate legitimate agricultural income and this information is to be supplemented by other sources (e.g., a government Farm Number, BC Assessment information, City tax or assessment information). Where this permission has been granted and not achieved, the City may require the owner to restore and rehabilitate the modified environmental asset and services;
- for clarity:
  - property owners who are proven farmers are entitled to the agricultural exemption without applying for an ESA DP;
  - property owners who are proven farmers and lease their land to legitimate farmers are entitled to the agricultural exemption without applying for an ESA DP;





- property owners who are not proven farmers and lease their land to legitimate farmers are not entitled to the agricultural exemption and the property owner is required to apply for an ESA DP;
- property owners who are not proven farmers and lease their land to not proven farmers are not entitled to the agricultural exemption and the property owner is required to apply for an ESA DP;
- exempt agricultural activities:  
Where the above criteria are met, the following agricultural activities are exempt from obtaining an ESA DP:
  - accessory farm buildings (e.g., agricultural barns, sheds, accessory accommodation for seasonal farm workers, greenhouses), excluding the principal accessory farm residence;
  - agricultural farm cultivation including land clearing, field drainage, irrigation, Agricultural Land Commission (ALC) and City approved farm soil filling, growing crops, fencing, raising animals and bee keeping;
- non-exempt agricultural activities:  
For clarity, all owners of proposed residences in the ALR and City designated and zoned agricultural areas are to apply for and receive an ESA DP. Accessory residential buildings and structures (e.g., detached garages; swimming pools; tennis courts) and subdivisions will also require an ESA DP;
- other Federal and Provincial Agriculturally Related Policies:
  - agricultural activities in Riparian Management Areas are subject to the Fisheries Act;
  - non-agricultural buildings and infrastructure on ALR lands are subject to the conditions of the Provincial Riparian Area Regulations.



## 14.2 General Guidelines

*These Guidelines are intended to provide general conditions that would apply to applicable developments that require a Development Permit. The General Guidelines are supplemented, and may be superseded, by the additional Guidelines for specific land uses outlined in subsequent sections.*

### 14.2.1 Public and Private Views

*The intent is to maintain views wherever possible; public off-site views as well as private on-site views should be carefully considered in the site design of every development.*

- a) Taller buildings should be located to both protect existing views and provide new views, minimize shadow impacts on open space, create a sense of place and identify and provide landmarks in the cityscape.
- b) Design building massing to minimize the disruption of significant views from existing developments and public places while supporting opportunities for the creation of new views.
- c) The form and placement of buildings should consider the following aspects of public views from the site:
  - preservation to a reasonable extent, of views to the Fraser River, North Shore Mountains and south to Mount Baker;
  - views to “near” views of parks, natural and landscaped areas both on and off site, as well as special views, such as of the mountains or waterfront.
- d) Design building massing to minimize shadow impacts on open space, sun-shadow between new developments, and to create a sense of place and identity and to provide landmarks in the Cityscape.



- e) Views shall be preserved and enhanced through view corridors, the terracing of buildings and creation of public open spaces.
- f) Provide opportunities for near views of parks, gardens, green roofs, and landscaped areas for residents.
- g) Views should be shared between developments. Buildings should be massed to preserve views through and past the site. The design of the development itself should also create a good view for other developments.
- h) Situate open space furnishings to take advantage of views and sun.
- i) The form and placement of buildings should respect existing views and consider existing policy regarding heights and built form for redevelopment as the baseline for assessing private view impacts.
- j) Ensure that new development allow for views that retain a substantial amount of view to the sky or retain some views through a site or near the ground.

### 14.2.2 Public Realm and Pedestrian Amenity

*The intent is to create a high-quality, vibrant, and pedestrian friendly public realm.*

#### 14.2.2.A Sunlight Penetration

- a) The height, massing, and siting of new development should not detract from and should allow for adequate sunlight penetration to the public realm (e.g., parks, streets) and private open space.
- b) On semi-private open spaces, both at-grade and above, maximize sunlight penetration/ exposure during high-use periods of the day between March 21 and September 21 as follows:
  - between 10:00 a.m. to 2:00 p.m., for non-residential uses;
  - all day, but especially from 10:00 a.m. to 2:00 p.m. and 4:00 p.m. to early evening, for residential use.

#### 14.2.2.B Weather Protection

##### Rain and Sun Protection

- a) Weather protection is strongly promoted where:
  - retail uses are encouraged at grade;
  - common entries to multiple family residential building front a public sidewalk or open space.
- b) Types of weather protection encouraged are awnings, canopies, and, under special circumstances, arcades.
- c) The design should also ensure good daylighting to protected areas through their proportion of height to depth, and special measures, such as glass roof panels.
- d) Weather protection considered to be permanent structures may not extend into public street right-of-ways.
- e) Typically canopies should be a minimum of 1.8 m (5.9 ft.) clear deep and 2.7 m (9 ft.) clear high.



### Wind Protection

- a) 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.

### 14.2.3 Public Art

*The intent is to promote and facilitate the integration of public art throughout Richmond that expresses the ideas of artists and the community and create opportunities to participate in the design, look and feel of Richmond.*

- a) Development should support the public art program by either:
  - contributing to Richmond's Public Art Reserve and Public Art Provision and/or;
  - providing public artwork which meets the terms of the "Richmond Public Art Program Policy, Administrative Procedures Manual and Plans" either on site or at a location acceptable to the City.
- b) Regardless of whether a development provides public art on-site, public art locations should be secured which benefit from:
  - visibility for pedestrians and/or motorists;
  - proximity to high pedestrian activity areas, (e.g., active retail areas, transit stops (especially those serving high ridership routes), places of public gathering, public open spaces, and recognized pedestrian routes;
  - opportunities to expand on existing or future public art works as part of an existing or proposed multiartwork concept;
  - places of special heritage or community significance.
- c) The "Richmond Public Art Program Policy, Administrative Procedures Manual and Plans" should be referred to for guidance on public art budget calculations and criteria.

### 14.2.4 Heritage Preservation

*The intent is to ensure that the character of development, including landscaping, and the siting, form, exterior design, and finish of buildings and structures respects, preserves, and enhances the historic nature of the heritage area.*

- a) New buildings and structures should be compatible in form, character, exterior design, and finish with existing historic structures.
- b) Retain and re-use historic and/or culturally-significant structures in ways which respect their unique value and heritage potential.
- c) Encourage the protection and enhancement of significant landscape features, including trees and water courses, through the sensitive design and infill of new development.
- d) Enhance public enjoyment and awareness of local natural and man-made features (e.g., the riverfront, and provide complementary amenities such as trails and signage).
- e) Encourage a variety of opportunities to respect, honour, and celebrate the heritage of the City of Richmond and its people.





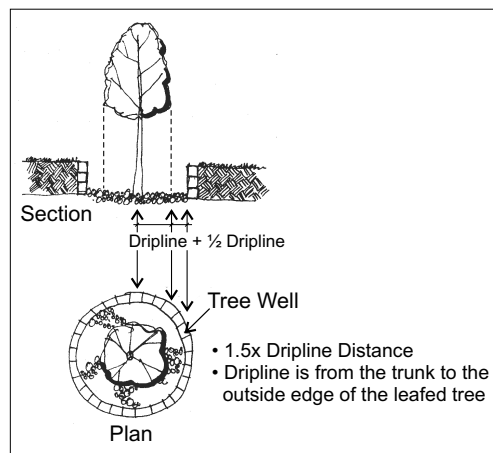
- f) The exterior design and finish of buildings and structures should be compatible with existing heritage buildings on the same site or neighbouring sites, where appropriate.
- g) Retain and re-use historic and/or culturally significant structures in ways which respect their unique value and heritage potential.

### 14.2.5 Site Landscaping

*The intent is to reinforce and enhance the image of the City of Richmond as the Garden City through preservation of mature vegetation and through inclusion of abundant landscaping in all developments.*

#### 14.2.5.A Tree Preservation

- a) Take special efforts to preserve trees and mature vegetation.
- b) Prior to the design of the project, a detailed survey indicating the location and condition of existing trees and vegetation on a site should be conducted and provided to the City as part of the development process.
- c) A Landscape Architect and Arborist should be retained to determine which trees are suitable for retention. For survey requirements refer to the City of Richmond Bulletins, *Tree Survey Guidelines for Rezoning, Subdivision and Non-ESA Related Development Permit Applications and Protection of Existing Trees During Construction*.
- d) Plan open spaces and walkways with landscaping first, then group buildings around the spaces. Special efforts should be made to retain trees identified on the Significant Tree Inventory.
- e) To reinforce the image of a well-established landscape, developers are encouraged to retain and incorporate mature trees and landscaping into the development area. Where this is not possible, trees should be relocated. Whenever a tree 20 cm (7.9 in.) diameter (or greater) at breast height (dbh) is removed, the replacement ratio is 2:1. Replacement trees should have a minimum calliper of 6 cm (2.5") or as specified in "Schedule A" of Tree Protection Bylaw 8057.
- f) Landscape drawings shall include the following information:
  - the location of all protective tree fencing;
  - a grading plan or cross section showing finished grade;
  - a drainage plan for the site.
- g) Prior to the issuance of any permits (demolition, development, building), a tree protection fence shall be placed outside the drip-line of retained trees. The fence shall be constructed of 2 x 4 wood frame with cross-brace construction and snow fencing around or equivalent solid fence material (refer to information Bulletin "Protection of Existing Trees During Demolition and Construction" Tree-03). The tree protection fence shall be clearly signed "Tree Protection Zone – Do Not Enter" as per Information Bulletin Tree-03.



- h) Provide tree wells and/or creative grading of the ground away from vegetation to facilitate retention of existing trees and woodlot/hedgerow vegetation. Where tree wells are to be constructed the wells should be a minimum distance of 1.5 times the distance from the trunk of the tree to the drip line.
- i) Pruning, root pruning, and all work within 1.5 times the existing trees' drip-line shall be supervised by an Arborist.
- j) No excavation, storage of materials, parking, preloading, or filling shall occur within the drip-line of the trees being preserved.

#### 14.2.5.B City Boulevards

- a) Trees shall be protected on city property, boulevards and adjacent sites during development and are not to be removed or damaged under any circumstances unless authorized by the City.
- b) Ditches adjacent to a property may not be covered, altered, or filled-in other than as authorized by an approved Ditch Crossing Application from the City of Richmond Public Works Division.
- c) After completion of construction, City boulevards should be graded to suit existing drainage and landscaped with topsoil and grass or other materials to suit site-specific City objectives.

#### 14.2.5.C Open Space (Landscaping)

- a) Provide new plantings and trees to define public spaces and provide shade as needed.
- b) Maximize the amount of landscaped areas on a site and minimize the amount of impervious surfaces to increase the natural absorption of storm water. Development should strive to achieve a minimum of 25% of the site as soft landscaping, including plant materials.
- c) Where possible, the landscape should provide for or enhance wildlife habitat. Include species that will attract birds (which in turn enhance both biodiversity and create a pleasant soundscapes).
- d) A diversity of tree species is encouraged to increase the survival ratio of new landscaping. Indigenous or native species should be chosen whenever possible. Avoid tree species which would have difficulty surviving or be difficult to maintain in urban areas.
- e) Cluster trees to create "outdoor rooms" or to divide yards into smaller, more intimate areas for people to gather in while typically avoiding a heavily partitioned character.



- f) Public seating should be provided where walkways intersect public streets and areas of high activity; (see 14.2.12 Accessibility/Universal Design Principles).
- g) In general, plazas and forecourts should consist of these elements:
  - a widened hard surface;
  - decorative light standards;
  - fixed benches and/or other seating;
  - a distinct pattern, form or changes in colour of paving;
  - bollards preventing non-essential vehicular access;
  - accent planting;
  - bicycle racks in close proximity;
  - garbage and recycling receptacles;
  - areas for public art.
- h) Group trees and shrubs to frame building elevations and to add visual interest to blank facades and open spaces.
- i) Install plant material to soften building elevations, maintain a pedestrian scale and provide definition to public walkways and open spaces.
- j) Provide protection from excessive summer sun and cold winter winds, especially adjacent to outdoor areas where people congregate.
- k) Consider deciduous shade trees on the south side of buildings to reduce summer building heat loads and maximize winter building heat gain.
- l) Stabilize slopes through the use of soft and hard landscape material, such as retaining walls, ground cover and trees.
- m) Select plant materials which are ecologically sound, appropriate for the existing and future site conditions, and suitable for all seasons.
- n) Incorporate drought resistant plant material in order to reduce long-term maintenance requirements and conserve water (xeriscaping).
- o) Select native plant materials where appropriate and avoid the use of invasive plant species.
- p) Provide seasonal colour, texture and variety.
- q) Implement design practices, which contribute to successful long-term maintenance.
- r) Protect natural features and promote tree conservation.
- s) Landscape Planting Plans should include a detailed plant schedule providing the following information: botanical name, common name, quantities, proposed planting size and condition, mature size, volume of topsoil available per tree and any other appropriate remarks.
- t) The spacing of plant material should account for the ultimate size and form of the selected species as well as intention (e.g., screening, shade, aesthetics, naturalizing, rehabilitation, etc.).

## 14.2.6 Vehicle Access and Circulation

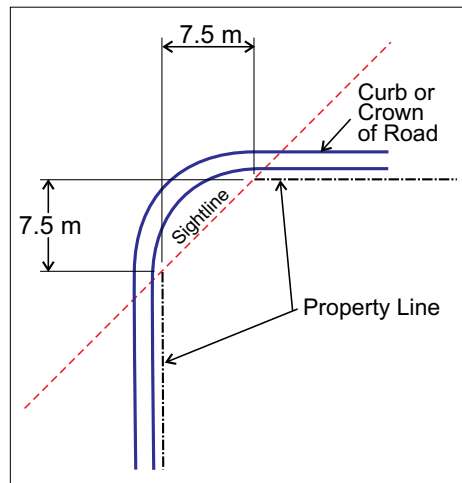
*The intent is to provide safe and efficient circulation for vehicles without compromising the pedestrian environment or the livability of developments.*

### 14.2.6.A Access Driveways

- a) Maximize the distance between access driveways and the distance between access driveways and intersections.



- b) Driveway access should be avoided along major collector and arterial roads. If driveways are required, the number of access points should be minimized and sharing of driveways with adjacent properties should be considered. Left turn movements at any driveway along arterials and collectors should be discouraged.
- c) Ensure pedestrian and cyclist safety and maximize visibility at driveways.
- d) Where the internal pedestrian walkways is adjacent to the drive aisle, an attractive, physical treatment should be incorporated into the design to define and delineate the pedestrian space.



- e) Sight Lines: Corner visibility for drivers shall be maintained by providing a Sight Triangle (ST) of 7.5 m x 7.5 m (24.6 ft. X 24.6 ft.) with no obstructions to the line of vision above 0.9.m (2.95 ft.) as per the Richmond Engineering Design Specifications. The ST should be measured from the intersection of the property lines adjoining the streets and bounded by the property lines and a line connecting the 7.5 m by 7.5 m (24.6 ft. X 24.6 ft.) distance.
- f) For driveways with security gates, the gate is to be setback at least 6 m (19.6 ft.) from the property line.
- g) Where gates require card activation by drivers the sensor device is to be centred on a pedestal in the centre of the driveway on the driver side. The driveway should be widened to accommodate the width of the pedestal.

#### 14.2.6.B Large Vehicle Access

- a) Access provision should be made for emergency vehicles, moving vans and service vehicles. Wherever possible, combine and share emergency vehicle access roads between developments. Until such time that the shared access is functional, all manoeuvring for trucks required on-site as outlined in the Richmond Zoning Bylaw shall be provided internally, with no more than one back-up movement required for turnaround.

#### 14.2.6.C Garbage/Recycling Collection Vehicle Access

- a) Vehicle access route requirements are intended to minimize traffic disruptions and avoid unnecessary manoeuvring by collection vehicles. Whether provided indoors or outdoors, the vehicle access route shall:
  - be designed in such a way as to allow a collection vehicle to enter the site, collect the garbage/recycling and exit the site in a forward motion, or via the use of a turnaround area allowing for a three-point turn of not less than one truck length—trucks will not be allowed to reverse onto a public road;





- be situated in a location that will minimize interface with pedestrian traffic and public vehicular access to the building's main parking area, including underground garage and visitor parking areas;
  - maintain a vertical clearance of 4.4 m (14.4 ft.) throughout the entire access route;
  - provide the collection vehicle a minimum turning radius of 12.5 m (41 ft.) throughout the entire access route.
- b) The site plan should include a diagram illustrating the anticipated movement of the collection vehicle through the building site. This diagram should indicate turning radii, and show how the layout of the loading area meets the necessary turning radius requirement for an appropriately sized collection vehicle.

#### 14.2.6.D Lanes

- a) New development should retain or expand existing lanes and, where appropriate, create new lanes to facilitate service functions.
- b) Where service lanes cannot be introduced, service functions should be internalized within the site in off-street locations.

#### 14.2.6.E Access

- a) Vehicle access to sites and their off-street parking area should be provided from a lane or a local street at the rear of a site to allow the fronting street to be developed for pedestrians activities, cycling routes and/or an expanded public realm.
- b) Minimize the typical width and frequency of driveways crossings of sidewalks. 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 in appropriate locations.
- c) 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.
- d) Adjacent developments are strongly encouraged to combine and share access driveways to minimize vehicular crossings to sidewalks and integrate driving aisles, pedestrian sidewalks, or walkways between adjacent sites.
- e) Vehicle (and parking ramps) 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 buildings appearance.
- f) All site vehicular circulation is to be confined on-site without use of the adjacent public roadways or lanes.

### 14.2.7 Site Vehicle Parking

*The intent is to ensure that vehicle parking is appropriately located and designed taking into account pedestrians, crime prevention and parking reduction opportunities.*

#### 14.2.7.A Surface Parking

- a) Surface parking should be located to the rear of buildings and screened from public streets.
- b) Where provided to the rear of buildings, it should be screened from adjacent properties with a minimum of 2 m (6.56 ft.) wide x 1.5 m (4.92 ft.) high landscape planting or trellis strips.



- c) Trees should also be planted at a minimum ratio of one tree for every six parking stalls.
- d) In cases where surface parking is situated between a building and the adjacent public street, provide:
  - a covered walkway between the building and the adjacent public street;
  - a minimum of one tree for every two parking spaces situated on-site between the building setback line and the adjacent public street;
  - special paving and landscape measures to further enhance the pedestrian movement.
- e) Provide landscape, 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 without compromising the safety and security of the public inside the lot and on public street.
- f) Parking lots should be partitioned into areas no larger than 0.25 ha (0.6 ac.). Areas should be defined at the boundaries by drive aisles, sidewalks, trees, and landscape.
- g) Non-residential developments with large or multiple-surface parking areas should provide a direct pedestrian pathway system through the parking area to provide convenient and safe pedestrian access between building entrances, parked cars, and sidewalks of adjoining streets; The pathway system should incorporate landscape with trees and benches, overhead weather protection, and distinct paving where appropriate. It should also be wide enough for wheelchairs/scooters and should include a tactile strip for the visually impaired.
- h) Internal vehicular ramps should not be used for pedestrian circulation.
- i) Where pedestrians must cross service roads or access roads to reach parking areas, crosswalks should be clearly designated by means of pavement markings, signs, flashing lights, or even traffic signals, if warranted.
- j) Provide curb cuts or curb letdowns in appropriate locations to facilitate convenient and direct access from the parking space(s) to the building(s) for people with disabilities. Pedestrian movement should be designed to avoid any obstruction by parked or manoeuvring vehicles.
- k) Minimize the surface area of blacktop asphalt parking by using alternate treatments and by complementing the asphalt with a variety of decorative paving materials.
- l) Consider the use of shallow concrete gutters or swales with rolled edges between driving aisles as an alternative treatment for surface drainage.

#### 14.2.7.B Parking Structures

- a) Multi-level parking structures should not front public streets at grade.
- b) Where possible, all garage structures and parking should be located to the rear or beneath buildings, with vehicular access from lanes. Where lane access is not possible, access should be from streets via narrow driveways.
- c) Parking control equipment, e.g., ticket dispensers and card readers, should be located a sufficient distance from the public street (minimum 6 m or 19.69 ft.) to prevent parking queues extending onto the street. Similarly, a minimum distance of one car length, and preferably two car lengths, should be provided between an exit gate and the street edge to accommodate cars waiting to enter the traffic stream;
- d) 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. On non-street-fronting facades, walls of parking structures should be concealed with sloped, landscaped berms and massed landscape.



- e) Rooftop parking structures should be treated to reduce the visual impact as seen from above. For example, they may be landscaped with trees and overhead planting.
- f) Unfinished ceilings, lights, pipes, etc. should not be visible from a public street or sidewalk.
- g) Interior lighting levels (natural or artificial) should be inviting and not radiate a glare or unduly distort the colour of people, cars, signs, and other graphics.
- h) For sites with little or no surface parking, the ground-level parking areas in a parking structure should have sufficient height clearance to accommodate most light trucks and passenger vans.
- i) Where electric vehicle outlets are required for the development, they are to be located close to the elevators bank and are to be allocated to residents with electric vehicles.
- j) Refer also to Richmond Zoning Bylaw 8500, Section 7—Parking & Loading.

**14.2.7.C Crime Prevention Through Environmental Design (CPTED) Considerations for Parking Facilities**

- a) Pedestrian routes within and to/from parking facilities must be clearly delineated, logical in terms of directness, and easy to remember.
- b) Pay particular attention to the design and operation of parking facilities, both surface and multi-level, to ensure their convenient and safe use. For example, locate parking control personnel within visual range of the entire parking areas, wherever possible.
- c) Design exits and interior spaces within parking structures to ensure maximum visibility within the parking areas. Avoid hidden spaces or alcoves.
- d) Use glassed stairwells, elevators, and “open” ramping systems to enhance visibility and aesthetics.
- e) Provide adequate lighting to enhance security. Avoid “dark distant corners” in parking areas. Pedestrian entrances to buildings and designated pedestrian routes should be highlighted with additional secondary lighting fixtures.
- f) Consider using electronic security devices and monitoring systems as a supplement to natural surveillance opportunities to increase safety in parking structures and parking areas.
- g) Walls and ceilings of parking structures should be painted white to enhance or reflect light.
- h) Secure residential parking separate from public parking.
- i) Do not locate employee parking in remote areas of parking lots, behind blank walls, or within service or loading areas.
- j) Gate tenant parking apart from that for visitors and consider incorporating gates on visitor parking areas.
- k) Do not allow free access to adjacent buildings without direct monitoring.
- l) Public and private parking spaces should be designated.
- m) Pedestrian and vehicular access gates should be mechanically or manually controlled, or be within effective visual range of security/parking personnel.
- n) Elevators should be close to the main entrance with the entire interior of the elevator in view when the doors are open. Glass doors for elevators are preferable.
- o) Ground floors should be designed to be open for visibility, but secured to prohibit access by wire mesh or stretch cable.
- p) Access should be limited to no more than two designated, monitored entrances.



#### 14.2.7.D Parking Reduction Opportunities

- a) Projects with a mix of uses should seek to reduce parking needs where the varied parking demand for proximate uses allows joint use of a single parking facility. Shared-use opportunities may be possible between non-residential uses and residential visitor demand, or between mixes of non-residential uses. Where parking is to be shared, measures must be in place to ensure non-exclusive use.
- b) 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.
- c) Where a development proposal features reduced parking standards, the proponents shall identify potential “spill-over” impacts on the neighbouring area and possible mitigation measures.
- d) Refer also to Richmond Zoning Bylaw 8500, Section 7—Parking & Loading and Parking (Off-street) Regulation Bylaw 7403.

#### 14.2.8 Garbage, Recycling, Organics and Other Service Areas

*The intent is to organize site plans for efficient use of service areas and so that the impact of servicing functions on streets, developments, and open space is minimal.*

- a) Garbage, recycling, organics storage and disposal, loading docks, ramps to underground parking, vents, air conditioner compressors, meters and transformers should be incorporated into the design of the building and/or integrated into landscaped areas, and out of view from streets to minimize their noise and unsightly visual impact on pedestrian areas, streets and adjacent homes.
- b) Garbage, recycling and organics bins must be easily accessible, contained in a room within the development or an outdoor walled enclosure and screened from public view.
- c) The design of the enclosure of outdoor garbage, recycling and organics areas and the screening of other areas should be co-ordinated with the overall design of the development.
- d) Ensure shipping, loading bays, utility and garbage/recycling areas, satellite dishes, and other similar structures, (e.g., outdoor vents, mechanical equipment, satellite dishes) are located out of view from public streets or screened with landscaping, walls and buildings.
- e) Underground utility wires wherever possible and conceal related equipment so as not to impact the appearance or use of municipal boulevards, rights-of-way, pedestrian areas or public open spaces.

#### 14.2.9 Floodproofing and Dike Setbacks

*The intent is to ensure that floodproofing of buildings is carried out to protect public safety and private property from flood hazards in a manner which is consistent with the form and character of the community, and that sufficient space is reserved for future dike raising needs.*

##### 14.2.9.A Floodproofing

- a) All buildings must meet a minimum habitable floor elevation as identified in Richmond’s 2008–2031 Flood Protection Strategy defined in Bylaw 8204.
- b) Floor and pad elevations vary across the City based on location specific factors including whether or not a building is inside or outside of the dike.





- c) Buildings may be partially or fully exempt from meeting minimum floor elevations for a number of reasons specified in the bylaw, for example:
  - a permit is issued solely for building renovation;
  - a building's additions are relatively small;
  - the building's area is to be used for a carport or garage with unobstructed pedestrian access;
  - the building relates to farming (non-dwelling use);
  - a building has specific public access requirements;
  - the form and character of its neighbourhood is unacceptably compromised.
- d) Building floor and pad elevations may be achieved by:
  - structural elevation;
  - compacted fill;
  - a combination of the above.
- e) The method chosen to elevate a floor or pad should be the one that optimizes the relationship between the new construction and the surrounding existing development and land grading.
- f) 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.
- g) Construction or landfill should be carried out in a manner that is sympathetic to the character of an area. Precautions should be taken to avoid drainage problems, differential settlement, unsafe slopes, or unsightly edges to adjacent properties.

#### 14.2.9.B Dike Setbacks

- a) No landfill or structural support required to support a floor system or pad shall be constructed, reconstructed, moved, extended or located:
  - where a standard dike exists, within 7.5 m (24.6 ft.) of a dike right-of-way;
  - where a standard dike does not exist and land is situated within the dike alignment, within 30 m (98.4 ft.) of the natural boundary.

### 14.2.10 Green Buildings and Sustainable Infrastructure

*The intent is to provide general direction in regards to the voluntary undertaking, where feasible, of green building and sustainable infrastructure to support City of Richmond sustainability objectives and help reduce the demand for energy and resources.*

#### 14.2.10.A Energy Efficiency

- a) Design buildings that minimize the use of energy and reduce Greenhouse Gas Emissions by considering the following:
  - providing high performance windows, walls and roofs to reduce energy consumption (e.g., high quality insulation can reduce heating and cooling requirements);
  - using solar energy, day lighting and natural ventilation through comprehensive environment design and building siting;
  - using alternative heat and electrical energy sources (solar power, geothermal heat, ground water cooling and hot water heat recovery); with mixed uses, consider recycling "waste" heat from the one use to another;
  - utilize energy efficient lighting, heating, mechanical systems and appliances;
  - eliminate the use of ozone depleting chemicals wherever possible.

**14.2.10.B Water Conservation**

- a) Design buildings and site infrastructure to use less potable water by considering the following:
- install plumbing fixtures that conserve water;
  - utilize high efficiency irrigation and drought tolerant plants for landscape areas to minimize the need for watering and maintenance;
  - specify water efficient HVAC, chillers, and other equipment and appliances.

**14.2.10.C Building Materials**

- a) Design buildings that incorporate sustainable building materials by using:
- recycled and renewable building materials;
  - new materials that have low embodied energy rating to help conserve energy;
  - materials that have long-life, low maintenance properties to extend the lifespan of the building;

**14.2.10.D Rainwater Management**

- a) Manage as much rainwater on site as possible by:
- incorporating intensive and accessible extensive Green Roofs, bio-swales, infiltration and other best management practices throughout the site to store rainwater, mitigate urban heat island effect, reduce heating and cooling loads and reduce the impact on City drainage systems;
  - using pervious surfaces to promote rainwater infiltration;
  - using rainwater harvesting systems for irrigation and toilet flushing.
- b) Newly or re-developing areas should manage rainwater runoff by using boulevard swales, rainwater gardens and other best practice techniques that slow down water conveyance and reduce pollutant wash off into the City's drainage system.

**14.2.10.E Waste Reduction**

- a) Reduce the generation of waste through careful design and construction practices, by recycling construction materials, and provide recycling facilities, as feasible by:
- recycling demolition waste;
  - support educational recycling programs for construction workers and site occupants;
  - providing facilities to encourage three stream waste separation and recycling.

**14.2.10.F Health and Air Quality**

- a) Improve indoor air quality, and minimize noise, noxious emissions, and dust by:
- retaining and planting trees where possible to improve air quality and mitigate heat island effects;
  - selecting and encouraging green materials (e.g., paints, adhesives that minimize toxic chemicals and gases).

**14.2.10.G Urban Agriculture**

- a) For urban developments, promote urban agriculture by providing where feasible, garden plots and necessary facilities (i.e., tool sheds, composting).



### 14.2.11 Crime Prevention Through Environmental Design (CPTED)

*The intent is that through the use of CPTED principles (Crime Prevention Through Environmental Design), opportunities for crime are minimized and a sense of security is promoted.*

CEPTED involves the proper design, effective use, maintenance, and management of the built environment to minimize opportunities for crime, fear of crime, achieve a greater sense of security and an improvement in the quality of life. CPTED involves the inclusion of the following four principles best applied at the concept stage of design and site planning:

- Natural Access Control;
- Natural Surveillance;
- Territoriality (defensible space);
- Maintenance.

#### 14.2.11.A Natural Access Control

- a) Design features that guide people to and from a space by creating real or perceived barriers (e.g., separate lobbies and circulation between residential and non-residential uses).
- b) Create safe routes for pedestrians and create clearly-defined pedestrian entries and separate vehicle access from pedestrian access.
- c) Minimize the number of formal access points where possible.
- d) Define edges and corners with low landscaping, low curbing, low permeable fencing, columns, paving stones or decorative paving treatment, and elevation changes.
- e) Place orientation and directional signage at public access points.
- f) Design portions of the building to act as a form of access control.
- g) Provide separate lobbies and circulation between residential and non-residential uses.
- h) Semi-private open spaces should be situated and designed to maximize resident access, surveillance and enjoyment.
- i) Walkways should be direct, follow natural pathways and avoid blind corners.
- j) Illuminate walkways and access points to open spaces.

#### 14.2.11.B Natural Surveillance

- a) Provide “surveillance” opportunities that allow people to easily view what is happening around them during the course of everyday activities.
- b) Make all exterior public or semi-public spaces visible and defensible, so that residents can control their own surroundings.
- c) Cluster residential units, shared tenant facilities, and semi private areas to encourage neighbour-to-neighbour surveillance without impairing necessary privacy.
- d) Design landscapes and circulation routes to allow clear, unobstructed views of surrounding areas, (e.g., make elevator lobbies clearly visible and easily accessible from the public street).
- e) Eliminate entrapment spots, and incorporate barriers that permit visual access without loss of privacy, (e.g., glazing in lobby doors and stair-wells).
- f) Encourage “eyes on the street” with windows, front doors, and activity generators (e.g., playgrounds and seating).



- g) Group common facilities or areas so that each facility or area will be automatically monitored by the constant presence of users of other facilities or areas.
- h) Ensure that windows and doors remain visible from the street and are not hidden by vegetation.
- i) Design buildings to allow for passive observation of outdoor amenity areas, pedestrian or vehicle access points to provide “eyes on the street”.
- j) Ensure a strong orientation between buildings and the street (e.g., porches, bay windows, stoops).
- k) Ensure that windows and door remain visible from the street and are not hidden by vegetation.
- l) Utilize a variety of glazing to project a sense of surveillance.
- m) Consider pedestrian or bike friendly design to activate space and add to passive surveillance.
- n) Illuminate spaces with low-level lighting that provides light and security for semi-private space, but does not produce glare into the adjacent residential buildings.
- o) Provide opportunities for passive surveillance (seating, arrangement of windows and viewing decks) that permit observation of children at play.
- p) Carefully select the types and location of planting to maintain visibility and surveillance and minimize opportunities for intruders to hide.
- q) Use low ground covers and shrubs less than 0.9 m (3 ft.) in height and prune trees limbs to a height of 3 m (9.84 ft.).
- r) Allow user to view entrances, exits, pathways and the immediately surrounding areas.
- s) Ensure lighting does not produce shadows close to pathways and entries or exits.
- t) Ensure windows and doors remain visible from the street and are not hidden by vegetation.
- u) Ensure unimpeded sightlines, particularly along pedestrian pathways and at building entrances to prevent concealment; apply the 2-2-8 rule to ensure a clear line of sight (i.e., 0.61 m (2 ft.) or from any entry/window or pedestrian access point, 0.61 m (2 ft.) or maximum landscaping/fence/ screening height).

#### 14.2.11.C Territoriality (Defensible Space)

- a) Distinguish public and semi-public spaces from private spaces and design symbolic barriers through building siting, design and landscape such as changes in paving, vegetation, grade or through architectural features (e.g., low wall, bollards, raised planters, rather than continuous solid fences or walls).
- b) Personalize impersonal space such as streets, surface parking and open spaces through the use of place-making techniques through the use of signage, colour, hard and soft landscaping, grading, fencing, artwork, lighting, community boards and gardens, landmark, pedestrian and bike paths, fountains, seating, and playground that encourage people to congregate.
- c) Light open spaces, pedestrian and vehicular circulation routes, parking lots, and building entries to provide security, safety, and convenient access without producing glare into adjacent properties and sensitive uses:
  - lighting should be located and designed to ensure that all areas are well lit. Avoid glare and reduce shadows;
  - apply suitable lighting to project ownership and control;





- lighting along pedestrian pathways should be at a scale appropriate for pedestrians while providing optimum visibility;
  - illuminate entry points, and set light levels to provide for a comfortable transition between neighbouring locations;
  - provide vandal-resistant light fixtures that are easy to maintain and operate.
- d) Semi-private open spaces should be clearly defined from public spaces 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 buildings.
- e) Provide landscaping, terracing, screening, low-level hedges, and/or garden walls between private ground-oriented outdoor spaces and the public realm.
- f) Where a residential front yard provides a unit's only private open space, ensure that this space is usable/practical while also enhancing the streetscape. Changes in grade/terracing should be used in combination with hedges, trees, shrubs, open lattice screens, and low fences to provide an area of privacy near the unit while still providing an open, inviting public edge.
- g) Provide signage that is clearly visible, easy to read and simple to understand.

#### 14.2.11.D Maintenance

- a) Ensure the continued use of space for its intended purpose and ensure landscaping is maintained (not overgrown) and lighting is operable.
- b) To ensure safety and security, provide sightlines 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 of 1.2 m (3.9 ft.) in height.
- c) Ensure city bylaws regarding nuisance, graffiti removal or unsightly premises are adhered to.

### 14.2.12 Accessibility (Universal Design Principles)

*The intent is to ensure that the design of a development enables all people, including people with disabilities, to have full and unrestricted access to every part of a project.*

#### 14.2.12.A Site Accessibility/Circulation

- a) All parking spaces allocated for people with disabilities should be located as close as possible to the main entrance of the building.
- b) Ensure that access for the mobility impaired is provided via at least one path of travel with a minimum clear width of 1.5 m (4.92 ft.) to the major portion of any open space, any building lobby accessible to the open space and any use that may be present on or adjacent to, open space.
- c) All pedestrian pathways should be fully accessible to people with disabilities. Pedestrian pathways should also include, wherever possible, a linear textured band of roughened surface for the benefit of people with vision impairment. The band should be appropriately located towards the middle of a pathway and should be designed to avoid potential conflicts with seating areas or plant materials at edges of walkways.
- d) Pedestrian pathways should provide easily understood direct connections between desired destinations (e.g., transit stops, pedestrian crossings, public sidewalks, building entry, amenity areas, and parking and service areas).
- e) Pedestrian pathways should be wide enough for a comfortable experience and to accommodate passing wheelchairs, strollers and bicycles.



- f) Building and site design features which segregate circulation/ areas/ uses for people with disabilities 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 alternate design approaches.
- g) 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 (4.92 ft.) to the major portion of any open space, any building lobby accessible to the open space, and any use that may be present on, or adjacent to, open space.
- h) Site designs should seek to integrate features that accommodate persons of varying ability levels.
- i) The design and placement of site furniture should allow a person in a wheelchair to sit alongside fixed seating or, where tables are provided, to allow a person in a wheelchair to pull up to each table.
- j) Ramped portions of walkways should have a maximum slope of 1:20 and minimum width of 1.2 m (3.94 ft.).
- k) All parking spaces allocated for people with disabilities should be designed to achieve the following:
  - located as close as possible to the main entrance(s) of each building;
  - located away from designated fire routes, intersections or commercial loading zones;
  - located with connection to pedestrian pathways. Landscape and other design features should be used to prevent vehicles from protruding over pedestrian pathways of travel.
- l) For shopping malls, large complexes or where multiple buildings exist on a site, the required number of designated spaces should be evenly distributed at all public entrances.
- m) The entrance nearest the designated parking spaces should be equipped with a power door operator.
- n) Designated parking space(s) are required to be painted with the international symbol of accessibility. The symbol shall be painted with white solvent-based traffic paint on a minimum 1.5 m x 1.5 m (4.92 ft. x 4.92 ft.) blue solvent-based traffic paint background.
- o) Designated parking space(s) are required to be marked with clearly visible signage that conforms to the *Motor Vehicle Act Regulations*. Signs mounted on moveable bases are unacceptable.
- p) Designated parking spaces should be:
  - located as close as possible to a required passenger elevator;
  - provide a minimum vertical clearance of 2.75 m (9.02 ft.);
  - provide level, non-slip, non-glare, textured, hard surfaces.
- q) Provide directional signage in large parking areas or for hidden parking spaces.

#### 14.2.12.B Site Design

- a) Site designs should seek to integrate features that accommodate persons of varying ability levels.
- b) Drinking fountains should be a maximum of 0.76 m (2.5 ft.) high and allow for both hand and foot operation to accommodate wheelchair users and companion animals.
- c) Seating in public areas should provide for:
  - minimum seat depth of 40 cm (15.7 in.) without backrests, or minimum seat depth of 35 cm (13.8 in.) where backrests at least 30 cm (11.8 in.) high are provided;



- features designed to allow a wheelchair to sit alongside fixed seating or, where tables are provided, to allow a wheelchair to pull up to each table;
- minimum of 5% of all seating in public areas to be provided with backrests.

#### 14.2.12.C Building Design

- a) Building designs shall incorporate features which address the functional needs of persons with disabilities, including those who are mobility, visually, and hearing impaired and have reduced manual dexterity or strength.
- b) Building entries should be:
  - clearly addressed with large numbers visible from the street;
  - directly accessed from the street without stairs;
  - provided with level areas measuring at least 1.5 m x 1.5 m (4.9 ft. x 4.9 ft.) both inside and outside the doorways;
  - provided with weather protection, exterior lighting, and power-assisted door openers.
- c) New development should accommodate the function needs of residents of all ages and abilities.
- d) All rooftop areas intended for use (i.e., recreational) by building occupants or others should be designed and landscaped to ensure universal accessibility.
- e) Building design should accommodate the functional needs of people of all ages and abilities:
- f) Main entrances to buildings and internal circulation routes should be designed to comfortably accommodate pedestrians, people in wheelchairs, and children in strollers.
- g) At least one elevator in each building should be able to accommodate a prone stretcher.
- h) All outdoor and indoor common areas should be wheelchair accessible and incorporate measures for people with vision impairment.
- i) All doorways, including those within units and those accessing private outdoor areas, should be wheelchair accessible.
- j) Floor surfaces should be slip-resistant and non-glare.
- k) All locks, latches, handles, closers, and controls should be easy to read, reach, grasp, and use.
- l) Manoeuvring spaces in kitchens, bathrooms, bedrooms, and hallways should accommodate wheelchair accessibility.
- m) Counters, cupboards, sinks, tubs, and showers should be well lit and easy to use.
- n) Additional electrical/electronic features, such as outlets and controls, should be provided to allow the use of remote controls, computers, and security devices.

#### 14.2.13 Non-Residential Noise Mitigation

*The intent is to ensure that non-residential buildings are built to ensure that indoor and outdoor uses are appropriately designed and located so as to mitigate potential noise.*

- a) New non-residential development should ensure that sensitive indoor and outdoor uses are buffered to reduce noise impacts on adjacent residential uses through design and construction measures.
- b) Development in noise sensitive areas (see Section 3.6.3 Noise Management) may require a report from an acoustical consultant and special noise mitigation measures to mitigate potential noise sources.



- c) Locate building ventilation systems to minimize noise and exhaust in pedestrian areas, residential units and outdoor spaces.
- d) Landscape buffers should be provided along common property lines for new commercial/ industrial developments adjacent to residential uses.
- e) External HVAC units must be visually screened and achieve compliance with the City's Noise Bylaw and any other Public Health Bylaw noise limits.

#### 14.2.14 Agricultural Land Reserve (ALR) Landscape Buffers

*The intent is to accommodate and encourage development while minimizing the impacts of new developments on agricultural land.*

- a) The purpose of the Agricultural Land Reserve (ALR) buffer is to achieve public safety, and to minimize agricultural-urban land use conflicts and complaints.
- b) For all developments immediately adjacent to sites designated within the ALR (i.e., no intervening road), a landscaped buffer of approximately 15 m (49.2 ft.) wide, or an alternative width deemed appropriate and acceptable, should be provided between the development and the agricultural land.
- c) Where a landscaped buffer is provided on sites near agricultural lands, the design of the development should protect the landscaped buffer from potential impacts related to on-site activities (e.g., drainage).





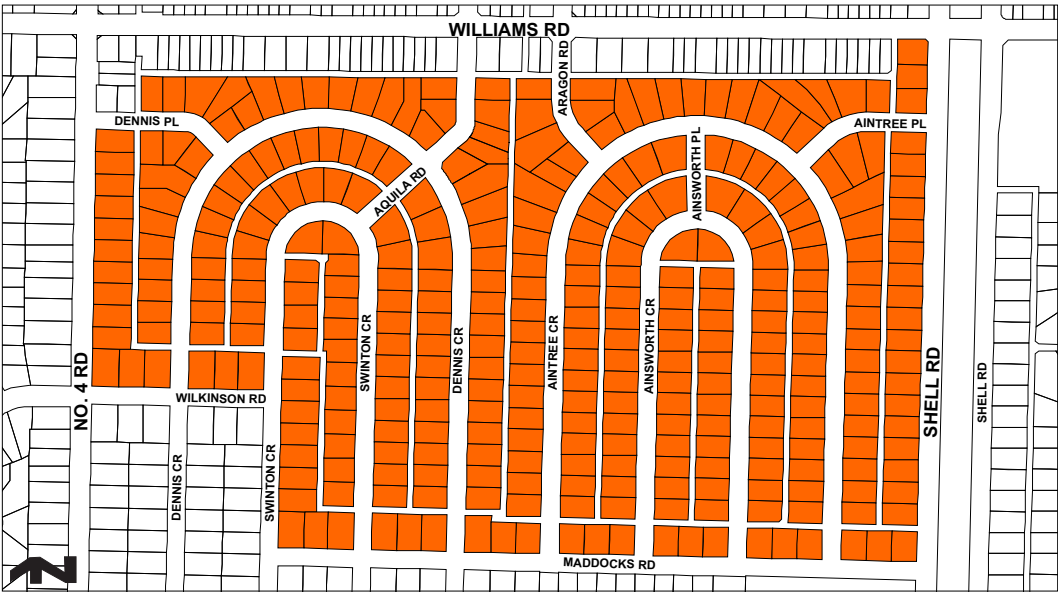


## 14.3 Intensive Residential Guidelines—Granny Flats and Coach Houses

*These Guidelines are intended to ensure that granny flats and coach houses achieve high quality design, as well as integrate and blend into the form and character of existing neighbourhoods, in the following intensive residential areas:*

- Edgemere

### Granny Flats and Coach Houses Map—Edgemere



PH - 991



### 14.3.1 Neighbourhood Character

*The intent is to achieve variety and have this new form of housing fit into the neighbourhood.*

- a) Granny flats and coach houses should demonstrate that they:
  - respect the height and setback of neighbouring properties;
  - recognize the unique character of the neighbourhood.

#### 14.3.1.A Variety in Location

- a) No two similar granny flats and coach houses should be located in a row on neighbouring lots, and wherever possible the two granny flats and coach houses should be offset from each other so as not to be located side by side.

#### 14.3.1.B Variety in Design

- a) Variations in the design of granny flats and coach houses should be encouraged so as not to repeat the same architectural appearance, building form and elevations on the same lane in a City block (Modular construction is allowed).

### 14.3.2 Building Form

*The intent is to ensure that granny flats and coach houses are attractive and do not adversely impact adjacent homes.*

#### 14.3.2.A Scale and Massing

- a) The tallest element of granny flats and coach houses should be located adjacent to the lane.
- b) The upper level of coach houses should step back from the rear yard of the principal residence in order to enhance solar access to this yard and limit the sense of scale to adjacent neighbours.

#### 14.3.2.B Roofs

- a) A flat roof is not permitted on granny flats and coach houses, unless:
  - it is built and approved as a green roof that is an urban garden; or
  - it has a contemporary architectural expression that is uniquely designed.
- b) Cross gable, shed and roof lines that run across or perpendicular to the property are encouraged, with a roof pitch of between 6:12 to 8:12.

#### 14.3.2.C Privacy of Neighbours

- a) Granny flats and coach houses should be:
  - oriented and sited to protect the privacy and minimize the overlook and shadowing of adjacent properties;
  - screened from neighbouring yards by suitable landscaping.

#### 14.3.2.D Corner Lots

- a) Granny flats and coach houses on a corner lot are not to be accessed by vehicles from the street but from the lane only.
- b) Primary windows to living rooms and bedrooms may face the street and/or lane.

#### 14.3.2.E Visibility

- a) Granny flats and coach houses should front onto and be clearly visible from the lane, with the primary entry and front door:



- facing towards and accessible from the lane;
- illuminated at night.

b) A secondary entrance and access may be from the street.

#### 14.3.2.F **Appearance of the Lane**

a) Granny flats and coach houses should be designed to enhance the lane as a public road or space since this is the primary entrance and access point to these forms of housing.

#### 14.3.2.G **Lighting along the Lane**

a) Lighting on granny flats and coach houses should be designed to enhance the pedestrian experience of the lane at night by such means as eaves lighting, porch lighting, and bollard or garden lights (not high-wattage, motion-activated security lights).

#### 14.3.2.H **Building Materials and Colours**

a) The exterior materials and colours of granny flats and coach houses should:

- complement, but not replicate, the character of the principal residence;
- complement, the overall character of the existing neighbourhood;
- have a high quality of architectural design and detailing (e.g., vinyl siding would only be permitted if finished with wood or other high quality detailing).

#### 14.3.2.I **Building Facades**

a) The primary façade of granny flats and coach houses facing the lane, and the street on a corner lot, should be:

- articulated to create depth and architectural interest;
- visually broken into smaller components or sections to discourage wide, flat and unbroken facades.

#### 14.3.2.J **Building Faces, Projections and Dormers**

a) Granny flats and coach houses should be designed with consideration given to the relationship between window sizes and the placement and scale of building faces, projections and dormers.

#### 14.3.2.K **Windows**

- Windows should be oriented toward the lane and be designed to maximize light penetration into the interior of granny flats and coach houses while mitigating overlook onto the principal residence and adjacent properties.
- The primary living room and bedroom windows on any upper floor should face the lane.
- Windows in the upper floor of coach houses facing the yard of the principal residence should be modest in size.
- Side yard windows should also be modest in size and be recessed in that section of the building façade.
- Building faces and dormers should not be windowless, and sidelight windows should be incorporated into bay projections.
- Skylights, clerestory windows or glass block should be installed where possible.

#### 14.3.2.L **Garage Doors**

a) Garage doors should be recessed behind the main façade where feasible and designed to minimize the visual impact to the lane through careful detailing and sensitive design, such as garage windows and narrower door width facing the lane.



**14.3.2.M Impact on Private Outdoor Space**

- a) Granny flats and coach houses should be located so as to minimize the amount of shadow cast onto the private outdoor space of the granny flat or coach house and the principal residence.

**14.3.2.N Trees and Vegetation Retention**

- a) Existing trees and prominent landscape features located outside the building envelope of granny flats and coach houses should meet the Tree Bylaw, for example:
- retained, unless proven to be diseased or in conflict with utilities and services;
  - protected before land clearing, demolition or construction commences.

**14.3.2.O Underground Services**

- a) Underground hydro and communication service lines should be utilized wherever possible to granny flats and coach houses.

**14.3.2.P Sustainability Initiatives**

- a) Granny flats and coach houses should incorporate sustainable design elements acceptable to the City into site and building design and construction, and exhibit design excellence through such means as:
- natural filtration of rainwater into a rain garden, rainwater collection system, bio-swale or rock pit;
  - solar power technology as an energy source;
  - energy star appliances and low water plumbing fixtures;
  - green technology building products;
  - naturescaping and permeable materials on outdoor surfaces.



## 14.4 Multiple Family Guidelines

*These Guidelines are intended to provide direction on the general form and character of townhouses, stacked townhouses, rowhousing, low to mid-rise housing and high-rise housing (outside the City Centre).*

The Multiple Family Guidelines and General Guidelines apply to all multiple family residential developments.



### A. GENERAL CONSIDERATIONS

*The intent is to carefully integrate new multiple family residential development into existing neighbourhoods.*



### 14.4.1 Pedestrian-Oriented Streetscapes

*The intent is to give prominence to the pedestrian realm as a major element of the neighbourhood theme and character.*

#### 14.4.1.A Streetscape

- a) Streetscapes should animate the street and provide a high level of pedestrian interest along their public edges.
- b) Along major roads, provide exterior staircases up to the first habitable level wherever appropriate. Exterior stairs should be designed to be integrated into the overall architectural and/or landscape concept of the development.
- c) At the common entry to multiple family residential buildings, provide public seating and clear, pedestrian-oriented signage. Art at building entries is encouraged.
- d) Ground oriented units are encouraged in all types of multiple family developments. Grade-level residential units along publicly-accessible walkways and streets should feature individual front doors fronting the walkways and street, with individual paths leading from the public sidewalk or pedestrian walkways to front doors. The front doors of the units should be accessible and visible from the public sidewalk and should not be hidden by vegetation.
- e) Grade-level units should be no more than 1.2 m (3.94 ft.) above the grade of adjacent public sidewalks and walkways.
- f) Employ features such as front stairs, stoops, gateways, porches and weather protection 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.
- g) Create an attractive street frontage, using windows and doors to help animate the building facade and promote a more human-scale character. Windows and doors should be oriented streetward.
- h) Use internal drive-aisles to maximize the sense of open space and enhance pedestrian character. Where possible, vehicle and pedestrian access should be either specifically marked or separated from each other and appropriately located.
- i) Visually enhance pedestrian linkages and create a sense of arrival through the use of arrival plazas, special plantings and benches at intersections.

#### 14.4.1.B Entrances, Stairs and Porches

- a) Entrances to buildings and complexes should front public streets and be directly accessible from sidewalks or other public areas with minimal changes in grade. The entrances should be designed to be highly visible from the street and clearly addressed with large numbers.
- b) Convenient indoor waiting areas and outdoor pedestrian weather protection should be provided at building entrances.
- c) New developments should promote the provision of individual grade-level entries to residential units wherever possible, with intimate courtyards, landscape features and/or special weather protection at common building entries.
- d) Enhance the livability of dwellings and the vitality of parkways and linear walkways by providing secondary entrances, doorways, gates and garden entries to ground level units adjacent to pedestrian routes.

#### 14.4.1.C Yards

- a) Yards adjacent to streets, lanes, public walkways and pathways should be designed to be open and inviting and allow good visibility from adjacent public areas to building entries.



- b) Define the street edge through landscaping with layers of planting, low walls, hedges, or changes in grade along the property line.
- c) Yards should be raised no more than 0.5 m (1.64 ft.) above adjacent public sidewalks; low retaining walls in front yards along the street should not be higher than 0.5 m (1.64 ft.). In yards that abut public spaces, landscaped terraces no greater than 0.5 m (1.64 ft.) in height and no less than 0.75 m (2.46 ft.) deep should be used to reach the new grade.

#### 14.4.1.D Fences

- a) Fences or walls along the streetfront should be limited in height and length and should be supplemented with landscaping.
- b) Fences or walls should be no more than 15 m (49.2 ft.) long without a break or jog.
- c) Fences should be a maximum of 1.2 m (3.94 ft.) high when located within front yard of the street.
- d) Landscaping on the street side of fences should include plants of low maintenance varieties (e.g., hearty shrubs, groundcover and trees). Large evergreen hedging along the street is not acceptable.

#### 14.4.1.E Fire Access

- a) Fire lanes should conform to the City's Building Bylaw and be designed to meet the needs of the City's Fire Department. They should be similar in design to other access routes and, wherever possible, combined with pathways and other routes. Decorative forms of paving should be used both for aesthetic reasons and to distinguish them from common asphalt-paved vehicular access routes. Where they intersect or are combined with pedestrian pathways, distinctive paving should be used to highlight the dual function.

#### 14.4.1.F Preservation of Existing Natural Features

- a) Wherever possible, existing trees and natural features should be retained.
- b) Special attention should be paid to the preservation of mature trees. 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 retained and incorporated, wherever possible, into the design of external streetscapes and internal private landscapes.
- c) Special efforts should be made to retain mature trees by adjusting retaining walls to accommodate trees.

### 14.4.2 Building Scale and Form

*The intent is to ensure that all multiple family residential developments have adequate sunlight and are appropriately located on site.*

#### 14.4.2.A Sunlight Access

- a) Ensure that a minimum of 75% of dwellings and their private open spaces in each development receive direct sunlight every day of the year.
- b) To ensure sunlight access to residences, the minimum north-south spacing between adjacent buildings should be determined by the vertical angle of the sun at solar noon at the equinoxes.

#### 14.4.2.B Diversity

- a) Developments should include a variety of unit types and unit treatments to encourage architectural and social diversity.





#### 14.4.2.C Adjacency Considerations

- a) New multiple family developments should be designed to maintain a residential character and be compatible with adjacent uses.
- b) Side yard interfaces with adjacent single family housing should be particularly sensitive to issues of privacy/overlook. Consideration should be given to greater setbacks above the ground floor, special landscaping measures and/or orienting living areas away from neighbouring sites.

#### 14.4.2.D Scale and Massing Considerations

- a) The apparent length and mass of buildings should be reduced through architectural design and detailing. Establish residential scale through articulation of the building facade through the use of projections, recesses, solids and voids and by including house-like elements such as chimneys and multi-paned windows.
- b) Vary the design to include more than one building form on each site sharing common architectural elements.
- c) Break up the apparent length of individual buildings by expressing larger buildings as a series of smaller buildings, or as identifiable parts of a grander scheme. Building facades should be broken up into smaller components, with special measures used to reinforce a rhythm and scale that gives the appearance of individual units along the street (e.g., smaller components that express strong unit identity with direct grade access).
- d) Reduce the apparent height of buildings with architectural treatment that promotes recognition of individual storeys and avoids the appearance of sheer blank walls, for example:
  - give each building or portion of building a distinct top, middle and base;
  - use trim, intense colour accents, secondary roof elements, building recesses;
  - terraced building forms that emphasize lowered height of end units.
- e) Large projecting balconies are discouraged along streetfronts, as they emphasize building bulk. Recessed balconies will be permitted in some areas.
- f) Avoid the appearance of a solid wall of buildings by varying street edge treatment through use of strategically placed open spaces with intensely clustered plantings, staggered or varied building setbacks and other techniques.

#### 14.4.2.E Space Between Buildings

- a) Buildings should relate to the height and spacing of adjacent buildings. A ratio of 1:4 between the distance and height of the adjacent buildings should be considered.
- b) The size of spaces between buildings should be determined by designing for an identifiable use which enhances the amenity and enjoyment of residents.

### 14.4.3 Architectural Treatments

*The intent is to employ a variety of overall roof heights and forms, and to maximize light into units and to express the residential character of the neighbourhood through appropriately scaled and proportioned windows.*

#### 14.4.3.A Roof Form and Elements

- a) A variety of overall roof heights and forms should be employed within a multiple building proposal to give interest and offer a residential character.
- b) Sculpt and terrace upper floors in buildings over 4 storeys in height to reduce mass, create a transition in height and maximize views.



- c) Reduce apparent height of buildings and establish a pedestrian scale along walkways, semi-private open space and main vehicular entrances through the use of secondary roofs or trellises over entries, patios and other openings at lower levels.
- d) Consider pitched roofs to express a traditional residential character.
- e) Decorative elements close to the roof should emphasize and complement the roof pitch visible from the street.
- f) Mechanical equipment must be concealed from view and antennae, radio-wave receiving and transmitting devices, vents and similar obtrusive equipment should be situated where least visible from public areas.
- g) Skylights should be designed to minimize interruption of the roof line.
- h) In general, flat roofs are not considered appropriate for townhouses. However, this roof form might be appropriate in low to medium rise (and mix-use) developments at the perimeter of Neighbourhood Centre areas to reflect the transition character of these areas.

#### 14.4.3.B Windows and Skylights

- a) Orient principal windows to the south in order to maximize solar gain.
- b) Consider the use of various forms of projections, such as bay windows, as a device to maximize sunlight and views, provide interesting unit articulation and improve building mass.
- c) Locate windows to focus views, to maximize light penetration into units and to minimize opportunities to look into units from other units or from paths and open spaces around buildings.
- d) Traditional window treatment with a vertical impression 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 buildings that are visible from the street.
- e) Windows should be openable, of residential scale and should add to the sense of neighbourliness, safety and security by providing visual interest while maximizing surveillance opportunities over public areas.
- f) The openable part of a window should be located a minimum of 0.6 m (2 ft.) above a floor as a safety precaution for small children.
- g) Windows, used singly or in combination, should be transparent at eye-level to reinforce the sense of surveillance over the street.
- h) Consider the use of skylights as a means to access light within a vocabulary of pitched roof forms, except where aircraft noise is of concern.

#### 14.4.3.C Materials

- a) Exterior cladding materials and detailing should be carefully considered to counteract the effects of the rainy west coast climate of Richmond. Stucco should be treated to prevent discolouration and particular care should be taken in detailing of north-facing facades.
- b) A variety of complementary materials and colours is encouraged for visual interest.
- c) Ensure the façades of the buildings are visually interesting through a sufficient level of surface and architectural detail.
- d) Select roofing materials that are suitable for the level of articulation desired in the roof forms.



#### 14.4.4 Pedestrian Access

*The intent is to provide clear, convenient and safe pedestrian access to and within multiple family residential development sites.*

##### 14.4.4.A Pedestrian Circulation

- a) Pedestrian circulation should be provided for all major areas of the site. Pedestrian access throughout the site should be designed to be accessible to disabled persons.
- b) Consider designing the circulation system to encourage children's play throughout a development:
  - make the system safe for bicycles and tricycles. Drop curbs at road crossings; create traffic calming devices; vary the paving;
  - explore the possibilities of reclaiming hard surfaces as play areas;
  - accommodate play on internal roads through a design that avoids conflict between cars and people (e.g., a basketball hoop in a dead-end roadway);
  - indicate shared uses of roadways through devices such as changes in road surface, variation in road width and signage. Clear delineation of edges and surfaces is important.
- c) To avoid duplication, pathways should be combined with fire lanes wherever possible.

##### 14.4.4.B Pedestrian Pathways

- a) Pathways should be treated with decorative surfaces and landscaped with small-scale plant materials, shrubs and trees. Where possible, existing vegetation should be preserved along these pathways.
- b) All paths should be open to the sky.
- c) Maximize visibility and animation along pathways by orienting windows, entries and balconies on adjacent buildings towards pedestrian paths.
- d) Ensure that pathways are well-lit, visible from the street and clearly marked, with entrances embellished by ornamental planters, trees, or prominent architectural components.
- e) Pathway should have focal areas in the form of arrival plazas and entry courts.

##### 14.4.4.B Public Pedestrian Corridors

- a) Main pedestrian access corridors through developments should be a minimum of 6 m (19.69 ft.) wide and should:
  - include a paved walkway, minimum 2 m (6.56 ft.) wide, with the distance between adjacent building faces being at least 6 m (19.69 ft.);
  - have a maximum length of 70 m (230 ft.) (as measured between public streets or open spaces), except where the space between adjacent building faces is less than 9 m (29.53 ft.), in which case the maximum walkway length should be 15 m (49.21 ft.) between open spaces;
  - should have focal areas in the form of arrival plazas and entry courts;
  - should provide a series of events and places for the public and residents to experience.



### 14.4.5 Landscaping and Open Space Design

*The intent is to ensure that multiple family residential sites are landscaped with attractive landscaping, screening and surface treatment, enhance the natural beauty of Richmond, improve the livability of the development, and provide adequate separation between uses.*

#### 14.4.5.A Public Open Space

##### Trees

- a) Plant trees along all street frontages to form an avenue of trees. The spacing between trees may vary according to the species.
- b) Major internal roadways should be lined with landscaped and treed boulevards. Pedestrian-oriented lighting should be included along the internal roadways.
- c) Trees may be planted in pairs at entranceways to define a gateway.
- d) Landscape all pedestrian paths with trees and other plant materials.

##### Building Setbacks

- a) Building setbacks along major streets are encouraged to provide for “display gardens” and semi-private entry transition areas.
- b) Where a development faces across a street from an existing single family neighbourhood, front yard landscaping features should be used to create a sense of transition. Appropriate features might include: roofed pedestrian entry portals; trellises; and small entry courts edged with ornamental trees, shrubs and plants.

##### Landscape Treatments

- a) Create visual focal points by providing landscaped areas at the curves of internal roads and at the “dead-ends” of development sites. Allow for future pedestrian access to adjacent development areas within the landscaped areas.
- b) Consider using mounds of earth or berms to contain or screen an area and to create visual and textured interest in otherwise flat terrain.
- c) Use landscaped trellises to conceal garages and visitor parking stalls.
- d) Vines or other cover should be planted to soften retaining walls.
- e) Soften hard surfaces through the use of landscaping, trellises and tree planting.

##### Surface Treatment

- a) Show variety and change of use through variations in the colour and texture of materials for patios, walkways and roadways. Use changes in paving materials near entrances to walkways and children’s play areas.
- b) Use a variety of decorative surface treatments (e.g., stamped concrete grey pavers) to soften the visual impact of driveways.
- c) Consider using materials that support children’s play throughout a development (e.g., rubber tiles instead of concrete pavers; walkways for chalk drawings, etc.).
- d) Use permeable surfaces as much as possible.

##### Signage

- a) Signage should have a pedestrian scale and orientation. Back-lit acrylic signs or permanent, free-standing commercial signage will not be permitted.





#### 14.4.5.B **Semi-Private Open Space**

- a) Provide convenient, safe and accessible semi-private open spaces for the common use of all building/complex occupants.
- b) Semi-private open spaces should be clearly defined from public spaces 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.
- c) Spaces should be situated and designed to maximize resident access, surveillance and enjoyment.
- d) Provide landscaping with substantial trees, planting and features appropriate to a range of ages and interests, including families with children.
- e) Illuminate spaces with low-level lighting that provides light and security for semi-private space but does not produce glare into the adjacent residential buildings.
- f) Semi-private open spaces for family-oriented housing should be equipped with children's play apparatus and benches. Locate equipment and seating to take advantage of sun and natural shelter from the weather.
- g) Spaces should be designed to ensure barrier-free access.
- h) Ground surfaces should be paved with a mixture of hard surfaced and natural landscaping.

#### 14.4.5.C **Private Open Space**

- a) Public and private outdoor space should be clearly defined to enhance both the privacy of residences and the pedestrian experience.
- b) Provide landscaping, terracing, screening, low-level hedges and/or garden walls between private ground oriented outdoor spaces and the public realm;
- c) Separate private outdoor spaces from the semi-private open spaces. Use changes in grade and/or landscaping to ensure the privacy of an individual unit's open space without the use of high fences.
- d) Private outdoor spaces should be separated from the private outdoor spaces of other units for privacy purposes. Private outdoor spaces in family-oriented developments should be "enclosed" (i.e. fenced, for the security of small children and pets).
- e) Where a change in grade no greater than 1.2 m (3.94 ft.) occurs between the outdoor space of a unit and the level of a street or public access it faces, "front stair" connections should be provided between the two outdoor spaces.
- f) Articulate building edges to define private balconies and patios that become a natural extension to the residential unit.
- g) Where a residential front yard provides a unit's only private open space, ensure that this space is usable/practical while also enhancing the streetscape. Changes in grade/terracing should be used in combination with hedges, trees, shrubs, open lattice screens and low fences to provide an area of privacy near the unit while still providing an open, inviting public edge.
- h) Undersides of balconies and porches that are visible from a street or public walkway should be covered by soffits or exterior finishes to provide a finished appearance to public view.
- i) Consider the importance and the safety of small household pets by ensuring that a gap no larger than 5 cm (2 in.) is provided between the ground and the base of a fence. All fences should have gates that provide direct access to semi-private and public areas.



### Balcony and Outdoor Space Sizes

- a) Ensure a substantial depth of balconies, patios and gardens to create usable and livable outdoor spaces.
- b) Apartment units should have a private outdoor space of 6 m<sup>2</sup> (64.59 ft<sup>2</sup>) in area and 1.8 m (5.9 ft.) in depth, with larger than-minimum spaces strongly encouraged. An area of shelter and privacy should be provided within each private outdoor space. It is suggested that half of the minimum required outdoor space be recessed behind the building face.
- c) Each townhouse unit should have a private outdoor space of 30 m<sup>2</sup> (323 ft<sup>2</sup>) in area (not in average). Private outdoor space provided in the front yard and/or rear yard of the unit should have a depth no less than 4.5 m (14.76 ft.). Private outdoor space provided in the form of balcony and/or deck above the ground floor should have a depth no less than 1.8 m (5.9 ft.).
- d) Paved patio or deck space within a private outdoor space in the yard space should have a depth no more than 2.5 m (8.2 ft.).

### Balcony and Outdoor Space in Aircraft Noise Sensitive Development

- a) Private balcony space in aircraft noise sensitive development should mitigate the impact of aircraft noise by appropriate siting and/or by using appropriate noise mitigation techniques and architectural treatment (e.g., enclosed balconies) that do not result in the balcony being indoor living space.
- b) Private open space (e.g., patios, decks) in aircraft noise sensitive development should mitigate the impact of aircraft noise by appropriate siting and/or by using appropriate noise mitigation techniques and architectural treatment (e.g., canopies, fences, landscaping) that do not result in the area being indoor living space.

#### 14.4.5.D Amenity Space

- a) Indoor and Outdoor amenity space should be provided as outlined in the following chart in order to provide common amenities to be shared by all households in each multiple family development project of more than three units.

Number of Dwelling Units	Indoor Amenity Space Required	Outdoor Amenity Space Required
0-3 units	None	None
4-19 units	<ul style="list-style-type: none"> <li>Indoor amenity space of a minimum of 50 m<sup>2</sup> (538 ft<sup>2</sup>).</li> </ul>	<ul style="list-style-type: none"> <li>Outdoor amenity space of 6.0 m<sup>2</sup> (64.59 ft<sup>2</sup>) per unit.</li> <li>Outdoor space should be designed to facilitate children's play.</li> </ul>
20-39 units	<ul style="list-style-type: none"> <li>Indoor amenity space of a minimum of 70 m<sup>2</sup> (753 ft<sup>2</sup>).</li> </ul>	<ul style="list-style-type: none"> <li>Outdoor amenity space of 6.0 m<sup>2</sup> (64.59 ft<sup>2</sup>) per unit.</li> <li>Outdoor space should be designed to facilitate children's play and 3.0 m<sup>2</sup> (32.29 ft<sup>2</sup>) per unit should be designed as a children's play area.</li> </ul>
40 units of more	<ul style="list-style-type: none"> <li>Indoor amenity space of a minimum of 100 m<sup>2</sup> (1,076 ft<sup>2</sup>).</li> </ul>	<ul style="list-style-type: none"> <li>Outdoor amenity space of 6.0 m<sup>2</sup> (64.59 ft<sup>2</sup>) per unit.</li> <li>Outdoor space should be designed to facilitate children's play and 3.0 m<sup>2</sup> (32.29 ft<sup>2</sup>) per unit should be designed as a children's play area.</li> <li>The maximum play area size is 600 m<sup>2</sup> (6,459 ft<sup>2</sup>).</li> </ul>



#### 14.4.5.E Indoor Amenity Space

- a) The amenity space shall include a multi-purpose facility designed to accommodate a variety of activities such as parties, children's play and meetings (e.g., involving 40% of the development's estimated adult population).
- b) In larger, family-oriented developments, special emphasis should be placed on the design of indoor amenity space and associated outdoor areas in order that they may provide opportunities for licensed childcare use (should such a need be recognized) without compromising tenant needs.
- c) Indoor amenity spaces should be located on the south face of buildings and should be linked directly to outdoor amenities and to public walkways wherever possible.

#### 14.4.5.F Outdoor Amenity Space

##### Location

- a) Outdoor amenity space should be in a central location on the site where it is convenient for the largest number of residents on site and contiguous with an indoor amenity space wherever possible.
- b) Outdoor amenity space may also locate in the area where existing landscape features are to be retained on site.
- c) Outdoor amenity space may also locate adjacent to open space on a neighbouring multiple family site. Siting and design of these open spaces should be complementary and should encourage common use by residents of both sites. No fence or barrier shall be erected between the open spaces, though changes in grade may be used to better define public versus semi-public areas.
- d) Outdoor amenity spaces and play areas should not be located near parking areas or garbage/recycling storage areas.
- e) Locate the outdoor amenity area to take advantage of sunlight and of natural shelter from inclement weather.
- f) Outdoor amenity space located within any required yard setback is discouraged. If this situation is unavoidable, the size of the outdoor amenity area should be substantially larger and wider than the minimum requirement in order to provide an adequate landscape buffer to deal with the interface along the property lines and clearly differentiate public, semi-private and private spaces.
- g) Amenity areas should be consolidated in one compact area as linear or scattered configurations are generally not as successful in meeting residents' needs.
- h) The minimum longitudinal dimension for an outdoor amenity space should be 5 m (16.4 ft.). It is recommended that an outdoor amenity space, when located on ground level, should have at least 50% of the minimum longitudinal dimension front an internal road or walkway.
- i) The recommended shape configuration should be a maximum ratio of 1:3 (width to length).
- j) Ensure that surveillance of the area is provided from adjacent units and that the area has barrier-free access.

##### Play Areas

- a) For multiple family developments up to 19 units in size, outdoor space should be designed to facilitate children's play. For developments over 19 units in size, children's play space should be provided at a ratio of 3 m<sup>2</sup> (32.29 ft<sup>2</sup>) per unit. The maximum suggested size for a children's play area is 600 m<sup>2</sup> (6,459 ft<sup>2</sup>).



- b) Locate children's play apparatuses and benches within the open space along with other urban design features such as gardens, fountains, arbours and art.
- c) Outdoor fenced play areas should be located, where possible, adjacent to indoor spaces on the south side of the buildings, in a sunny location protected from easterly wind. Opportunities for passive adult surveillance should be provided, such as seating nearby and/or arrangement of windows and viewing decks that permit observation of children at play.

#### **Surface Treatment**

- a) Provide a mixture of permeable hard-surfaced and natural landscaping in the outdoor amenity area.

#### **Aircraft Noise Sensitive Development Outdoor Amenity Space**

- a) Outdoor amenity space in aircraft noise sensitive development should mitigate the impact of aircraft noise by appropriate siting and/or replacing outdoor amenity space with an equivalent area of additional indoor amenity space designed to facilitate children's play, senior's enjoyment, or other appropriate passive recreational use.

### **14.4.6 Services**

*The intent is to ensure that multiple family residential developments provide adequate garbage, recycling, organics, mail and other services for the convenience of the residents.*

#### **14.4.6.A Garbage and Recycling**

- a) There should be a minimum of one garbage container per complex.
- b) Recycling should be provided at a minimum of one facility for each 10 residential units, with a minimum of 3 carts per depot area (3 bins for 3 material types).
- c) Organics (food scraps, etc.) collection should be included on-site.
- d) Refer to the City's document entitled "Waste Management Guidelines for Multiple-Family Residential and Mixed-Use Buildings" for additional requirements and details.

#### **Recycling, Garbage and Organics Storage**

- a) A room in the development or a gated and covered structure should be provided to contain residents' garbage, recycling and organics materials.

#### **Recycling, Garbage and Organics Storage Area Design**

- a) The design of this structure should complement the design of the units in the project.
- b) The enclosure should be in a central location that is easily accessible to all residents but away from pedestrian accesses and children's play areas.
- c) Landscape screening of the enclosure should be provided. The area should be easily accessible for collection purposes and should provide adequate manoeuvring space for 13.7 m (44.95 ft.) long garbage trucks.
- d) A recycling area of a minimum of 2.4 m (7.87 ft.) by 3.5 m (11.48 ft.) in size for each 30 units, should also be provided near garbage areas.
- e) The recycling area should be well lit, sprinklered, separated from the remainder of the building by a one-hour fire separation and wheelchair accessible.
- f) If located outdoors, the recycling area should be screened from public view, without a roof and a minimum 3 m (9.84 ft.) away from a combustible building. Located next to a building, the side of the building next to the recycling area should be of non-combustible materials.





### On-site Composting

- a) Consider providing an area for on-site composting to generate materials that can be used for landscape maintenance or to allow for garden plots on the site.

#### 14.4.6.B Mail Delivery

- a) Provide a covered mail box in a central location that is easily accessible to all residents. The design of this structure should be to Canada Post standards and be compatible with the design of the units in the project.

#### 14.4.6.C Storage

- a) Provide adequate area for storage within dwelling units, particularly for family-oriented developments.

### 14.4.7 Acoustics

*The intent is to minimize the impacts of aircraft noise and traffic/transit noise to residential developments.*

- a) Provide acoustic separation between dwelling units, particularly in family-oriented developments. Control sound transmission passively through unit design (e.g., avoid placing bedrooms of one unit adjoining the living room of the neighbouring unit; avoid hard-surfaced floor areas such as kitchens over bedrooms or other quiet rooms).

#### 14.4.7.A Traffic/Transit Noise and Commercial/Industrial Adjacency

- a) Developments that may be affected by land use interface issues (traffic/transit noise, commercial/industrial adjacency) must be designed and constructed in a manner that mitigates potential noise within the proposed dwelling units. Dwelling units must be designed and constructed to achieve:
- ASHRAE 55-2004 "Thermal Environmental Conditions for Human Occupancy" Standard for interior living spaces;
  - CMHC guidelines for interior noise levels as indicated in the chart below:

Portions of Dwelling Units	Noise Levels (decibels)
Bedrooms	35
Living, dining, recreation rooms	40
Kitchen, bathrooms, hallways and utility rooms	45

- b) All Development Permit applications are required to provide an acoustical report to demonstrate how all residential units meet the above requirements. Inclusion of the thermal requirements is critical as being able to meet thermal comfort standards with the windows closed during the summer months is extremely important. All units within the project are to meet these standards. The source noise level referenced in the acoustical report should be based on the maximum source level noise permitted by the City Noise Bylaw.
- c) The acoustical report must also detail whether additional noise alternatives is required due to the proximity of the Canada Line guideway or station platform.
- d) New multiple family residential development adjacent to the Canada Line guideway is to ensure the building design reflects Canada Line adjacency. Where possible, residential units should not be created directly adjacent to the guideway (e.g., avoid residential units at the guideway elevation if possible).



- e) Where private outdoor space is adjacent to noise source (i.e., arterial roads, commercial/industrial developments), noise mitigating measures should be utilized, such as fencing, berming and landscaping; or provide special mitigation measures as determined by a registered professional trained in acoustics.
- f) Noise from major street and commercial/industrial interface can also be mitigated by:
- careful site layout;
  - orienting private outdoor spaces away from noise source;
  - orienting the front entry and public part of the dwelling toward the noise source and locating quiet rooms such as bedrooms away from the noise source;
  - recessing balconies and facing them with solid balustrades;
  - finishing soffits with material which absorbs or baffles sound waves;
  - providing extra insulation for walls of buildings adjacent to the noise source;
  - triple-glazing windows to reduce noise infiltration;
  - using enclosed balconies or sunrooms facing the noise source as a buffer between living areas and the noise source.

#### 14.4.7.B Aircraft Noise

- a) All Development Permit applications in areas identified in the Aircraft Noise Sensitive Development Map (see Section 3.6.3 Noise Management) shall require evidence in the form of a report and recommendations prepared by a person trained in acoustics and current techniques of noise measurement, demonstrating that the noise level in those portions of the dwelling units listed below shall not exceed the noise level and thermal condition standards set out in the corresponding right-hand column and the ASHRAE 55-2004 "Thermal Environmental Conditions for Human Occupancy". The noise level utilized is an A-weighted 24-hour equivalent (leq) sound level and will be defined simply as noise level in decibels.

Portions of Dwelling Units	Noise Levels (decibels)
Bedrooms	35
Living, dining, recreation rooms	40
Kitchen, bathrooms, hallways and utility rooms	45

- b) Skylights are discouraged in homes located within the area identified in the Aircraft Noise Sensitive Development Map.
- c) In addition to the above, a trained professional is to assist in the design of the private patios and balconies to minimize the noise levels with recommendations for building material selection and space planning.

#### 14.4.8 Edge Conditions (Environmentally Sensitive Areas and Public Open Space)

*The intent is to accommodate and encourage new development while responding to and enhancing adjacent uses such as parkland or environmentally sensitive areas.*

- a) Where multiple family sites lie adjacent to an ESA or park, these landscapes should be "extended" into and through the multiple family site, especially along walkways, pathways, semi-public open spaces, and public areas. In addition, dense planting of indigenous plant material (with appropriate soil and irrigation conditions) should be provided to screen any fences on or adjacent to the ESA from the view of residents.



## B. TOWNHOUSES, STACKED TOWNHOUSES AND ROW HOUSING

*The intent is to ensure that all new townhouse and row house development demonstrates high quality design and neighbourhood fit and careful integration into the character and fabric of existing buildings and streetscapes.*

### 14.4.9 Building Location and Organization (Site Planning)

*The intent is to provide direction on the location of the multiple family residential units, services and parking.*

#### 14.4.9.A Street Presence

- a) Varied setbacks are encouraged between townhouse clusters along street frontages within a site.
- b) A smaller front yard setback maybe considered to create a well defined street edge (e.g., entry, front stoop and landscaping between the public sidewalk and unit) and to reinforce a stronger “urban” character, provided that compatibility with setbacks of adjacent residential development is achieved.
- c) Finished grade elevation of main floor units to be no more than 1.2 m (3.98 ft.) above the public sidewalk to ensure an appropriate level of street interface.

#### 14.4.9.B Entrances

- a) Entrances to townhouses should enhance the pedestrian-scale character of the area by strengthening a unit’s connection with public streets and internal roadways.
- b) Main pedestrian entrances to the housing units should front onto public streets and walkways; otherwise, front onto the internal courtyards, walkways and drive aisles.
- c) Where townhouses are designed with the end wall adjacent to the public street, the pedestrian entry for the end unit should be designed to face the street.
- d) Porches are encouraged. The maximum depth of the porches should be limited to 1.5 m (4.92 ft.). Design porches to incorporate prominent main entries and integrate into the facade, rather than appearing “tacked on”.
- e) Verandas are encouraged. Verandas should be between 1.8 m (5.9 ft.) and 2.5 m (8.2 ft.) deep to allow for usability. Design verandas to be integrated into the facade and the main entries.



- f) Discourage situations where the main entrances to units are adjacent to, or on the same façade as garage doors. Where this situation is unavoidable, sufficient space for access to front doors should be provided and the pedestrian entry should have a visual prominent.
- g) Unit entrances should not be located adjacent to visitor parking stalls, outdoor amenity area and garbage and recycling collection area. If this situation is unavoidable, a transition zone between the unit entry and these amenities is required.

#### 14.4.9.C **Adjacent to Parks and Open Space**

- a) Organize layout and design of townhouses adjacent to parks and pedestrian corridors so that buildings:
  - face parks and open spaces across a parkside street and/or face an abutting linear park or pedestrian corridor;
  - have direct access from the units to the park/pedestrian corridor.

#### 14.4.9.D **Garbage, Recycling and Organics Storage**

- a) Garbage, recycling and organics storage bins must be easily accessible, contained within a roofed/walled enclosure.
- b) Locate storage structures and/or enclosures closer to the site entrance.
- c) Consider attaching the enclosures to a townhouse cluster ending.
- d) Locating storage structures and/or enclosures at the entry driveway is discouraged. If this situation is unavoidable, the facilities must be fully enclosed and screened from public view.
- e) Locating storage structures and/or enclosures within any required yard setback is discouraged. If this situation is unavoidable, the facilities must be fully enclosed and screened from view.

#### 14.4.9.E **Parking and Garages**

##### **Surface Parking**

- a) Surface parking should not be located within the front yard or flanking side yard.
- b) Surface parking located within the required side and rear yard setbacks is discouraged. If this situation is unavoidable, the parking stalls should be appropriately screened and designed with adequate manoeuvring space at the “dead-ends”.
- c) Surface parking should not be located in obstruction to any unit entrances and internal pedestrian circulation.

##### **Parking and Garages**

- a) The setback to garage doors from the edge of an internal drive aisle should not be less than 0.6 m (1.97 ft.) or more than 1.0 m (3.28 ft.) to ensure that temporary parallel parking does not occur across the garage door.
- b) Paired garage doors should be separated by the entry door to the unit or by a small landscaped area that could accommodate a tree with a minimum caliper size of 6 cm (2.36 in.).
- c) Garages that provide a tandem parking arrangement will be evaluated on a site by site basis.
- d) In developments containing more than 20 units, a combination of two-car side by side garages with single car tandem parking garages is recommended.
- e) If a one-storey attached garage extends toward the internal drive aisle, its mass should be minimized as much as possible and the portion of a one-storey garage that extends out toward the internal drive aisle should be no more than 50% of the depth of the garage.





### 14.4.10 Building Form

*The intent is to have new development fit into the neighbourhood and on the site.*

#### 14.4.10.A Building Massing and Scale

- a) Buildings should be compatible in scale and form with the surrounding developments.
- b) Overall massing of the buildings should be based on simple, regular shapes with strong gable roof forms, with a strong pitch as a component in the façade toward the street.
- c) High pitch, strong roof slopes and overhangs/eaves projections are recommended; the minimum desirable roof slope is 8/12.
- d) Consider the use of roofs as key elements to help “break up” multiple family buildings so they may adopt a form, scale and rhythm sympathetic to adjacent single family developments.

#### 14.4.10.B Articulation of Building Clusters

- a) Clusters along the street should not be repetitive. Duplex clusters should avoid the mirror image effect.
- b) Small variations in setbacks for individual units within a building cluster along a street are recommended to reflect the scale and articulation found in single family areas and avoid long, continuous and unarticulated building frontages along the street. Staggering of units along internal drive-aisles is also encouraged.
- c) Variations in height, separations, roof lines may be considered between clusters to provide visual diversity within the development; however, overall expression should be a cohesive urban form and unity of architectural expression.
- d) Eaves, bay windows and other projections from the building face are encouraged.
- e) The height of the end units of a building cluster should be lowered to provide mass articulation and, where the cluster ends perpendicular to the street, achieve a gradual transition to pedestrian scale.
- f) The maximum number of townhouse units in a cluster should be six. The number of units in a cluster may be increased to eight if the cluster is at the edge of a school site or a park/pond, or if the adjacent clusters are separated by broader open areas developed to improve circulation and enhance the landscape.
- g) Any housing unit exposed to direct views from the street (such as cluster ends on both sides of a drive aisle entrance to a site or cluster ends that abut a public street), should provide sufficient architectural detailing and be treated as a front elevation.

#### 14.4.10.C Transition to Adjacent Single Family Housing

- a) Townhouse units situated near single family developments should be particularly sensitive to issues of privacy/overlook over adjacent properties. Consideration should be given to greater setbacks above the ground floor, special landscaping measures and/or orienting living areas away from neighbours.
- b) Provide a transition between townhouse units and single family housing by building duplex units along property lines as buffer zones.

#### 14.4.10.D Light, View & Privacy

- a) Maximize sun access through proper building configuration, massing and building cluster orientation.
- b) Consider terracing upper levels of townhouse clusters to increase sun penetration to the interior of the site, especially toward outdoor amenity areas.



- c) Provide adequate distance between buildings to ensure appropriate light, view and privacy.
- d) The location and orientation of windows, decks and balconies should be carefully considered to reduce looking into close-by windows of existing adjacent development.

#### 14.4.11 Building Face: Architectural Treatments

*The intent is to ensure that development has a high quality character and finishing.*

##### 14.4.11.A Image and Character

- a) Architectural design, character, materials and detailing of townhouse developments should incorporate many of the features found in single family areas but at a higher intensity of development.
- b) Individual units of townhouse clusters that front on the street should be designed to be identifiable through single family residential design features including, among others, simple roof forms with strong gable lines, dormers and habitable attics, extended porches and recessed entries that will also provide articulation to facades and reinforce an unified residential character along the street.
- c) To relate to the character of any adjacent single family in the neighbourhood, the design of townhouses fronting the street may incorporate, as a dominant component of the facade, one or several of the following architectural features/elements: bay windows; windows with muntins and mullions; rectangular/square shaped windows; French doors; porches, verandas and colonnades where possible.
- d) Provide appropriate design treatment to both street facades when the building is on a corner. The design of a corner can be unique and incorporate special features.
- e) Individual unit designs should be varied to avoid significant repetition either within a row or between adjacent rows of units.
- f) Townhouse units fronting onto a local road should reflect a single family character (e.g., 2 storey height, except that 2 ½ storeys may be permitted at the corner of an arterial road and local road).
- g) Consideration should be given to variations in building height, separations, roof lines and setbacks between buildings to provide visual diversity within the same development.
- h) Architectural treatment of unit entrances should reinforce proximity to grade level (e.g., avoid two-storey features).
- i) Decorative architectural detailing, complementary to the rest of the units, is to be considered in the building clusters along the internal drive aisle.
- j) Incorporate decorative architectural treatments that are complementary to unit finishes, such as windows, on and above garage doors.

##### 14.4.11.B Shape and Layout of Windows

- a) Windows should be visually prominent in street fronting façades and should be articulated with colour and/or white trim. The use of muntins and mullions in street fronting windows is encouraged.
- b) Scale and proportions of dominant windows should be compatible with the massing and roof forms of the building or portion of the building that contains them. Large, horizontal picture windows are not considered appropriate.



#### 14.4.11.C Exterior Walls and Finishing

##### Quality and Durability of Materials

- a) Materials to convey an image of quality, durability and a high level of craftsmanship.
- b) Buildings and roofing materials should reflect the heritage and climate of Richmond.

##### Materials

- a) The number of dominant materials used in any elevation should be no more than two (2). A third material might be used on upper floors, on gable ends.
- b) Recommended materials to be used on any elevation can include: clapboard, scale, wood, vinyl and shingle siding, brick and board and batten.
- c) Horizontal siding and wide trim around windows is the recommended basic finishing. Consider the use of strong, bold colours in contrast with white or light colours for façade details and trim.
- d) Stone is recommended as an accent material.
- e) Stucco is acceptable when used in combination with other exterior finishing materials.

##### Roof Materials

- a) Cedar shingles or a similar type of roofing (in terms of colour and texture), or high profile asphalt shingles are preferred to accentuate a single family character.

##### Flashing and Gutters

- a) Flashing and gutters should be integrated into the design of the building in terms of colour, location on the façade, or other method.

### 14.4.12 Landscaping and Open Space Design

*The intent is that landscaping be lush and that fences or gates be attractive, particularly along any street frontages or common areas.*

#### 14.4.12.A Landscaping

- a) Landscape both the public boulevard and private property to enhance the pedestrian environment.
- b) Consider a landscape design of the street-fronting portion of the site that reflects the character of front yards in adjacent single family, where appropriate to the context.
- c) Where the ground floors of units are not intended as habitable space, yards should be raised to enhance relationships between the first living level and the public realm and to discourage conversion of ground floor space to other uses. However, unit entry should be no more than 1.2 m (3.94 ft.) above the grade of adjacent public sidewalks and walkways.
- d) Where the only private open space of a unit is provided on the yard facing an arterial street, a balcony or deck space adjacent to the main living area, facing the internal drive aisle or walkway, should be provided.

#### 14.4.12.B Fences and Gates

- a) If fences are unavoidable, provide metal transparent fences and brick or stone pilasters (in combination with landscaping).
- b) In some cases, wooden picket, lattice, three board fences or similar is acceptable.
- c) Vehicle gates at townhouse site entrances are discouraged. To define the boundary between private and public space, provide:



- pavement in contrasting colour and texture across driveway entrances;
  - minor architectural elements;
  - appropriate landscaping.
- d) Individual gates that access street fronting yards and the main door of street oriented townhouse units are encouraged.
- e) Trellises, arbours and low walls may be considered at the entrance point of walkways from the street to the interior of townhouse sites or ending of internal drive aisle to screen paved areas from view and to clearly define the threshold between public and private spaces.
- f) Fences within the front yard should be no higher than 1.2 m (3.94 ft.) and should be placed a minimum of 0.50 m (1.64 ft.) from the internal edge of the sidewalk. Trellises and arbours should be placed a minimum of 0.50 m (1.64 ft.) from the fences along the front property line. In yards that abut public spaces, landscaped terraces no greater than 0.5 m (1.64 ft.) high and no less than 0.75 m (2.46 ft.) deep should be used to reach the new grade.
- g) Internal drive aisles that provide access to garages should be treated as vehicle courtyards and include textured, contrasting, coloured pavers.
- h) The use of decorative pavers within a drive aisle is encouraged to define a pedestrian pathway where there is no other means of pedestrian circulation through the site.

### 14.4.13 Arterial Road Guidelines for Townhouses

*The intent is to provide articulation and character to the building form and landscaping of townhouse development on the arterial roads.*

#### 14.4.13.A Side Yard—Building Heights

- a) Step down to a maximum building height of 2 storeys within 7.5 m (25 ft.) of the side yard interface with single-family housing and other townhouse developments along the arterial road.

#### 14.4.13.B Rear Yard—Building Heights and Form

- a) Along the rear yard interface with single-family housing:
- the building height should be 2 to 2½ storeys (not any 3 storey townhouses);
  - the building form should consist of duplex townhouse units, except in certain situations where the City deems triplex townhouse units as being appropriate.

#### 14.4.13.C Rear Yard—Setbacks

- a) Along the rear yard interface with single-family housing:
- may have a 6 m (20 ft.) setback where deemed necessary;
  - may have 1 storey projections less than 1.5 m (5 ft.) into the rear yard, subject to:
    - appropriate opportunities for tree planting;
    - the provision of appropriate private outdoor space.

#### 14.4.13.D Front Yard—Setbacks

- a) Along the front yard facing the arterial road, may have a 4.5 m (15 ft.) setback where a 6 m (20 ft.) rear yard is deemed necessary, subject to:
- an appropriate interface with neighbouring properties;
  - the provision of appropriate private outdoor space;
  - balconies and porches not projecting into the 4.5 m (15 ft.) front yard setback.





#### 14.4.13.E **Design Fronting Local Roads**

- a) Design the townhouse units fronting onto a local road to look like single-family houses (e.g., 2 storey height, except that 2½ storeys may be permitted at the corner of the arterial road and local road).

#### 14.4.13.F **Overlook and Privacy**

- a) Locate windows and private outdoor areas carefully to avoid adjacent overlook and privacy concerns.

#### 14.4.13.G **Roof Lines**

- a) Vary roof lines to break down the massing, promote opportunities for sunlight penetration and provide visual interest.

#### 14.4.13.H **Landscaping**

- a) Landscaping for townhouse developments shall:
- meet the City's 2:1 replacement policy where existing trees are being removed;
  - comply with the minimum planting sizes specified in the City's Tree Protection Bylaw where replacement trees are being planted, unless approved otherwise by the Director of Development or designate;
  - have a minimum planting height of 0.3 m–0.45 m (1 ft.–1.48 ft.) for shrubs; shrubs over 1.2 m (3.94 ft.) in height is discouraged;
  - include an appropriate mixture of deciduous and coniferous trees, with the coniferous being sized and spaced appropriately and to address Crime Prevention Through Environmental Design (CPTED) principles.



## C. LOW TO MID-RISE HOUSING

*The intent is to integrate 4-storey buildings (and up to 6 storeys at some locations) into some areas located in close proximity to future Neighbourhood Centres (e.g., Broadmoor, Blundell and Garden City Shopping Centres), to provide a more urban character to the Neighbourhood Centres and to define a transition between the Neighbourhood Centres and lower density townhouses and single family neighbourhoods.*



#### 14.4.14 Building Location and Organization (Site Planning)

*The intent is to provide direction on the location of the apartment entrances, services and parking.*

##### 14.4.14.A Building Orientation/Setbacks from the Street

- a) Locate the main facade parallel to the street, not perpendicular and set it in line with adjacent buildings.
- b) Whenever possible, a north-south orientation of the building should be provided to improve sun access for most of the units.
- c) Provide individual access from grade for as many units as possible and these units should be setback a minimum of 4.5 m (18.76 ft.) from the property line.

##### 14.4.14.B Entries and Front Yards

- a) To reinforce a friendly and pedestrian oriented streetscape, provide grade level units with presence on the street including:
  - separate and individual pedestrian entries;
  - entry gates and front gardens as semi private amenity space;
  - raised patio areas or porches/stoops.
- b) To provide adequate privacy to these outdoor areas, the front deck/patios along the street frontage should be:
  - 3.0 m (9.84 ft.) minimum depth;
  - a minimum of 0.6 m (1.97 ft.) to a maximum of 1.0 m (3.28 ft.) above the sidewalk grade elevation.
- c) Finished grade elevation of main floor units may be slightly higher than the patio/deck elevation but not higher than 1.2 m (3.94 ft.) above the public sidewalk.
- d) If in close proximity to a Neighbourhood Centre area (shopping mall site), consider providing retail/office uses (Live/Work type) in the building main floor with reduced front yard setbacks and clear and direct access from the public sidewalk.

##### 14.4.14.C Main Building Entrances

- a) The main entry to the building should be located fronting on the street and the main lobby clearly visible from the sidewalk.
- b) Building entrances should be clearly identifiable. Consider highlighting the entrance to the building with a canopy that extends toward the street.
- c) Consider gateways, special paving on entry walks, rows of trees or pairing of light standards along the way leading to the building entrance(s).
- d) Individual buildings in apartment complexes should have a clearly visible street address and direct access to their own parking areas.
- e) The main entrance should be in a prominent location to enable a motorist to easily identify a multiple family complex and the driveway at the same time.
- f) Entrances for sites with long driveways should be accessible by a distinct and separate pedestrian sidewalk that is clearly visible from the public street.
- g) Buildings with the main pedestrian entrance located on the street may have the front setback reduced provided there is sufficient transition space between the sidewalk and the entrance.



#### 14.4.14.D Landscaping and Open Space Design

- a) Landscaping should consider low retaining walls or step planters to help define private and semi-private space of units fronting the street.
- b) Low stone or masonry walls or pilasters in combination with low transparent metal fences are required along all street frontages to achieve a strong delineation of public and private space.
- c) Fences within the front yard should not be higher than 1.2 m (3.94 ft.).
- d) Low retaining walls, planters and/or raised decks should be located a minimum of 0.5 m (1.64 ft.) from the inside edge of the public sidewalk and should not be higher than 0.5 m (1.64 ft.). Landscaped terraces no greater than 0.5 m (1.64 ft.) high and no less than 0.75 m (2.46 ft.) deep should be used to reach the new grade.
- e) Landscaped areas should include large deciduous trees to provide shade in summer and allow for sun penetration in winter time.
- f) Front yard areas should be landscaped in the same character and relate to the landscaping and streetscape found in the single family or townhouse areas of the adjacent neighbourhood.
- g) The distance from the sidewalk to the closest paved area within the site should not be less than the required front yard setback.
- h) Trellis structures in combination with low planters, fences and landscaping should be used to screen any paved areas exposed to views from the street.

#### 14.4.14.E Access and Parking

- a) Access to be provided from a secondary street or from a rear lane.
- b) Parking should be located in parking structures or in covered parking lots, with clearly marked entrances and generally screened from public view.
- c) Visitor parking may be provided at grade if screened from view from the street and not located within the required front yard setback.
- d) No portion of surface parking or an internal drive aisle should be provided within the required front yard setbacks.
- e) In order to screen paved areas and long views toward the interior drive aisles of a proposed development, landscaping, combined with trellis structures and low planters should be provided at any internal drive aisle that ends at the front yard setback line, perpendicular to the street.
- f) On-street parking (parking pockets) in front of the ground floor units is desirable to activate the street, reinforce pedestrian character and act as traffic calming.

### 14.4.15 Building Form

*The intent is to have new development fit into the neighbourhood and on the site.*

#### 14.4.15.A Massing and Scale

- a) Development should be massed and located in such a way that respects the scale of adjacent buildings, protects views, minimizes overlook and shadowing of existing residences.
- b) The maximum length of an apartment building (or a building face without a strong recessed vertical break) should be no more than 40.0 m (131.23 ft.).
- c) Street wall building should respond to the rhythm of adjacent blocks. Long frontages should be avoided or expressed as a series of distinct adjacent buildings or building forms.



- d) Break the massing into smaller vertical components to express the rhythm of a series of house forms or the individual and repeated expression of rowhouses.
- e) Building massing should be broken down in various sub-components and articulated to facilitate the transition to lower density and smaller scale forms, such as townhouses and single family housing.
- f) Architectural features and a unique resolution of the end/corner of building(s) should be considered to establish landmarks at strategic locations.

#### 14.4.15.B Terracing and Setbacks

- a) Building setbacks should aim to optimize views, open space and achieve a proper interface with adjacent developments.
- b) Employ terracing and building setbacks on upper levels of taller street-wall buildings (over 4 storeys) to create interest, improve access to light and views and to reduce apparent bulk.
- c) Variation in setbacks along the building frontage is recommended to provide stronger massing articulation and avoiding continuous long, flat, building frontage to the street.
- d) Provide stepping-back of the upper levels of buildings to allow for mass and height transition (and allow for terraces/decks in upper level units) toward lower townhouse building areas and/or the street.
- e) Transition from higher to lower building height/mass should take place across a street.
- f) Height /mass transition to abutting sites, without the intervention of a street, should be achieved through gradual stepping-down of the height to match that of the lower abutting existing or expected building type.
- g) In buildings higher than 4 storeys, floors above the second level should be recessed from the lower floors by a minimum of 2.0 m (6.56 ft.) to maintain the pedestrian scale at street level.
- h) New development along edges immediately adjacent to existing residential and where there are no intervening streets or lanes, should not exceed 3 storeys and should be setback a comparable distance from the shared property line.

### 14.4.16 Building Face: Facade Articulation

*The intent is to ensure that development has a high quality character and finishing.*

#### 14.4.16.A Roof Design

- a) Roof design should relate to the size and scale of the building, relate to the character of the surrounding buildings and contribute to the streetscape.
- b) Roof forms should borrow gable roof characteristics when inserted in an area with a dominant single family or low-density townhouse residential character.
- c) Flat roofs are considered appropriate at strategic locations if provided with large overhangs.

#### 14.4.16.B Balconies and Decks on Upper Levels

- a) Balconies and decks should be designed as integral parts of the building massing and facade composition.
- b) Recessed entries and decks in upper levels should be used to articulate facades and reinforce a unified residential character.



**14.4.16.C Windows**

- a) Punched-in windows and brick veneer should be dominant on the lower portions of the building to reduce the apparent building mass and height. Extension of these features up to the top of the building may be also used to provide interest and provide vertical articulation to the building façade.
- b) Window placement and design should be well ordered and be of a simple configuration.
- c) Large picture windows without muntins and/or mullions are not appropriate.
- d) Window planters are suggested to create a festive and friendly face for the dwelling units facing the street.

**14.4.16.D Exterior Walls and Finishing****Quality and Durability of Materials**

- a) Materials should be designed and detailed to express quality and ensure durability.
- b) Materials used should be appropriate to the scale and design of building elements.
- c) Exterior wall cladding materials should be limited in number and changes in cladding should relate to the building design, such as to express the base or foundation of the building.
- d) The same quality of materials and architectural treatment should be used in all facades.
- e) Large blank walls should be avoided. Window openings, detailing, materials, colour, wall articulation and landscaping should be used to enliven them and reduce their scale.

**Materials**

- a) Recommended exterior materials include wood siding, stained or painted; vinyl siding in combination with other quality materials such as brick; brick veneer, acrylic stucco, stone and stucco are to be used preferably in the lower parts of the building.
- b) Stone and masonry is to be on planters and paving.

**Roofing, Eaves, Brackets**

- a) Building details and roofing structures (eaves, brackets, etc.) should express a high level of craftsmanship and reflect the local/regional climate.

**Guardrails, fences, canopies, sunscreens**

- a) Consider steel or aluminum for guardrails, fences, canopies, sunscreens and other architectural details. These materials may be combined with glass where appropriate.

**Colours**

- a) Light colours are preferable for use on fascias and trim to contrast with strong colours for wall finishing materials to highlight architectural details. Soffits and ceiling of balcony projections could consider burnished natural wood to add a touch of warmth and single family flavour.
- b) Deep, rich colours and greys are recommended for the buildings or combined with lighter colours to highlight, contrast and articulate facades. A variety of colours is encouraged in the buildings where in group and even within individual buildings.

**Flashing and Gutters**

- a) Flashing and gutters should be well integrated into the design of the building and positioned in the facades following the inside corners in an inconspicuous manner.



### Shading Elements

- a) The west side of buildings should provide shading elements such as sunshades, screens, eave projections, balconies, overhangs, etc. to minimize the impact of horizontal sunlight late in the afternoon.



## D. HIGH-RISE HOUSING

*The intent is to provide guidelines for high-rise housing outside of the City Centre and outside those areas covered by an Area Plan or Sub-Area Plan.*

### 14.4.17 Building Location and Organization (Site Planning)

*The intent is to ensure that the entrances to the main building are highly visible from the street and easy to access for pedestrians.*

#### 14.4.17.A Main Building Entrances

- Entrances to buildings should be located on a public street.
- Individual buildings in apartment complexes should have a clearly visible street address and direct access to their own parking areas.
- The main entrance should be in a prominent location to enable a motorist to easily identify a multiple family complex and the driveway at the same time.
- Entrances for sites with long driveways should be accessible by a distinct and separate pedestrian sidewalk that is clearly visible from the public street.
- Buildings with the main pedestrian entrance located on the street may have the front setback reduced provided there is sufficient transition space between the sidewalk and the entrance.

### 14.4.18 Building Form

*The intent is to have new development fit into the neighbourhood and on the site.*

#### 14.4.18.A Massing and Scale

- Towers should be designed to minimize shadowing, view and privacy impacts.
- Towers should have “slim” profiles and compact floor plates. Tower floor plates above an elevation of approximately 21 m (68.9 ft.) from grade should be limited to a maximum size of approximately 600 m<sup>2</sup> (6,459 ft<sup>2</sup>).



- c) Towers should incorporate low-rise “podium” buildings of a scale and character in keeping with the local area.
- d) Towers should be set back at least 4.5 m (14.76 ft.) from the face of low-rise “podium” buildings.
- e) Where appropriate, mid-rise terracing between towers and low-rise “podium” buildings are encouraged.
- f) A distance of at least 24 m (78.74 ft.) to 36 m (118.11 ft.) between towers should be maintained.
- g) Staggered spacing of towers and units is recommended to maximize primary private views past neighbouring high-rise developments and to avoid overlook from one tower to another.
- h) Towers should be designed to break down the massing and present a residential scale to the street.
- i) Provide a side yard height step-back where towers are adjacent to townhouse or single family housing. Also, provide height step-backs at street corners, in the form of lower (e.g., 1 or 2 storeys), building elements.

#### 14.4.18.B **Roofscape**

- a) Vents, mechanical rooms, mechanical equipment and elevator penthouses should be integrated into architectural roof treatments, or screened with materials and finishes compatible with the overall building design.
- b) Open upper decks of parking garages should be landscaped.
- c) Rooftops should be landscaped and made accessible to residents as usable common (and private) outdoor space, particularly on roofs of low-rise “podium” buildings. For mixed uses, where alternative public open spaces are limited, accessible lower-level roof decks should also be developed to provide open space for non-residential tenants, or the public.



## 14.5 Commercial and Commercial/ Mixed Use Guidelines

*These Guidelines are intended to guide the form and character of development in Neighbourhood Service Centres as well commercial buildings and mixed use developments (e.g., commercial and residential uses) outside the City Centre and Steveston Village.*

The Commercial and Commercial/Mixed Use Guidelines and General Guidelines apply to developments that require a Development Permit in these areas.





## A. COMMERCIAL MIXED-USE REDEVELOPMENT WITHIN SHOPPING MALL SITES, OUTSIDE THE CITY CENTRE

*The intent is to enhance the design, character and function of shopping mall sites to reinforce their future role as vibrant, compact mixed use hubs and community focal points with a mix of housing, shops and services.*

Prior to redevelopment and densification, shopping malls outside the City Centre will be subject to specific master planning processes. Below are some general considerations to guide the redevelopment of the shopping mall sites.

### 14.5.1 Site

*The intent is to ensure that development fits into the neighbourhood and enhances the public/pedestrian realm.*

#### 14.5.1.A Street Presence

- a) Place new buildings along the perimeter of the site close to property lines along the arterial roads to reinforce building frontage continuity and create a street edge.
- b) Commercial units at the ground floor should have direct pedestrian access to the public sidewalk along the arterial roads.

#### 14.5.1.B Mall Site Integration to Adjacent Neighbourhood

- a) Create a hierarchy of access routes and pathways through the site.
- b) Improve the connectivity of the site to the broader community by creating multiple access points/connections to the site from adjacent neighbourhood, local streets, parks, school sites and other focal points.
- c) Design prominent corners (mall site intersections) and entry points as unique gateways and landmark features that identify the access points for pedestrians.
- d) Consider creating a public urban space at a corner.
- e) Provide pedestrian connections through main blocks of buildings to the adjacent neighbourhood.



#### 14.5.1.C Pedestrian Circulation and Connections

- a) Pedestrian corridors should connect significant nodes within the site, have a beginning and ending, and be separated from parking areas and driveways.
- b) Define sidewalks and pedestrian corridors through the site by using contrasting pavement colours, surfaces and textures.
- c) Embellish corridors with landscaped features and human scale lighting.
- d) Ensure that corridors are universally accessible and accommodate a range of users (e.g., wheelchairs and strollers) by methods such as curb cuts and level entry ways.
- e) Extend pedestrian pavement across drive aisles to reinforce pedestrian priority over vehicles and establish a continuity of pedestrian circulation.
- f) Transit stops should be visible and easily accessible by pedestrians and cyclists.
- g) Buildings adjacent to transit stops should integrate transit shelters into building design with weather protection - awnings, overhangs and waiting spaces.

#### 14.5.1.D Character and Amenities

- a) Provide open spaces, unique landscapes, public art, furnishings and landmark features to enhance the character and reinforce the role of the shopping centre as a neighbourhood focus.
- b) Create and design internal nodes to be neighbourhood gathering places.
- c) The choice of materials, colours and elements such as lamp standards, benches, fences and trash receptacles should be consistent in design and contribute to an identifiable character.
- d) Seating (seating walls or benches integrated with planters) should be provided along all pedestrian routes.
- e) Bicycle parking facilities should be provided at all residential and commercial building entrances.

#### 14.5.1.E Signage

- a) Consider signage that identifies the neighbourhood centre by name, provides directional information within the shopping centre sites and to key focal points in the community.
- b) Signage should be integrated with the existing architecture and be compatible with adjacent residential areas.

#### 14.5.1.F Vehicle Access and Loading and Parking

- a) Multiple vehicle access points will be discouraged.
- b) Access will be designed to minimize disruption of the pedestrian environment.
- c) Integrate loading areas as part of the building and provide appropriate visual screens and/or gates.

#### 14.5.1.G Parking

##### **Parking Within the Building Envelope**

- a) All residential parking and most of the commercial parking will be located within the building envelope on one or more levels.
- b) Parking structures will be screened from view either by wrapping the parking with residential or commercial units, or through the use of architectural features.



### Surface Parking

- a) Minimize the amount of surface parking and limit to convenience parking for retail shops.
- b) Organize parking into small clusters and screen from direct views from streets by the placement of buildings, trellis and/or lattice structures, low planters and landscaping.

#### 14.5.1.H Landscaping

- a) There should be a hierarchy of continuous, grade separated pedestrian walkways through parking lots.
- b) Pedestrian walkways and sidewalks through surface parking areas should be separated from parking spaces by a landscaped area and include shade trees at an approximate ratio of one tree per six parking spaces.
- c) Trees in parking lots should be planted as rows with continuous trenches (not pocket planted).
- d) Plant a double row of trees around the perimeter of the site and on main entry driveways to form a canopy over the sidewalks and driveways.
- e) Plant “groves” of trees and shrubs in surface parking areas so that, approximately 10 years after planting, at least 50% of the parking lot will be covered by a canopy of leaves in the summer.
- f) Provide a few larger planting areas to create visual landmarks and that allow the growth of large size trees on small landscaped islands evenly distributed throughout the parking areas.
- g) Trees and shrubs and appropriate landscaping reinforce the alignment of the pedestrian corridors through the site and add colour, texture and interest around the site.
- h) Utilize trees and landscaping to separate sidewalks from parking areas to protect people from vehicle traffic and create a pleasant pedestrian zone.

### 14.5.2 Form and Character

*The intent is to provide architectural detail and weather protection along the streetscape.*

#### 14.5.2.A Massing and Height

- a) Buildings will vary in height and massing to create identifiable nodes and interest and contain a variety of commercial spaces and residential units.
- b) Employ terracing and building setbacks on upper levels or taller (over 4 storeys) of street-wall buildings to create interest, improve access to light, to reduce overlook and minimize massing.
- c) Large building blocks should be architecturally broken down into an expression of smaller street-fronting retail.

#### 14.5.2.B Commercial Building Facades

- a) Facades should be broken down into smaller components with individual retail entrances and windows fronting the street and major pedestrian routes.
- b) Facade and glazing facing streets should allow visual connection between the interior and the street. Solid walls or large expanses of reflective glass or glass block are not appropriate.
- c) Provide an active streetscape with direct pedestrian access from the street sidewalk.



- d) Provide as much outdoor space adjacent to building fronts as possible to allow use or activity in the building to be extended onto the sidewalk for vibrancy. Examples are outdoor seating areas for restaurants, display areas, for retail stores and display sales areas for produce and flowers.
- e) Consider providing outdoor space adjacent to internal building fronts to allow use or activity in the buildings to be extended onto the sidewalk without obstructing pedestrian circulation (e.g., outdoor seating areas for restaurants, display areas for retail stores, and display/sales areas for produce and flowers).

#### 14.5.2.C Canopies, Awnings and Overhangs

- a) Provide awnings, canopies and overhangs for continuous weather protection along street frontages and on pedestrian routes on all internal facing buildings.
- b) Fabric canopies and signage on canopies are discouraged.

### 14.5.3 Green Building and Sustainable Infrastructure

*The intent is to incorporate innovative approaches for green infrastructure and green buildings that flexibly address on-site rainwater management, energy efficiency and renewable energy production, potable water conservation and waste minimization.*

- a) In shopping mall redevelopment, buildings and site infrastructure will be designed so that, at a minimum, they will meet City Centre Area Plan policies for green buildings (e.g., LEED rating system and credits), or LEED Silver Certification or equivalency.
- b) Design will minimize the use of energy and reduce Greenhouse Gas Emissions.
- c) Applicants will demonstrate how buildings measures up to LEED Silver equivalency and quantify reductions in Greenhouse Gas Emissions.
- d) Buildings will be designed to use:
  - less potable water;
  - mitigate, manage, and clean as much rainwater on site as possible;
  - reduce the generation of waste through careful design and construction practices;
  - incorporate ways to improve indoor air quality, reduce noise, noxious emissions and dust.
- e) Consider opportunities for urban agriculture (growing of food) on the site.
- f) Local sustainable materials should be used wherever possible (e.g., wood, recycled or renewable materials).





## B. COMMERCIAL BUILDINGS

*The intent is to help reinforce the “inner core” of neighbourhood centres and commercial nodes outside the City Centre by encouraging development that enhances pedestrian interest, complements the character of the shopping areas, and provides for the personal expression of individual stores and businesses. These guidelines are intended to achieve a level of unity in commercial areas.*

### 14.5.4 Building Scale and Form

*The intent is to encourage a high standard of design for commercial buildings.*

- a) Street-oriented development is encouraged. Small-scale retail fronts that provide visual diversity, reinforce a human scale, and enhance pedestrian interest are preferred.
- b) Developments should have a strong and continuous street edge definition, with small shops, “anchor” stores, community services and significant public uses at grade.
- c) Single, dominant building masses should be avoided.
- d) Substantial variations in massing should include changes in height and horizontal plane. Changes in massing should relate to the building’s structural systems and reflect its interior arrangement of spaces.

#### 14.5.4.1 Building Frontages

- a) Buildings should reflect a street-edge character in their built form, and provide sufficient building continuity to maintain interest and a viable commercial activity along the street frontage (along the arterial roads) and around internal parking areas.
- b) Building frontages should reflect a strong human, pedestrian scale with direct access to retail uses at short intervals along the street.
- c) Building frontages should be as continuous as possible along both sides of any arterial road and or commercial node adjacent to the shopping mall site.
- d) Buildings should be located with their longer side fronting on the street. Building frontage should extend for at least 2/3 of the site frontage along the street.
- e) Continuity of the commercial frontage is to be achieved by a series of narrow frontage retail bays instead of a large single commercial space. The CRU’s should have a facade module of between 6.0 m (19.69 ft.) to 8.0 m (26.25 ft.) and be clearly expressed in the continuous commercial frontage by a small setback articulation.



#### 14.5.4.2 Variation in Setbacks

- a) Small commercial/retail unit frontage setbacks are recommended at various intervals to achieve facade articulation along the length of the street.
- b) Vary setbacks for commercial frontages between 0.30 m (0.98 ft.) to 0.50 m (1.64 ft.) and display windows or storefronts should encompass a minimum of 70% of the unit's frontage.
- c) Consider providing small building frontage setbacks at specific locations so as to provide extra space for outdoor pedestrian activity, to define building entry areas, and achieve facade articulation along the length of the street. Recess building facades at the corner, building ends and mid-building locations.

#### 14.5.4.3 Corner Sites/Intersections

- a) Commercial buildings should architecturally anchor corners and act as landmarks.
- b) On a corner site, a dominant mass combined with strong architectural features should be considered on the portion of the building at the street intersection to anchor the corner and become a visual landmark.
- c) Commercial units at corner locations should provide an active frontage on both street sides, with facades that offer the same detailing. Glassed storefront of CRUs should extend around the corner(s) for at least 1/3 of the side elevation.
- d) The design of facades facing lanes should incorporate high quality finishes and materials complementary to overall design.

### 14.5.5 Architectural Elements, Materials

*The intent is to utilize materials and architectural elements that enhance the street and reflect the image of Richmond.*

#### 14.5.5.1 Image and Character

- a) Storefronts/overall appearance should consider incorporating elements of the residential architectural vocabulary (e.g., roof form, window shapes).
- b) Monotonous building frontages should be avoided by incorporating variety, glazing and articulation.
- c) Use of vertical elements and material and colour changes to add interest and to maintain the unity of street enclosure.
- d) Bay windows and recessed doors (muntins and wide trims) are desirable as standard features in commercial storefronts to reinforce a pedestrian residential scale.
- e) The primary facade of commercial buildings should address public streets and main pedestrian corridors, with individual entries distinguished by display windows, shop windows, awnings, canopies, and signage to enliven the public realm and create an engaging walking environment.
- f) CRU facing streets should be double loaded with service corridor down the middle (e.g., with CRUs facing the street and CRUs facing the interior of the site).
- g) CRUs facing a street should be a maximum of 6 m (19.69 ft.) to 8 m (26.25 ft.) wide.
- h) Parkades along fronting streets should have retail/commercial storefronts facing the street.

#### 14.5.5.2 Materials

- a) Building materials should reflect the regional heritage, climate and landscape and express a level of craft in the process of construction.



- b) Desirable facade materials are wood (lap siding), masonry, brick, stucco and metal cladding with strong detailing (trim) around the storefront (e.g., doors, windows).
- c) Choice of roofing materials should achieve an appropriate fit with the structural massing, articulation and roof forms of the building.
- d) Windows and fenestrations should be provided on the street fronting side of the building even though in some cases, the principal access to the commercial retail units may need to be provided from the internal parking areas.
- e) Outdoor display areas that are fenced and are used for overnight storage are not permitted.
- f) Building form and materials should be co-ordinated with and be responsive to the “human scale” of buildings on adjacent streets (commercial, residential).

### 14.5.6 Sidewalk Treatment, Curb Extensions

*The intent is to provide wide, landscaped boulevards and pedestrian accesses to commercial developments.*

- a) Consideration should be given to provide for wider sidewalks that extend to the building face. Recommended cross-section includes: 1.5 m (4.92 ft.) wide decorative paving boulevard with trees in grates (or grass boulevard in front of residential areas where on-street parking is provided) and a minimum 2.0 m (6.56 ft.) wide patterned paved sidewalk (in commercial areas, this pavement to extend up to the face of the commercial building).
- b) Boulevard conditions from back of gutter should include 1.5 m (4.92 ft.) wide boulevard planting strip with street trees, light poles and grass, 2.0 m (6.56 ft.) wide public sidewalk, 1.5 m (4.92 ft.) Public Right of Passage (PROP) Statutory Right-of-way (SRW) for second row of street trees, 2.0 m (6.56 ft.) wide PROP SRW sidewalk on private land fronting the CRUs.
- c) 1.5 m (4.92 ft.) wide colour contrasting pavers boulevard with trees planted on grates to be provided along all street fronting (arterial roads) commercial areas that allow on-street parking and along commercial frontages along an internal parking area of a commercial centre.
- d) Special paving pattern and materials on sidewalks to be used to define a distinct character in commercial and mixed-use areas of the Neighbourhood Centres.
- e) Decorative paving (or pavement of contrasting colour and texture) may also be used to identify on-street parking areas/lanes; a concrete roll-over curb is suggested at the line of the pavement change.
- f) Curb extensions (i.e., narrowing of driving lanes) are recommended at intersections or pedestrian crossings along retail/commercial streets or fronting in and around neighbourhood centres to reduce the crossing distance for pedestrians and to limit vehicle speed.

### 14.5.7 Signage

*The intent is to include signage in the Development Permit process so as create suitable, sensitive signage.*

- a) Signage should be integrated with the building and to create a hierarchy of scale (some designed for visibility from the road and other signage designed at a pedestrian scale).
- b) Signage for the various stores should be compatible with the character of the street.
- c) Signs should be colourful, decorative and offer graphic imagery.



- d) Acceptable sign types include:
  - projecting, hanging and handcrafted signs;
  - canopy signs, under-canopy signs;
  - fascia signs and window signs.
- e) Fascia signs and projecting signs should be incorporated as part of the architectural character proposed for the commercial areas. Sign lighting should preferably be spot or flood lighting.
- f) Sign size, location and information provided on signs should be designed and oriented to pedestrian and relate to the scale and character of the surrounding residential areas.
- g) Free-standing signs are not considered appropriate in neighbourhood centre areas unless approached as a public art visual landmark that announce the neighbourhood centre rather than to provide copy area for anchor and principle.
- h) Encourage a comprehensive design approach to signage in commercial areas, avoid the proliferation of signage in commercial areas and minimize visual distraction for drivers.
- i) Signage should consist of functional, attractive, discrete and informative signs compatible with the overall design of the buildings and complementary to the image and character of the City.
- j) Ensure that signage is an integral and attractive part of all designs.
- k) Discourage conventional back lit sign bands and boxes in favour of more sophisticated, less homogeneous approaches that are supportive of local character and a comprehensive design strategy. Wall mounted, backlit acrylic boxes are discouraged.

### 14.5.8 Canopies and Awnings

*The intent is to have attractive canopies and awnings that enhance the pedestrian experience.*

- a) All commercial buildings at ground floor level along the arterial should be provided with adequate weather protection and to reinforce a pedestrian scale. Canopies, awnings or architectural overhangs, should extend at least 1.8 m (6 ft.) from the face of the building.
- b) Metal structures and glass, or metal are recommended as primary materials and vinyl is discouraged.
- c) If not made out of glass, canopies should have a flat, solid colour and should be co-ordinated with the colour scheme of the building.
- d) A 45° inclination slope is recommended for canopies.
- e) Compatibility and co-ordination of canopies is encouraged.
- f) Where appropriate (i.e. building fronting the public open space/park), a colonnade treatment along the ground floor retail commercial frontage may be considered to provide weather protection for pedestrians and outdoor extension of commercial users, and achieve a stronger vertical separation between retail/commercial and residential uses.

### 14.5.9 Landscaping and Street Furniture

*The intent is to have appropriate landscaping and services, including plazas where appropriate, in the public domain.*

#### 14.5.9.1 Tree Plantings

- a) Low shrubs and tree planting on the curb extensions, and pavement treatment at intersections and pedestrian crossing, should be used to reinforce the priority of pedestrians over vehicles.





- b) Street tree planting should include a combination of species in order to provide biodiversity, and promote tree health by lowering the potential impact of common pests and diseases.
- c) Formal tree planting in grates and unique sidewalk pavement (colour, pattern, texture) is recommended for main pedestrian routes in front of commercial frontages or through large commercial parking areas.
- d) Self standing trellis structures combined with low planters and landscaping are recommended along street frontage and at the end of parking areas/drive aisles that are exposed to direct views from adjacent streets.

#### 14.5.9.2 Street Furniture

- a) Street furniture including benches, garbage receptacles, etc to be design-co-ordinated.
- b) A combination of planters and seating areas with trees is recommended along commercial frontage sidewalks within the neighbourhood centre; arrangement of planters should allow for clear circulation of pedestrians.

#### 14.5.9.3 Lighting, Lamp Posts

- a) Lamp posts with single or double luminaries of a strong contemporary character and scale that also reinforce a pedestrian priority are recommended for use in the Neighbourhood Centre and on all areas around commercial nodes.
- b) Street light posts in the Neighbourhood Centre areas and commercial centres should include hardware for hanging flower baskets and/or banners, duplex electrical outlets, and provide pedestrian scale luminaries over the sidewalk.
- c) Wall mounted lighting fixtures are recommended on all commercial developments along commercial streets in addition to standard street lighting, and around parking areas.

#### 14.5.9.4 Urban Plazas

- a) At the corner of larger commercial sites and at the corner of major street intersections, consider providing a small urban plaza/public space node.
- b) Urban plazas should contain a vertical landmark feature/public art to serve as a visual reference point for the neighbourhood center.
- c) Urban plazas should also be considered along the open linear spaces/pedestrian corridors at the transition point between residential and commercial areas of the Neighbourhood Centre.
- d) The main entrance to retail/commercial units or higher density multiple-family residential buildings around this urban plaza/intersection should be oriented toward the corner.

### 14.5.10 Parking

*The intent is to provide safe and efficient circulation for vehicles without compromising the pedestrian environment or the livability of developments.*

#### 14.5.10.1 Access

- a) Access to parking areas should be provided from a lane or from secondary streets. In cases where access can only be provided from a fronting street, the entrance should be located and designed to minimize disruption of the pedestrian environment on the street.
- b) Access from a main or fronting street should be designed as a single access point, or as a shared access with a neighbouring site. Multiple access points are discouraged.



#### 14.5.10.2 Off-street parking

- a) Surface parking for any development within should be provided behind the building(s), screened from direct views from adjacent streets or from any public open space, or linear pedestrian corridor that links commercial and residential areas within the neighbourhood.
- b) Employee parking should be identified as a special parking area and located at a less prominent, but safe location.
- c) Where parking is provided directly at the back of a long commercial building, the entrance to the building and/or a breezeway between the parking area and the street should be provided to facilitate access to street fronting commercial uses. Access to residential uses in upper levels may also be provided from the breezeway.
- d) The edge of any parking area exposed to views from a street should include trellis structures combined with low walls and landscaping to screen parking and achieve a visual bridge between buildings.
- e) Low dense landscaping comprised of a combination of well-spaced trees, shrubs, and ornamental plants shall be planted and maintained around the perimeter of parking lots to screen the cars from public streets.
- f) In addition to perimeter landscaping, major trees of a minimum 7.6 cm (3 in.) calliper shall be interplanted within the parking lots.
- g) Consider permeable paving for surface parking.
- h) Discourage parking configurations that unnecessarily restrict vehicle movement within off-site surface parking lots.

#### 14.5.10.3 On-street Parking

- a) Short-term on-street parking should be considered (and encouraged) in front of commercial buildings on any street within neighbourhood centre areas.
- b) Where on-street parking is provided in front of retail commercial frontages, the grass boulevard should be replaced by decorative pavers.
- c) Decorative pavers (or pavement of contrasting colour and texture) may also be used to identify on-street parking areas/lanes; a concrete roll over curb is suggested at the line of the pavement change.
- d) Angle parking is recommended in parking pockets on both sides of a commercial street or parking drive aisles of commercial centres in order to reduce the amount of paved areas and facilitate safer pedestrian crossings.
- e) Landscaped curb extensions which define the parking pockets to be planted with trees and shrubs and, where appropriate, because of the intensity of commercial activity, accommodate benches and associated street furniture.

#### 14.5.10.4 Parking Structures

- a) Any above-ground parking structures should be located at the rear of a development or away from the main or fronting street and should be treated with decorative screening and/or landscaping to minimize the visual impact of a parkade from the street.
- b) Above-grade parking structures that face a street or public space should be designed with commercial frontage (e.g., retail shops or offices, at the ground floor level).

#### 14.5.10.5 Shared Parking Arrangements

- a) Encourage shared parking between office, retail and residential (off-peak) parking provided that shared parking is not exclusively assigned.
- b) Consideration should be given to shared parking access driveways between adjacent developments.



#### 14.5.10.6 Electrical Vehicle Outlets

- a) Consider some co-op, family and 5% of CRU parking stalls equipped with conduit for electrical vehicle outlets and 5% of CRU parking stalls equipped with 240-volt electrical outlets.

#### 14.5.10.7 Parking Area Lighting

- a) Non-glare lighting shall be provided in parking areas for safety and convenience.
- b) Lighting shall be oriented directly into the parking lot and away from residential areas to avoid intrusion into those areas.
- c) Lighting should be directed so that there is a maximum of 3 foot-candles at the property lines.

### 14.5.11 Amenities

*The intent is to ensure that amenities are provided to commercial employees.*

- a) Developments over 2,000 m<sup>2</sup> (21,529 ft<sup>2</sup>) should provide amenity spaces within the project.
- b) Amenity spaces should be provided at a minimum ratio of 1 m<sup>2</sup> (10.8 ft<sup>2</sup>) per 100 m<sup>2</sup> (1,076.41 ft<sup>2</sup>) of gross leasable building area.
- c) Amenity spaces may consist of social, recreational, educational, or cultural facilities, either indoor or outdoor. Consolidate in one location, either dedicated to a single use or adaptable to multiple uses.
- d) On-site employee or public amenities should include change rooms, showers, lockers, a lounge, and a covered outdoor seating area.
- e) Ensure the shape of the facility, the configuration of spaces within the facility, and the location of the facility are tailored to its intended uses(s).
- f) Situate the facility to encourage public use and provide for convenient public access (i.e., in a highly-visible, grade level location fronting a pedestrian-oriented street or open space).
- g) 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.
- h) Whenever possible, provide access to outdoor open space for use by facilities users.
- i) Ensure that exterior windows extend for a length equal to, or greater than, 20% of the perimeter of the facility.

### 14.5.12 Garbage and Recycling

*The intent is to organize site plans for efficient use of service areas so that the impact on streets, open space and other development is minimal.*

- a) Garbage and recycling container storage areas should be integrated as extensions of the building, enclosed, covered and screened with landscaping from views from any adjacent residential development, views from above, nearby sidewalks, and pedestrian walkways.
- b) Garbage, recycling, and pick-up should be situated in areas which do not conflict with pedestrian traffic.



## C. MIXED-USE COMMERCIAL-RESIDENTIAL BUILDINGS

*The intent is to create a vibrant mixed use neighbourhood centre by integrating new mixed use commercial-residential buildings into the inner core of neighbourhood centre areas (on the arterial roads adjacent to shopping mall sites) to produce a high quality living environment for residents.*

### 14.5.13 Site

*The intent is to ensure that development fits into the neighbourhood and enhances the public/pedestrian realm.*

#### 14.5.13.A Street Presence

- a) Buildings should be located with their longer side parallel to the street to define a continuous building frontage.
- b) Mixed use developments should accommodate commercial uses at grade and residential uses above and be designed to ensure that each different use, is self-contained and has a separate entrance.
- c) Frontage of mixed-use buildings should reinforce the character of the immediate context by locating street-frontage ground floor commercial uses oriented to and having direct access from the commercial frontage street(s). Conversely, access to residential upper levels should be located toward the residential areas of the neighbourhood.
- d) Commercial component of the mix-use buildings should have a minimum 2.0 m (6.56 ft.) setback, maintain a continuous frontage and provide pedestrian street interest and amenity. Outdoor extensions of cafes and restaurants are encouraged where the context is appropriate (e.g., around the south public open space /park).
- e) Retail commercial uses are preferred along street frontages; office commercial uses should preferably be located on upper levels. If office commercial uses are proposed at street level, they should not extend for more than 1/3 of the building frontage.
- f) Street fronting character and relationship to the street of residential units at grade will generally meet the street fronting guidelines associated with mid rise residential buildings in Section 14.4.C.
- g) The front door entry area of each unit should be architecturally highlighted and identified.





- h) Corner units with entries on both elevations should be articulated to address both streets (with a vehicular or pedestrian character, if necessary).
- i) All commercial buildings should reflect a street-edge character in their built form and provide sufficient building continuity to maintain interest and a viable commercial activity along the street frontage and around the internal parking areas frontage.
- j) Windows and fenestrations should be provided on the street fronting side of the buildings even though in some cases the principal access to the commercial retail units may need to be provided from the internal parking areas.

#### 14.5.13.B Weather Protection

- a) Retail commercial uses located at ground floor level should be provided with adequate weather protection. Awning or architectural overhangs, extending a minimum of 1.8 m (6 ft.) from the building face should be provided.
- b) All weather protection elements (canopies or other) should be designed to facilitate a continuous, architecturally integrated building frontage. Minimum canopy protection from the building face to be not less than 1.8 m (6 ft.).
- c) Where appropriate (i.e., building fronting the public open space/park), a colonnade treatment along the ground floor retail commercial frontage may be considered to provide weather protection for pedestrians and outdoor extension of commercial users, and achieve a stronger vertical separation between retail/commercial and residential uses.

#### 14.5.13.C Signage

- a) No other free-standing sign other than a single identification sign should be provided along any street abutting a neighbourhood commercial centre or arterial road. Signage should be restricted to fascia sign on buildings or storefront signs.

#### 14.5.13 D Parking

- a) Vehicular access to residential parking should be provided from lanes or secondary streets so as to avoid potential conflict with pedestrian activity along the commercial frontage.
- b) Surface parking should be provided behind the building(s) screened from direct views from adjacent streets or from any public open space and pedestrian corridor.
- c) Where parking is provided directly at the back of long mixed use building, the entrance to the building and/or breezeway between the parking areas and the street should be provided to facilitate access to street fronting commercial uses. Access to residential uses in upper levels may also be provided from this breezeway.
- d) The edge of any parking area exposed to views from a street should include trellis structures combined with low walls and landscaping to screen parking and achieve a visual bridge between buildings.

#### On-street Parking

- a) On-street short term parking should be provided along the neighbourhood streets in front of all mix-use developments. On-street parking is a convenience for people visiting ground floor shops and offices for a short time. This parking option helps to improve the public realm at the street edge by providing pedestrians with a buffer to moving traffic and help to reinforce a more peaceful ambiance for the residential uses on upper levels.
- b) Short term on-street parking areas should preferably be identified by decorative, coloured pavers contained within a series of parking pockets.



### Shared Parking

- a) Where there is some shared use of parking between residential and commercial uses, the parking area reserved for joint use should be accessible and clearly marked as such. It should be accessible to both uses at all times and in perpetuity.
- b) Consideration should be given to shared parking access driveway between adjacent developments.
- c) Concrete pavement of public sidewalk should be continued and be well defined across driveway entrances to parking areas/parkades.
- d) Presence of opening of the entry to parkade in the street building frontage should be minimized. The use of trellis or open beams structure combined with low edge planters and/or landscaping is recommended.
- e) Wall of parking level(s) exposed to views from the street are not permitted. If screening of the parking levels with a commercial or residential frontage is not possible, a sloping landscaped areas or stepping planters (including tree planting) should be provided along the street, in front of the parade structure.
- f) A minimum 0.50 wide (1.64 ft.) landscaped area should be provided along the street between the edge of the public sidewalk and the first low retaining wall/planter around any parkade structures that is not screened by a building.
- g) The closest retaining wall/planter alongside a public sidewalk should not be higher than 0.60 m (1.97 ft.).

#### 14.5.13 E Servicing and Loading

- a) Visual impact of service and loading areas adjacent to the street should be avoided. The impact of these should be minimized through proper design of enclosures, integration of building mass, screening, high quality finishes, sensitive lighting and landscaping.

#### 14.5.13 F Garbage and/or Recycling

- a) Open garbage and/or recycling containers storage areas of commercial uses that are exposed to the street are not permitted. These service areas must be integrated as extensions of the building, enclosed, covered and screened with landscaping from views from any adjacent residential development, views from above, nearby sidewalks and pedestrian walkways.

### 14.5.14 Building Form

*The intent is to provide architectural detail to the development.*

#### 14.5.14 A Building Massing

- a) Residential uses above the street retail commercial uses should be set back from the ground floor level at least 3.0 m (9.85 ft.); and consider terraces, balconies and/or decks toward the street to improve privacy and achieve a good separation between uses.
- b) Recommended maximum building height is two storey for commercial uses with additional residential floors above in mixed-use development at strategic landmark locations (see Commercial section).
- c) The massing, setbacks and orientation of buildings shall be co-ordinated with and be responsive to the human scale of buildings on adjacent streets (commercial, residential).
- d) A minimum height of two storey (9.0 m or 29.53 ft.) is recommended for commercial only building along a street frontage in a neighbourhood centre and along arterial roads.



- e) Mixed-use buildings should be designed to ensure that each different use, especially a residential use, is self-contained and has a separate entrance.
- f) Design buildings and outdoor spaces to enhance visual privacy and reduce sound transmission between different uses.
- g) Mixed-use developments should provide venting from restaurants to the top of the uppermost roof in the development. Venting from restaurants should also incorporate sufficient noise- and odour-reducing equipment to prevent sound and smell overflows from creating an environmental nuisance.



## 14.6 Industrial Guidelines

*These Guidelines are intended to encourage and maintain industrial development in the City of Richmond while maintaining a high standard of visual integration into the built and natural environment, and minimizing negative impacts on neighbouring uses.*

The Industrial Guidelines and General Guidelines apply to industrial developments that require a Development Permit.

### 14.6.1 Adjacent Uses (Edge Conditions)

*The intent is to ensure that industrial developments compliment and do not adversely impact adjacent uses, particularly residential development.*

- a) Locate parking and site entrances for heavy vehicles, service vehicles and trucks away from residential sites. In sites where this is not possible, provide landscaping and other measures to reduce noise, fumes, and other potential impacts on adjacent residential areas. An impact study may be required.
- b) Buildings in developments that adjoin designated agricultural lands and residential areas should be designed and oriented to maximize views beyond and between buildings.
- c) Where industrial sites abut residential areas, consider increasing the setbacks to reduce impacts such as noise, odour, or shadow from any industrial building or structure.
- d) Provide a landscaped buffer, minimum 6 m (19.7 ft.) wide, between industrial developments and adjacent residential areas.
- e) All exterior lighting should be oriented away from residential areas to avoid impacts such as glare into adjacent residential neighbourhoods. The lighting should be directed so that there is a maximum of 3 foot-candles at the property line.





- f) Fences abutting residential sites should be constructed with materials in keeping with the fences generally used in residential areas.
- g) Unenclosed storage areas should not be located beside or across from residential sites or be visible from any street.
- h) External HVAC units must be visually screened and achieve compliance with the City's Noise Bylaw and any other Public Health Bylaw noise limits.

### 14.6.2 Circulation and Parking

*The intent is to guide the location of vehicles and trucks on industrial sites.*

- a) Parking should not be located within front yard setbacks.
- b) Vehicle circulation should be designed to avoid conflicts between trucks or other heavy vehicles and employees' and visitors' passenger vehicles.
- c) Loading areas and zones should be located in the side and rear of buildings.
- d) Surface parking must be defined by landscaping and screening elements. Refer to general landscaping guidelines for parking lot landscape treatment.

### 14.6.3 Building Scale and Form

*The intent is to encourage a high standard of design for industrial buildings.*

- a) Locate offices, reception, and other public use areas at the front of buildings to face streets. Design facades so that these areas are easily identifiable and visible from roads.
- b) Buildings should generally be located at the minimum setback from property lines next to streets.
- c) Buildings should be designed to exhibit a cohesive appearance and architectural character. Consider providing skylights, roof forms or other elements to visually express interior spaces or functions. Also consider using architectural elements, materials, finishes, glazing, and textured surfaces.
- d) Façade articulation, such as recessed window and door penetrations, is encouraged to create depth and variation. Deeply articulated facades integral to the design of the building are encouraged; "add-on" elements are discouraged.
- e) Include glazing as a major component on street-facing building facades. Features such as texture, graphics, reveals, and colours should be incorporated into facades that may contain blank walls. Landscaping should also be provided in front of blank walls.
- f) Building facades with significant areas of non-reflective opaque materials should have decorative floodlighting to accent recessed or articulated surfaces.
- g) Main entries should be located and designed to be clearly identified from street or entry driveways.
- h) Entrances to buildings and dramatic multi-storey interior spaces should be illuminated to enhance their after-dark visibility and significance.
- i) Service doors (e.g., an overhead door at a loading dock) should not be located on a building façade that faces a street. Design service doors to fit with the overall design of the building.
- j) Ancillary or secondary buildings on a site, including those constructed for the purpose of storing materials, should be visually screened from public streets with dense evergreen planting or should be designed and finished in a manner consistent with the principal building.



- k) All rooftop mechanical equipment should be screened from public view or integrated within the architecture.

#### 14.6.4 Site Planning and Landscaping

*The intent is to provide direction to the landscaping, storage and servicing of industrial lands.*

- a) Identify and retain, as far as possible, existing mature trees on sites. Provide measures for their preservation and long-term maintenance.
- b) Provide a minimum 3 m (9.8 ft.) wide landscaped area along all property lines that abut streets. Co-ordinate the landscaping with that of adjoining developments and integrate landscaping with landscaping in the public realm.
- c) Provide landscaping to identify and define entrances to the site and buildings.
- d) Developments with more than one building on a site should provide sidewalks and pathways connecting the buildings and sidewalks along the front of each building where entrances are located.
- e) Create visual landmarks at locations of high visibility or significant street corners. Provide landscaping at these locations and consider incorporating features such as flag poles, banners, visual art, ornamental trees, and architectural elements and structures.
- f) Fences should be integrated into the landscaping, with adequate planting provided in front of the fence, particularly on sites adjoining or across from residential sites. Berms may be considered as an addition to or as an alternative to a fence.
- g) Chain link fences should be avoided, particularly along street frontages. If a chain link fence is unavoidable, a dense landscaped material such as a hedge must be provided on the outside of the fence.
- h) Outside storage and staging areas may be permitted in the side or rear yard of buildings under the following conditions:
  - such areas do not encroach on required minimum setbacks;
  - staging and storage of supplies, materials, products, or vehicles are visually screened from public thoroughfares and/or residential uses with landscaping or with screening finished in a manner consistent with the principal building.
- i) Service areas, dumpsters and garbage containers, recycling containers, and utility kiosks should be integrated into the landscape and screened. The minimum treatment should be evergreen planting a minimum 2 m (6.6 ft.) in height. Alternative treatment to screen areas adjacent to buildings would be a building or screen wall constructed from the same materials and colours as the principal building, minimum 2 m (6.6 ft.) high.
- j) Any part of a building site left vacant for future development should be landscaped consistent with the landscape plan for the remainder of the building site. The minimum ground surface treatment shall be lawn. If the undeveloped portion of the site is unaltered from its natural state (i.e., forested or retaining mature trees and native vegetation), the natural state should be preserved.
- k) Surface treatments such as bark mulch, gravel, or similar material are not acceptable.
- l) All landscaped areas should be irrigated with an approved automatic irrigation system.
- m) All landscaping shall be completed within 60 days after the substantial completion of the construction of any improvements on the building site.
- n) Consider providing landscaping on flat roofs to soften the visual impact of large expanses of roof as seen from above.



### 14.6.5 Amenities

*The intent is to ensure that amenities are provided for industrial employees.*

- a) Provide indoor amenities such as a lunch room for employees and provide an outdoor landscaped area in close proximity to the indoor amenity area. The landscaped area should be accessible from the indoor space and should include seating areas and a structure for shelter from sun or rain. Consider including a space for outdoor recreation.
- b) For industrial developments with multiple tenancies, provide amenity spaces for the common use of employees and visitors. Amenity spaces for individual tenancies may be consolidated into large indoor and outdoor amenity spaces for the common use of all tenancies.

### 14.6.6 Environmental Controls

*The intent is to encourage environmental responsibility in industrial areas.*

- a) Industrial development should be designed so that the uses and activities shall not cause nor become an annoyance or nuisance to surrounding areas by reason of unsightliness, the emission of odours, liquid effluents, dust, fumes, or smoke, vibration, noise or glare, high brightness light sources, heat, or anything which creates or causes a health, fire, or explosion hazard, electrical interference or undue traffic congestion.
- b) Garbage and waste material shall be stored in containers which are weatherproof and animal-resistant within the boundaries of each site and shall be visually screened from all adjacent sites and public thoroughfares.
- c) Glare and bright yard or building lighting should be avoided and must be visually screened from the views of surrounding residential areas.



## 14.7 Environmentally Sensitive Area (ESA) Guidelines

*ESA DP Guidelines apply to developments and subdivisions that occur in designated OCP Environmentally Sensitive Areas (ESAs). They are intended to protect and enhance the environmental resources and ecosystem services in ESAs which are part of the OCP Ecological Network. Environmentally Sensitive Areas are critical components in maintaining Richmond’s natural attributes and liveability.*

### 14.7.1 ESA DP Guideline Process and Requirements

The table below explains the basic requirements and process to follow when:

- a property is exempt from an ESA DP;
- an ESA DP is required.

Overview	
ESA DP Guidelines Process and Requirements	
1.	All property owners, who appear to be affected by an OCP ESA designation within or near their property, are to first consult City staff, to determine if and how their property is affected by an ESA designation and the approval requirements and the process.
2.	City staff will verify: <ul style="list-style-type: none"><li>• if there is an ESA designation on their land;</li><li>• if a proposed activity is exempt (<b>Type 1</b>) as per Section 14.1.6.2 “Development Permit Area Exemptions.” This process includes determining if the property owner is a legitimate farmer (e.g., are actually generating or will be actually generating farm income from the affected property).</li></ul>
3.	If a proposed activity is within an ESA, staff will determine if, with modifications to their proposal, they can avoid affecting the ESA and thus be exempt from an ESA DP.

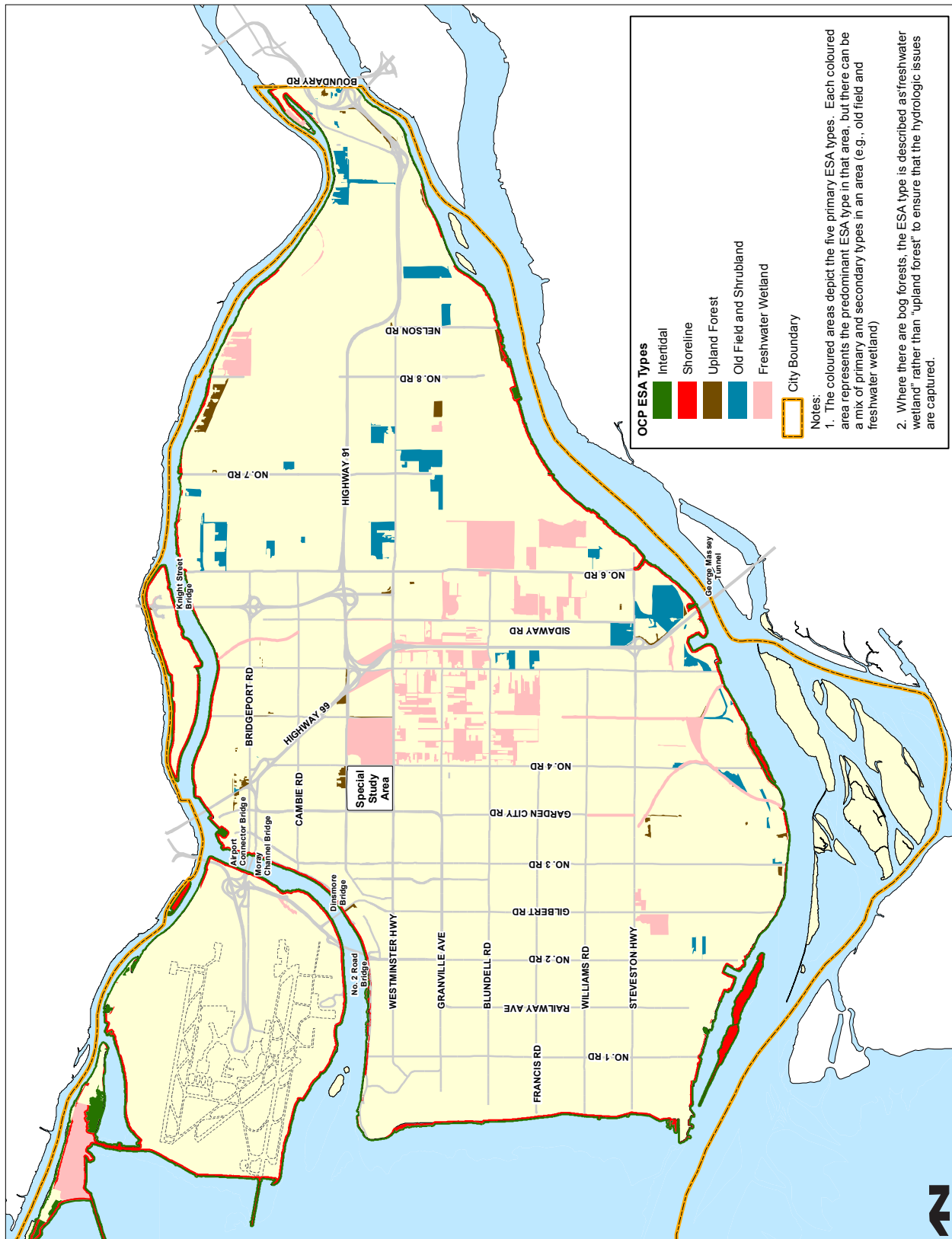




<b>Overview</b> <b>ESA DP Guidelines Process and Requirements</b>		
<p>4. If the proposed activity encroaches into the ESA on the property, an ESA DP will be required.</p> <ul style="list-style-type: none"> <li>• <b>Type 1 and Type 2</b> level of disturbance will be determined by City ESA staff using existing information such as recent orthophoto imagery and City of Richmond 2012 ESA maps and data.</li> <li>• City staff will advise on the process, requirements and next steps depending on the level of disturbance to the ESA (<b>Type 2 or Type 3</b>).</li> </ul>		
Type 1	Type 2	Type 3
Exemption from an ESA DP	Minimal ESA Disturbance ESA DP Requirements	Moderate to Significant ESA Disturbance ESA DP Requirements
<p>If a development or activity is exempt from an ESA DP, the activity can proceed (e.g., to any other Development Permit or Building Permit Process). See Chapter 14.1.6.2 for ESA exemptions.</p> <p><b>Example:</b> A bona fide farmer wishes to cultivate land on his/her property which an ESA will affect.</p>	<p><b>Example:</b> The proposed construction of a single family house will extend into an ESA area, thereby decreasing the ecological functioning and spatial extent of the ESA by less than 0.1 ha (1,000 square meters; 11,760 sq. ft).</p> <ul style="list-style-type: none"> <li>• City staff will work with the owner to identify the location, condition and type of ecological features on the site including the boundaries of the ESA using existing information such as recent orthophoto imagery and City of Richmond 2012 ESA maps and data.</li> <li>• At a minimum, an owner survey is required to identify existing trees, vegetation, and known wildlife habitat within and adjacent to the portion of the ESA affected by the development proposal.</li> <li>• City staff and the owner will work together to discuss appropriate mitigation such as compensatory plantings.</li> <li>• An environmental assessment of the site may be required.</li> </ul>	<p><b>Example:</b> Proposal for multi-family development on a site where the new building will significantly or adversely affect the ecological functioning of an ESA and encroach into an ESA by more than 0.1 ha (1,000 square meters; 11,760 sq. ft), or the ESA is a fresh water wetland affecting drainage and local hydrology.</p> <ul style="list-style-type: none"> <li>• Due to its complexity, the City will require an Environmental Report (see 2012 City of Richmond ESA Management Strategy) and be in general conformance with the BC government publication "Develop with Care". At a minimum, the report will contain: <ul style="list-style-type: none"> <li>- a preliminary bio-inventory (site survey);</li> <li>- a detailed inventory and conservation evaluation including an assessment and recommendations regarding mitigation and compensation for lost ESA area;</li> <li>- an environmental monitoring program, if applicable.</li> </ul> </li> </ul>



## OCP ESA Development Permit Type Map



**PH - 1043**



### 14.7.2 Intertidal

*The intent is to prevent infilling or direct disturbance to vegetation and soil in the intertidal zone, maintain ecosystem processes such as drainage or sediment that sustain intertidal zones.*

**Area Designation:** Coastal areas within 30 m (seaward) of the high water mark<sup>1</sup> which are influenced by waves, tides, and other processes along the Fraser River or Strait of Georgia. Also includes the shallow subtidal zone in some sites.

**Typical Conditions:** Mudflats, and a range of vegetated estuarine or salt marsh communities; tidal channels or shallow ponds are often present; developed shorelines with riprap, docks, and pilings are also included.

**Justification:** The intertidal zone is important for:

1. fish and wildlife habitat—the intertidal zone around Richmond's Islands is recognized for its importance for fish such as juvenile salmon from throughout the Fraser River watershed, but also for spawning eulachon, and smaller fish such as starry flounder which are an important part of the foodweb;
2. protection of Richmond's dikes and other infrastructure from wave and current water erosion by dissipating energy;
3. aesthetic and cultural values that make intertidal zones an important part of Richmond's parks and greenways.

**Related Regulations:** All intertidal zones in the City of Richmond area are considered *fish habitat* under the federal Fisheries Act. DFO regulates activities affecting fish habitat through their participation in the Fraser River Estuary Management Program (FREMP)<sup>2</sup>. Port Metro Vancouver, as a federal agency, is also responsible for fish habitat management. Many intertidal zones also have important values for migratory wildlife such as shorebirds and waterfowl; migratory birds and their nests are protected under the Migratory Birds Convention Act and intertidal zones designated as part of provincial Wildlife Management Areas (including Sturgeon Bank WMA) are also managed for conservation values. Other

<sup>1</sup> The High Water Mark is the highest extent of tidal inundation under normal tides (e.g., no storm surges or abnormal water temperatures). It is usually defined in the field by vegetation and debris indicators. Note that the high water mark used for the ESA mapping was defined by visual interpretation of 2009 orthophoto imagery supplemented with field assessment in a few areas.

<sup>2</sup> Fraser River Estuary Management Program. See here or [http://www.bieapfrempp.org/main\\_frempp.html](http://www.bieapfrempp.org/main_frempp.html)



relevant legislation and regulations that affect the intertidal zone include the provincial Dike Maintenance Act, the provincial Wildlife Act (for listed wildlife as well as Wildlife Management Areas), the federal Species at Risk Act, and the federal Navigable Waters Protection Act.

**Environmental Report Assessment Requirements:** For all ESA areas classified as intertidal zone:

1. Confirm the ESA boundary including location of high water mark based on field assessment by a qualified professional.
2. Assess and confirm ecological characteristics including general vegetation types using existing information such as FREMP mapping and field assessment by a qualified professional.
3. Review FREMP habitat coding (red, yellow, green) and relevant policies.
4. Identify any previous habitat compensation or enhancement activities such as a marsh restoration and fill removal.
5. Review site history to determine the potential for contaminants or buried structures based on previous use.
6. Identify any nearby (within 100 m or 328 ft.) wildlife use such as raptor or heron nests using existing information and field surveys by a qualified professional<sup>3</sup>.

### Guidelines

- a) Preserve all intertidal zones, except in accordance with the conditions of the Development Permit and other necessary permits or approvals (e.g., FREMP, Port Metro Vancouver, and Navigable Waters).
- b) Maintain ecological processes important to the long-term health of the intertidal zone including drainage and hydrology and natural sediment or detritus movement (accretion and erosion).
- c) Development must not increase shade or disrupt the movement of detritus or other materials. Where water access is necessary for transportation or recreation facilities, filling of the intertidal zone shall be avoided. The preferred method of development over the intertidal zone is on pilings or floating structures.
- d) Consider contiguous or nearby ESA areas such as shoreline zone which have the potential to influence the intertidal zone.
- e) No alterations should be made to the intertidal area without an appropriate environmental assessment and implementation of mitigation measures. The City may require preparation of an Environmental Protection Plan (EPP) prepared by a qualified professional to guide environmental management on sensitive, complex, or large sites.
- f) No recreational trails or other facilities shall be constructed in the intertidal zone.
- g) Permitted works shall use careful site design to avoid the most sensitive portions of the intertidal zone (see FREMP habitat coding).
- h) All works within or adjacent to the intertidal zone shall be constructed, where required, to preserve and enhance the shoreline by:
  - providing safe, durable access such that people are afforded an unobstructed view of the waterfront wherever possible;
  - retaining mature vegetation, including existing large trees, shrubs, and aquatic vegetation;
  - replanting disturbed areas with native vegetation.

<sup>3</sup> Inventory Method for Raptors (BC Environment 2001). [http://www.ilmb.gov.bc.ca/risc/pubs/tebiodiv/raptors/version2/rapt\\_ml\\_v2.pdf](http://www.ilmb.gov.bc.ca/risc/pubs/tebiodiv/raptors/version2/rapt_ml_v2.pdf)





- i) Where possible, restore degraded intertidal zones by removing historical fill, structures, or contaminated sediment, and recreating natural habitats such as mudflats and marsh.
- j) Conformance with these guidelines does not exempt applicants from meeting requirements of other agencies, such as participating in the Fraser River Estuary Management Program (FREMP), and Port Metro Vancouver. It is the responsibility of proponents to ensure they meet all external requirements.



### 14.7.3 Shoreline

*The intent is to preserve existing shoreline vegetation and increase natural vegetation in developed areas during redevelopment or retrofitting.*

**Area Designation:** Coastal areas within 30 m (98.43 ft.) (landward) of the high water mark with environmental values related to their association to the Fraser River and Strait of Georgia.

**Typical Conditions:** The marine riparian zone in Richmond typically includes the crest and backslope of the perimeter dike and its associated trails or roads, as well as developed or natural areas landward of the dike. Land uses are variable and typically include such things as developed lands such as roads, parking areas, landscaped areas, boat facilities and buildings.

**Justification:** The shoreline zone is important for:

1. fish and wildlife habitat, both within the forests and other ecosystems found within the shoreline, and the adjacent intertidal zone;
2. protection of Richmond's dikes and other infrastructure from wave and current erosion by dissipating energy;
3. filtering contaminants and sediment before it reaches the intertidal zone;
4. aesthetic and cultural values that forms an important part of Richmond's parks and greenways.

**Related Regulations:** Some shorelines in Richmond are considered fish habitat under the federal Fisheries Act because of their role in maintaining the health of the adjacent intertidal zone (e.g., shading, detritus additions, etc). Fisheries and Oceans Canada (DFO) regulates activities affecting fish habitat through their participation in the Fraser River



Estuary Management Program (FREMP)<sup>4</sup>. Port Metro Vancouver, as a federal agency, is also responsible for fish habitat management. Other relevant legislation and regulations that affect the shoreline zone include the provincial Dike Maintenance Act, the provincial Wildlife Act (for listed wildlife as well as Wildlife Management Areas), the federal Species at Risk Act, and the federal Navigable Waters Protection Act.

**Environmental Report Assessment Requirements:** For all ESA areas classified as shoreline zone:

1. Confirm the ESA boundary including location of high water mark based on field assessment by a qualified professional.
2. Assess and confirm ecological characteristics including general vegetation types using existing information such as FREMP mapping and field assessment by a qualified professional.
3. Review FREMP habitat coding (red, yellow, green) and relevant policies for the adjacent intertidal zone.
4. Identify any previous habitat compensation or enhancement activities.
5. Review site history to determine the potential for archaeological significance, contaminants or buried structures based on previous use. Refer to Provincial database on known archaeological sites.
6. Identify any nearby (within 100 m or 328 ft.) wildlife use such as raptor or heron nests using existing information and field surveys by a qualified professional<sup>5</sup>.

### Guidelines

- a) Preserve all natural vegetation and all trees in the shoreline zone, except in accordance with the conditions of the Development Permit and other necessary permits or approvals (e.g., FREMP, Port Metro Vancouver, and Navigable Waters).
- b) Maintain ecological processes important to the long-term health of the shoreline zone including drainage and hydrology.
- c) Consider contiguous or nearby ESA areas such as the intertidal zone which have the potential to influence the shoreline zone.
- d) No alterations should be made to the shoreline zone without an appropriate environmental assessment and implementation of mitigation measures. The City may require preparation of an Environmental Protection Plan (EPP) prepared by a qualified professional to guide environmental management on sensitive, complex, or large sites.
- e) No recreational trails or other facilities shall be constructed in the shorelines zone without written approvals from FREMP or other regulatory bodies.
- f) Permitted works shall use careful site design to avoid the most sensitive portions of the shoreline zone.
- g) Water quality and natural systems shall be protected by leaving stream banks intact and by not altering natural slopes and existing vegetation.
- h) All works within or adjacent to the shoreline zone shall be constructed, where required, to preserve and enhance shoreline values by:
  - providing safe, durable access such that people are afforded an unobstructed view of the waterfront wherever possible;

<sup>4</sup> Fraser River Estuary Management Program. See here or [http://www.bieapfremf.org/main\\_fremf.html](http://www.bieapfremf.org/main_fremf.html)

<sup>5</sup> Inventory Method for Raptors (BC Environment 2001). See here or [http://www.ilmb.gov.bc.ca/risc/pubs/tebiodiv/raptors/version2/rapt\\_ml\\_v2.pdf](http://www.ilmb.gov.bc.ca/risc/pubs/tebiodiv/raptors/version2/rapt_ml_v2.pdf)



- retaining mature vegetation, including existing large trees, shrubs, and aquatic vegetation;
  - replanting disturbed areas with native vegetation.
- i) Development proposals that include measures to restore degraded shoreline zones by removing historical fill, structures, or contaminated sediment, and recreating natural habitats such as riparian forest may increase the level of support by the agencies provided that the works comply with DFO and FREMP guidelines. In many areas, the shoreline zone has been developed or landscaped and improvements including tree planting will enhance its ecological value over the long-term.
- j) Conformance with these guidelines does not exempt applicants from meeting requirements of other agencies, such as those participating in FREMP and Port Metro Vancouver. It is the responsibility of proponents to ensure they meet all external requirements.



#### 14.7.4 Upland Forest

*The intent is to maintain stands or patches of healthy upland forests by preventing or limiting tree removal or damage and maintaining ecological processes that sustain forests over the long-term.*

**Area Designation:** Treed areas (woody vegetation >5 m (16.4 ft.) tall) not including forested wetlands (swamps and bog forests) or forested riparian zones, adjacent streams, rivers, and other watercourses.

**Typical Conditions:** Richmond's upland forests are typically forested with paper birch, red alder, and black cottonwood with lesser amounts of western hemlock and western red cedar. Non-native trees (e.g., European birch, Sycamore maple) are also common. Upland forests range in size from large hubs (e.g., >10 ha or 24.7 ac.) to small groups or even rows of single trees. Developed forest areas such as maintained trees in urban parks with an understorey of mowed grass are not included as ESAs. Future ecological restorative works in public parks would add to the ESA inventory. Understorey vegetation is variable and ranges from partially landscaped areas, to dense thickets of native shrubs mixed with ferns, forbs, and mosses.



**Justification:** Upland forests are a critical part of Richmond's ecological network. Its environmental values include:

1. habitat for wildlife and plants;
2. carbon storage in above- and below-ground plant material;
3. hydrologic cycle importance through rainfall interception and evapotranspiration;
4. improvements to air quality by capture or modification of particulates and gasses such as ozone;
5. aesthetic values in urban parks and greenways.

**Related Regulations:** The City of Richmond's Tree Protection Bylaw (No. 8057)<sup>6</sup> regulates tree removal or damage on private and public lands and applies in ESAs. Its goal is to sustain a healthy, viable urban forest. Upland forests are not explicitly protected or managed through provincial or federal legislation. Relevant regulations which influence forest protection in urban areas include the BC Wildlife Act if there are any listed wildlife (herons and eagles), the Migratory Bird Convention Act which protects the nests of most birds during the nesting season, and potentially the federal Species at Risk Act.

**Environmental Report Assessment Requirements:** For all ESA areas classified as upland forest:

1. Confirm the ESA boundaries based on field assessment by a qualified professional.
2. Assess and confirm general ecological characteristics including general vegetation types using existing information such as recent orthophoto imagery and field assessment by a qualified professional.
3. Review current and previous mapping including 2011 ESA, and Metro Vancouver 2011 Sensitive Ecosystem Mapping.
4. In areas proposed encroaching or adjacent (within 20 m or 65.62 ft.) to an upland forest ESA, conduct a tree survey that locates each tree, records species, size (diameter), and health based on the requirements of Richmond's Tree Protection Bylaw. The City will review the impact assessment and may approve encroachment if there is a net ecological benefit.
5. Identify any nearby (within 100 m or 328 ft.) wildlife use such as raptor or heron nests using existing information and field surveys by a qualified professional<sup>7</sup>.

### Guidelines

- a) Preserve all upland forest, except in accordance with the conditions of the Development Permit and other necessary permits or approvals (e.g., Wildlife Act).
- b) Permitted works shall use careful site design to avoid the most sensitive portion of the upland forest (e.g., largest or older trees, wildlife habitat features, and natural understory).
- c) Where tree removal in ESA areas cannot be avoided, preserve the largest and healthiest trees and minimize the creation of narrow forest patches with edge habitat (maintain the mass and volume of the internal forest). The City of Richmond requires tree replacement on or near the development site. This may include nearby parks or other public lands. Some trees may be retained on site as artificial snags or downed logs under the direction of City staff.

<sup>6</sup> City of Richmond Tree Protection Bylaw (summary). See here or <http://www.richmond.ca/services/Sustainable/environment/treeremoval.htm>

<sup>7</sup> Inventory Method for Raptors (BC Environment 2001). See here or [http://www.ilmb.gov.bc.ca/risc/pubs/tebiodiv/raptors/version2/rapt\\_ml\\_v2.pdf](http://www.ilmb.gov.bc.ca/risc/pubs/tebiodiv/raptors/version2/rapt_ml_v2.pdf)





- d) The City of Richmond's tree replacement requirements are specified in the Tree Protection Bylaw except in cases where an area-for-area replacement is permitted.
- e) The compensation ratio is replacement of one tree (6 cm or 2.36 ft. calliper as defined by BC Nursery Trades Association for deciduous tree, 2 m (6.56 ft.) height for coniferous) for every tree that is removed in an ESA area or 1.5 m<sup>2</sup> (16.15 ft<sup>2</sup>) for every 1.0 m<sup>2</sup> (10.76 ft<sup>2</sup>) of upland forest removed. Replacement trees are to be planted in other areas of the ESA unless permission is granted to plant trees on other parts of the property or City property.
- f) Preserve snags and downed logs where they are not a risk to safety.
- g) Maintain ecological processes important to the long-term health of the upland forest including hydrologic processes and soil quality.
- h) Avoid excavation, filling or soil compaction in a zone around trees measuring 30 cm (11.81 in.) for every 2.5 cm (0.98 in.) of trunk diameter (e.g., 25 cm or 9.84 in. diameter tree = 300 cm or 118.11 in. root protection zone). Use tree protection fencing and signs during construction. Works that may affect the roots of retained trees should be designed to avoid direct damage or be raised above the soil level (e.g., decks or pilings).
- i) Where possible, improve the conditions of the forest by removing invasive plant species, including: English ivy, Yellow Lamium, Himalayan Blackberry, Japanese knotweed, common Laurel, and Daphne Laurel.
- j) Restore or enhance upland forest through active management such as tree planting and thinning.
- k) Where trees are removed at the ESA edge, plant trees and understory shrubs at the margins to increase habitat in the ecotone.
- l) Vegetation is to be selected that is consistent with the existing plant communities, provide high food source and habitat values.
- m) Use pruning, thinning, supplemental planting, or other methods to reduce the risk of wind throw on newly exposed forest edges.
- n) Locate trails or other recreational facilities to avoid the most sensitive portions of upland forests, and constructed to minimize tree or shrub removal, soil excavation, or compaction. Avoid trails in the centre of large forest patches where recreation use including dog walking will reduce habitat value for wildlife.
- o) The City may require the preparation of an Environmental Protection Plan (EPP) prepared by a qualified professional to guide environmental management on sensitive, complex, or large sites.
- p) Conformance with these guidelines does not exempt applicants from meeting requirements of other agencies. It is the responsibility of proponents to ensure they meet all external requirements.



### 14.7.5 Old Fields and Shrublands

*The intent is to maintain the extent and condition of old fields and shrublands, while recognizing the dynamic nature of these ecosystems. Preservation should recognize the balance between habitat loss and creation with the overall objective of preventing the permanent loss of old fields and shrublands.*

**Area Designation:** Old fields and shrublands are temporarily (>2 years) or permanently abandoned agricultural or cleared lands that support mixed grass, forb, and shrub vegetation. Grass and shrub vegetation is often intermixed with increasing shrub cover after 10 years without mowing. Old field and shrubland is a man-made habitat type associated with the changing pattern of farming in agricultural landscapes, particularly the abandonment of farms.

**Typical Conditions:** Old field and shrublands support dense grass or shrub growth. Reed canary grass or bentgrass are commonly abundant but mixed with velvetgrass, orchard grass, and red fescue and weedy perennials such as creeping buttercup, red clover, white clover, and purple-leaved willow herb depending on moisture levels. Hardhack, Himalayan blackberry, or cut-leaf blackberry are the most common shrub species (note hardhack is often an indicator of disturbed wetlands). Old field characteristics develop quickly, usually two to three years after cessation of annual mowing or tilling in agricultural fields. Hedgerows are an important part of old field and shrubland communities.

**Justification:** Old fields and shrublands are important for:

1. biodiversity including small mammals and the owls<sup>8</sup> and hawks that hunt in them, and invertebrate pollinators (bees and flies);
2. carbon storage in wet soils (above-ground biomass is minor);
3. hydrological benefit in areas with seasonal flooding;
4. the cultural history of Richmond and are found in areas that were important farms.

**Related Regulations:** Old fields and shrublands are not explicitly protected or managed through provincial or federal legislation. The Migratory Bird Convention Act protects the nests of most birds during the nesting season, and the federal Species at Risk Act protects a small suite of listed species that may infrequently use old fields such as vesper sparrow and streaked horned lark.

<sup>8</sup> Including the regionally rare Short-eared Owl, which have been observed on Sea Island.



**Environmental Report Assessment Requirements:** For all ESA areas classified as old field or shrubland:

1. Confirm the ESA boundaries based on field assessment by a qualified professional.
2. Assess and confirm general ecological characteristics including general vegetation types using existing information such as recent orthophoto imagery and field assessment by a qualified professional.
3. Review current and previous ESA mapping including 2011 ESA, and Metro Vancouver's 2011 Sensitive Ecosystem Mapping.
4. Review site history (age of old fields) based on historical air photo assessment and local knowledge.

### **Guidelines**

- a) Preserve large patches of old field and shrubland except in accordance with the conditions of the Development Permit and other necessary permits or approvals (e.g., Wildlife Act).
- b) Permitted works shall use careful site design to avoid the most sensitive portions of the old field and shrubland unit such as more diverse areas with a range of grasses, seasonally flooded areas, areas with perching sites for raptors.
- c) Old fields slowly change to shrublands and finally to forest cover over 10 to 25 years. While this evolution will create positive ecological benefits, maintaining old fields provides unique habitat benefits and contributes to biodiversity. Management practices such as infrequent strip mowing as occurs in the Sea Island Conservation Reserve is needed to maintain them as old fields over time.
- d) Work with farmers to retain old fields and shrublands (hedgerows) where they do not conflict with farm use. Leasing arrangements by the City may be investigated as a possible means of retaining old fields and shrublands on some sites.
- e) Enhance the value of old fields and shrublands by providing perching or roosting sites, or planting hedgerows.
- f) Conformance with these guidelines does not exempt applicants from meeting requirements of other agencies. It is the responsibility of proponents to ensure they meet all external requirements.



### 14.7.6 Freshwater Wetland

*The intent is to maintain the areal extent and condition of fresh water wetland designated as ESAs by preserving vegetation and soils, and maintaining pre-development hydrology, drainage patterns and water quality.*

**Area Designation:** Areas with vegetation and soils influenced by the presence of freshwater in the rooting zone for plants<sup>9</sup>; includes open, forested, and shrub bogs, swamps, marshes, wet meadows, seasonally flooded fields, and shallow (<2 m or 6.56 ft. depth) ponds and ditches.

**Typical Conditions:** Wetlands are widespread in Richmond and include bog forests with pine and birch trees, shrub swamps with Labrador tea and other bog plant species, cattail marshes, reed canary grass marshes, ditches and ponds. In some cases, wetland vegetation has been removed and only the soil remains from the previous wetland ecosystem. Bogs and related peatland wetlands are found within the previous boundaries of Lulu Island bog. Many large freshwater wetlands in Richmond such as Richmond Nature Park are within the ecological network but are not designated as Development Permit areas because they are protected as parks.

**Justification:** Freshwater wetlands are important for:

1. regulating water flow (hydrology) by storing water during rainfall and promoting groundwater infiltration;
2. influencing water quality through filtration, capture, and transformation of a variety of chemical constituents in plants and soil;
3. providing habitat for a diverse and often unique community of plant and animal species including amphibians, waterfowl, dragonflies, sedges, and peat-mosses;
4. storing carbon in saturated organic soils, particularly peat soils that are common in Richmond.

<sup>9</sup> A wetland is land where the water table is at, near, or above the surface or which is saturated for a long enough period to promote such features as wet-altered soils and water tolerant vegetation. Wetlands include organic wetlands or "peatlands", and mineral wetlands or mineral soil areas which are influenced by excess water but produce little or no peat (Environment Canada, 1996).





**Environmental Report Assessment Requirements:** For all ESA areas classified as freshwater wetland:

1. Confirm the ESA boundary based on field assessment by a qualified professional.
2. Assess and confirm general ecological characteristics including general vegetation types using existing information such as recent orthophoto imagery and field assessment of soil and vegetation by a qualified professional. Wetland identification often requires specialized skills particularly in disturbed areas where soil and natural vegetation has been modified.
3. Review current and previous mapping including 2011 ESA, Metro Vancouver's 2011–2012 Sensitive Ecosystem Mapping, and Canadian Wildlife Service's historical and current wetland mapping.
4. Review the site's drainage system including watercourses, ditches, and stormwater pipes using City of Richmond's online GIS Inquiry mapping tool supplemented by field assessment if necessary.
5. Assess impacts to site hydrology for development activities that have the potential to affect hydrology and seasonal water table fluctuations (e.g., land drainage, ditches, large areas of impervious surface coverage, stormwater discharge or water storage).
6. Identify any nearby (within 100 m or 328 ft.) wildlife use such as raptor, crane, or heron nests using existing information and field surveys by a qualified professional<sup>10</sup>.
7. Assess freshwater wetland ESA areas for the presence of species or ecological communities at risk (see BC Conservation Data Centre<sup>11</sup> for current ranking).

**Related Regulations:** Freshwater wetlands are not explicitly protected or managed through provincial or federal legislation unless they are fish habitat or require a federal permit or approval (e.g., Navigable Waters Protection Act of Canadian Environmental Protection Act). Relevant regulations which influence wetland protection in urban areas include the BC Wildlife Act if there are any listed wildlife (herons and eagles), the Migratory Bird Convention Act which protects the nests of most birds during the nesting season, and potentially the federal Species at Risk Act for SARA-listed species. Commitments by Metro Vancouver's member municipalities under the regional Liquid Waste Management Plan may eventually provide some protection of freshwater wetlands for their role in urban watershed management.

### Guidelines

- a) Preserve the extent and condition of all freshwater wetlands in ESAs, except in accordance with the conditions of the Development Permit and other necessary permits or approvals.
- b) Maintain ecological processes important to the long-term health of freshwater wetlands including drainage patterns, hydrology, seasonal water table fluctuations, and water quality.
- c) Consider contiguous or nearby ESA areas, or other areas of the Ecological Network, which have the potential to influence the freshwater wetland. Use vegetated buffers of at least 30 m (98.43 ft.) around wetlands to prevent direct or indirect disturbance.
- d) No alterations should be made to freshwater wetland without an appropriate environmental assessment and implementation of mitigation measures. The City may require preparation of an Environmental Protection Plan (EPP) prepared by a qualified professional to guide environmental management on sensitive, complex or large sites.

<sup>10</sup> Inventory Method for Raptors (BC Environment 2001). See here or [http://www.ilmb.gov.bc.ca/risc/pubs/tebiodiv/raptors/version2/rapt\\_ml\\_v2.pdf](http://www.ilmb.gov.bc.ca/risc/pubs/tebiodiv/raptors/version2/rapt_ml_v2.pdf)

<sup>11</sup> BC Species and Ecosystem Explorer. See here or <http://a100.gov.bc.ca/pub/eswp/>



- e) No recreational trails or other facilities shall be constructed in freshwater wetlands.
- f) Permitted works shall use careful site design to avoid the most sensitive portions of the freshwater wetland.
- g) Development proposals that include measures to restore degraded freshwater wetlands by removing historical fill, structures, or contaminated sediment, and recreating natural habitats such sedge marsh or shrub swamps will be viewed positively by the City.





## 14.8 Marina Guidelines

*These Guidelines are intended to ensure that marinas, which are located in an Environmentally Sensitive Area (ESA), are built to respect the natural environment and are appropriately located and designed.*

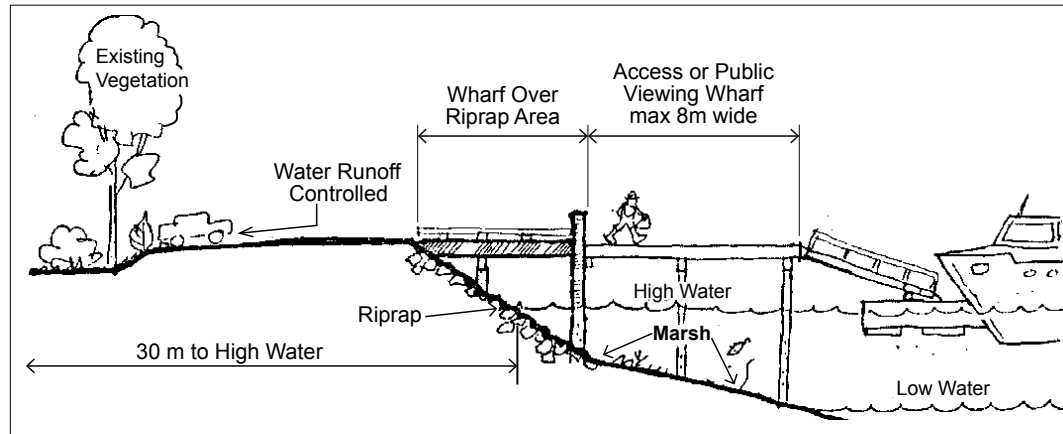
The Marina Guidelines, Environmentally Sensitive Area (ESA) Guidelines and General Guidelines apply to all marina developments that require a Development Permit.

### 14.8.1 Environment

*The intent is to protect and enhance the shoreline and foreshore areas.*

- a) No alterations should be made to the shoreline that would adversely affect fish or wildlife habitat. The environmentally acceptable method of development is by using upland areas or by construction of wharves or floating docks rather than by land fill. For the purposes of these marina guidelines, the shoreline is defined as the intertidal areas plus the area within 30 m (98.4 ft.) of the high-water mark.
- b) Wharves should not extend over marshes or other productive foreshore areas. Wharves should not, in any case extend over the water beyond the mean low-water mark (see sketch), except for wharves which are less than 8 m (26.2 ft.) wide and are for the purpose of access to floats or for public viewing access.



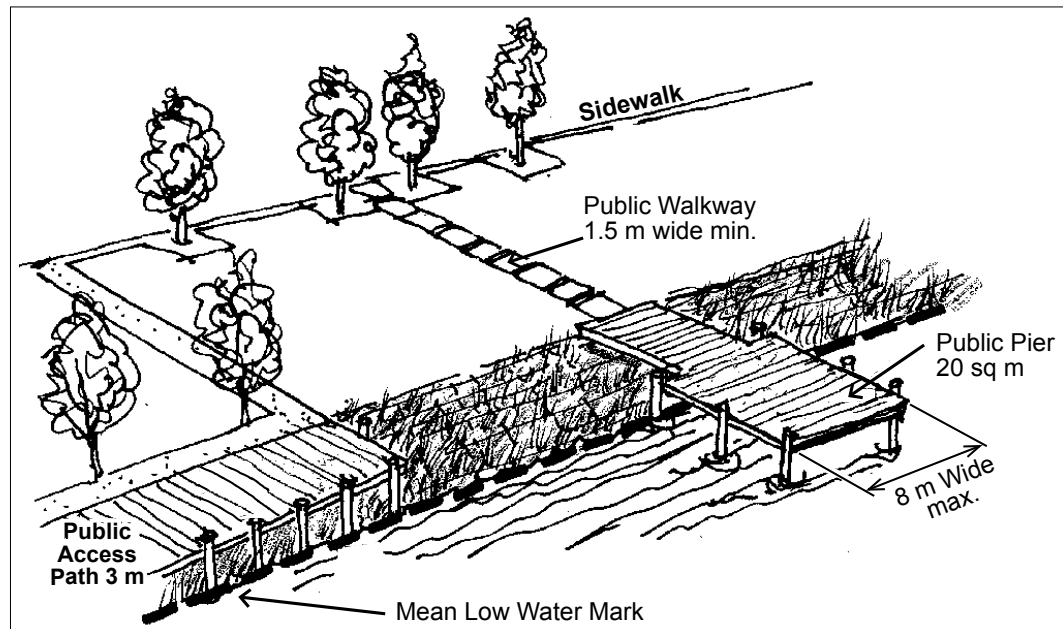


- c) Existing vegetation within 30 m (98.4 ft.) of the high-water mark should be retained or enhanced. Areas disturbed during construction or dredging shall be replanted where necessary with native species.
- d) Run-off should not be permitted to adversely affect water quality for fish. Measures taken to control run-off shall be indicated in the Development Permits.
- e) Conformance with these guidelines does not exempt applicants from meeting the requirements of other agencies such as those participating in the Fraser River Estuary Management Program (FREMP).

### 14.8.2 Public Access

*The intent is to secure adequate public access to the water.*

- a) A continuous 3 m (9.8 ft.) public-access pathway should be constructed parallel to and as close to the water's edge as practicable provided it does not impact wildlife habitat areas.





- b) In existing marinas where it is not possible to provide a continuous 3 m (9.8 ft.) public access, then a public pier of minimum 20 m<sup>2</sup> (215 ft<sup>2</sup>) should be provided at the water's edge. The public pier shall be connected to the City trail or sidewalk via a minimum 1.5 m (4.9 ft.) wide public walkway.

### 14.8.3 Landscaping

*The intent is to protect existing trees and enhance the landscaping.*

- a) All undeveloped portions of the upland shall be landscaped. The marina developer should plant and maintain on the upland one tree for every 15 m (49.2 ft.) of water frontage, or equivalent. Appropriately size native species of trees should be used wherever possible.
- b) New tree planting is not permitted on the dike. Permission to plant trees adjacent to the dike should be requested from the City's Engineering Planning Department and is subject to the Provincial Diking Inspector's review.
- c) Existing trees should be preserved wherever possible, and many fulfil the requirements of this section.

### 14.8.4 Design

*The intent is to protect public views and provide sufficient facilities, parking and services to the marina.*

#### 14.8.4.A Views

- a) Buildings, float homes, or boat shelters on the waterfront should not obstruct the waterfront view from public roads, walkways and trails which intersect the shoreline. A view corridor equal to the width of the road should be maintained free of buildings, signs or storage.
- b) Buildings should not unduly obstruct views from public walkways or trails.

#### 14.8.4.B Common Facilities

- a) Shared common facilities should be provided at a minimum of 50 m<sup>2</sup> per ha (218 ft<sup>2</sup> per ac.) of lot developed for residential moorage. Shared common facilities may include covered mail pickup, bulletin board, storage, shared meeting rooms, play areas, or childcare facilities. Common facilities should include both an outdoor upland play area and an indoor recreation area.

#### 14.8.4.C Float Homes Separation

- a) All float homes and other floating habitable structures should maintain a minimum clear distance of 3 m (9.8 ft.) between structures.
- b) Plans should indicate screening and other mitigation measures to reduce the impact of incompatible adjacent uses.
- c) Areas within 10 m (32.8 ft.) of bridges should be kept clear of buildings except as approved by the Harbour Commission and the BC Ministry of Transportation and Infrastructure and as specified in the permit.
- d) Walkways, gangways and piers should have pedestrian-scale lighting; however, lighting should be shielded so as not to affect navigation. Light should not exceed two foot-candles at the harbour headline.
- e) Garbage and recycling containers should be located in inconspicuous places and screened from public view. Access for collection vehicles should be provided.

**14.8.4.D Parking**

- a) The vehicular egress and access to the street should be clearly marked and the street address should be posted in a conspicuous place and lighted.
- b) Parking lots should be designed so that pedestrian access is clearly separated from driveways and parked vehicles. In particular, the main dock entrance, the public street and parking areas should be linked by a walkway.
- c) All parking areas should be provided with adequate curbs in order to retain vehicles within the parking areas and to ensure that sidewalks, landscape areas, and buildings are separated from parked vehicles.
- d) Measurement of parking spaces may allow for 0.6 m (2 ft.) overhang, provided that adequate curbs are installed, and provided that adjacent sidewalks have 1 m (3.3 ft.) clear width.
- e) Two-way traffic should be provided in parking lots wherever practicable. Visitor parking should be clearly marked as such.

**14.8.4.E Access**

- a) Direct pedestrian access should be provided from parking and loading areas to the main dock. Pedestrian overpasses to parking located across major roads may be required.

**14.8.4.F Dike Maintenance**

- a) Wharves should be designed keeping in mind that public access may be needed for maintenance of the dike surface or for repairs to the rip-rap. A continuous 4 m (13.1 ft.) wide vehicular access must be provided on top of the dike, and a continuous 9 m (29.5 ft.) two-way emergency vehicular access should be provided either on the dike or adjacent to the dike. In some cases, the adjacent (public) road may serve as the two-way access.
- b) Access roads should be designed with a minimum impact on existing habitat.

**14.8.4.G Construction Around Dikes**

- a) All dike improvements should conform to the Provincial Diking Inspector's guidelines and obtain Provincial Diking Inspector review and approval under the Provincial Dike Maintenance Act.



## 14.9 Broadmoor Neighbourhood Centre Guidelines

*These Guidelines are intended to enhance the design, character and function of the Broadmoor Neighbourhood Centre.*

The Broadmoor Neighbourhood Centre Guidelines, Commercial and Commercial/Mixed Use Guidelines and General Guidelines apply to developments that require a Development Permit.

### 14.9.1 Centre Vision

*The intent is to establish a vision for the Broadmoor Neighbourhood Centre based on public consultation that occurred.*

*"A vibrant, accessible and sustainable mixed use hub where people will be able to live work and meet their daily needs."*

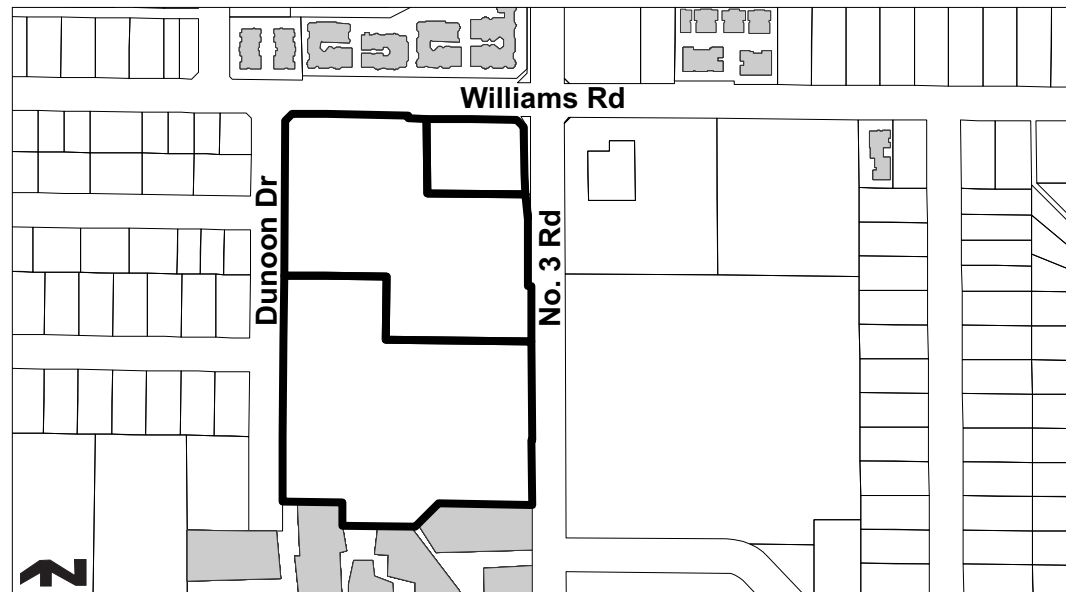
The Neighbourhood Centre is envisioned to become:

- a vibrant, compact mixed use hub with a mix of housing, shops and services;
- the heart of Broadmoor where people will be able to live, work, and meet their daily needs;
- pedestrian oriented with public spaces where people can meet and pedestrian paths that link to adjacent neighbourhoods and parks;
- an area which reflects the principles of sustainability with a contemporary design that integrates durable and natural materials.





### Broadmoor Neighbourhood Centre Area Map



#### 14.9.2 Form and Character

*The intent is to create a functional commercial node with more urban character and respond appropriately to the adjacent neighbourhood context.*

- a) The Master Plan area exemplifies a sustainable, durable and contemporary design character.
- b) Buildings will vary in height from 2 to 6 storeys and contain a variety of commercial spaces and residential units.
- c) Buildings are placed along the perimeter of the site, close to the property line along No. 3 Road and Williams Road to reinforce building frontage continuity, especially along No. 3 Road.
- d) Large open surface parking areas to be partially screened from direct views from the street (using a combination of landscaping and lattice/arbour structures).
- e) Building frontage building heights vary between 2 and 6 storeys.
- f) Density is greatest along the main arterial of No. 3 Road and the northeast corner of the site at Williams Road and No. 3 Road, where a public urban space and architectural features would establish a landmark at this neighbourhood intersection and key gateway.
- g) Residential units are located above commercial uses and townhouse forms are at ground level when adjacent to existing residential areas.
- h) Residential units above commercial uses along No. 3 Road and Williams Road to be setback from the edge of the commercial/parking floors so that the streetwall is perceived to be not higher than 4 storeys.
- i) Buildings of various heights and massing create identifiable nodes and interest, particularly along No. 3 Road and Williams Road.
- j) Commercial retail units (CRU's) at ground floor to have direct pedestrian access from the public sidewalk.
- k) Decorative pavement to extend from public sidewalk to the building face where there is no substantial grade difference.
- l) Building facades are animated by views into active retail space.



- m) If no fenestrations provided, housing forms wrap around otherwise blank edges of internally oriented commercially space.
- n) An identifiable mass and/or landscaping feature will be created at the entrance to Dunoon Drive by incorporating a feature “ending” to the last and northerly townhouse block on the Williams Road portion.
- o) There will be residential units suitable for all family types, including opportunities for ground-oriented housing, and upper level apartment/condominiums with access to useable roof space.
- p) Where the street frontage is comprised of residential development at grade (e.g., along Dunoon), buildings will:
  - have their major entries onto Dunoon Drive or the perimeter of a privately-owned publicly accessible areas;
  - be developed with entry transitions and semi-private outdoor spaces;
  - will include steps and changes in grade, fences, gates, low walls, hedges and other plantings.
- q) Where buildings are located immediately adjacent to existing residential areas, upper storeys are stepped back to reduce overlook concerns and minimize massing.
- r) Residential windows and balconies overlook common areas and public streets, providing “eyes on the street”.
- s) Ground-oriented commercial units front internal surface parking areas, front No. 3 Road and portions of Williams Road providing an active streetscape with direct pedestrian access from the street sidewalk.
- t) Large buildings blocks are architecturally broken down into an expression of smaller street-fronting retail with varied frontages.
- u) Building and landscape design at the corner of Williams Road and No. 3 Road is distinctive and welcoming.
- v) Continuous weather protection is provided along commercial building frontages in the form of relatively continuous canopies and awnings.
- w) Commercial units provide proportional and abundant glazing at street level to contribute to an active and interesting streetscape.
- x) There will be no extensive blank walls or obscured windows along the street frontage, at grade or on upper levels.
- y) Streetscapes (defined by building heights and setbacks, sidewalk and landscaping) are consistent with a more urban overall character and compatible with the general character of the Master Plan area, and are complementary to the existing neighbourhood context.
- z) Terracing and building setbacks on upper levels of taller (over 4 storeys) street-wall buildings are employed to create interest, improve access to light and to reduce bulk.
- aa) Height and massing are varied on street buildings to create a diverse and well-articulated shopping area.
- bb) Building articulation, glazing and a variety of materials are used to prevent long, featureless facades.
- cc) Awnings and overhangs provide shade in the summer and weather protection along pedestrian routes, at the entrances of shops and residences.
- dd) Materials, colours and elements such as light standards, benches, fences and trash receptacles, contribute to a sustainable, durable, contemporary design character.
- ee) Local and sustainable products are used wherever possible (e.g., wood, recycled or renewable materials).

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### 14.9.3 Flood Plain Construction Levels

*The intent is to ensure that floodproofing is carried out in a sensitive and attractive manner.*

- a) Protruding retaining walls necessary to meet flood elevation levels are screened from view with landscape planting or banks (Note: for direction on treatment of road frontages, Section 2.10.2 (a) "Attractive, Accessible Street Frontages, pages 2-116 and 2-117 of the City Centre Master Plan (CCAP) will be referred to. See pages 3-29 and 3-30 of the CCAP for direction on concealing parking below grade).

### 14.9.4 Key Gateways and Neighbourhood Nodes

*The intent is to establish the key principles and gateway or node considerations for the development of the Broadmoor Neighbourhood Centre.*

#### **General Principles:**

- the Master Plan area is permeable, safe, welcoming and accessible to people of all ages and abilities;
- prominent corners and entry points are designed as gateways that identify access points to the commercial area and routes into the neighbourhood;
- a neighbourhood node internal to the site is designed as a place to gather and interact with residents and visitors;
- the Broadmoor Master Plan identifies primary and secondary pedestrian corridors through the site and into the neighbourhood to connect to the surrounding neighbourhoods and Maple Lane Park;
- the pedestrian routes are direct, universally accessible and can accommodate a range of uses (e.g., wheelchairs and strollers);
- sidewalks and pedestrian corridors are well-defined through a combination of surfaces, landscape features and human-scale lighting;
- transit stops are visible and easily accessible by pedestrians and cyclists;
- buildings adjacent to transit stops integrate transit shelters into building and/or urban design with weather protection (e.g., awnings, overhangs and spaces for waiting);
- stairs and ramps are provided to access above grade entrances to residential and commercial units from the public realm;
- elements such as lamp standards, benches, fences and trash receptacles within the public realm are consistent in design and contribute to a sustainable, durable, contemporary design character;
- trees and other landscape features contribute to an attractive and comfortable public realm;
- trees, shrubs and appropriate landscaping frame pedestrian routes, reinforce the alignment of the pedestrian corridors through the site and add colour, texture and interest around the site;
- seating (seating walls or benches integrated to planters, or other) are provided along all pedestrian routes and in the central neighbourhood node;
- primary pedestrian corridor routes through the Master Plan area will be identifiable by pavement colour and texture, and will be separated, where feasible, from parking areas, and driveways;
- public art will contribute to the overall character and vibrancy of the service centre.



## Guidelines

### Gateways and Neighbourhood Nodes

- a) There are two landmark gateways and two neighbourhood nodes envisioned for the Master Plan area. These serve as a welcome to the neighbourhood centre and provide an opportunity for social interaction or seating. They are envisioned to enhance the quality of the urban environment for the benefit of land owners, tenants and residents. Key features of each gateway and node are identified below:

#### Williams Road and No. 3 Road Gateway

- a) The gateway at Williams Road and No. 3 Road will integrate an identifiable landmark feature consistent with the general character of the Master Plan, which could include a unique building design or landscape feature.
- b) The gateway will integrate site signage that identifies the service centre and provides directional information to key focal points in the community or at the service centre.
- c) The gateway functions as the welcome to the 'heart' of Broadmoor.

#### No. 3 Road (south) Gateway

- a) This gateway provides the primary vehicle access and pedestrian corridor to the service centre from No. 3 Road; the primary pedestrian corridor extends further to the east and provides access to the adjacent neighbourhood from No. 3 Road.
- b) This gateway will be designed to open up the entrance to the shopping area (to views) from No. 3 Road and highlight the beginning of the main pedestrian route and connection to Dunoon Drive and Petts Road through the neighbourhood center.
- c) Integration of all modes of transportation, safe and accessible design are the primary organizing principles for the design of this gateway.
- d) The gateway will be predominantly hardscape complimented by vegetation and corner architectural feature on adjacent buildings.
- e) Opportunities for gathering and informal interaction through the integration of landscape or architectural elements should be explored.
- f) The gateway will integrate site signage that provides directional information to key focal points at the service centre.

#### Central Plaza Node (A)

- a) At the centre of the service centre this node is also an anchor associated with the neighbourhood and is 800 m<sup>2</sup> (8,611 ft<sup>2</sup>) in size.
- b) Is internal to the site and it is the organizing space within the central surface parking area.
- c) Provides a central space/structure as a node in the middle of the central parking area to break the extent of paved parking surfaces into two smaller, friendlier parking clusters and organizes the parking area vehicular circulation.
- d) Contains a distinguishable feature such as a light structure retail/kiosk and associated plaza with seating, designed to facilitate gathering as well as green landscaped areas to create a buffer to the surrounding parking areas and vehicular circulation.
- e) Will include benches, waste receptacles and could be the place for a public art piece as a tall vertical element that serves as a landmark that identifies the service centre.





### **Dunoon Drive Node (B)**

- a) Located along Dunoon Drive across from Petts Road, this space identifies the western entrance to the Primary Pedestrian Corridor to No. 3 Road through the neighbourhood service centre.
- b) Encourages pedestrian connectivity between Maple Lane Park and the service centre, and offers a key connection between park/neighbourhood and No. 3 Road.
- c) Establish a break along the continuous built frontage along Dunoon Drive and is 800 m<sup>2</sup> (8,611 ft<sup>2</sup>) in size.
- d) Adjacent buildings will be designed to ensure good access to sunlight and will front onto this area.
- e) Reinforce safety by implementing “eyes on the street” principles with clear overlook from any adjacent commercial or residential buildings, with individual residential units oriented towards and having direct access to the open space; where possible individual front doors should open along the gateway edge sidewalks.
- f) Signage provides directional information and identifies the service centre.
- g) Benches, lighting and waste receptacles are provided.

## **14.9.5 Key Pedestrian Corridors**

*The intent is to identify and plan for the important pedestrian connections in the Broadmoor Neighbourhood Centre.*

### **Primary East-West (E-W) Pedestrian Corridors—No. 3 Road to Dunoon Drive E-W Pedestrian Corridor**

- a) A centrally located, landscaped pedestrian spine that extends parallel to the vehicular access route and provides a direct connection from No 3 Road to Dunoon Drive and Petts Road.
- b) Includes decorative pavement and a double row of trees to highlight the east-west primary pedestrian corridors through the Master Plan area.
- c) Will include a 2.5 m (8.2 ft.) wide paved path with a 1.5 m (4.92 ft.) wide boulevard for tree, shrubs or other vegetation on each side.
- d) Integrate coloured pavement (contrasting with asphalt on parking/drive aisles) and pedestrian scale lighting.
- e) Integrate paved bump-outs with landscape features and seating areas along the drive aisle of this corridor; if feasible integrate parallel parking or another design solution to ensure pedestrian feel protected from the drive aisle at this edge.
- f) Ensure a vertical element (signage, gateway feature) is provided at the termini (No 3 Road (south) and Gateway B discussed above) to draw people through the corridor.
- g) Should be designed to be durable and include shade trees.

### **E-W Access Pedestrian Corridor**

- a) This is a primary pedestrian corridor to the internal neighbourhood node (A) from the northern access on No. 3 Road, and links to the internal north-south pedestrian corridor network.
- b) The corridor will be a paved 2.5 m (8.2 ft.) wide sidewalk allowing a 1.5 m (4.92 ft.) wide boulevard for trees, trees grates and seating along the edge of the commercial parking areas.
- c) The corridor will extend along the internal storefronts or active building facades and will include raised crossings where vehicles cross its path.



### **North-South (N-S) Pedestrian Corridors—N-S Internal Pedestrian Corridor**

- a) Provides a direct internal corridor between Williams Road and the two main E-W Primary Pedestrian Corridors connecting through the site with the internal commercial services.
- b) Includes decorative or coloured pavement and a row of trees to highlight the north-south primary pedestrian corridors through the Master Plan area.
- c) Is located along commercial frontages to the east of the development, where possible, and connects Williams Road to the internal node and the two east-west pedestrian corridors.
- d) Facilitates the integration of the service centre with the pedestrian network and connecting to surrounding residential areas.
- e) Provides pedestrian scale lighting, signage, waste receptacles and seating along the pathway.

### **N-S Pedestrian Corridor on Dunoon Drive from Petts Road to Maple Lane Park**

- a) An enhanced pedestrian realm is desirable to extend along Dunoon Drive from the Dunoon Drive node at Petts Road to the south portion of the Master Plan area to highlight and reinforce the linkage to Maple Lane Park.
- b) Integrates with Maple Lane Park by incorporating strong and well identifiable public use pedestrian corridor along Dunoon Drive, toward Maple Lane Park.
- c) Encourage linkages to Maple Lane Park and Petts Road so that residents can easily access the service centre via pedestrian friendly corridors rather than through parking and loading driveways, or by using the car.
- d) Facilitate and allow views to the site that can be seen from Maple Lane Park; therefore providing a highly integrated pedestrian corridor connected with two gateways to access the shopping area, from Dunoon Drive and the southern portion of the site.

### **Secondary Pedestrian Corridors**

- a) These corridors are extensions of the Primary Pedestrian Corridors and complete the pedestrian circulation network. They extend along the internal and external frontage of the residential and commercial buildings and include City sidewalks along the periphery if not identified on the Master Plan concept.
- b) Pedestrian crossings will be enhanced to be safe and highly visible at No. 3 Road and Williams Road to facilitate strong linkages to the Service Centre and to the surrounding neighbourhood to the north and east.

## **14.9.6 Centre Integration With Maple Lane Park**

*The intent is to have the Broadmoor Neighbourhood Centre integrate with Maple Lane Park.*

- a) The Broadmoor Neighbourhood Service Centre will:
  - integrate with Maple Lane Park by incorporating public use pedestrian corridors and extending walkways through the shopping area and open spaces to the south along Dunoon Drive, toward Maple Lane Park;
  - provide linkages to Maple Lane Park and Nevis Drive and Pett Road so that residents can access the shopping area via pedestrian friendly corridors rather than through parking and loading driveways.



### 14.9.7 Parking, Loading and Access

*The intent is to provide direction to the parking, loading and access needs of the Centre.*

- a) Surface parking is limited to convenience parking for retail shops, while most commercial and residential parking is located within the building envelope on the first or second level.
- b) The Broadmoor Neighbourhood Service Centre will:
  - provide parking organized in small clusters, contain the parking areas within the centre of the site and minimize the amount of exposed surface parking.
- c) Surface parking exposed to views along Williams Road frontage will be partially screened from views (incorporating a combination of landscaping, low lattice fence 1.21 m (4 ft.) and trellis/arbours structure):
  - provide a balanced supply of parking that meets the residential and commercial needs of the development, while supporting and encouraging alternative modes of transportation;
  - provide ways for commercial loading and service vehicles to enter and exit the shopping area from No. 3 Road and Williams Road and ultimately not from Dunoon Drive;
  - utilize trees and landscaping to separate sidewalks from parking areas to protect people from vehicle traffic and create a pleasant pedestrian zone;
  - provide clusters of small car parking spaces combined with full size parking spaces to introduce landscaping islands with trees and other appropriate vegetation to facilitate natural drainage in the parking area, and to provide shade and visual relief of the parking surface.
- d) Bicycle parking facilities will be provided at all residential and commercial building entrances.
- e) When vehicle parking is located within a building, the parking structure will be screened from view, either by wrapping the parking with residential or commercial units, or through the use of architectural features such as louvers.
- f) Loading areas will be integrated as part of the building(s) and provided with appropriate visual screens and/or gates.
- g) Parking lots and structures are well lit and designed according to CPTED principles.
- h) Surface parking lots are landscaped with trees.
- i) Parking areas, building entrances, sidewalks and public spaces are designed to be safe and accessible to people of all ages and abilities.

### 14.9.8 Green Buildings and Sustainable Infrastructure

*The intent is to incorporate innovative approaches for green infrastructure and green buildings, that flexibly address on-site rainwater management, energy efficiency and renewable energy production, potable water conservation and waste minimization.*

- a) At the minimum, the buildings in the development will meet By-law No. 8385, "Green Roofs and Other Options Involving Industrial and Office Buildings Outside the City Centre". Other approaches to green buildings will be considered such as those required in the City Centre Area Plan (e.g., LEED rating system and credits), or LEED Silver Certification or equivalency.



- b) The Broadmoor Service Centre will design buildings and site infrastructure that:
- minimize the use of energy and reduce Greenhouse Gas Emissions;
  - use less potable water;
  - use resources efficiently and incorporate sustainable building materials;
  - mitigate, manage, and clean as much rainwater on site as possible;
  - reduce the generation of waste through careful design and construction practices;
  - incorporate ways to improve indoor air quality, noise, noxious emissions and dust;
  - consider opportunities for urban agriculture on the site.





## **15.0 Regional Context Statement (RSC)**



# 15.0 Regional Context Statement (RCS)

## 1. Purpose

The purpose of a Regional Context Statement is to legally show how the 2041 OCP is, or can be made, to be consistent with the 2040 Regional Growth Strategy (RGS).

## 2. RCS Contents

The 2041 OCP Regional Context Statement is as follows:

### 2040 Metro Vancouver Regional Growth Strategy (RGS)

The Regional Context Statement (RCS) Policy (e.g., provides examples of how the OCP is or can be made consistent with the 2040 RGS)	
<b>RGS GOAL 1 CREATE A COMPACT URBAN AREA</b>	
<b>STRATEGY 1.1 Contain urban development within the Urban Containment Boundary.</b>	
<p>Role of Municipalities</p> <p>1.1.3 Adopt Regional Context Statements which:</p> <p>a) depict the Urban Containment Boundary on a map, generally consistent with the Regional Land Use Designations map (Map 2);</p> <p>b) provide municipal population, dwelling unit and employment projections, with reference to guidelines contained in (RGS) Appendix Table A.1, and demonstrate how municipal plans will work towards accommodating the projected growth within the Urban Containment Boundary.</p>	<p>See OCP RCS Map: shows the City's Urban Containment Boundary (UCB), which is consistent with the MV RGS.</p> <p>The 2040 RGS projection (estimates) for the City are:</p> <ul style="list-style-type: none"> <li>• Population = 275,000</li> <li>• Dwelling Units = 115,500</li> <li>• Employment = 181,000</li> </ul> <p>The City's 2041 OCP projections (estimates) are consistent with the 2040 RGS, as follows:</p> <ul style="list-style-type: none"> <li>• Population = 280,000</li> <li>• Dwelling Units = 115,000</li> <li>• Employment = 180,000</li> </ul> <p>The 2041 OCP enables the City to strive to achieve these projections, subject to long-term market forces, and government policies and support.</p> <p>The City will strive to achieve these projections by implementing the 2041 OCP and Area Plans, and undertaking demographic projection and policy refinements in collaboration with Metro Vancouver.</p> <p>The City considers that any City projection differences are deemed to be within acceptable RGS estimates (e.g., as such are affected by government policies and funding, the market, the economy, immigration policies).</p>







The Regional Context Statement (RCS) Policy (e.g., provides examples of how the OCP is or can be made consistent with the 2040 RGS)	
<b>STRATEGY 1.2 Focus growth in Urban Centres and Frequent Transit Development Areas.</b>	
<p>Role of Municipalities</p> <p>1.2.6 Adopt Regional Context Statements which:</p> <p>a) provide dwelling unit and employment projections that indicate the municipal share of planned growth and that contribute to achieving the regional share of growth for Urban Centres and Frequent Transit Development Areas as set out in Table 2 (Metro Vancouver Dwelling Unit and Employment Growth Targets for Urban Centres and Frequent Transit Development Areas);</p>	<p>In the 2041 OCP, the City's projected regional share of planned dwelling unit and employment growth are provided (see below) and contribute to achieving the City's regional growth share for its Urban Centre (i.e., City Centre) and any future Frequent Transit Development Areas:</p> <p>For the City Centre:</p> <ul style="list-style-type: none"> <li>• Dwelling units = 47,000</li> <li>• Employment = 60,000</li> </ul> <p>For Outside the City Centre:</p> <ul style="list-style-type: none"> <li>• Dwelling units = 68,000</li> <li>• Employment = 120,000</li> </ul> <p>Note: For FTDAs - In the 2041 OCP, no FTDAs have been identified at this time. Such may be identified over the long-term based on community input, and collaboration with TransLink and Metro Vancouver.</p> <p>These estimates are deemed to be consistent with the 2040 RGS, as any differences are regarded as minor and subject to long-term market forces, government policies and immigration.</p> <p>i) - ii) See 2041 OCP RCS Map which identifies one City Urban Centre (i.e., City Centre) which is consistent with the 2040 RGS.</p> <p>The City's City Centre accommodates most City growth in a manner which is consistent with the 2040 RGS.</p> <p>iii) The 2041 OCP encourages office development, for example, in the City Centre, through non-residential reserves (e.g., near the River Rock Casino, Aberdeen Mall), density bonusing incentives (e.g., for "Institutional" uses), when such developments are near transit like the Canada Line and its 5 stations with an emphasis of creating City Centre High Density Urban Villages which allow offices.</p> <p>iv) The 2041 OCP supports reduced parking requirements in the City Centre for example by continuing reduced residential and commercial parking requirements (e.g., up to 30% and up to and a further 10% reduction for providing TDM measures within 400 m (1,312 ft.) of the Canada Line).</p>
<p>b) include policies for Urban Centres which:</p> <p>i) identify the general location, boundaries and types of Urban Centres on a map generally consistent with the guidelines set out in Table 3 (Guidelines for Urban Centres and Frequent Transit Development Areas) and the Regional Land Use Designations map (Map 2);</p> <p>ii) focus growth and development in Urban Centres, generally consistent with guidelines set out in Table 3 (Guidelines for Urban Centres and Frequent Transit Development Areas);</p> <p>iii) encourage office development through policies and/or other financial incentives, such as zoning that reserves capacity for office uses and density bonus provisions;</p> <p>iv) in coordination with the provision of transit service, establish or maintain reduced residential and commercial parking requirements in Urban Centres, where appropriate;</p>	



The Regional Context Statement (RCS) Policy (e.g., provides examples of how the OCP is or can be made consistent with the 2040 RGS)	
<p>c) include policies for Frequent Transit Development Areas which:</p> <ul style="list-style-type: none"> <li>i) identify on a map, in consultation with TransLink, the general location and boundaries of Frequent Transit Development Areas that are generally consistent with: <ul style="list-style-type: none"> <li>• Table 3 (Guidelines for Urban Centres and Frequent Transit Development Areas);</li> <li>• TransLink's Frequent Transit Network, which may be updated over time;</li> <li>• other applicable guidelines and policies of TransLink for the Frequent Transit Network;</li> </ul> </li> <li>ii) focus growth and development in Frequent Transit Development Areas, generally consistent with the guidelines set out in Table 3 (Guidelines for Urban Centres and Frequent Transit Development Areas);</li> <li>iii) in coordination with the provision of transit service, establish or maintain reduced residential and commercial parking requirements within Frequent Transit Development Areas, where appropriate;</li> </ul> <p>d) include policies for General Urban areas which:</p> <ul style="list-style-type: none"> <li>i) identify the General Urban areas and their boundaries on a map generally consistent with the Regional Land Use Designations map (Map 2);</li> <li>ii) ensure development in General Urban areas outside of Urban Centres and Frequent Transit Development Areas are generally lower density than development in General Urban areas within Urban Centres and Frequent Transit Development Areas;</li> </ul>	<p><b>The Regional Context Statement (RCS) Policy</b> (e.g., provides examples of how the OCP is or can be made consistent with the 2040 RGS)</p> <p>At this time, the 2041 OCP does not identify FTDA's.</p> <p>Such may be identified over the long-term based on community input, and collaboration with TransLink and Metro Vancouver.</p> <p>i) The 2041 OCP RCS Map: identifies where the RGS General Urban designation is located.</p> <p>ii) The 2041 OCP supports such actions, for example, by proposing that:</p> <ul style="list-style-type: none"> <li>• in the City Centre: development occurs at higher densities (e.g., 3 FAR);</li> <li>• outside the City Centre: <ul style="list-style-type: none"> <li>- development occurs at lower densities (e.g., up to 1-2 FAR), for example, townhouses along certain arterial roads and the densification of some shopping centres to provide a mix of housing types, local-serving commercial activities and good access to transit at lower densities;</li> <li>- non-residential major trip generating uses may include: office, commercial, (e.g., generally limited to 1.5 FAR and with TOD and related measures).</li> </ul> </li> </ul> <p>At this time, no Frequent Transit Development Areas are established but may be later.</p> <p>At this time, no small scale Local Centres are established as they are not currently needed, but may be established later, if needed.</p>



<b>The Regional Context Statement (RCS) Policy</b> (e.g., provides examples of how the OCP is or can be made consistent with the 2040 RGS)		
	<p>iii) where appropriate, identify small scale Local Centres in the General Urban areas that provide a mix of housing types, local serving commercial activities and good access to transit. Local Centres are not intended to compete with or compromise the role of Urban Centres and should preferably be located within Frequent Transit Development Areas (see Map 11);</p> <p>iv) exclude non-residential major trip-generating uses, as defined in the Regional Context Statement, from those portions of General Urban areas outside of Urban Centres and Frequent Transit Development Areas;</p> <p>v) encourage infill development by directing growth to established areas, where possible;</p>	<p>e) include policies that, for Urban Centres or Frequent Transit Development Areas that overlay Industrial, Mixed Employment, or Conservation and Recreation areas, the Industrial, Mixed Employment, and Conservation and Recreation intent and policies prevail, except that higher density commercial would be allowed in the Mixed Employment areas contained within the overlay area;</p>
	<p>iii) At this time no small scale Local Centres are proposed.</p> <p>iv) Non-residential major trip-generating uses include, for example, large box retail, and high density office towers, commercial and institutional uses.</p> <p>The 2041 OCP mainly encourages such uses in the City Centre (e.g., at up to 3 FAR).</p> <p>The 2041 OCP excludes such uses, in much of the General Urban area outside of the City Centre by only allowing them on a limited basis at lower densities certain areas for example:</p> <ul style="list-style-type: none"> <li>• as per the existing West Cambie Area Plan, Alexandra quarter section policies at up to 1.2 FAR;</li> <li>• in certain Mixed Employment places along Bridgeport Road at up to 1.2 FAR;</li> <li>• along the east side of No. 5 Road ("Highway To Heaven") which allows large community institutional uses (e.g., assemblies, schools; at 0.25 FAR), where the "backlands" are farmed.</li> </ul> <p>v) Infill development is allowed by directing it to established areas, for example:</p> <ul style="list-style-type: none"> <li>• permitting townhouses along certain arterial roads;</li> <li>• densifying around some shopping centres, to provide a mix of housing types, local-serving commercial activities and good access to transit, at low density (e.g., 1.2 FAR);</li> <li>• permitting smaller single family lots in some areas;</li> <li>• permitting coach houses and granny flats (e.g., in Edgemere).</li> </ul> <p>At this time, no Frequent Transit Development Areas (FTDA) are identified but may be after more City planning and consultation with TransLink.</p>	<p>The 2041 OCP does not propose any Urban Centres or FTDA's which overlay Industrial, Mixed Employment or Conservation and Recreation areas.</p>



<b>The Regional Context Statement (RCS) Policy</b> (e.g., provides examples of how the OCP is or can be made consistent with the 2040 RCS)	
<p>f) for Urban Centres, Frequent Transit Development Areas and General Urban areas, include policies which:</p> <ul style="list-style-type: none"> <li>i) support continued industrial uses by minimizing the impacts of urban uses on industrial activities;</li> <li>ii) encourage safe and efficient transit, cycling and walking;</li> <li>iii) implement transit priority measures, where appropriate;</li> <li>iv) support district energy systems and renewable energy generation, where appropriate.</li> </ul>	<p>The 2041 OCP, in the City Centre:</p> <ul style="list-style-type: none"> <li>continues to support industrial uses, for example, by designating several non-residential areas for industrial activities (e.g., around the River Rock Casino, Aberdeen Mall);</li> <li>encourages safe and efficient transit, cycling and walking (see Mobility and Access chapter), for example, in high density villages around the Canada Line, creating a finer network of streets, promoting rolling (e.g., wheel chair and scooter use) and bicycle lanes and pathways;</li> <li>enables transit priority measures, for example, providing a transit-only signal on No. 3 Road to provide bus access to the Richmond-Brighouse off-street bus mall;</li> <li>enables, promotes and requires, district energy systems and renewable energy generation, where appropriate, (see the Sustainable Infrastructure and Resources chapter), for example: district energy is being required around the Oval and explored elsewhere in the City Centre; having energy efficient requirements above the BC Building Code (e.g., LEED, EnerGuide 80, ASHRAE 90. 1-2007 standards); increasing waste diversion by increasing recycling (and decreasing waste), and promoting solar energy, sewage and river heat recovery, and exploring wind systems.</li> </ul> <p>The 2041 OCP, for areas outside the City Centre:</p> <ul style="list-style-type: none"> <li>continues to support industrial uses, for example, by designating several areas for industrial uses (e.g., Mitchell Island; the portions of Riverside Industrial Park; along Bridgeport Road);</li> <li>encourages safe and efficient transit, cycling and walking (see Mobility and Access chapter), for example: along certain arterial roads and when densifying shopping centres), promoting walking, bicycling and rolling (e.g., wheel chair and scooter use), bicycling lanes and pathways;</li> <li>supports the implementation of transit priority measures, for example, queue-jumper lanes in congested areas where feasible and, when densifying shopping centres, reduce parking and improving TOD measures;</li> <li>enables, promotes, and requires district energy systems and renewable energy generation, where appropriate, (see the Sustainable Infrastructure and Resources chapter), for example: district energy is being required in the West Cambie Alexandria neighbourhood; and having energy efficient requirements above the BC Building Code (e.g., LEED, EnerGuide 80, ASHRAE 90. 1-2007 standards), increasing waste diversion by increasing recycling and decreasing waste, and promoting solar energy, sewage and river heat recovery, and wind systems.</li> </ul>





The Regional Context Statement (RCS) Policy (e.g., provides examples of how the OCP is or can be made consistent with the 2040 RGS)	
STRATEGY 1.3 Protect Rural areas from urban development.	
Role of Municipalities 1.3.3 Adopt Regional Context Statements which:	
a) identify the Rural areas and their boundaries on a map generally consistent with the Regional Land Use Designations map (Map 2);	<ul style="list-style-type: none"><li>• The 2040 RGS does not designate any City land as RGS "Rural" .</li><li>• 2041 OCP does not propose any land to have a RGS "Rural" designation.</li></ul>
b) limit development to a scale, form, and density consistent with the intent for the Rural land use designation, and that is compatible with on-site sewer servicing;	
c) include policies which: <ul style="list-style-type: none"><li>i) specify the allowable density and form, consistent with Action 1.3.1, for land uses within the Rural land use designation;</li><li>ii) support agricultural uses within the Agricultural Land Reserve, and where appropriate, outside of the Agricultural Land Reserve.</li></ul>	
RGS GOAL 2 SUPPORT A SUSTAINABLE ECONOMY	
STRATEGY 2.1 Promote land development patterns that support a diverse regional economy and employment close to where people live.	
Role of Municipalities 2.1.4 Adopt Regional Context Statements which:	
a) include policies that support appropriate economic development in Urban Centres, Frequent Transit Development Areas, Industrial and Mixed Employment areas;	<p>The 2041 OCP supports such policies (see Resilient Economy chapter), for example, by focussing on six core strategies:</p> <ol style="list-style-type: none"><li>1. The Asia—Pacific Gateway;</li><li>2. Knowledge Based Industries;</li><li>3. Amenities and Attractions (e.g., population serving industries, retail, accommodation, cultural sport, natural and visitor attractions);</li><li>4. Sustainable Resource use (e.g., protect agricultural lands, promote Eco-Industrial uses, promote adequate transit services, support increased agricultural viability, local resource generation, use and sharing);</li><li>5. Population Services (e.g., schools, universities, hospitals, child care);</li><li>6. Micro Businesses (e.g., promote live-work, work-live uses and home based businesses).</li></ol>



The Regional Context Statement (RCS) Policy (e.g., provides examples of how the OCP is or can be made consistent with the 2040 RGS)	
	<p>These long-term economic objectives are to be implemented, for example:</p> <ul style="list-style-type: none"> <li>• in the City Centre: by designating industrial, office and commercial and institutional areas along the Canada Line, around the Canada Line Stations and around the Oval;</li> <li>• outside the City Centre: by designating Industrial areas, for example, (e.g., Mitchell Island, portions of the Riverside Industrial Park, along Bridgeport Road) and by designating Mixed Employment areas (e.g., portions of the Riverside Industrial Park, along Bridgeport Road, and along the Knight Street Corridor [e.g., Crestwood]).</li> </ul> <p>No FTDA's are designated, at this time.</p>
b) support the development of office space in Urban Centres, through policies such as zoning that reserves land for office uses, density bonus provisions to encourage office development, variable development cost charges, and/or other financial incentives;	<p>The 2041 OCP highly supports office uses in the City Centre, for example, by designating areas (e.g., around the casino and Aberdeen Mall) for non-residential uses such as offices; and encouraging offices around the Canada Line Stations and Oval; providing density bonuses, reduced parking requirements and promoting TOD measures.</p>
c) include policies that discourage major commercial and institutional development outside of Urban Centres or Frequent Transit Development Areas;	<p>The 2041 OCP discourages such uses (e.g., big box retail, universities, institutional uses), outside the City Centre, for example, by limiting them to certain areas where they are already allowed (e.g., in the 2006 approved West Cambie Alexandra area and the 2010 approved Broadmoor Shopping Centre footprint area, and around certain to be densified shopping centres (e.g., 400M around the Broadmoor, Hamilton, East Cambie, Blundell, Garden City shopping centres), but at lesser densities than the City Centre (e.g., less than 1.5 FAR).</p> <p>In the majority of Richmond, outside the City Centre, large institutional uses (e.g., assemblies) are discouraged, however they are allowed on a limited basis (e.g., in West Cambie, along the east side of No. 5 Road [Highway To Heaven]).</p> <p>This approach balances achieving RGS policies with creating more complete, compact neighbourhoods, promoting TOD, and walkability, and reducing GHG and energy emissions (see Mobility and Access chapter).</p> <p>No FTDA's are proposed at this time.</p>
d) show how the economic development role of Special Employment Areas, post secondary institutions and hospitals are supported through land use and transportation policies.	<p>The 2040 RGS in Map 11, titled: "Local Centres, Hospitals and Post Secondary Institutions" currently recognizes the Vancouver International Airport (YVR) as a Special Employment Area, and the Richmond Hospital and post secondary institutions (e.g., Kwantlen Polytechnic University, Trinity Western University) in the City Centre, and Port Metro Vancouver as long as its needs are met in the urban footprint.</p> <p>The 2041 OCP supports such uses (see Resilient Economy; Mobility and Accessibility chapters), for example:</p> <ul style="list-style-type: none"> <li>• Re Land Use: for example, designating YVR as Airport (Industrial) and integrating YVR and City land use plans; designating the Hospital and Post Secondary uses as institutional or other appropriate designation to protect and enhance them.</li> <li>• Re Transportation: by encouraging efficient transit services to and from them (see Resilient Economy; and Mobility and Access chapters)</li> <li>• Note: With such stakeholders, the City has strong ongoing, mutually beneficial partnerships.</li> </ul>



The Regional Context Statement (RCS) Policy (e.g., provides examples of how the OCP is or can be made consistent with the 2040 RGS)	
<b>STRATEGY 2.2 Protect the supply of industrial land.</b>	
Role of Municipalities 2.2.4 Adopt Regional Context Statements which:	
a) identify the Industrial areas and their boundaries on a map generally consistent with the Regional Land Use Designations map (Map 2);	The 2041 OCP designates Industrial areas consistent with the 2040 RGS (See OCP RCS Map).
b) include policies for Industrial areas which: <ul style="list-style-type: none"> <li>i) support and protect industrial uses;</li> <li>ii) support appropriate accessory uses, including commercial space and caretaker units;</li> <li>iii) exclude uses which are inconsistent with the intent of industrial areas, such as medium and large format retail, residential uses (other than industrial caretaker units where necessary), and stand-alone office uses that are not supportive of industrial activities;</li> <li>iv) encourage better utilization and intensification of industrial areas for industrial activities;</li> </ul>	<p>The 2041 OCP supports and protects Industrial uses for example by (see Resilient Economy chapter; see OCP RCS Map):</p> <ul style="list-style-type: none"> <li>• designating Industrial areas consistent with the 2040 RGS;</li> <li>• designating YVR on Sea Island as Airport (Industrial);</li> <li>• co-operating with YVR to assist in achieving its long-term airport needs (e.g., through servicing, transportation improvements);</li> <li>• designating Port Metro Vancouver (PMV) lands which are within the urban footprint as Industrial. Note, the PMV Gilmore lands are designated Agriculture;</li> <li>• enhancing industrial policies and guidelines for certain portions of the Bridgeport Road Corridor to make it more efficient and attractive;</li> <li>• supporting accessory commercial space (e.g., small retail) and caretaker units;</li> <li>• excluding medium and large format retail (e.g., big box) and principal residential uses;</li> <li>• excluding non-supportive stand alone offices;</li> <li>• promoting walking, cycling and transit in Industrial areas;</li> <li>• over time, consider increasing Industrial density and height, and improving energy efficiencies (e.g., transit) and amenities (e.g., bike paths, open space).</li> </ul>
c) identify the Mixed Employment areas and their boundaries on a map generally consistent with the Regional Land Use Designations map (Map 2);	The 2041 OCP designates Mixed Employment areas consistent with the 2040 RGS (See RCS Map) (e.g., along Bridgeport Road, the Knight Street corridor, portions of the Riverside Industrial Park).



<b>The Regional Context Statement (RCS) Policy</b> (e.g., provides examples of how the OCP is or can be made consistent with the 2040 RGS)	
i) - iii) The 2041 OCP supports such policies (i.e., Outside the City Centre) (see Resilient Economy), for example, by: <ul style="list-style-type: none"> <li>• designating Mixed Employment areas consistent with the 2040 RGS (e.g., portions of the Riverside Industrial Park, and along Knight Street and portions of the Bridgeport corridor);</li> <li>• actively implementing the 2009 approved City Centre Area Plan;</li> <li>• considering outside the City Centre, densifying certain planning areas and shopping centres over time which allow mixed employment uses;</li> </ul>	d) include policies for Mixed Employment areas which: <ul style="list-style-type: none"> <li>i) support a mix of industrial, commercial, office and other related employment uses, while maintaining support for established industrial areas, including potential intensification policies for industrial activities, where appropriate;</li> </ul>
iv) Note: The 2041 OCP does not designate Mixed Employment areas in the Urban Centre (i.e., the City Centre) and does not propose FTDA's at this time;	ii) allow large and medium format retail, where appropriate, provided that such development will not undermine the broad objectives of the Regional Growth Strategy;
v) The 2041 OCP enables Industrial and Mixed Employment activities in certain areas (e.g., portions of the Bridgeport Road Corridor, Crestwood), as these areas already have good access and transit service;	iii) support the regional objective of concentrating commercial and other major trip-generating uses in Urban Centres and Frequent Transit Development Areas;
vi) excluding residential uses, except for accessory caretaker units in Mixed Employment areas.	iv) where Mixed Employment areas are located within Urban Centres or Frequent Transit Development Areas, support higher density commercial development and allow employment and service activities consistent with the intent of Urban Centres or Frequent Transit Development Areas;
	v) allow low density infill / expansion based on currently accepted local plans and policies in Mixed Employment areas and support increases in density only where the Mixed Employment area has transit service or where an expansion of transit service has been identified in TransLink's strategic transportation plans for the planned densities;
	vi) exclude residential uses, except for an accessory caretaker unit;





The Regional Context Statement (RCS) Policy (e.g., provides examples of how the OCP is or can be made consistent with the 2040 RGS)	
e) include policies which help reduce environmental impacts and promote energy efficiency.	The 2041 OCP includes such policies, (see the Sustainable Infrastructure and Resources chapter), for example, by exploring, promoting and requiring district energy systems and renewable energy generation, where appropriate (e.g., in the West Cambie Alexandria area), through energy efficiency requirements above the BC Building Code (e.g., LEED, EnerGuide 80, ASHRAE 90. 1-2007 standards), increasing waste diversion by increasing recycling and decreasing waste, and promoting solar energy, sewage and river heat recovery, and wind systems.
<b>STRATEGY 2.3 Protect the supply of agricultural land and promote agricultural viability with an emphasis on food production.</b>	
Role of Municipalities 2.3.6 Adopt Regional Context Statements which:	
a) specify the Agricultural areas and their boundaries on a map generally consistent with the Regional Land Use Designations map (Map 2);	The 2041 OCP designates Agricultural areas consistent with the 2040 RGS (See RCS Map).
b) include policies to support agricultural viability including those which: <ul style="list-style-type: none"> <li>i) assign appropriate regional land use designations that support agricultural viability and discourage non-farm uses that do not complement agriculture;</li> <li>ii) discourage subdivision of agricultural land leading to farm fragmentation;</li> <li>iii) where feasible, and appropriate with other governments and agencies, maintain and improve transportation, drainage and irrigation infrastructure to support agricultural activities;</li> <li>iv) manage the agricultural-urban interface to protect the integrity and viability of agricultural operations (e.g., buffers between agricultural and urban areas or edge planning);</li> <li>v) demonstrate support for economic development opportunities for agricultural operations (e.g., processing, agri-tourism, farmers' markets and urban agriculture);</li> </ul>	<p>The 2041 OCP supports such policies, (see OCP Agriculture and Food chapter).</p> <p>Note that Richmond continues to implement its 2003 Richmond Agricultural Viability Strategy (RAVS) which has been a very valuable strategy to enhance agriculture viability (e.g., establishing the Richmond Agricultural Advisory Committee [AAC], improving agricultural drainage, buffering urban developments along the ALR boundary, enabling seasonal farm worker dwellings, promoting agri-industries [cranberry processing, farm based wineries] supporting \$1.25 million Nelson Road interchange and seeking senior government funding for drainage).</p> <ul style="list-style-type: none"> <li>i) designating Agricultural areas consistent with the 2040 RGS (See RCS Map);           <ul style="list-style-type: none"> <li>• continue to implement the 2003 Richmond Agricultural Viability Strategy (RAVS) which has been a very valuable strategy to enhance agriculture viability (e.g., established the Richmond Agricultural Advisory Committee [AAC], improving agricultural drainage, buffering urban developments along the ALR boundary, enabling seasonal farm worker dwellings, promoting agri-industries [cranberry processing, farm based wineries] supporting \$1.25 million Nelson Road interchange and seeking senior government funding for drainage);</li> </ul> </li> <li>ii) discouraging subdivision into small farms which would create impractical farm sizes and by co-operating with the ALC and following ALR requirements;           <ul style="list-style-type: none"> <li>• encouraging lot owners who do not have access to improved roads, to either consolidate their lots or enter into farm access agreements in order to gain farm access;</li> <li>• discouraging wherever possible, roads in the ALR except, as noted on the Agriculture and Food chapter map titled Existing Status of Road Improvements in the ALR map;</li> </ul> </li> <li>iii) continuing to maintain and improve drainage, irrigation and transportation, to support agricultural activities (e.g., in East Richmond), where feasible and with other agencies;</li> <li>iv) continuing to manage the agricultural-urban interface to protect the viability of agricultural operations (e.g., requiring buffers between agricultural and urban areas, consulting with the Agricultural Advisory Committee);</li> <li>v) supporting such opportunities, for example, by implementing and enhancing the 2003 Richmond Agricultural Viability Strategy (RAVS), as resources enable (e.g., senior government drainage funding, allowing seasonal farm dwellings, agri-tourism, farm based wineries, and the proposed Kwantlen horticultural farm and sustainable farm programs);</li> </ul>



The Regional Context Statement (RCS) Policy (e.g., provides examples of how the OCP is or can be made consistent with the 2040 RGS)	
vi) encourage the use of agricultural land, with an emphasis on food production; viii) support educational programs that provide information on agriculture and its importance for the regional economy and local food systems.	vi) supporting food production, for example, by improving infrastructure (e.g., diking, irrigation, drainage), enabling a range of farming, discouraging principle residential uses, supporting food security, urban agriculture and regional food strategies; vii) supporting a range of educational agricultural programs, for example by collaborating with the Province, ALC, Metro Vancouver, Vancouver Coastal Health, Richmond food security groups, and hosting farm tours and workshops.
<b>RGS GOAL 3 PROTECT THE ENVIRONMENT AND RESPOND TO CLIMATE CHANGE IMPACTS</b>	
<b>STRATEGY 3.1 Protect Conservation and Recreation lands.</b>	
Role of Municipalities 3.1.4 Adopt Regional Context Statements which:	
a) identify Conservation and Recreation areas and their boundaries on a map generally consistent with the Regional Land Use Designations map (Map 2);	The 2041 OCP designates Conservation and Park areas consistent with the 2040 RGS (See RCS Map).
b) include land use policies to support the protection of Conservation and Recreation areas that are generally consistent with the following: i) public service infrastructure, including the supply of high quality drinking water; ii) environmental conservation; iii) recreation, primarily outdoor; iv) education, research and training facilities and uses that serve conservation and/or recreation users; v) commercial uses, tourism activities, and public, cultural or community amenities that are appropriately located, scaled and consistent with the intent of the designation; vi) limited agriculture use, primarily soil-based;	The 2041 OCP supports such policies (see OCP Connected Neighbourhoods; Island Natural Environment, Open Space and Public Realm; and Sustainable Infrastructure and Resources chapters), for example, by: <ul style="list-style-type: none"> <li>• public service infrastructure, including the supply of high quality drinking water, for example, by co-operating with Metro Vancouver to provide clean, safe drinking water, monitoring, minimizing leakages and improving, distribution and conservation;</li> <li>• implementing the new Island Natural Environment, Open Space and Public Realm policies and co-operating with agencies (e.g., FREMP, BC Environment, Metro Vancouver, YVR, Port Metro Vancouver);</li> <li>• enabling a range of recreation uses including outdoor activities for all ages both in Conservation and Park areas and across the City, for example, through the City's extensive parks and facilities including the Garry Point Park, Terra Nova Nature and Rural Parks, Metro Vancouver's Iona Beach Regional Park and through stakeholder interpretive and wellness programs;</li> <li>• enabling certain commercial uses (e.g., canteens) tourism activities (e.g., Tall Ships, Ships To Shore, the Steveson Salmon Festival), multi-cultural celebrations (e.g., Chinese New Year) and public, cultural amenities (e.g., Minoru Park, the Richmond Nature Park and interpretive programs, McDonald Beach boat launch);</li> <li>• enabling primarily soil-based agriculture use in Conservation and Park areas (e.g., the Terra Nova Nature and Rural Parks).</li> </ul>
c) include policies, where appropriate, that effectively buffer Conservation and Recreation areas from activities in adjacent areas.	The 2041 OCP supports such policies (see OCP Connected Neighbourhoods; and Island Natural Environment, Open Space and Public Realm chapters), for example, by having large park areas and ample park facility setbacks, including planting park edges with trees, and separating park and recreation uses by roads.



The Regional Context Statement (RCS) Policy (e.g., provides examples of how the OCP is or can be made consistent with the 2040 RGS)	
<b>STRATEGY 3.2 Protect and enhance natural features and their connectivity.</b>	
<p>Role of Municipalities</p> <p>3.2.4 Adopt Regional Context Statements which include policies and/or maps that indicate how ecologically important areas and natural features will be managed (as conceptually shown on Map 10) (e.g., steep slopes and ravines, intertidal areas and other natural features not addressed in Strategy 3.1).</p>	<p>The 2040 RGS Map 10 is titled: Natural Features and Land Cover, RGS Strategy 3.2 primarily addresses conservation and recreation uses including commercial, tourism, public, cultural and community amenities, and related education, research and training facilities and that serve the users.</p> <p>The 2041 OCP supports such actions (see OCP the Connected Neighbourhoods; and Island Natural Environment and Open Space and Public Realm, and Sustainable Infrastructure and Resources chapters), for example, by implementing the 2012 Environmentally Sensitive Areas (ESA) Management Strategy which includes a best practices Ecological Network Concept, Riparian Area and enhanced 2012 ESA policies and guidelines.</p> <p>The Ecological Network (EN) policies strive to better manage over approximately 16,188 ha (40,000 ac.) through interagency co-operation.</p> <p>The RGS Map 9 is titled: "Regional Recreation Greenway Network" and includes RGS Conservation and Recreation areas, the Regional Recreation Greenways Network, watercourses, tidal flats and wetland areas.</p> <p>The Regional Recreation Greenway Network is to be connected, as feasible, to City trails, bikeways and greenways and parks where appropriate.</p> <p>The 2041 OCP supports such actions (see OCP Connected Neighbourhoods; and Island Natural Environment and Open Space and Public Realm chapters), for example, by promoting a maintaining and enhancing a range of City-wide parks and trails to improve mobility and accessibility for all ages.</p>
<p>3.2.5 In collaboration with other agencies, develop and manage municipal components of the Metro Vancouver Regional Recreation Greenway Network and connect community trails, bikeways and greenways to the Regional Recreation Greenway Network where appropriate.</p>	<p>The 2041 OCP supports such actions (see OCP Island Natural Environment, Open Space and Public Realm chapter), for example, by implementing the 2012 Environmentally Sensitive Areas (ESA) Management Strategy which includes an Ecological Network, the Eco Plus+ Concept, Riparian Area and enhanced ESA policies and guidelines. It also encourages the exploration of conservation covenants, land trusts, tax exemptions, ecological gain and eco-gifting approaches.</p>
<p>3.2.6 Identify where appropriate measures to protect, enhance and restore ecologically important systems, features, corridors and establish buffers along watercourses, coastlines, agricultural lands, and other ecologically important features (e.g., conservation covenants, land trusts, tax exemptions and ecogifting).</p>	
<p>3.2.7 Consider watershed and ecosystem planning and/or Integrated Stormwater Management Plans in the development of municipal plans.</p>	<p>The 2041 OCP considers such actions (see Island Natural Environment and Sustainable Infrastructure and Resources chapters), for example, by implementing the 2012 Environmentally Sensitive Areas (ESA) Management Strategy which includes Ecological Network, Eco Gain, Riparian Area and enhanced ESA policies and guidelines.</p> <p>The 2041 OCP supports integrated stormwater management plans, for example, by supporting Metro Vancouver's Drinking Water Management Plan and integrating it with City-wide and area plan infrastructure improvements over time.</p> <p>Annual progress is anticipated, based on approved City priorities and work programs, and senior government and regional partner funding, programming and support.</p>



The Regional Context Statement (RCS) Policy (e.g., provides examples of how the OCP is or can be made consistent with the 2040 RCS)	
<p><b>STRATEGY 3.3 Encourage land use and transportation infrastructure that reduce energy consumption and greenhouse gas emissions, and improve air quality.</b></p> <p>Role of Municipalities</p> <p>3.3.4 Adopt Regional Context Statements which:</p> <p>a) identify how municipalities will use their land development and transportation strategies to meet their greenhouse gas reduction targets and consider how these targets will contribute to the regional targets;</p>	<p>a) The 2041 OCP supports such actions (see Climate Change Response chapter), for example, by addressing the following:</p> <ul style="list-style-type: none"> <li>Community-wide GHG Reduction Targets (similar to Metro Vancouver's):             <ul style="list-style-type: none"> <li>1–33% below 2007 levels by 2020;</li> <li>2–80% below 2007 levels by 2050:                 <ul style="list-style-type: none"> <li>as Richmond's GHG emissions are generated 41% by buildings and 55% by transportation achieving both targets is subject to the understanding that the Province and other jurisdictions will undertake necessary GHG reduction improvements and provide the City with funding to achieve these targets including building retrofits and TOD measures;</li> <li>as well the City will continue to implement City GHG related policies (e.g., the City's Sustainability Framework, Official Community Plan [e.g., compact land use patterns, complete communities]; City Centre Area Plan [e.g., High Density Urban Villages, and Transit Oriented Development, transportation demand management and district energy initiatives]);</li> </ul> </li> </ul> </li> </ul>
<p>b) identify policies and/or programs that reduce energy consumption and greenhouse gas emissions, and improve air quality from land use and transportation infrastructure, such as:</p> <ul style="list-style-type: none"> <li>existing building retrofits and construction of new buildings to green performance guidelines or standards, district energy systems, and energy recovery and renewable energy generation technologies, such as solar panels and geoechange systems, and electric vehicle charging infrastructure;</li> <li>community design and facility provision that encourages transit, cycling and walking (e.g., direct and safe pedestrian and cycling linkages to the transit system);</li> </ul>	<p>b) Community-wide Energy Reduction Target of 10% from 2007 levels by 2020:</p> <ul style="list-style-type: none"> <li>similar to above, achieving Richmond's Energy Reduction Target is subject to the understanding that the Province and other jurisdictions will undertake the necessary improvements and funding;</li> <li>examples of improving air quality include changing from a 2008 mode share of 83% automobile, to a reduced 2041 automobile mode share of 49% (e.g., by promoting transit, walking trails, bicycle paths, ride share). Regarding electric car plug-ins, promote having a minimum of 20% of parking stalls with a 12 volt receptacle and an additional 25% of parking stalls to accommodate future electric vehicle charging equipment (e.g., pre-ducting).</li> <li>promoting improved Triple Bottom Line (i.e., social, economic, environmental) analyses to achieve more benefits (e.g., promote improved energy performance within existing [retrofit] and new buildings; the increased use of transit; a greater diversion of solid waste through increased recycling and material reuse, improved waste energy capture);</li> <li>implementing a comprehensive Community Energy and Emissions Plan (CEEP);</li> <li>requesting increased provincial assistance, as many of the community's GHG reduction targets and actions (e.g., improved building energy efficiencies, reduced emissions from vehicles, the increased reliance on walking, cycling and transit), require Provincial legislation, policy, program and funding assistance;</li> <li>supporting integrated storm water management and water conservation objectives, for example, see the Sustainable Infrastructure and Resources chapter;</li> </ul>





The Regional Context Statement (RCS) Policy (e.g., provides examples of how the OCP is or can be made consistent with the 2040 RCS)	
c) focus infrastructure and amenity investments in Urban Centres and Frequent Transit Development Areas, and at appropriate locations along TransLink's Frequent Transit Network;	c) Investments in GHG emissions and energy consumption reductions which improve air quality are concentrated in the City Centre, and will be considered in shopping centre densification and any future FTDA's;
d) implement land use policies and development control strategies which support integrated storm water management and water conservation objectives.	d) Policies which support integrated storm water management include participating in regional climate change initiatives, harvesting rain water for non-potable uses and storing rain water on site.  Policies which support water conservation include participating in regional climate change initiatives, reducing water demand through water metering, low flow fixtures, leak reduction, pressure management approaches, and reduced lawn watering.
<b>STRATEGY 3.4 Encourage land use and transportation infrastructure that improve the ability to withstand climate change impacts and natural hazard risks.</b>	
Role of Municipalities 3.4.4 Adopt Regional Context Statements that include policies to encourage settlement patterns that minimize risks associated with climate change and natural hazards (e.g., earthquake, flooding, erosion, subsidence, mudslides, interface fires).	The 2041 OCP supports such actions (see OCP Climate Change Response; Sustainable Infrastructure and Resources; and Island Natural Environment and Open Space and Public Realm chapters), for example, by implementing comprehensive climate change management, capacity building, mitigation, carbon retention and adaptation policies which address community response, emission reduction, and target integration with other City policies (e.g., land use, transportation).  As well, the City supports continued improvements in Building Code, seismic and flood protection policies.
3.4.5 Consider incorporating climate change and natural hazard risk assessments into the planning and location of municipal utilities, assets and operations.	The 2041 OCP supports such actions (see Sustainable Infrastructure and Resources), for example by, implementing the City's 2008–2031 Flood Protection Strategy and Flood Plain Designation and Protection bylaws, improving the critical perimeter dike, supporting Fraser River dredging, flood proofing City buildings to appropriate standards and co-operating with stakeholders in flood management best practices.



The Regional Context Statement (RCS) Policy (e.g., provides examples of how the OCP is or can be made consistent with the 2040 RGS)	
RGS GOAL 4 DEVELOP COMPLETE COMMUNITIES	
STRATEGY 4.1 Provide diverse and affordable housing choices.	
<p>Role of Municipalities</p> <p>4.1.7 Adopt Regional Context Statements which:</p> <p>a) include policies or strategies that indicate how municipalities will work towards meeting the estimated future housing demand as set out in Appendix Table A.4, which:</p> <p>i) ensure the need for diverse housing options is articulated in municipal plans and policies, including neighbourhood and area plans;</p> <p>ii) increase the supply and diversity of the housing stock through infill developments, more compact housing forms and increased density;</p> <p>iii) in collaboration with the federal government and the province, assist in increasing the supply of affordable rental units for households with low or low to moderate incomes through policies, such as density bonus provisions, inclusionary zoning or other mechanisms, particularly in areas that are well served by transit;</p> <p>iv) encourage and facilitate affordable housing development through measures such as reduced parking requirements, streamlined and prioritized approval processes, below market leases of publicly owned property, and fiscal measures.</p>	<p>The 2041 OCP supports such actions (see OCP Connected Neighbourhoods chapter), for example, by:</p> <p>i) - ii)</p> <ul style="list-style-type: none"> <li>• implementing the 2007 Affordable Housing Strategy and completing its update (e.g., in 2012);</li> <li>• enabling a range of housing types (e.g., secondary suites, coach houses, granny flats, live-work, work-live, row housing) and affordable housing in High Density Urban Villages around the Canada Line Stations and Oval, as shopping centres density, along certain arterial roads and in many residential neighbourhoods;</li> <li>• considering innovative housing policies when updating area plans.</li> </ul> <p>iii) - iv)</p> <ul style="list-style-type: none"> <li>• collaborating with the federal government, Province, Metro Vancouver, UDI, developers and housing agencies to increase affordable housing and rental units for households with low or low to moderate incomes (e.g., through research, policies funding);</li> <li>• enabling a wide range of incentives to improve housing and its affordability (e.g., density bonusing, parking reductions near transit, using the City Affordable Housing Reserves);</li> <li>• the OCP enables the City to pursue multiple objectives at the same time, for example promoting affordable housing by reducing parking and providing density bonusing. In cases, this may include partly reducing parking to achieve affordable housing and also partly taking cash-in-lieu of parking to support providing TDM measures. This approach continues to work well as it provides flexibility to meet community and project specific needs.</li> </ul>



The Regional Context Statement (RCS) Policy (e.g., provides examples of how the OCP is or can be made consistent with the 2040 RGS)	
<p>Role of Municipalities</p> <p>4.1.8 Prepare and implement Housing Action Plans which:</p> <ul style="list-style-type: none"> <li>a) assess local housing market conditions, by tenure, including assessing housing supply, demand and affordability;</li> <li>b) identify housing priorities, based on the assessment of local housing market conditions, and consideration of changing household demographics, characteristics and needs;</li> <li>c) identify implementation measures within the jurisdiction and financial capabilities of municipalities, including actions set out in Action 4.1.7;</li> <li>d) encourage the supply of new rental housing and where appropriate mitigate or limit the loss of existing rental housing stock;</li> <li>e) identify opportunities to participate in programs with other levels of government to secure additional affordable housing units to meet housing needs across the continuum;</li> <li>f) cooperate with and facilitate the activities of the Metro Vancouver Housing Corporation under Action 4.1.5.</li> </ul>	<p>The 2041 OCP supports such actions (see Connected Neighbourhoods; Social Inclusion and Accessibility chapters), for example, by:</p> <ul style="list-style-type: none"> <li>• completing the 2007 Affordable Housing Strategy update;</li> <li>• partnering with senior governments, the MVHC, housing providers and operators, and developers to provide housing projects based on specific updated housing needs assessments;</li> <li>• periodically updating City demographic projections including dwelling units.</li> </ul>
<b>STRATEGY 4.2 Develop healthy and complete communities with access to a range of services and amenities.</b>	
<p>Role of Municipalities</p> <p>4.2.4 Include policies within municipal plans or strategies, that may be referenced in the Regional Context Statements, which:</p> <ul style="list-style-type: none"> <li>a) support compact, mixed use, transit, cycling and walking oriented communities;</li> </ul>	<p>The 2041 OCP supports such actions (see OCP Connected Neighbourhoods; and Mobility and Access chapters), for example, by:</p> <ul style="list-style-type: none"> <li>• in the City Centre, implementing High Density Urban Villages around the Canada Line stations and the Oval;</li> <li>• outside the City Centre, densifying certain shopping centres to enable more compact uses;</li> <li>• updating area plans to facilitate mixed uses, and improved mobility and access.</li> </ul>



The Regional Context Statement (RCS) Policy (e.g., provides examples of how the OCP is or can be made consistent with the 2040 RCS)	
b) locate community, arts, cultural, recreational, institutional, medical/health, social service, education facilities and affordable housing development in Urban Centres or areas with good access to transit;	The 2041 OCP supports such facilities (see Vibrant City and Connected Neighbourhoods chapters), for example, by locating community, arts, cultural, recreational, institutional, health, social service, education facilities and affordable housing uses, in the City Centre (e.g., the Arts Precinct), and when densifying certain shopping and updating area plans (e.g., the Broadmoor Shopping Centre, Hamilton area), as densification can facilitate the provision of these services.
c) provide public spaces and other place-making amenities for increased social interaction and community engagement;	The 2041 OCP enables such spaces and amenities (see Vibrant City; and Island Natural Environment, Open Space and Public Realm chapters), for example, by providing City World Class facilities (e.g., the Oval), City parks (e.g., Minoru Park, Garry Point Park, Richmond Nature Park, Brighthouse Park, McDonald Beach Park, Britannia Heritage Shipyard Park and London Farm), City facilities (e.g., the Gateway Theatre), the City's eight community centres and library system, and the School Board's 38 elementary and 10 secondary schools, to enable improving social engagement and multi-cultural celebrations.
d) support active living through the provision of recreation facilities, parks, trails, and safe and inviting pedestrian and cycling environments;	<p>The 2041 OCP supports active living (see Vibrant City; Connected Neighbourhoods; Social Inclusion and Accessibility; and Ecological Network, Open Space and Public Realm chapters), for example, by:</p> <ul style="list-style-type: none"> <li>• in the City Centre, completing the 16 ha (40 ac.) Middle Arm Park on the Fraser River and acquiring over time, another 65 ha (160 ac.) of parkland for a total of 162 ha (400 ac.);</li> <li>• elsewhere in the City, maintaining and enhancing a wide range of recreation facilities, parks, trails, and safe and inviting pedestrian and cycling environments; improving trails and paths to better connect shopping centres, community centres and schools; providing more bike and rolling paths; and upgrading community facilities over time, as resources enable.</li> </ul>
e) support food production and distribution throughout the region, including in urban areas, roof top gardens, green roofs and community gardens on private and municipally-owned lands and healthy food retailers, such as grocery stores and farmers' markets near housing and transit services;	The 2041 OCP supports such actions, (see Agriculture and Food; Vibrant City; Resilient Economy; Island Natural Environment; Open Space and Public Realm chapters), for example, by providing more community gardens on City and private lands, encouraging ALR lands to be farmed, promoting green roofs and food security activities.
f) assess overall health implications of proposed new communities, infrastructure and transportation services, including air quality and noise, with input from public health authorities;	<p>The 2041 OCP enables such assessments (see OCP Safe City); Social Inclusion and Accessibility; Connected Neighbourhoods; Sustainable Infrastructure and Resources chapters), for example, by:</p> <ul style="list-style-type: none"> <li>• continuing to co-operate with Richmond Health Services, promoting healthy lifestyles and wellness programs;</li> <li>• providing safe infrastructure (e.g., transit, roads, trails, dikes and buildings;</li> <li>• improving policing, emergency and fire fighting services;</li> <li>• implementing the OCP Aircraft Noise Sensitive Development (ANSND) policies;</li> <li>• consulting with Metro Vancouver to improve air quality.</li> </ul>





The Regional Context Statement (RCS) Policy (e.g., provides examples of how the OCP is or can be made consistent with the 2040 RGS)	
g) support universally accessible community design;	The 2041 OCP supports universally accessible community design (see OCP Connected Neighbourhoods chapter), for example, by encouraging and requiring a range of improved neighbourhood and housing and building accessibility (e.g., aging in place for all new multi-family residential dwelling units, convertible units in townhouse rezoning applications, adaptable units in apartment rezoning applications).
h) where appropriate, identify small scale Local Centres in General Urban areas that provide a mix of housing types, local-serving commercial activities and good access to transit. Local Centres are not intended to compete with or compromise the role of Urban Centres and should preferably be located within Frequent Transit Development Areas;	The 2041 OCP does not propose RGS Local Centres at this time.
i) recognize the Special Employment Areas as shown on the Local Centres, Hospitals and Post-Secondary Institutions map (Map 11). Special Employment Areas are located outside of Urban Centres and Frequent Transit Development Areas, and are region-serving, special purpose facilities that have a high level of related transportation activity due to employee, student, or passenger trips.	The 2041 OCP (see OCP General Land Use Map; OCP RCS Map) recognize the facilities in 2040 RGS Map 11, titled: "Local Centres, Hospitals and Post Secondary Institutions". These facilities include the Vancouver International Airport (YVR) as a Special Employment Area, and the Richmond Hospital and post secondary institutions (e.g., Kwantlen Polytechnic University and Trinity Western University).
<b>RGS GOAL 5 SUPPORT SUSTAINABLE TRANSPORTATION CHOICES</b>	
<b>STRATEGY 5.1 Coordinate land use and transportation to encourage transit, multiple-occupancy vehicles, cycling and walking.</b>	
Role of Municipalities 5.1.6 Adopt Regional Context Statements which:	
a) identify land use and transportation policies and actions, and describe how they are coordinated, to encourage a greater share of trips made by transit, multiple-occupancy vehicles, cycling and walking, and to support TransLink's Frequent Transit Network;	<p>The 2041 OCP (see Mobility and Access; Connected Neighbourhoods; and Sustainable Infrastructure and Resources chapters) identify such policies and actions:</p> <ul style="list-style-type: none"> <li>• in the City Centre: for example, by better enabling TOD, walking, bicycling and rolling modes;</li> <li>• outside the City Centre: for example, along arterial road redevelopment and in densified shopping centres;</li> <li>• City-wide: improving transit, and bike and rolling paths, and working closely with TransLink to implement the Frequent Transit Network (FTN).</li> </ul>



The Regional Context Statement (RCS) Policy (e.g., provides examples of how the OCP is or can be made consistent with the 2040 RCS)	
b) identify policies and actions that support the development and implementation of municipal and regional transportation system and demand management strategies, such as parking pricing and supply measures, transit priority measures, ridesharing, and car-sharing programs;	The 2041 OCP (see Mobility and Access chapter) identifies such policies and actions, for example, by: <ul style="list-style-type: none"> <li>supporting the implementation of transit priority measures in congested areas where feasible, facilitating the provision of car-share services around Canada Line stations and promoting ride-sharing.</li> </ul>
c) identify policies and actions to manage and enhance municipal infrastructure to support transit, multiple-occupancy vehicles, cycling and walking.	The 2041 OCP (see Mobility and Access chapter) identifies such policies and actions, for example, by improving transit stops, providing bus shelters and benches, expanding the network of bike and rolling paths, and promoting ride sharing programs.
<b>STRATEGY 5.2 Coordinate land use and transportation to support the safe and efficient movement of vehicles for passengers, goods and services.</b>	
Role of Municipalities 5.2.3 Adopt Regional Context Statements which:	
a) identify routes on a map for the safe and efficient movement of goods and service vehicles to, from, and within Urban Centres, Frequent Transit Development Areas, Industrial, Mixed Employment and Agricultural areas, Special Employment Areas, ports, airports, and international border crossings;	The 2041 OCP (see Mobility and Access chapter; RCS Map): <ul style="list-style-type: none"> <li>identifies such routes;</li> <li>identifies such policies and actions, for example, by, promoting efficient transportation, services and alternatives in the City Centre;</li> <li>improves along arterial roads and in densified shopping centres, bike and rolling paths;</li> <li>promotes working closely with TransLink to implement the Major Road Network (MRN) and Frequent Transit Network (FTN), and co-operation with senior governments.</li> </ul>
b) identify land use and related policies and actions that support optimizing the efficient movement of vehicles for passengers, Special Employment Areas, goods and services on the Major Road Network, provincial highways, and federal transportation facilities;	
c) support the development of local and regional transportation system management strategies, such as the provision of information to operators of goods and service vehicles for efficient travel decisions, management of traffic flow using transit priority measures, coordinated traffic signalization, and lane management;	The 2041 OCP (see Mobility and Access chapter) supports such strategies, for example, by improving web-based traffic information including real-time displays of traffic conditions, transit priority measures in congested areas where feasible and traffic signal coordination.



The Regional Context Statement (RCS) Policy (e.g., provides examples of how the OCP is or can be made consistent with the 2040 RGS)	
d) identify policies and actions which support the protection of rail rights-of-way and access points to navigable waterways in order to reserve the potential for goods movement, in consideration of the potential impacts on air quality, habitat and communities.	The 2041 OCP (see Mobility and Access chapter) identifies such policies and actions, for example, by co-ordinating efforts with senior governments, railway companies, Port Metro Vancouver and FREMP.
<b>2040 RGS AND 2041 OCP AND RCS IMPLEMENTATION (See RGS Section F Implementation)</b>	
<b>RGS Section F Implementation Policies</b>	
Providing for Appropriate Municipal Flexibility 6.2.7 A municipality may include language in its Regional Context Statement that permits amendments to the municipality's Official Community Plan to adjust the boundaries of regional land use designations (or their equivalent Official Community Plan designation) within the Urban Containment Boundary, provided that: a) the municipality may re-designate land from one regional land use designation to another regional land use designation, only if the aggregate area of all proximate sites so re-designated does not exceed one hectare;	The 2041 OCP hereby permits such amendments.
b) notwithstanding section 6.2.7 (a), for sites that are three hectares or less, the municipality may re-designate land: <ul style="list-style-type: none"> <li>from Mixed Employment or Industrial to General Urban land use designation, if the site is located on the edge of an Industrial or Mixed Employment area and the developable portion of the site will be predominantly within 150 metres of an existing or approved rapid transit station on TransLink's Frequent Transit Network; or</li> </ul>	The 2041 OCP hereby permits such amendments.



The Regional Context Statement (RCS) Policy (e.g., provides examples of how the OCP is or can be made consistent with the 2040 RGS)	
<ul style="list-style-type: none"> <li>from Industrial to Mixed Employment land use designation if the developable portion of the site will be predominantly within 250 metres of an existing or approved rapid transit station on TransLink's Frequent Transit Network; provided that:             <ul style="list-style-type: none"> <li>- the re-designation does not impede direct rail, waterway, road or highway access for industrial uses; and</li> <li>- the aggregate area of all proximate sites that are re-designated does not exceed three hectares;</li> </ul> </li> </ul>	
c) the aggregate area of land affected by all re-designations under section 6.2.7 (a) and (b) together cannot exceed two percent of the municipality's total lands within each applicable regional land use designation.	The 2041 OCP hereby permits such amendments.
6.2.8 A municipality may include language in its Regional Context Statement that permits amendments to the municipality's Official Community Plan to adjust the boundaries of the municipality's Urban Centres and Frequent Transit Development Areas, provided such boundary adjustments meet the guidelines set out in Table 3 (Guidelines for Urban Centres and Frequent Transit Development Areas) of the Regional Growth Strategy.	The 2041 OCP hereby permits such amendments.
6.2.9 Municipalities will notify Metro Vancouver of all adjustments, as permitted by sections 6.2.7 and 6.2.8, as soon as practicable after the municipality has adopted its Official Community Plan amendment bylaw.	The City will implement RGS policy 6.29.





The Regional Context Statement (RCS) Policy (e.g., provides examples of how the OCP is or can be made consistent with the 2040 RGS)	
6.2.10 If a municipality includes language in its Regional Context Statement that permits amendments to the municipality's Official Community Plan to adjust the boundaries of regional land use designations within the Urban Containment Boundary or the boundaries of Urban Centres and Frequent Transit Development Areas, as permitted by sections 6.2.7 and 6.2.8 respectively, the prescribed adjustments do not require an amendment to the municipality's Regional Context Statement. All other adjustments to regional land use designation boundaries will require an amendment to the municipality's Regional Context Statement, which must be submitted to the Metro Vancouver Board for acceptance in accordance with the requirements of the Local Government Act.	The 2041 OCP hereby permits such amendments.

**Regional Context Statement Designations**

- Urban Containment Boundary
- Airport (Industrial)
- Agriculture
- Conservation and Park Areas
- Industrial
- Mixed Employment
- Various OCP Urban

**Urban Centre**

- City Centre

**Routes for Goods and Services Vehicles**

- Canada Line
- Highway
- Road
- Railway
- Bridge
- Tunnel

**Map Labels:** Knight Street Bridge, Oak Street Bridge, Arthur Laing Bridge, Fraser River, Highway 91, Highway 99, Highway 100, Westminister Hwy, Cambie Rd, Bridgeport Rd, No. 1 Rd Bridge, No. 2 Rd Bridge, No. 3 Rd, No. 4 Rd, No. 5 Rd, No. 6 Rd, No. 7 Rd, No. 8 Rd, No. 9 Rd, No. 10 Rd, No. 11 Rd, No. 12 Rd, No. 13 Rd, No. 14 Rd, No. 15 Rd, No. 16 Rd, No. 17 Rd, No. 18 Rd, No. 19 Rd, No. 20 Rd, No. 21 Rd, No. 22 Rd, No. 23 Rd, No. 24 Rd, No. 25 Rd, No. 26 Rd, No. 27 Rd, No. 28 Rd, No. 29 Rd, No. 30 Rd, No. 31 Rd, No. 32 Rd, No. 33 Rd, No. 34 Rd, No. 35 Rd, No. 36 Rd, No. 37 Rd, No. 38 Rd, No. 39 Rd, No. 40 Rd, No. 41 Rd, No. 42 Rd, No. 43 Rd, No. 44 Rd, No. 45 Rd, No. 46 Rd, No. 47 Rd, No. 48 Rd, No. 49 Rd, No. 50 Rd, No. 51 Rd, No. 52 Rd, No. 53 Rd, No. 54 Rd, No. 55 Rd, No. 56 Rd, No. 57 Rd, No. 58 Rd, No. 59 Rd, No. 60 Rd, No. 61 Rd, No. 62 Rd, No. 63 Rd, No. 64 Rd, No. 65 Rd, No. 66 Rd, No. 67 Rd, No. 68 Rd, No. 69 Rd, No. 70 Rd, No. 71 Rd, No. 72 Rd, No. 73 Rd, No. 74 Rd, No. 75 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15-23



## **16.0 Definitions**





# Definitions

## General Definitions

### **Accessibility**

The ability to approach, enter, use and/or occupy buildings and spaces by persons with physical or sensory disabilities.

### **Adaptable Housing**

Housing that is designed and built with features that do not affect the traditional look or function of the housing unit but add considerable utility to an occupant with mobility challenges (e.g., entry, one bedroom and one washroom doors and doorways; corridor widths and floor surfaces; window hardware and sill height in one bedroom and one living area; outlets and switches; one accessible washroom with toilet, sink and tub areas; kitchen counters, cupboards and plumbing; one bedroom and closet; patios and balconies; task lighting at sink, stove and key working areas; easy to reach and grasp handles on cupboards; floor surfaces to be slip resistant).

### **Aging in Place**

Housing that is designed and built so that some accessibility features are provided now and so that others can be added more easily and inexpensively after construction (e.g., stairwell handrails; lever type handles for plumbing fixtures and door handles; solid blocking in washroom walls for future grab bars beside toilet, bathtub and shower).

### **Barrier Free Housing**

Housing that is designed and built for universal access at the time of construction for an occupant/owner with mobility challenges (e.g., wheel-in shower stall in one bathroom; grab bars in washroom(s); lower countertops; kitchen work surfaces with knee space below; accessible appliances and cupboards; wider corridors and circulation areas; adaptable/convertible features).

### **Convertible Housing**

Housing that is designed and built to look like traditional housing but has features that are constructed or installed for easy modification and adjustment to suit the needs of an occupant with mobility challenges (e.g., vertical circulation such as a wider staircase or the ability to install an elevator using stacked storage space; doors and doorways to entry, main living area, one bedroom and one washroom; corridor widths of hallways; one accessible parking space in the garage and wider door to living area; one accessible washroom with toilet; adequate turning diameter in kitchen; one window in living room and bedroom; outlets and switches; patios and balconies; wall reinforcement at top of staircase for future gate).

### **Greenways**

Significant city-wide pedestrian, rolling and cycling linear corridors that link multiple destinations such as parks, natural areas, historic sites, community facilities and amenities, residential, and commercial areas. Greenways have a higher standard of amenity such as wider sidewalks, landscaped boulevards, unique paving materials, designated cycling lanes or wide off-street paths shared with pedestrians, gathering/rest areas and special features (e.g., gateways, public art). Greenways, in some cases, may also function as ecological corridors.

### **Major Street Bike Route**

Designated cycling facility with signs and pavement markings on an arterial or collector road where cyclists have either an exclusive space (e.g., bike lane) or a shared space with vehicles (e.g., wide curb lane).

### **Neighbourhood Links**

Neighbourhood pedestrian and cycling routes along local streets and off-street pathways that provide safe and convenient physical connection to local destinations such as schools, parks, community facilities or neighbourhood shopping centres.

Enhanced neighbourhood links have pedestrian facilities (e.g., path or sidewalk) on at least one side of the street, pavement markings and wayfinding signage for cyclists, and wider off-street pathways that are shared between pedestrians and cyclists.

Unenhanced neighbourhood links do not have any enhanced treatments for pedestrians and cyclists, do not have pavement markings and wayfinding signage for cyclists, may or may not have pedestrian facilities (e.g., path or sidewalk), and have substandard off-street pathways (e.g., narrow width).

Future unenhanced neighbourhood links are proposed future off-street pathways through and between developments that do not have any enhanced treatments for pedestrians and cyclists.

### **Trails**

City-wide recreational corridors that accommodate a wide variety of pedestrian, rolling, cycling and other non-motorized uses (e.g., equestrian) that are typically off-road and provide access to, or are in proximity to the City's major natural areas (e.g., the waterfront and natural areas like the Richmond Nature Park). With restoration and enhancement, some of the corridors have the potential to function as ecological corridors, linking natural areas in Richmond's Ecological Network.

### **Visitability**

Housing that is designed and built to enable a visitor with mobility challenges to enter the unit, visit with the occupant and easily use one bathroom (e.g., one entrance with no steps and flush threshold; wider door and space at this one entrance; one accessible washroom on the visiting floor, with wider door and space).

# Land Use Map Definitions

## **Agricultural Land Reserve Boundary**

Land within the Agricultural Land Reserve established pursuant to the provisions of the Agricultural Land Commission Act.

## **Agriculture**

Those areas of the City where the principal use is agricultural and food production, but may include other land uses as permitted under the Agricultural Land Commission Act.

## **Airport**

Those areas of the City where the principal uses are airport terminals and facilities, runways and airport-related businesses.

## **Apartment Residential**

Those areas of the City where the principal uses are multiple family housing in the form of townhouses and apartments, which can include housing for seniors (e.g., congregate care; intermediated care; assisted living; etc.).

## **Commercial**

Those areas of the City where the principal uses provide for retail, restaurant, office, business, personal service, arts, culture, recreational, entertainment, institutional, hospitality and hotel accommodation. Marina uses are permitted on the waterfront, in which case retail sales are limited to boats, boating supplies and equipment, and related facilities and services for pleasure boating and the general public. Commercial areas exclude residential uses, except for caretaker accommodation.

## **Community Institutional**

Those areas of the City which are intended for institutions engaged in religious, educational or cultural activities, and may include other uses as permitted under Official Community Plan policies.

## **Conservation Area**

Those natural and semi-natural areas of the City with important environmental values whose protection has been secured by federal, provincial or municipal ownership or legal conservation designation and by a long-term policy commitment by a senior level of government. They include municipal parks with high conservation values, provincial Wildlife Management Areas, the federally managed Sea Island Conservation Area and Metro Vancouver regional parks. Conservation Areas may also be subject to the City's Environmentally Sensitive Area (ESA) Development Permit Guidelines and may be used for recreational, park, agricultural and food production purposes or alternatively have no or limited public access.

## **Downtown Mixed Use**

Those areas in the downtown of the City where high-rise and high density development provides for residential, commercial, industrial, office and institutional uses.

## **Industrial**

Those areas of the City where the principal uses provide for the production, manufacturing, processing, assembling, fabrication, storing, transporting, distributing, testing, cleaning, servicing or repair of goods, materials or things. Industrial includes the operation of truck terminals, docks and railways, and wholesale business activities. Ancillary offices are only permitted to administer the industrial uses. Industrial areas exclude hazardous wastes, retail sales and residential uses, except for caretaker accommodation.



**Limited Mixed Use**

Those areas of the City which provides a mix of residential, as the predominant use, and limited commercial, industrial, office, institutional or community and pedestrian-oriented uses, as the minority use, intended to enhance the public amenity and livability of the area.

**Mixed Employment**

Those areas of the City where the principal uses are industrial and stand-alone office development, with a limited range of support services. In certain areas, a limited range of commercial uses are permitted such as the retail sale of building and garden supplies, household furnishings, and similar warehouse goods.

**Mixed Use**

Those areas of the City which provides for residential, commercial, industrial, office and institutional uses. Marina uses and waterborne housing are permitted on the waterfront, in which case the retail sales is limited to boats, boating supplies and equipment, and related facilities and services for pleasure boating and the general public.

**Neighbourhood Residential**

Those areas of the City where the principal uses are single family, two-family and multiple family housing (specifically townhouses). Sites abutting section line roads are deemed suitable for institutional uses such as fire halls and other emergency/communication services (e.g., ambulance station; telephone facilities).

**Neighbourhood Service Centre**

Those areas of the City which are intended to accommodate the retail, restaurant, office, personal service, business, arts, culture, entertainment, recreational, institutional and community facility and service needs of area residents, and may include residential uses.

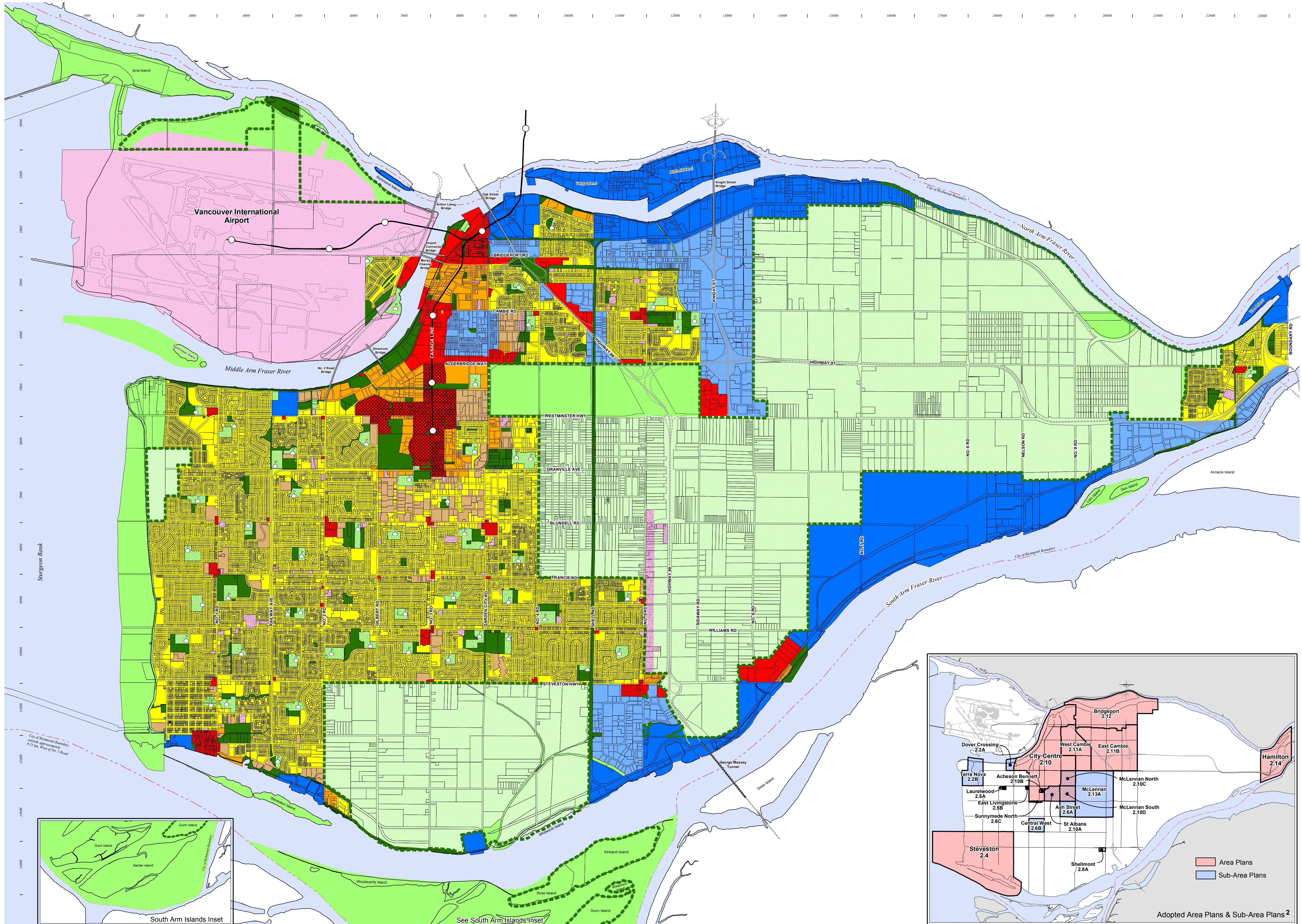
**Park**

Those areas of the City where the principal use is public or private recreation, sports, public open space and natural areas, and may include agricultural and food production, recreational/social/cultural facilities and activities or public administration, City works/utilities, emergency services such as fire halls, and school facilities. Parks exclude residential uses, except for caretaker accommodation.

**School**


Those areas of the City where the principal use is education, such as kindergarten to grade 12, a post secondary college or university and related offices/facilities for school purposes. Schools exclude residential uses, except for caretaker accommodation and dormitories for the specific use of the School buildings only.





## Attachment 1 to Schedule 1 of Bylaw 9000<sup>1</sup>

### Legend

 Agricultural Land Reserve Boundary

### Land Use

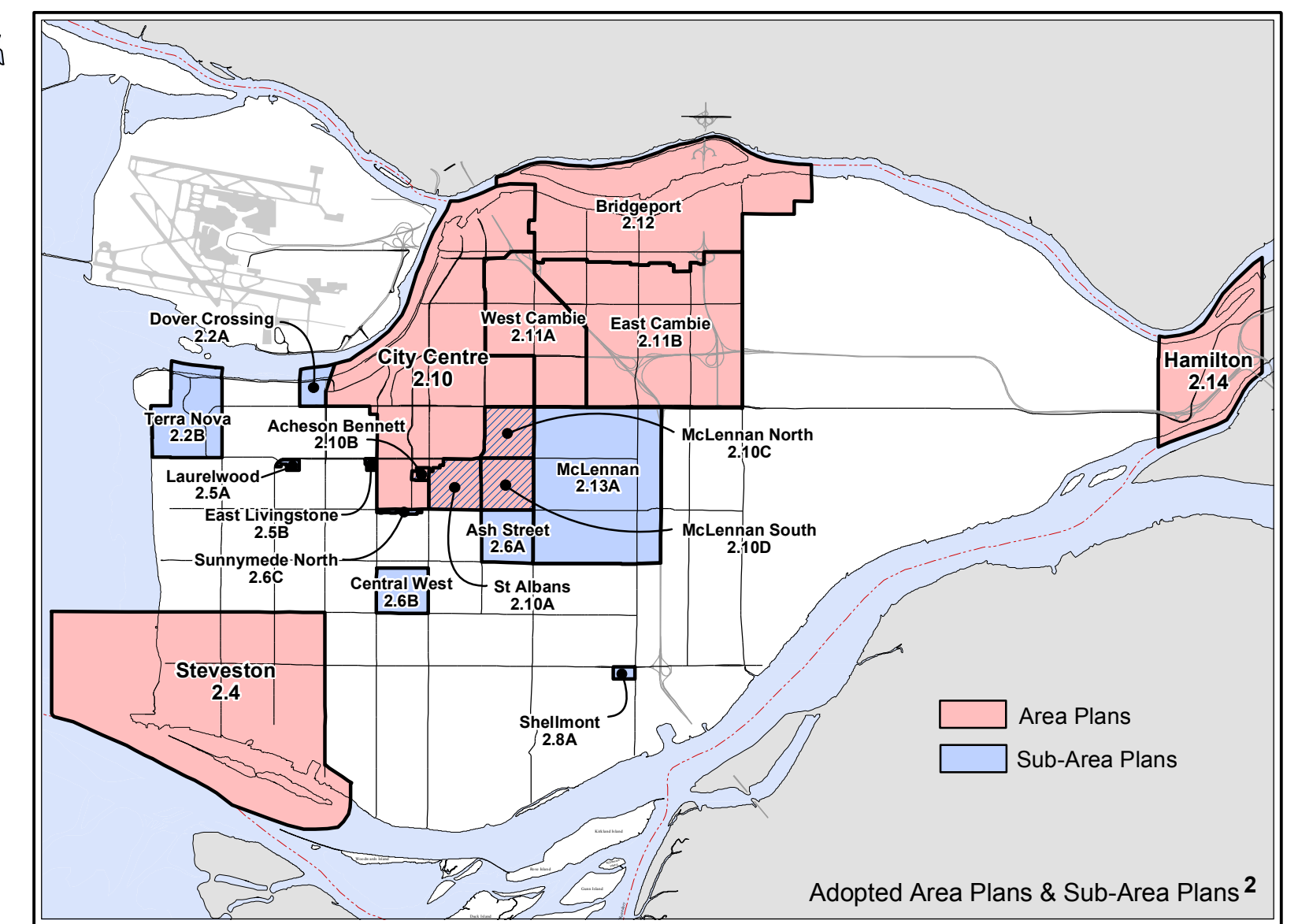
-  Agriculture
-  Airport
-  Apartment Residential
-  Commercial
-  Community Institutional
-  Conservation Area
-  Downtown Mixed Use
-  Industrial
-  Limited Mixed Use
-  Mixed Employment
-  Mixed Use
-  Neighbourhood Residential
-  Neighbourhood Service Centre
-  Park
-  School<sup>4</sup>

<sup>1</sup> This map is an attachment to the Official Community Plan (OCP). You are reminded that the OCP also contains other maps, policy statements, and restrictions on land use which are subject to amendment from time to time.

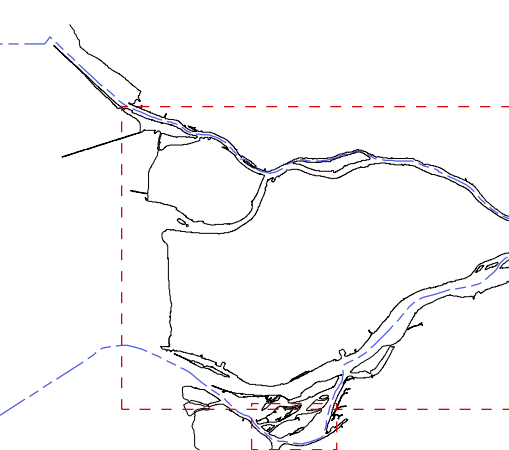
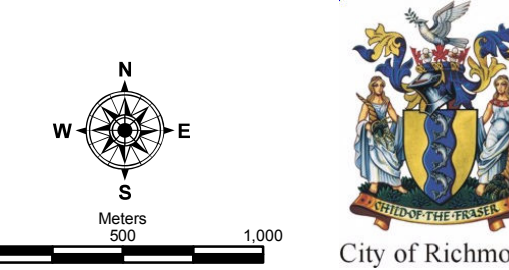
<sup>2</sup> Where there is conflict with respect to land use designations between this OCP Land Use Map and other Area Plan or Sub-Area Plan Land Use Maps, the latter shall take precedence, with the exception that the sites designated Conservation Area in the OCP Land Use Map shall retain that land use designation notwithstanding conflicting information which may be shown in other Area Plan or Sub-Area Plan Land Use Maps.

<sup>3</sup> Contact YVR, Port Metro Vancouver and the Steveston Harbour Authority to see their plans.

<sup>4</sup> Existing School building (See Specific Richmond Neighbourhood maps in the OCP.)



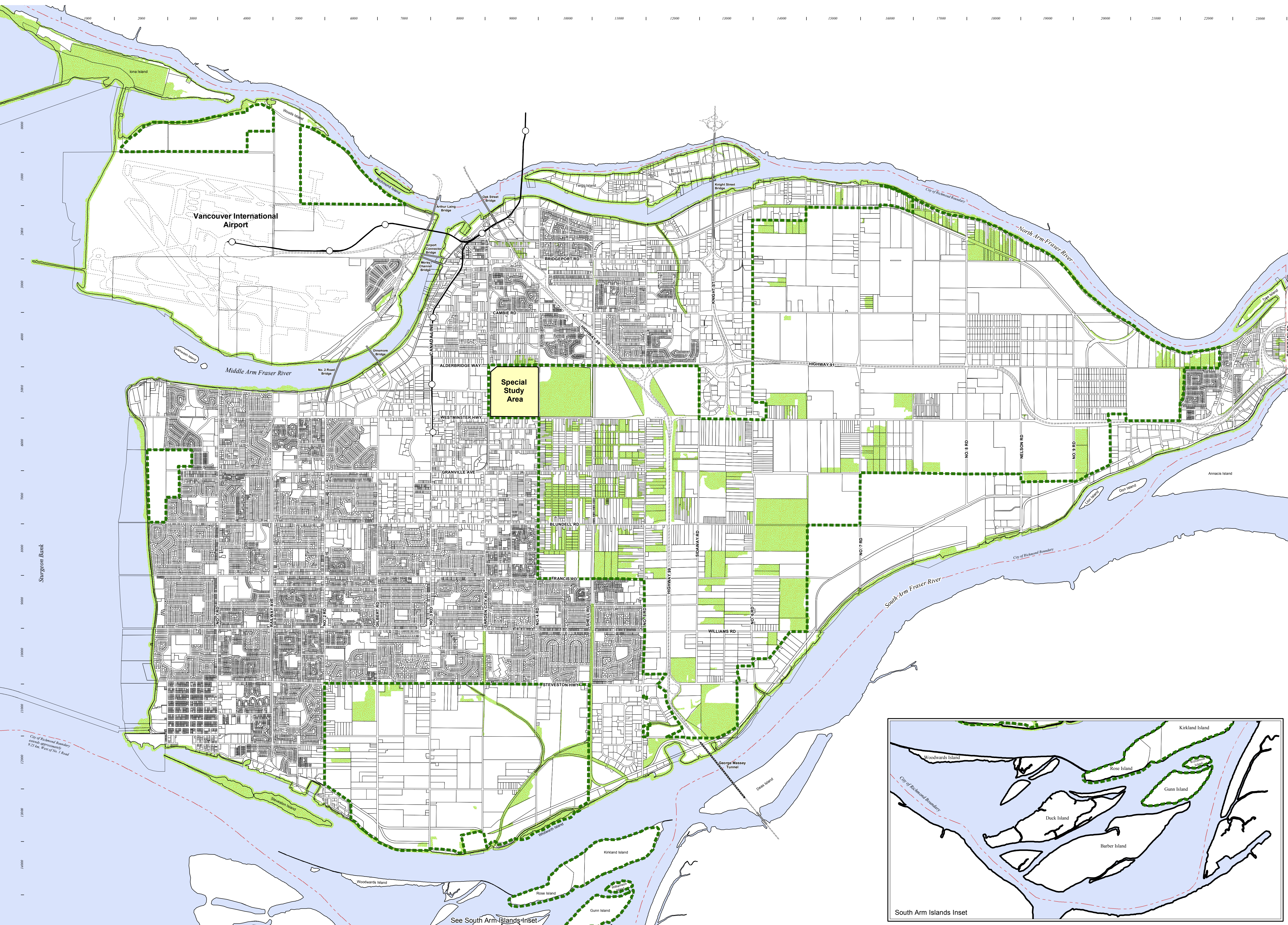
Revised October 18, 2012  
Created by Frank Sciberras






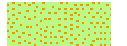


# City of Richmond 2041 OCP Environmentally Sensitive Areas (ESA) Map



**Attachment 2 to  
Schedule 1 of Bylaw 9000<sup>1</sup>**

**Legend**

-  Agricultural Land Reserve Boundary
-  Environmentally Sensitive Areas (ESA)


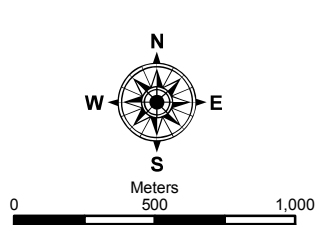
<sup>1</sup> This map is an attachment to the Official Community Plan (OCP). You are reminded that the OCP also contains other maps, policy statements, restrictions on land use, and development guidelines pertaining to Environmentally Sensitive Areas (ESAs).

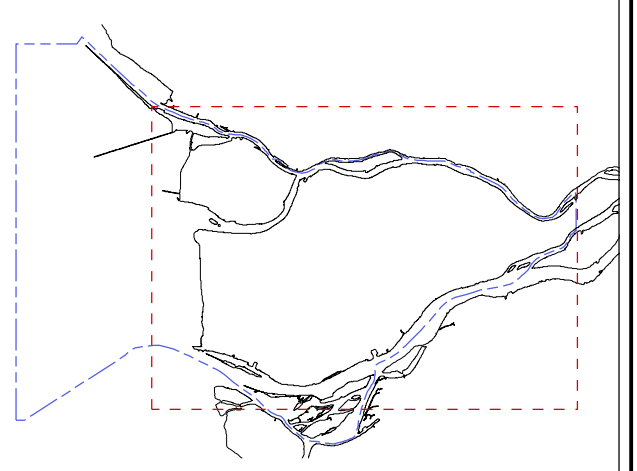
The OCP and its attachments and schedules are subject to amendments from time to time.

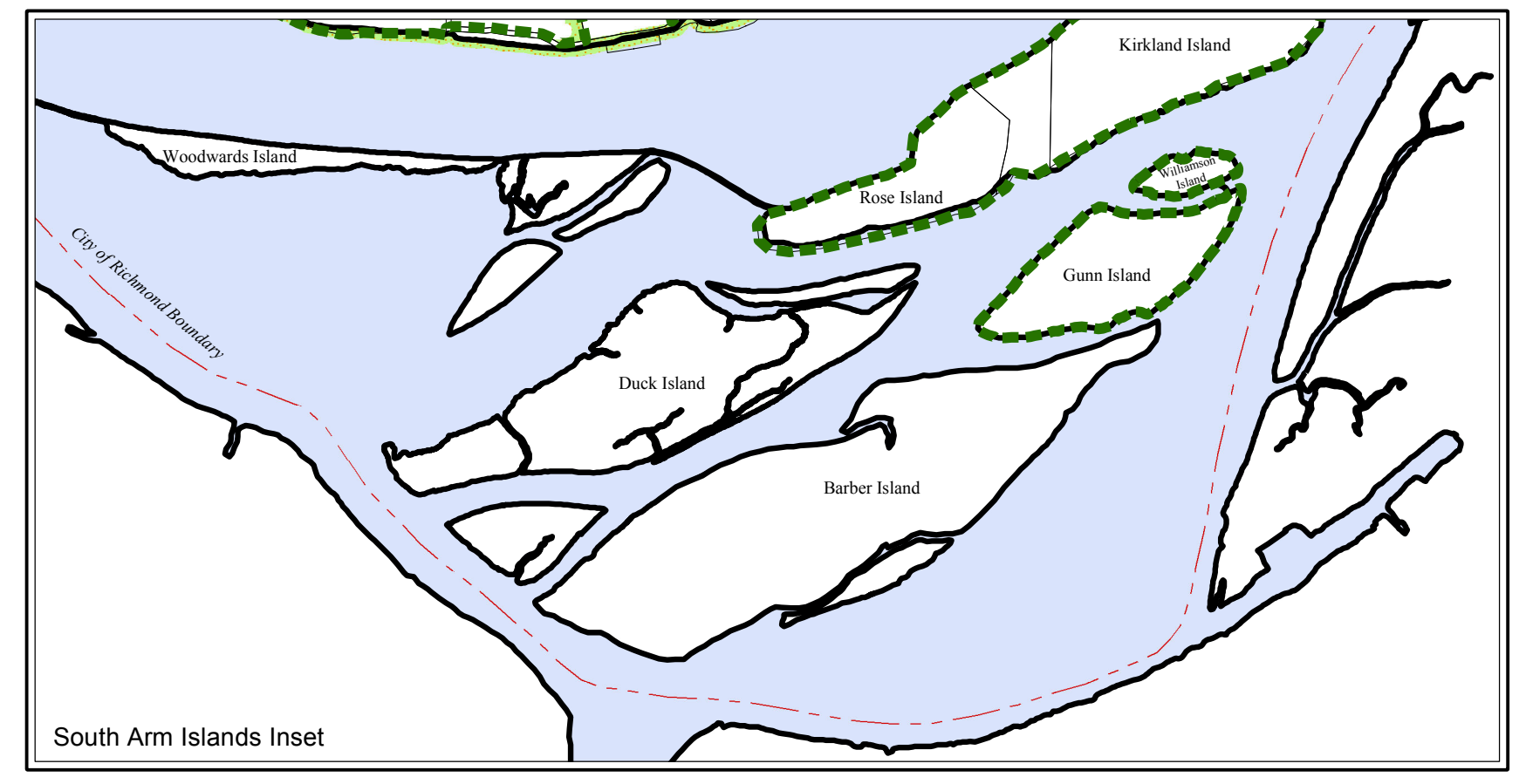
The ESA locations shown on this OCP map supercede those contained in the Area Plans and Sub-Area Plans.

Further details regarding the ESAs are available at Richmond City Hall.

Revised August 17, 2012  
Created by Frank Sciberras











# City of Richmond

## Report to Committee

*TO COUNCIL - JULY 23, 2012*

*TO: Planning Comm. July 17, 2012*

**Date:** June 28, 2012

**File:** xR:08-4045-00/Vol 01

*12-8060-20-8922/8923/8924*

**To:** Planning Committee

**From:** Brian J. Jackson, MCIP  
Acting General Manager  
Planning and Development

**Re:** **Granny Flats and Coach Houses in Edgemere (2041 OCP Update)**

### Staff Recommendation

- 1) That Richmond Zoning Bylaw 8500, Amendment Bylaw 8922 (**Attachment 1**), to create a new Single Detached with Granny Flat or Coach House (RE1) zone and rezone a portion of the Edgemere neighbourhood with lanes from Single Detached (RS1/E) to Single Detached with Granny Flat or Coach House (RE1):
  - a) be introduced and given 1<sup>st</sup> reading; and
  - b) be referred to the same Public Hearing as the Richmond Official Community Plan Bylaw 7100, Amendment Bylaw for the 2041 OCP Update for consideration and approval;
- 2) That the Richmond Official Community Plan Bylaw 7100, Amendment Bylaw for the 2041 OCP Update designate Edgemere as an intensive residential development permit area with guidelines (**Attachment 2**);
- 3) That Development Permit, Development Variance Permit and Temporary Commercial and Industrial Use Permit Procedure Bylaw No. 7273, Amendment Bylaw 8923 (**Attachment 3**), to not require Development Permit signage in Edgemere for granny flat and coach house applications:
  - a) be introduced and given 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup> reading; and
  - b) be scheduled for adoption after the Richmond Official Community Plan Bylaw 7100, Amendment Bylaw for the 2041 OCP Update is adopted; and
- 4) That Development Application Fees Bylaw No. 7984, Amendment Bylaw 8924 (**Attachment 4**), to introduce a \$1,000 development permit application fee for granny flats and coach houses in Edgemere:
  - a) be introduced and given 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup> reading; and
  - b) be scheduled for adoption after the Richmond Official Community Plan Bylaw 7100, Amendment Bylaw for the 2041 OCP Update is adopted.



June 28, 2012

- 2 -

*Done for*

Brian J. Jackson, MCIP  
Acting General Manager, Planning and Development  
(604-276-4138)  
Att. 9

REPORT CONCURRENCE				
<b>ROUTED TO:</b>		<b>CONCURRENCE</b>	<b>CONCURRENCE OF GENERAL MANAGER</b>	
Law		<input checked="" type="checkbox"/>	<i>Brian Jackson for JE</i>	
Engineering		<input checked="" type="checkbox"/>		
Transportation		<input checked="" type="checkbox"/>		
Development Applications		<input checked="" type="checkbox"/>		
<b>REVIEWED BY SMT SUBCOMMITTEE</b>		<b>INITIALS:</b> <i>[Signature]</i>	<b>REVIEWED BY CAO</b>	<b>INITIALS:</b> <i>[Signature]</i>

## Staff Report

### Origin

On February 27, 2012, Council endorsed a Draft Single Detached Housing Zone with Granny Flat or Coach House and proposed Form and Character Guidelines for public consultation in the Burkeville and Edgemere areas.

The purpose of this report is to outline the results of this public consultation and to have Council authorize City staff to proceed with the following as part of the 2041 OCP Update:

- 1) Create a new Single Detached with Granny Flat or Coach House (RE1) zone and to rezone a portion of the Edgemere neighbourhood to this new RE1 zone (**Attachment 1**);
- 2) Designate a portion of Edgemere as an intensive residential development permit area with guidelines in the 2041 OCP Update (**Attachment 2**);
- 3) Amend the Development Permit, Development Variance Permit and Temporary Commercial and Industrial Use Permit Procedure Bylaw to not require signage for granny flat and coach house development permit applications (**Attachment 3**); and
- 4) Amend the Development Application Fees Bylaw to allow application fees for granny flat and coach house development permits to be a lower cost of \$1,000 rather than \$2,055 as an incentive (**Attachment 4**).

### Findings of Fact

The following is a summary of the March 2012 survey results from Burkeville and Edgemere (see **Attachment 5** for a copy of verbatim comments).

March 2012 Survey Results		Burkeville		Edgemere	
		#	%	#	%
1	Number of Households	284	100%	391	100%
2	Number of Surveys Submitted (by household)	51	18%	48	12%
3	Support the Proposed Development Permit Guidelines (Yes)	29	57%	37	77%
4	Don't support the Proposed Development Permit Guidelines (No)	12	23%	8	17%
5	Don't know if support the Proposed Development Permit Guidelines (Unsure)	9	18%	3	6%
6	Support the City amending the Zoning Bylaw as per Draft New Zone (Yes)	31	61%	34	71%
7	Don't support the City amending the Zoning Bylaw (No)	15	29%	11	23%
8	Don't know if support the City amending the Zoning Bylaw (Unsure)	4	8%	3	6%
9	No answers (letter of concerns)	1	2%	0	0%

When combined with the June 2011 survey results (excluding any duplication), the following totals are reached.

Combined 2011 and 2012 Survey Results		Burkeville		Edgemere	
		#	%	#	%
1	Number of Households	284	100%	391	100%
2	Number of Surveys Submitted (by household)	87	31%	57	15%
3	Support for Granny Flats and Coach Houses	68	78%	45	79%
4	Don't support or Unsure if support Granny Flats and Coach Houses	19	22%	12	21%

Surveys were sent to every household (**Attachment 6**), advertisements were placed in both local newspapers (**Attachment 7**), and information was available on-line at [letstalkrichmond.ca](http://letstalkrichmond.ca) (**Attachment 8**). Based on the Survey findings, there is sufficient residents' support for granny flats and coach houses in Burkeville and Edgemere.

However, the Sea Island Community Association Board has taken the following position:

“Sea Island Community Association asks that the City of Richmond postpone its proposal for ‘Pre-Zoning and Guidelines’ to encourage coach houses and granny flats in Burkeville, for a period of at least 2 years.

Our Board has discussed the proposal at length, and while most of our directors view the Guidelines as beneficial, there is unanimous opposition to the linked prospect of Pre-Zoning. If a 2 year pause is acceptable to Council, we ask that the proposed Guidelines be applied or used as a guide with respect to any individual applications for coach house/granny flat re-zoning in Burkeville, during the two year period.

When the 2 year period has elapsed, the Association would be pleased to reconsider the proposal, and would ask that there be opportunity for further community input.

There are growing concerns in Burkeville regarding the impact of rental units that have already been added to homes here, as discussed when you met with our Board in May 2012. Vehicle traffic and parking in particular, are issues that have an immediate and important impact on quality of life in this community, and we have fought hard to keep our streets safe for children and pedestrians, our boulevards green, and our neighbours friendly. Because our transit options are very limited, each and every new adult resident in Burkeville means at least one additional vehicle in the neighbourhood, and sometimes more.

For these and other reasons, a sudden proliferation of suites/flats could be very damaging to this community, and with Pre-Zoning in place it would be more difficult to control those impacts.

Please let us know of any interim or final decision made with respect of this matter. We also respectfully ask that front-line City staff be made aware that Pre-Zoning is not a fait accompli for Burkeville. We are told that prospective home buyers who make enquiries to City Hall are being assured this is a “done deal”, which is not helping inspire community confidence in the consultation process, as you can imagine.

Thank you again ... for coming out to answer our questions, and for affording us the opportunity to provide additional input on this important issue.”

As detailed in **Attachment 9**, the infrastructure is adequate to proceed with granny flats and coach houses in Edgemere.

## Analysis

In order to control the form and character (e.g., design; appearance; neighbourhood fit) of granny flats and coach houses in Edgemere, it is necessary to designate this neighbourhood as an intensive residential development permit area. In doing so, appropriate guidelines would be put into the proposed new OCP.

Since a Development Permit would be required for granny flats and coach houses not located on an arterial road, it is proposed that the City rezone the portion of Edgemere with lanes as part of the 2041 OCP Update. The intent in doing so is to make the construction of these new forms of housing an attractive alternative to simply constructing a new house through the Building Permit process.

At the same time, it is proposed to amend other City bylaws to not require a Development Permit sign for granny flats and coach houses in Edgemere and to only charge \$1,000 (not \$2,055) for this Development Permit application. Again, the primary reason for these changes is to make this new form of housing an attractive option and to provide an incentive to simply building a new house. The plan is to expedite these applications whenever possible.

At the February 21, 2012 Planning Committee when this matter was previously discussed, two concerns were raised by Committee. The response of staff is noted below each concern.

1) Design harmonization between the primary residential structure and the coach house/granny flat

Specifically, concern was expressed that:

- a) *A coach house or granny flat could be located on a lot without a primary residence.*  
The proposed new zone has been amended to make the coach house and granny flat a secondary use (i.e., a primary residence must be located on the lot).

2) Maximum footprint of a coach house/granny flat

Concern was expressed that:

- a) *40% of the floor area of a coach house is required to be on the ground floor.*  
Staff believe this is a critical design requirement to prevent the full 60 m<sup>2</sup> or 645 ft<sup>2</sup> of the coach house being located on the second floor (which increases the bulkiness and intrusiveness of the coach house). If need be, this zoning provision could be varied through the Development Permit process in isolated cases (e.g., where a coach house is being located above an existing garage behind a 2 storey house).
- b) *A 1½ storey coach house consumes too much lot coverage at the expense of green space.*  
It is estimated that on a typical Edgemere lot (which is 660 m<sup>2</sup> or 7,100 ft<sup>2</sup> in area), the proposed new coach house would cover approximately 4% of the lot area. This 25 m<sup>2</sup> or 270 ft<sup>2</sup> of green space is just larger than a handicapped parking space, which could be offset by ensuring a porous driveway.

## Financial Impact

None.



## Conclusion

Should Council wish to proceed with permitting granny flats and coach houses in Edgemere, the following steps are suggested as part of the 2041 OCP Update:

- 1) Edgemere would be designated as an intensive residential development permit area with guidelines in the 2041 OCP Update (which is proposed to be presented to Planning Committee in September, 2012 and, if introduced and given first reading by Council, would be scheduled for the Public Hearing in October, 2012);
- 2) The portion of Edgemere with lanes (not including the arterial road lots along Williams Road and the portion of No. 4 Road north of Dennis Place) would be rezoned to a new Single Detached with Granny Flat or Coach House (RE1) zone by the City (this rezoning would be scheduled for the same Public Hearing as the 2041 OCP);
- 3) The Development Permit, Development Variance Permit and Temporary Commercial and Industrial Use Permit Procedure Bylaw would be amended to not require Development Permit signage for granny flat and coach house applications that Council may approve in Edgemere (this bylaw would not be considered for adoption until after the Public Hearing for the 2041 OCP and would be subject to the adoption of the 2041 OCP Bylaw); and
- 4) The Development Application Fees Bylaw would be amended to introduce a new \$1,000 development permit application fee for granny flats and coach houses in Edgemere, down from the current minimum \$2,055 application fee for most other development permits to provide an incentive (this bylaw would not be considered for adoption until after the Public Hearing for the 2041 OCP and would be subject to the adoption of the 2041 OCP Bylaw).



Terry Crowe, Manager  
Policy Planning  
(604-276-4139)



Holger Burke, MCIP  
Development Coordinator  
(604-276-4164)

HB/TC:cas

### **List of Attachments**

1. Richmond Zoning Bylaw 8500, Amendment Bylaw 8922
2. 2041 OCP Update Intensive Residential Development Permit Area and Guidelines for Granny Flats and Coach Houses in Edgemere
3. Development Permit, Development Variance Permit and Temporary Commercial and Industrial Use Permit Procedure Bylaw No. 7273, Amendment Bylaw 8923
4. Development Application Fees Bylaw No. 7984, Amendment Bylaw 8924
5. Verbatim Comments from 2012 Surveys
6. 2012 Survey
7. Newspaper Advertisements
8. Public Open House Display Boards Available On-Line
9. Implementation Conditions



City of  
Richmond

## Bylaw 8922

### Richmond Zoning Bylaw 8500, Amendment Bylaw 8922 (Single Detached with Granny Flat or Coach House Zone for Edgemere)

The Council of the City of Richmond enacts as follows:

1. Richmond Zoning Bylaw 8500, as amended, is further amended by:

- a) repealing the definition of “**coach house**” in Section 3.4 and replacing it with the following new definition:

“**Coach house** means a self-contained **dwelling** that:

- a) is accessory and either attached or detached to the **single detached housing unit**, except in Edgemere where it must be detached from the **principal dwelling unit**;
- b) has at least 75% of its **floor area** located above the **garage**, except in Edgemere where a maximum of 60% of its **floor area** must be located above a detached **garage**;
- c) has cooking, food preparation, sleeping and bathing facilities that are separate from those of the **principal dwelling unit** located on the **lot**;
- d) has an entrance separate from the entrance to the **garage**; and
- e) is a separate and distinct **use** from a **secondary suite**, and does not include its own **secondary suite**.”

- b) adding the following to Section 3.4, in alphabetical order:

“**Granny flat** means a self-contained **dwelling** that:

- a) is accessory to and detached from the **single detached housing unit**;
- b) is located totally on the ground floor in the **rear yard** of a **single detached housing lot**;
- c) has cooking, food preparation, sleeping and bathing facilities that are separate from those of the **principal dwelling unit** located on the **lot**;
- d) has an entrance separate from the entrance to the **garage**; and
- e) is a separate and distinct **use** from a **secondary suite**, and does not include its own **secondary suite**.”

- c) adding the following parking requirement at the end of Table 7.7.2.1 in Section 7.7:

**Table 7.7.2.1 Residential Use Parking Requirements**

Residential Use	Minimum number of Parking Spaces Required per Dwelling unit	
	Basic Requirement	Visitor Parking Requirement
Granny Flat	1.0	Not applicable

- d) inserting the following after Section 8.13:

**“8.14 Single Detached with Granny Flat or Coach House – Edgemere (RE1)**

**8.14.1 Purpose**

The **zone** applies to the Edgemere (RE1) neighbourhood and provides for **single detached housing** and, where there is a **lane**, either a **granny flat** or a **coach house**.

**8.14.2 Permitted Uses**

- **housing, single detached**

**8.14.3 Secondary Uses**

- **bed and breakfast**
- **boarding and lodging**
- **coach house** where a **lot** abuts a **lane**
- **community care facility, minor**
- **granny flat** where a **lot** abuts a **lane**
- **home business**
- **secondary suite** in the RE1 **zone** (Edgemere) only

**8.14.4 Permitted Density**

1. The maximum **density** is limited to one **principal dwelling unit** and one detached **granny flat** or **coach house** per **lot**.
2. The maximum **floor area ratio** (FAR) for a **lot** containing:
  - a) **single detached housing** only is 0.55 applied to a maximum of 464.5 m<sup>2</sup> of the **lot area**, together with 0.30 applied to the balance of the **lot area** in excess of 464.5 m<sup>2</sup>; and
  - b) **single detached housing** and a **granny flat** or **coach house** is 0.6 applied to a maximum of 464.5 m<sup>2</sup> of the **lot area**, together with 0.30 applied to the balance of the **lot area** in excess of 464.5 m<sup>2</sup>;
3. The **granny flat** must have a minimum **gross floor area** of 33.0 m<sup>2</sup> and a maximum **gross floor area** of 70.0 m<sup>2</sup>.
4. The **coach house** must have a minimum **gross floor area** of 33.0 m<sup>2</sup> and a maximum **gross floor area** of 60.0 m<sup>2</sup>, of which at least 40% of the **gross floor area** shall be located on the **first storey**.



5. For the purposes of this **zone** only, the following items are not included in the calculations of the maximum **floor area ratio**:
  - a) 10% of the **floor area** total calculated for the **lot** in question, which must be used exclusively for covered areas of the **single detached housing, granny flat or coach house**, which are open on one or more sides, with the maximum for the **granny flat or coach house** being 6.0 m<sup>2</sup>; and
  - b) 50.0 m<sup>2</sup> which may be used only for **enclosed parking**.
6. An unenclosed and uncovered **balcony** of a **coach house** shall have a maximum area of 8.0 m<sup>2</sup>, and shall be located so as to face the **lane** on a mid block **lot** and the **lane** or side street on a **corner lot**.
7. Stairs to the upper level of a **coach house** shall be enclosed within the allowable **building** area.

#### 8.14.5 Permitted Lot Coverage

1. The maximum **lot coverage** is 45% for **buildings**.
2. No more than 70% of a **lot** may be occupied by **buildings, structures and non-porous surfaces**.
3. 30% of the **lot area** is restricted to **landscaping** with live plant material.

#### 8.14.6 Yards & Setbacks

1. The minimum **front yard** is 6.0 m.
2. The minimum **interior side yard** is:
  - a) 2.0 m for a **coach house**;
  - b) 1.2 m for a **granny flat**;
  - c) 2.0 m for **single detached housing** on **lots** 20.0 m or more in width;
  - d) 1.8 m for **single detached housing** on **lots** of 18.0 m or more but less than 20.0 m in width; and
  - e) 1.2 m for **single detached housing** on **lots** less than 18.0 m wide.
3. A **granny flat** or **coach house** located on a **lot** with an east-west orientation shall be located 2.0 m from the northern interior **side lot line** to reduce shadowing on the **adjacent lot** to the south.
4. The minimum **exterior side yard** is 3.0 m.
5. The minimum **rear yard** is:
  - a) 6.0 m for the **single detached housing**, except for a **corner lot** where the **exterior side yard** is 6.0 m, in which case the **rear yard** is reduced to 1.2 m;
  - b) 1.2 m for no more than 65% of the rear façade of a **granny flat, coach house and garage**;

- c) 3.0 m for at least 35% of the rear façade of a **granny flat, coach house and garage**; and
- d) 1.5 m for the **building** entry to a **granny flat** or **coach house** from the **rear lot line**.
- 6. A **granny flat** or **coach house** shall be located within 1.2 m and 8.0 m of the **rear lot line**.
- 7. Portions of the **single detached housing** which are less than 2.0 m in **height** may be located in the **rear yard** but no closer than 1.2 m to any other **lot line**.
- 8. The minimum **building separation space** between the principal **single detached housing** unit and the **accessory building** containing:
  - a) a **granny flat** is 3.0 m; and
  - b) a **coach house** is 4.5 m.
- 9. **Granny flats, coach houses and accessory buildings** are not permitted in the **front yard**.
- 10. Waste and recycling bins for a **granny flat** or **coach house** shall be located within a **screened structure** that is **setback** a minimum of 1.5 m from the **rear lot line**.
- 11. **Building** elements in a **granny flat** or **coach house** that promote sustainability objectives such as solar panels, solar hot water heating systems and rainwater collection systems may project 0.6 m into the **side yard** and **rear yard**.

#### 8.14.7 Permitted Heights

- 1. The maximum **height** for **single detached housing** is 2½ storeys or 9.0 m, whichever is less, but it shall not exceed the **residential vertical lot width envelope** and the **residential lot depth vertical envelope**.
- 2. The maximum **height** for the **accessory building** containing a **granny flat** is 1 storey or 5.0 m above **grade**, whichever is less.
- 3. The maximum **height** for the **accessory building** containing a **coach house** is 1½ storeys or 6.0 m above **grade**, whichever is less. For the purposes of this **zone**, the **habitable space** in the ½ storey shall not exceed 60% of the storey situated immediately below.
- 4. The maximum **height** of the **eave** of the first storey of a **coach house** with a sloping roof shall be 3.7 m above **grade**.
- 5. The maximum **height** to the top of the roof facing the **building separation space** between the **single detached housing** and the **coach house** shall be 4.0 m above **grade**.
- 6. The maximum **height** for **accessory buildings** not containing a **granny flat** or **coach house** is 5.0 m.
- 7. The maximum **height** for **accessory structures** not containing a **granny flat** or **coach house** is 9.0 m.

#### 8.14.8 Subdivision Provisions/Minimum Lot Size

1. The minimum **lot** dimensions and areas are as follows, except that the minimum **lot width** for **corner lots** is an additional 2.0 m.

Minimum frontage	Minimum lot width	Minimum lot depth	Minimum lot area
7.5 m	18.0 m	24.0 m	550.0 m <sup>2</sup>

2. A **granny flat** or **coach house** may not be **subdivided** from the **lot** on which it is located.

#### 8.14.9 Landscaping & Screening

1. **Landscaping** and **screening** shall be provided in accordance with the provisions of Section 6.0.
2. A private outdoor space with a minimum area of 30.0 m<sup>2</sup> and a minimum width and depth of 3.0 m shall be provided on the **lot** where there is a **granny flat** or **coach house**. The private outdoor space:
  - a) shall be for the benefit of the **granny flat** or **coach house** only;
  - b) shall not be located in the **front yard**;
  - c) may include an open or covered deck, unenclosed **balcony**, **patio** pavers, **porch** or **fenced yard** space which is clearly defined and screened through the use of **landscaping**, planting or architectural features such as trellises, low **fencing** or planters, but not space used for parking purposes;
  - d) shall not be occupied or obstructed by any **buildings**, **structures**, projections and on-site parking, except for **cantilevered roofs** and **balconies** which may project into the private outdoor space for a distance of not more than 0.6 m; and
  - e) shall be **accessed** from the **rear yard**, **lane**, **granny flat** or **coach house**.
3. The **rear yard** between a **granny flat** or **coach house** and the **lane**, including the **building** entry to the **granny flat** or **coach house**, must incorporate the planting of appropriate trees and other attractive soft **landscaping**, but not low ground cover so as to enhance the visual appearance of the **lane**, and high quality permeable materials where there is a driveway to **parking spaces**.
4. High quality **screening** shall be located between the **lane** and any **parking spaces** parallel to the **lane** and along the **lot line** adjacent to the surface **parking spaces**. Where the space is constrained, a narrow area sufficient for the growth of the **screening** shall be provided at the base of the **screening**, **fence** or at the foot of the **granny flat** or **coach house**.

5. The **yard** between the **granny flat** or **coach house** and the **road** on a **corner lot** shall be designed and treated as the **front yard** of the **granny flat** or **coach house**, not be used as private outdoor space and have quality surface treatment, soft **landscaping** and attractive plant materials.
6. Where vertical greening is used as a means to improve privacy, it may include **building** walls and/or the provision of **fences** and arbours as support structures for plants. In constrained areas, tall plantings may include varieties of bamboo for **screening** and **landscaping**.
7. A minimum 0.9 m wide, unobstructed, permeable pathway clearly leading from the **road** to the **granny flat** or **coach house** shall be provided for emergency personnel, delivery agents and visitors.

#### 8.14.10 On-Site Parking and Loading

1. On-site **vehicle** parking shall be provided according to the standards set out in Section 7.0, except that:
  - a) all **parking spaces** for a lot that contains a new **single detached housing** unit and a **granny flat** or **coach house** must be **accessed** from the rear **lane** only;
  - b) a **coach house** may not be located above more than a maximum of 2 **parking spaces** in the **garage** for the **single detached housing**; and
  - c) the required **parking space** and driveway for a **granny flat** or a **coach house** must be unenclosed or uncovered and must be made of porous surfaces such as permeable pavers, gravel, grasscrete or impermeable wheel paths surrounded by ground-cover planting.

#### 8.14.11 Other Regulations

1. **Boarding and lodging** shall be located only in a **single detached housing** unit, and not in the **granny flat** or **coach house**.
2. A **child care program** shall not be located in a **granny flat** or **coach house**.
3. A **secondary suite** is not permitted in a **single detached housing** unit in Burkeville (RB1) if the **lot** contains either a **granny flat** or **coach house**.
4. In addition to the regulations listed above, the General Development Regulations in Section 4.0 and Specific Use Regulations in Section 5.0 apply.”
- e) repealing the zoning designation of the following area and designating it **SINGLE DETACHED WITH GRANNY FLAT OR COACH HOUSE – EDMERE (RE1)** on the Zoning Map of the City of Richmond:

That area shown as shaded on “Schedule A attached to and forming part of Bylaw 8922”.

2. This Bylaw is cited as “**Richmond Zoning Bylaw 8500, Amendment Bylaw 8922**”.



FIRST READING

SECOND READING

THIRD READING

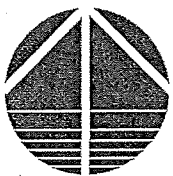
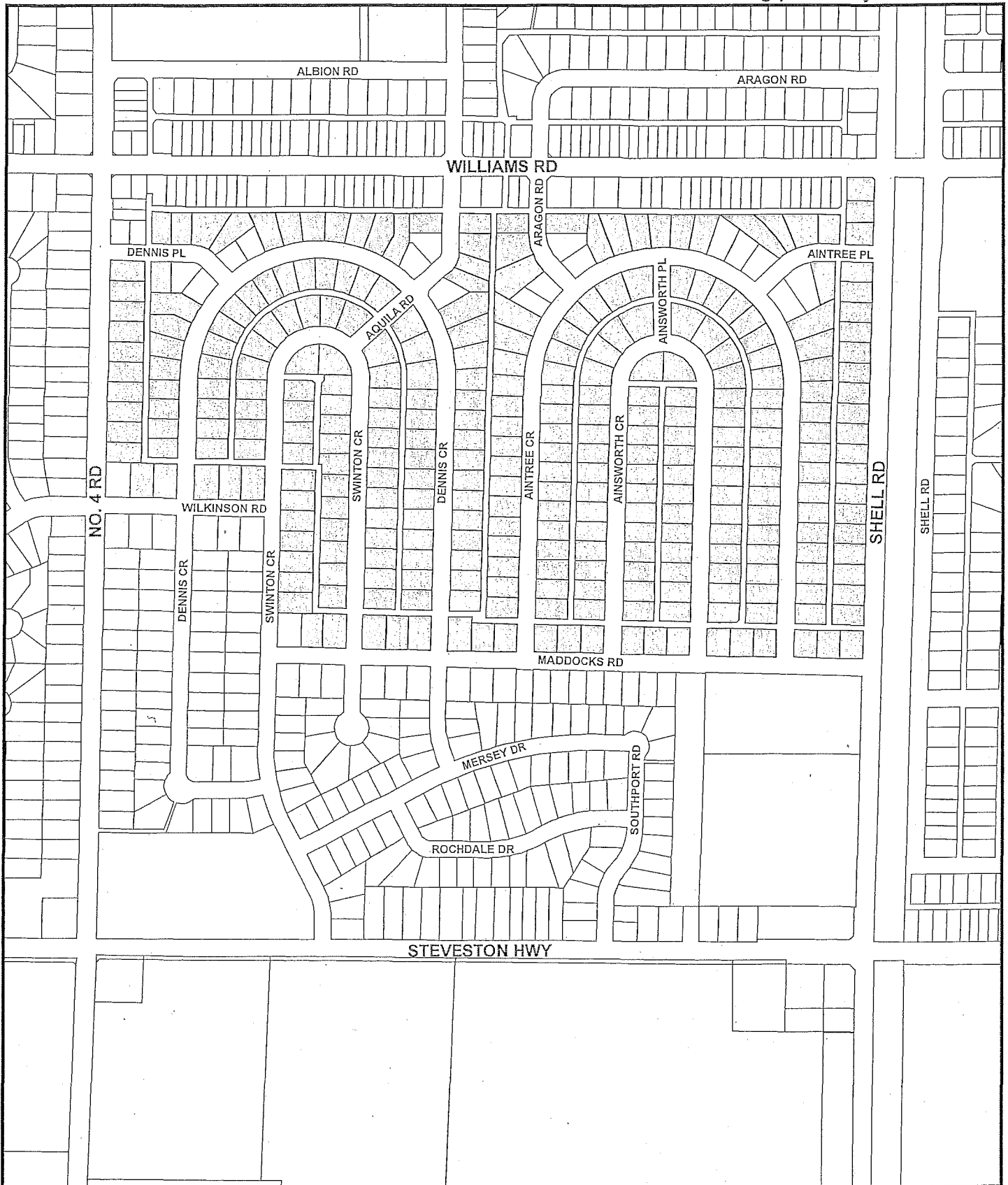
ADOPTED

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CITY OF RICHMOND
APPROVED for content by originating dept. <b>WB</b>
APPROVED for legality by Solicitor <b>MS</b>

\_\_\_\_\_  
MAYOR

\_\_\_\_\_  
CORPORATE OFFICER



Single Detached with Granny Flats,  
and Coach Houses - Edgemere  
(RE1) Zone

**PH - 1117**

Original Date: 06/08/12

Revision Date:

Note: Dimensions are in METRES

# Intensive Residential Guidelines – Granny Flat and Coach Houses in Edgemere

## Designation

Pursuant to the Local Government Act, the City of Richmond designates the following as Development Permit Areas:

- Intensive residential area in Edgemere (see map)

## Neighbourhood Fit

**The intent is to ensure that granny flats and coach houses achieve high quality design, as well as integrate and blend into the form and character of existing neighbourhood.**

Granny flats and coach houses should demonstrate that they:

- respect the height and setback of neighbouring properties; and
- recognize the unique character of the neighbourhood.

## Variety in Location

- a) No two similar granny flats and coach houses should be located in a row on neighbouring lots, and wherever possible the two granny flats and coach houses should be offset from each other so as not to be located side by side.

## Variety in Design

- a) Variations in the design of granny flats and coach houses should be encouraged so as not to repeat the same architectural appearance, building form and elevations on the same lane in a City block (Modular construction is allowed).

## Scale and Massing

- a) The tallest element of granny flats and coach houses should be located adjacent to the lane.
- b) The upper level of coach houses should step back from the rear yard of the principal residence in order to enhance solar access to this yard and limit the sense of scale to adjacent neighbours.

## Roofs

- a) A flat roof is not permitted on granny flats and coach houses, unless:
  - it is built and approved as a green roof that is an urban garden; or
  - it has a contemporary architectural expression that is uniquely designed.
- b) Cross gable, shed and roof lines that run across or perpendicular to the property are encouraged, with a roof pitch of between 6:12 to 8:12.

## Privacy of Neighbours

- a) Granny flats and coach houses should be:
  - oriented and sited to protect the privacy and minimize the overlook and shadowing of adjacent properties; and
  - screened from neighbouring yards by suitable landscaping.

## Corner Lots

- a) Granny flats and coach houses on a corner lot are not to be accessed by vehicles from the street but from the lane only.
- b) Primary windows to living rooms and bedrooms may face the street and/or lane.

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## **Visibility**

- a) Granny flats and coach houses should front onto and be clearly visible from the lane, with the primary entry and front door:
  - facing towards and accessible from the lane; and
  - illuminated at night.
- b) A secondary entrance and access may be from the street.

---

## **Appearance of the Lane**

- a) Granny flats and coach houses should be designed to enhance the lane as a public road or space since this is the primary entrance and access point to these forms of housing.

---

## **Lighting along the Lane**

- a) Lighting on granny flats and coach houses should be designed to enhance the pedestrian experience of the lane at night by such means as eave lighting, porch lighting, and bollard or garden lights (not high-wattage, motion-activated security lights).

---

## **Building Materials and Colours**

- a) The exterior materials and colours of granny flats and coach houses should:
  - complement, but not replicate, the character of the principal residence;
  - complement the overall character of the existing neighbourhood; and
  - have a high quality of architectural design and detailing (e.g., vinyl siding would only be permitted if finished with wood or other high quality detailing).

---

## **Building Facades**

- a) The primary façade of granny flats and coach houses facing the lane, and the street on a corner lot, should be:
  - articulated to create depth and architectural interest, and
  - visually broken into smaller components or sections to discourage wide, flat and unbroken facades.

---

## **Building Faces, Projections and Dormers**

- a) Granny flats and coach houses should be designed with consideration given to the relationship between window sizes and the placement and scale of building faces, projections and dormers.

---

## **Windows**

- a) Windows should be oriented toward the lane and be designed to maximize light penetration into the interior of granny flats and coach houses while mitigating overlook onto the principal residence and adjacent properties.
- b) The primary living room and bedroom windows on any upper floor should face the lane.
- c) Windows in the upper floor of coach houses facing the yard of the principal residence should be modest in size.
- d) Side yard windows should also be modest in size and be recessed in that section of the building façade.
- e) Building faces and dormers should not be windowless, and sidelight windows should be incorporated into bay projections.
- f) Skylights, clerestory windows or glass block should be installed where possible.

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## **Garage Doors**

- a) Garage doors should be recessed behind the main façade where feasible and designed to minimize the visual impact to the lane through careful detailing and sensitive design, such as garage windows and narrower door width facing the lane.



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### **Impact on Private Outdoor Space**

- a) Granny flats and coach houses should be located so as to minimize the amount of shadow cast onto the private outdoor space of the granny flat or coach house and the principal residence.
- 

### **Trees and Vegetation Retention**

- a) Existing trees and prominent landscape features located outside the building envelope of granny flats and coach houses should meet the Tree Bylaw, for example:
    - retained, unless proven to be diseased or in conflict with utilities and services; and
    - protected before land clearing, demolition or construction commences.
- 

### **Underground Services**

- a) Underground hydro and communication service lines should be utilized wherever possible to granny flats and coach houses.
- 

### **Sustainability Initiatives**

- a) Granny flats and coach houses should incorporate sustainable design elements acceptable to the City into site and building design and construction, and exhibit design excellence through such means as:
    - natural filtration of rainwater into a rain garden, rainwater collection system, bioswale or rock pit;
    - solar power technology as an energy source;
    - energy star appliances and low water plumbing fixtures;
    - green technology building products; and
    - naturescaping and permeable materials on outdoor surfaces.
-



Intensive Residential Development Permit Area  
For Granny Flats and Coach Houses in  
Edgemere  
("2041 OCP Update Amendment Bylaw")

**PH - 1121**

Original Date: 06/08/12

Revision Date:

Note: Dimensions are in METRES



City of  
Richmond

## Bylaw 8923

### Development Permit, Development Variance Permit and Temporary Commercial and Industrial Use Permit Procedure Bylaw No. 7273, Amendment Bylaw 8923

The Council of the City of Richmond enacts as follows:

1. Development Permit, Development Variance Permit and Temporary Commercial and Industrial Use Permit Procedure Bylaw No. 7273, as amended, is further amended by:
  - a) repealing 1.2.2(b) and replacing it with the following:
 

“(b) does not apply to **temporary use** permit applications and **development permit** applications for a **granny flat** or a **coach house**.”
  - b) adding the following definitions to Section 12.1, in alphabetical order:
 

“**Coach House** means a detached or attached, self contained dwelling that is accessory to a principal dwelling unit and is located either entirely or partially above a garage used for parking purposes.”

“**Granny Flat** means a detached, self contained dwelling that is accessory to a principal dwelling unit and is located entirely on the ground floor.”
2. This Bylaw is cited as “**Development Permit, Development Variance Permit and Temporary Commercial and Industrial Use Permit Procedure Bylaw No. 7273, Amendment Bylaw 8923**”.

FIRST READING

SECOND READING

THIRD READING

ADOPTED

\_\_\_\_\_  
MAYOR

\_\_\_\_\_  
CORPORATE OFFICER

CITY OF RICHMOND
APPROVED for content by originating dept. <b>HB</b>
APPROVED for legality by Solicitor <b>MJ</b>



City of  
Richmond

Bylaw 8924

**Development Application Fees Bylaw No. 7984,  
Amendment Bylaw 8924**

The Council of the City of Richmond enacts as follows:

1. Development Application Fees Bylaw No. 7984, as amended, is further amended by inserting the following at the end of section 1.4.1:  

“except for an application for a **Development Permit** for a granny flat or coach house, which must pay an application fee of \$1,000.”
2. This Bylaw is cited as “**Development Application Fees Bylaw No. 7984, Amendment Bylaw 8924**”.

FIRST READING

SECOND READING

THIRD READING

ADOPTED

\_\_\_\_\_  
MAYOR

\_\_\_\_\_  
CORPORATE OFFICER

CITY OF RICHMOND
APPROVED for content by originating dept. <i>MB</i>
APPROVED for legality by Solicitor <i>M</i>



**2012 OCP Public Consultation  
Granny Flats and Coach Houses  
Burkeville and Edgemere**

<b>Burkeville - Supportive Comments</b>	
1	Well presented documentation and Public Open House. Thank you.
2	This comes at a perfect time as my parents need a safe place to live and this option will fit our goals for them to a tee. I support the Building Permit over Rezoning to save on cost and time to build and the fairness of the process.
3	This old community needs development (including the road). I live in Burkeville community for over five years. My house number is 7240 Miller Road. My lot size is a very unique pie shape (corner lot). There is no parking space at the back. I'm thinking rebuild my house because it is too old (over 70 years old). Can I access from the front (Miller Road)?
4	As a home owner in Burkeville I have been wanting to put a Coach house on my property. I strongly support the regulation of the development of coach houses and granny flats. The proliferation of these style of developments and suites has already occurred.
5	Very much in support of densification. Always very concerned about the form and nature of structures in Richmond in general. We have enough ugly Chinese and east Indian palaces.
6	I think this is a great idea; we have a coach house that was built two houses down from me and it is MASSIVE does not fit in the area AT ALL. The new bylaw addresses several issues that this structure has, but I would like to see the city look at changing
7	No more big square boxes as lane way houses.
8	I do not support any additional 2 (two) storey coach house construction (such as Mr. MacDonald's on Douglas Crescent).
9	Needs regulation to ensure that people are not abusing the rules. Glad that the City is going to make people adhere to rules and regulations. Not supportive of no limit being placed on the number of coach houses/granny flats being allowed. There should be a maximum number allowed in Burkeville and once that number is reached no more should be allowed to be built. I want the integrity of Burkeville to be protected.
10	It would be great if they really paved the lane as it's really hard on the cars. The coach house is a very good idea.
11	I would like to see the alleyways paved at the same time.
12	I support the proposals re: Granny Flats & Coach Houses but only if the back lanes are paved.
13	Coach houses and granny flats will add additional traffic to our back lanes and more dust and pot holes for the City to deal with. The community was not advised that coach houses and granny flats were being included in new houses being built. No permit sign was posted. Why? When some are required to post a proper sign? What's the difference?
14	Need to consider parking in back as streets are already at full capacity.
15	The last and very important to all Burkeville residents is the street's traffic. How can City of Richmond solve that potential problem to our narrow streets and back lanes?
16	We oppose the installation of high-wattage street lighting in Burkeville, especially in back lanes.
17	Rezoning takes too long!!! I heard Development Permit takes too long as well!

## 2012 OCP Public Consultation Granny Flats and Coach Houses Burkeville and Edgemere

Burkeville – Concerns	
1	Granny only.
2	I might support - on a case by case basis - a one (1) story Granny Flat with adjacent parking space on property owners property.
3	Privacy for neighbours must be maintained. Concerned about street parking (will "garage" part of coach house be drywalled and become part of dwelling as is happening in Vancouver?). Coach house must not affect sun/garden for neighbours. Granny flats are our first choice, but coach houses are acceptable if they are well-designed and well-situated on the lot.
4	I have much less of an issue with 1 storey structures – 2 storey structures, particularly those that have windows/balconies facing the lane could be quite intrusive on the privacy of the backyard of the property across the lane. Also concern that having 2 possible rentals on 1 property could affect the character of the neighbourhood.
5	I do not like the development permit guidelines as presented for numerous reasons. 1) I would like to see more green space, the proposed guidelines require a larger footprint for the same size coach house than if it were allowed to be 100% on the second floor.
6	My negative position is due to the coach house at 251 Douglas Crescent. It violates #6 guideline the porch and stairs overlook 211's backyard (zero privacy), permitted density, #6 porch covered, #7 stairs not enclosed, #7 permitted heights. This is a full two story structure with the eaves well above height (est. 7 metres). 291 has lost all afternoon sunlight to their back yard!
7	Regardless of the bylaws in place at the time I believe the size, shape and the fact that it be constructed at all be decided by the immediate neighbours.
8	<ol style="list-style-type: none"> <li>1. Our privacy is definitely going to be affected no matter how good your intentions are. It will ruin one of the unique qualities of Burkeville.</li> <li>2. "#11 Boarding and Lodging". I think this will be very difficult to control.</li> <li>3. Parking is already a problem in Burkeville in some places.</li> </ol>
9	I do not support the building and rezoning or either coach house or granny flats. Parking issues already exist, some "guidelines" are ambiguous and leave room for interpretation. Would consider in future if parking was better addressed.
10	The parking is bad in Burkeville now where will the extra people park? The roads and the lanes are narrow. Who will be paying for the extra services (garbage, etc.)?
11	Concerned about increased traffic on dirt lanes. No access to fire hydrants in opportune time. Loss of privacy from overhead windows overlooking back yards. Extra noise, dogs. Double parking if a party is occurring.
12	We feel granny flats and coach houses will bring too many more people, kids, cars and pets to Burkeville. We moved here because we liked it the way it is, most lots have more yard than house, which gives a spacious feel. Please leave Burkeville alone, we love it the way it is.
13	We live in this neighbourhood because of its charm. We have been here for 20 years and do not like the monster homes and garages and coach houses that are eating up every bit of green space and casting shadows onto our yards.
14	I support leaving the properties as single family residences, as they were intended.

## 2012 OCP Public Consultation Granny Flats and Coach Houses Burkeville and Edgemere

15	<p>Concerned regarding the following:</p> <ul style="list-style-type: none"> <li>- Lack of parking available to Miller Road residents; will decrease with extra homes on Wellington Road using alley for parking.</li> <li>- Increase in traffic to area.</li> <li>- Increase in street parking – already very crowded streets.</li> <li>- Current lack of maintenance in alleyways &amp; sewer/water systems.</li> </ul>
16	<ol style="list-style-type: none"> <li>1. I am not in favour of granny flats or coach houses. It appears that there has been not consideration given to the additional traffic &amp; parking on our narrow streets they create now &amp; in the future.</li> <li>2. I would like to see all new construction design be regulated in order to maintain the character of our community. Monster houses do not fit in Burkeville.</li> <li>3. I do not agree with expediting a Development Permit nor do I agree with reducing the application fees.</li> </ol>
17	<p>Though we were unable to attend the 'open house', we are thankful for the additional opportunity to voice concerns.</p> <p>We do not support permitting 'granny flats' or 'coach houses' in Burkeville.</p> <p>While the idea sounds appealing (extra space for family members to have some independence while remaining close by) I think enforcement would be difficult, leading to a 'relaxation' of enforcement; leaving us with an unacceptable increase in density, population and traffic as numerous people seek to maximize the 'revenue potential' of their back yards.</p> <p>Granny flats and coach houses are popping up like mushrooms in the Dunbar area where I work: though many of them look very nice, I do not wish to see the same thing happen here.</p> <p>Burkeville already has one of the strangest collections of 'garages' or 'out-buildings' that I have ever seen. Many of them are ugly as sin, and would seem to be unsuitable for cars or tenants. How some got the 'ok' from City Hall is beyond me!</p> <p>While the Guidelines look like a major improvement, I still do not want to see 'mini-houses' popping up in half of the back yards.</p> <p>We have had three lots adjacent to us 'redeveloped' in the last year, with another house just sold, and likely to be 'redeveloped' as well.</p> <p>In the brand-new house next door we have a family with three vehicles renting the upstairs, and another tenant downstairs renting the 'in-law suite' with another vehicle. We are lucky the <u>current</u> tenants are very considerate and their vehicles are not a problem, but where are their friends or visitors supposed to park? What if we had less considerate tenants next door? We had more than enough trouble with people blocking our driveway when the old house (with <u>one</u> car) was still there. The neighbourhood has changed a lot in the twenty-five years we have lived here; if we actually have the 'option' to say 'yes' or 'no' to more density, more traffic, and more people,</p>
18	<p>My name is George Francis of 2660 Wellington Crescent, Richmond, BC. I have resided on Sea Island since 1967, mostly in Burkeville, with the exception of residing in the Cora Brown area for five years in the early 70s, followed by my current address. The reason I choose to reside in this neighbourhood is because of what it offers that no other neighbourhood in Richmond offers, i.e., minimal crime, safety, single family homes with friendly neighbours, absence of traffic congestion etc. It is disappointing to witness the transformation of our neighbourhood from a small town atmosphere giving way to large multi-family homes that are unaffordable for locals. Although I am not opposed to replacing old and small existing wartime houses with new ones, I am opposed to the sizes of the new ones being allowed that include three suites, one main living area plus one suite down and another up. Now let's assume that, under normal circumstances, the larger main living quarters occupied by the owner with four children, the adjacent downstairs suite occupied by a couple with two children and the upper suite, a couple with one or two children. This accounts for thirteen bodies in one house (<i>I am aware of the existence of such a home in Burkeville</i>). Now let's assume that, under normal circumstances, that the two adults in each suite own automobiles. That places eight autos in front of a fifty foot lot. As if that isn't bad enough, the City of Richmond and</p>

## 2012 OCP Public Consultation Granny Flats and Coach Houses Burkeville and Edgemere

	<p>some Burkeville residents now want to change the rules to allow granny-flats and/or coach-houses. A coach-house at the aforementioned three suite house puts another two or three bodies on the same piece of property, also adding a couple more autos. Now we have sixteen people residing on one property, and I assume there will be only one utility bill for the entire house, and 10 autos to park, keeping in mind that most Burkeville properties do not exceed fifty feet frontage. Furthermore, these people also have dinner guests or people dropping into watch a game or whatever. This would put a couple more autos at that location bringing the number to twelve. Now let's watch the property on either side do the same thing tripling the population density and their 36 autos, making the street impassable. It is this kind of density and congestions that will eventually force the locals out of what still is, at least to this point, the most liveable community in Richmond. The foregoing are my reasons for totally opposing both granny-flats and coach houses in Burkeville. I can only hope that other Burkeville homeowners realize that with each new coach-house or granny-flat the additional density only serves to lessen the quality of life in this community. Please prevent this from happening and vote both down.</p>
19	<p>When last polled about Coach Houses in Burkeville, I came out in favour of them. Having experienced one in my own laneway, I am not.</p> <p>The Coach House at 251 Douglas Crescent is over sized and imposing. Even the owners were surprised at the size of it when it was finally built. Windows look down on neighbours in all directions. I live three houses down, and without a privacy screen on my deck the Coach House's upstairs porch would look right onto it, even that far away. Fortunately, the Coach House is to the north and doesn't block any daylight, but neighbours on the other side of it aren't so lucky. In summary, it contravenes so many of your proposed development guidelines that it is laughable. This was not a good start to your campaign. It certainly changed my mind.</p> <p>The homeowner next door to it, at 211 Douglas Crescent, is having difficulty selling her house and her realtor tells me the feedback is that the Coach House next door is part of the problem. Who wants to live next door to that? I have never blamed the owners of the Coach House; in fact I defend them to others, because it is the City who permitted them to build in the first place. While I have been extremely unwilling to pit neighbour against neighbour about this or any other issue, I have heard some pretty bitter comments about it from others.</p> <p>I find the process of public hearings to be very divisive, however I must come out and say that I do not wish to see any more Coach Houses permitted, especially one at 140 Wellington Crescent, which would be right across the lane from the one at 251 Douglas Crescent.</p> <p>The streets in Burkeville are narrow and crowded, and you are naive if you think Coach House residents will all park off the street all of the time and not contribute to congestion. We no longer have any bus service in here. Canada Line is a long hike because the closest station (Templeton) was purposely made inaccessible to local foot traffic, plus there is an airport fee for using it unless the fare is prepaid. There are no grocery stores, banks, churches or other services within walking distance, and a proposed outlet mall is hardly an adequate substitute for those kinds of things. Older school children need to be bussed to school. There is noise from the airport, and ground services are moving steadily closer. We have overhead power lines. We have an aging infrastructure. Is the fact that Burkeville has laneways the sole reason for this initiative? We don't seem to meet any other criteria.</p> <p>I have gone online and read your entire Report to Committee re Form and Character Guidelines for Granny Flats and Coach Houses in Burkeville and Edgemere (2041 OCP Update) dated February 03, 2012, which the proposed guidelines provided are an attachment to. I feel it should have been distributed at the same time as it makes very insightful reading. Council doesn't want to just permit Coach Houses and Granny Flats, it wants wholesale building of them. The designation "intensive residential development permit areas", plus the proposal that the fee for a development permit should be reduced, confirms this. I do not want this for Burkeville.</p> <p>Burkeville is a small, safe older neighbourhood, somewhat isolated, and I believe that is what attracts most people living here. We have a strong sense of community. I believe the Burkeville should be preserved as it is, and that allowing multiple Coach Houses to be built, with increased</p>



## 2012 OCP Public Consultation Granny Flats and Coach Houses Burkeville and Edgemere

	<p>population density and urbanization, will destroy its unique character. I feel oversize houses area whole other issue. I don't believe the same demographic is building those as who are building Carriage Houses.</p> <p>In October 2010, it was noted that there were only 4 Burkeville respondents to the Round 1 question of permitting Coach Houses. Round 2 netted 46 respondents (perhaps 16% of households in Burkeville). In April 2011 it was decided that more consultation was needed. In May/June 2011, Round 3 netted 35 replies (12%). In September 2011 the Planning Committee moved to allow Coach Houses. Considering the extremely low turnout, I don't feel this was justified.</p> <p>In summary, I believe, a) any Coach Houses to be built elsewhere in Richmond certainly need guidelines, and b) very few, if any, Coach Houses should be built in Burkeville. Your questionnaire does not address this. I believe the community should be polled again, based on your latest report, and response to the one that has already been built.</p>
20	<p>Please accept our comments after the deadline date due to the Easter holidays.</p> <p>Our first comments are regarding point #1. <i>Do you support the proposed Development Permit Guidelines (i.e., is a 1 storey dwelling). A coach house is located on both the ground floor and a ½ storey above ground floor (i.e., is a 1½ storey dwelling)</i></p> <ol style="list-style-type: none"> <li>We would like to answer yes, due to the appealing nature of the buildings and the requirements for the property around the buildings. We do approve of the height restrictions and the parking garages, privacy for neighbours, etc. However, the bylaws state "should" rather than must, which one of the department staff stated they had to put in due to the legal wording (couldn't put the words "must") but could enforce the "musts" once the residents put their proposals through. This is too vague for us as we have seen the results of those doing renovations or new builds in the neighbourhood that know the laws and the wording and are able to work their proposals around those rules to get what they want.</li> <li>If we answer No, then we feel that we would be supporting the bylaws as they exist now, which we do not. Those bylaws allowed for the monstrous coach house on Douglas Crescent, near our house that has encroached on others privacy, caused more build-up of parked cars on the streets and alleys and is an eyesore for the neighbourhood. So again, we cannot support the bylaws as they stand now.</li> <li>Answering Unsure, is not what we are. We are sure that these bylaw changes need more review before building is allowed in this neighbourhood.</li> </ol> <p>Our second comments are regarding point #2. <i>Do you support the proposal that the City of Richmond amend the Zoning Bylaw to permit and regulate granny flats and coach houses in Burkeville and Edgemere by Development Permit and Building Permit only (no rezoning)?</i></p> <p>Again, this is a difficult question to answer so we left it blank for the following reasons.</p> <ol style="list-style-type: none"> <li>If we answer No, then we feel that we would be supporting the bylaws regarding the zoning as they exist, which we do not.</li> <li>If we answer Yes, then we feel that we are supporting the new bylaws and proposed (no rezoning) suggested and outlined at the public meeting. This we cannot support either for the following reasons: <ol style="list-style-type: none"> <li>These bylaws do not address the infrastructure that needs to be addressed <b>before</b> said granny flats and coach houses can be built. <ol style="list-style-type: none"> <li>That being parking issues that would come with increased traffic in our neighbourhood. Our neighbourhood was not built with wide enough streets to allow for additional vehicle parking and has become an issue even without the extra population. Already emergency vehicles cannot get through on some streets. This is a serious concern.</li> <li>Our alleys are all gravel, the increased traffic would further degrade the alleys and upkeep on our busiest alleys now falls short of what it should be. If you look at where coach houses are being built now, their cities have paved alleyways, sidewalks, and wider streets to allow for the extra traffic. Just look down Miller Road with their lack of parking shows you what an alley would look like with the flats adding to increased vehicles parking on properties.</li> </ol> </li> </ol> </li> </ol>

**2012 OCP Public Consultation  
Granny Flats and Coach Houses  
Burkeville and Edgemere**

- 3<sup>rd</sup> Transit or lack of available transit in our neighbourhood is an issue now so when these flats are built there will be increased automobile traffic because of the lack of regular, convenient transit. The city already has stated their difficulty in communicating with Translink (re: B-line discontinued) to allow for better transit in our neighbourhood and the new Canada Line actually made transit access in our neighbourhood worse not better for our children, young people and elderly residents so we know that an argument that people will use transit is moot.
- 4<sup>th</sup> We do not live in the Edgemere neighbourhood but we feel that the City is not considering the long term affects that these additional structures are going to do to all our neighbourhoods. Do they allow for sustainability when they are again using up valuable green space? The City has continued to erode our green space to put in even more density and we are seeing traffic congestion, lack of privacy and multiple parking spaces in front of massive homes rather than green space due to the residents need for "more" objects rather than more nature. (Do we want to add a requirement here to have everyone "require" a driveway or garage to keep our streets clear and allow for emergency vehicles to pass on our streets?)
- 5<sup>th</sup> Burkeville was a neighbourhood built around small houses, ditches and little traffic and that has not changed. What has changed is the size of the houses in our neighbourhood, the traffic coming in and around our neighbourhood and traffic we will see increasing due to continued construction on the island. (The new outlet mall, BCIT and the parking issues it created in our neighbourhood, and the construction on the north side of the island. All creating increased traffic around us) The City is not considering this when they look to changing bylaws to respond to a few residents who respond to these surveys, not the majority who don't.

Although we do agree with regulations and controls to keep our neighbourhoods safe, friendly and appealing, we feel that there needs to be more improvements not only with the bylaws there needs to be regulations included from other departments as well. When we asked one staff member we spoke to about what improvements are included in these bylaws regarding the alleys and roads, he said he couldn't comment on the Public Works or Transportation department and what their bylaws plans are, it made us realize that this rezoning proposal still needs more thorough, planning and process in other areas before proceeding.

We thank you for taking our comments into consideration and we look forward to attending the public meeting to see how this decision develops.

## 2012 OCP Public Consultation Granny Flats and Coach Houses Burkeville and Edgemere

Edgemere - Supportive Comments	
1	Excellent idea.
2	Excellent idea. I am absolutely convinced that this proposal is very well thought out and will encourage more accommodation that we desperately need. We have a property at Aintree Crescent.
3	Great idea long overdue.
4	I think this will be great so some people will have affordable rent or housing in the community and a mortgage helper for the owner.
5	Good.
6	It is a good proposal. Owners will update their property and a lot of solid homes will not be demolished. Right now all builders want to do is demolish and rebuild. It is a good incentive to owners and also will create legitimate upgrading. Families and renters will definitely benefit.
7	This would allow someone like myself to have my, soon to be retired, parents downsize from their current home and support me with my young family. It will also allow for me to ensure I can care for them in their old age. Very positive Bylaw change.
8	I think this will benefit adult children starting out in life and elderly parents who need assistance close by.
9	It will help people looking for housing.
10	I agree that an amendment to the Zoning Bylaw for all of Edgemere is the most pragmatic approach. Any other internal changes at Richmond City Hall that would make the application process for a coach house or granny flat less cumbersome and time consuming would conceivably go a long way in making the entire process seamless. I would like to see this initiative get the traction this good idea deserves.
11	We agree with both points. Yes for #1 & Yes for #2.
12	1. Property Tax: It is fair that if the property remain as single family house then it should be taxed as single family house. 2. Parking: Designate permit parking on main street in front of each property.
13	Make sure no parking at back lane other than within the property line. Bylaw officers must enforce the bylaws of parking at front and back outside the property lines. No commercial or business trucks are parked within the property line or the residential areas overnight. Must enforce bylaws. How about existing lot with existing house, wants to add a granny flat?
14	Can we assume that with the additional traffic in the lanes, the lanes will be paved? Just with the current traffic it creates a dust trap and we have addressed ongoing problem many times to the City – no results thus far!
15	Trusting that the Arterial Road Policy of allowing 66' lots to be subdivided into two lots remain in place.
16	Why can't the granny suite or the coach house be rented out?
17	Unfortunately I wasn't able to attend the Open House at Kidd School. I have a few comments to offer: 1) Some of the DP Guidelines are open to interpretation, which could result in unintended/unfavourable designs if the DP or BP isn't adhered to.

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18	Would prefer granny flats only. The provision to have illumination in the lane areas needs to be sensitive to the bedrooms in houses across the lane. What about mail/newspaper delivery to dwellings accessed from the lane?
19	We prefer allowing an attached double garage to the primary residence in the front of the house. This means moving the garage from the laneway to the front to ensure the greenspace requirement is met. Here is a drawing of my thoughts (see original survey in binder). Alternatively, leave the garage in the back and allow it to be attached to the primary residence.



**2012 OCP Public Consultation  
Granny Flats and Coach Houses  
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<b>Edgemere - Concerns</b>	
1	We do not support any granny flats or coach houses in the Edgemere area.
2	I'm not in favour of these places at all. I lose my backyard privacy, pay more taxes on lot value, pay more taxes for alley improvement, sewage, etc. I put up with more noise 24 hours from the tenants next door. More cars in the alley 24/7. I got a 'single family' house and that's what I want!!
3	We have lived in Richmond over 50 years, it used to be a beautiful city, not anymore with monster houses and high rises, around us houses sold and rented, messy yards and not cleaned up lawns not kept up. All we need are more small houses in back yards and taxes going up every year.
4	I do not like the idea. It will bring too many cars and reduce green space. Too many developers are pushing the bylaws to the extreme limits already!
5	There is no room for extra parking. There are no sidewalks and curbs. There are already secondary suites. People park their cars 2/3 onto the road. The ones that do park on the grass boulevard end up chewing up the grass and turning it into mud in the winter. Some people park in the alley and you can't get your pickup past them. So much for green space!
6	I am "not" in favour of higher density in my neighbourhood!
7	Strongly opposed to more people density.
8	Will become too crowded. Parking will be difficult. Will increase violence.
9	Such buildings will only contribute to more congestion and less enjoyable and smaller/restricted views than we now have from our homes, particularly if they are one or more storey residences.
10	My biggest concern with adding new housing to existing footprint will cause significant parking issues. Currently our parking options have been removed from the front of our house due to bike lane. Where are these people supposed to park?
11	Back lanes are no main roads, the road is too narrow and congested with too many vehicles parked. It is totally unsafe and a hazard to those living around the areas.
12	In my opinion it is unacceptable to make a decision as compromising to a neighbourhood as this based on 36 respondents from 545 households. This should have raised flags that the information did not get out. I feel that there should be a re-vote on this development plan now that people are aware as residents received correspondence through the mail for the first time.
13	Do I have a say into which side of the property my neighbour builds a coach house on?

**2012 OCP Public Consultation  
Granny Flats and Coach Houses  
Burkeville and Edgemere**

<b>Other Areas – Comments or Concerns</b>	
1	My first choice on this is to subdivide into two lots. Because this area has more park by space than Williams and Steveston Highway. If not subdivide, I fully support this proposal.
2	There are too many potential variables allowed to not have the neighbourhood informed or allowed input into the process. The guidelines still appear too vague!
3	<p>I do not have any faith that this will be well executed/enforced given the development construction quality that has occurred in the last 25 years in Richmond. Other concerns include:</p> <ol style="list-style-type: none"> <li>1. I purchased into a single family neighbourhood for the privacy/quality of life.</li> <li>2. Increased property taxes on houses in an area allowing this (they gain, I pay!).</li> <li>3. Parking issues – in Edgemere there could be up to 3 families living on a lot.</li> <li>4. How these will be lit – enough already – with making houses look like flying saucers at night with the number of lights in the soffits (I counted 14 on one house). This is already ruining these neighbourhoods as light spills onto other properties (ever heard of light pollution?).</li> <li>5. Loss of privacy (yes, I know it has been addressed, but it will still happen when these are built).</li> <li>6. Concerns about wording that no development permit sign will be posted – how are neighbours to know this is happening? What say will they have in location of a coach house?</li> <li>7. Permit guideline 5(b) "Uniquely designed" is not necessarily "good". Who is passing judgement on this?</li> <li>8. Lots of vague wording in permit guidelines, "Should be encouraged", "should be", "preferred" = no min. standards</li> </ol>
4	I do not support this project at all.



**City of  
Richmond**

**Public Survey – Granny Flats and Coach Houses  
Burkeville and Edgemere – 2041 OCP Update**

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

1. Do you support the proposed Development Permit Guidelines to control the form and character of granny flats and coach houses in Burkeville and Edgemere?

*Note: A granny flat is located totally on the ground floor (i.e., is a 1 storey dwelling). A coach house is located on both the ground floor and a ½ storey above the ground floor (i.e., is a 1½ storey dwelling).*

☐ Yes      ☐ No      ☐ Unsure

2. Do you support the proposal that the City of Richmond amend the Zoning Bylaw to permit and regulate granny flats and coach houses in Burkeville and Edgemere by Development Permit and Building Permit only (no rezoning)?

☐ Yes      ☐ No      ☐ Unsure

**Comments:**

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**Thank you for your feedback.**

**Name:** \_\_\_\_\_

**Address:** \_\_\_\_\_

**Neighbourhood:**      ☐ Burkeville      ☐ Edgemere      ☐ Other

**E-mail:** \_\_\_\_\_ **Phone:** \_\_\_\_\_

**Request**

Please fill out the survey form and return it by **Thursday, April 5, 2012.**

- Mail it to the City of Richmond, 6911 No. 3 Road, Richmond, BC V6Y 2C1; or
- Fax it to the City of Richmond at 604-276-4052 (fax); or
- E-mail it to the City of Richmond to the attention of hburke@richmond.ca; or
- Fill it out online at the City's website at [www.letstalkrichmond.ca](http://www.letstalkrichmond.ca); or
- Leave it in the drop off boxes provided at the Public Open House.

Thank you very much. Please use the other side for any additional comments.

**Your comments will be considered by Richmond City Council in preparing the 2041 Official Community Plan (2041 OCP Update).**

**PH - 1134**



# City Board

## Make your point – Richmond wants to hear from you

### Granny flats and coach houses in Burkeville and Edgemere

The City of Richmond is proposing to enact Development Permit Guidelines to control the form and character of granny flats and coach houses in Burkeville and the portion of Edgemere with rear lanes, located between Williams Road, Wilkinson/Maddocks Roads, No. 4 Road and Shell Road.

The City is also proposing to amend the Zoning Bylaw to permit and regulate granny flats and coach houses in Burkeville and Edgemere by Development Permit and Building Permit only (no rezoning) as part of its 2041 Official Community Plan update.

We want to hear from every household in both neighbourhoods about these proposals at a Public Open House.

#### Public Open Houses will be held:

##### Burkeville

Tuesday, March 27, 2012

6:00 – 8:00 p.m.

Sea Island Community Centre

7140 Miller Road, Multipurpose Room

##### Edgemere

Thursday, March 29, 2012

6:00 – 8:00 p.m.

Thomas Kidd Elementary School

10851 Shell Road, Gymnasium

If you are a property owner in one of these areas, you will receive:

- an invitation letter to the Public Open House
- a survey form to complete and a copy of the proposed Development Permit Guidelines
- highlights of the proposed Zoning Bylaw Amendment.

Residents in these areas are invited to learn more about granny flats and coach houses in Burkeville and Edgemere by:

- attending the Public Open House in your neighbourhood
- viewing information on the City of Richmond's website at [www.richmond.ca](http://www.richmond.ca) or at [www.letsTALKrichmond.ca](http://www.letsTALKrichmond.ca).

For more information, please email [hburke@richmond.ca](mailto:hburke@richmond.ca) or [jchristy@richmond.ca](mailto:jchristy@richmond.ca) or call 604-276-4164 or 604-276-4188.



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



## *Welcome to the Burkeville and Edgemere Granny Flat and Coach House Public Open House*

### Purpose

The purpose of this Open House is to:

Determine if there is support for the City of Richmond's proposals to:

- Enact Development Permit Guidelines to control the form and character of granny flats and coach houses in Burkeville and Edgemere; and
- Amend the Zoning Bylaw to permit and regulate granny flats and coach houses in Burkeville and Edgemere by Development Permit and Building Permit only (no rezoning).

### Request

Please fill out the survey form to let us know what you think by Thursday, April 5, 2012 by:

- leaving it in the drop box provided at the Public Open House; or
- mailing it to the City of Richmond, 6911 No. 3 Road, Richmond, BC, V6Y 2C1; or
- faxing it to the City of Richmond at 604-276-4052; or
- emailing it to hburke@richmond.ca at the City of Richmond; or
- filling it out online at [www.letstalkrichmond](http://www.letstalkrichmond).

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## Background

### What is an Official Community Plan (OCP)?

The Official Community Plan (OCP) is the City of Richmond's most important planning policy document that helps achieve the City's long-term vision, and what we want to be in the future as a community. The existing OCP was adopted in 1999 and helps the City manage to 2021. The City is in the process of updating its OCP to the year 2041.

### What are Development Permit Guidelines?

Under the Local Government Act, the City of Richmond can designate Burkeville and Edgemere as an "intensive residential development permit area". In doing so, the City would have greater control over the form and character of the granny flats and coach houses proposed to built in these neighbourhoods. In essence, these guidelines would address what the granny flats and coach houses look like—something that a rezoning application or Zoning Bylaw can not adequately do.

### What is a Zoning Bylaw?

Richmond Zoning Bylaw 8500 is the City's regulatory tool for implementing the OCP.

It specifies what uses are permitted in various zones and what the density, lot coverage, setbacks, heights, landscaping and parking requirements are for these uses. Both Burkeville and Edgemere are predominantly zoned Single Detached (RS1/E), which permits a single family house and a secondary suite.

### What is a granny flat and coach house?

A granny flat is a detached, self contained dwelling located totally on the ground floor in the rear yard of a single family residential lot with lane access.

A coach house is a detached, self contained dwelling located beside and above the garage accessed by a lane in the rear yard of a single family residential lot.

### What has Richmond City Council directed?

In February 2012, Richmond City Council directed that the:

1. Proposed Form and Character Guidelines for Granny Flats and Coach Houses in Burkeville and Edgemere; and
2. Draft Single Detached Housing Zone with Granny Flats and Coach Houses in Burkeville and Edgemere

be approved for public consultation in the Burkeville and Edgemere areas as part of the 2041 OCP Update.

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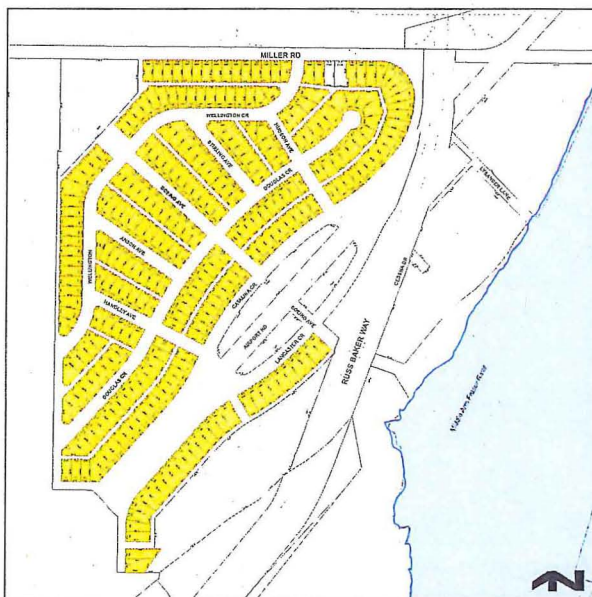


## Background continued . . .

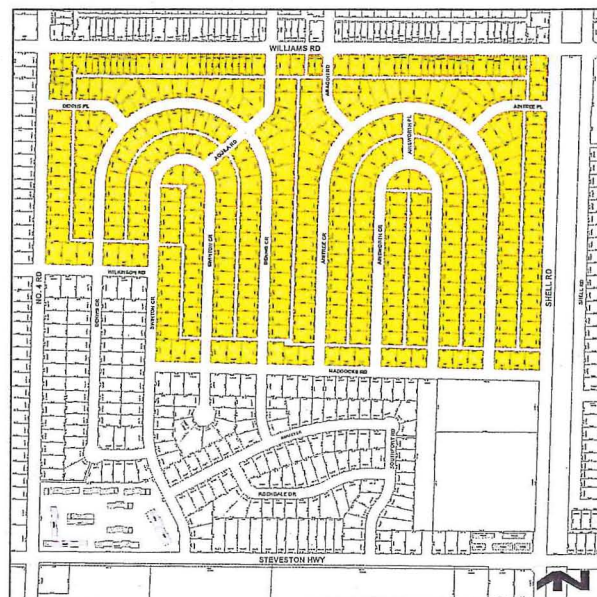
### What have Burkeville and Edgemere previously told the City?

Previous Survey Results	Burkeville	Edgemere
1 No. of Households Invited to the Previous Open House	277	545
2 Open House Attendance	36	65
3 # of Survey Responses (by household)	46	36
4 Support the idea of permitting granny flats in your neighbourhood	42	22
5 Don't support permitting granny flat flats in your neighbourhood	4	14
6 Support the idea of permitting coach houses in your neighbourhood	41	20
7 Don't support permitting coach houses in your neighbourhood	5	14
8 Prefer City amend the Zoning Bylaw to permit granny flats by Building Permit	41	19
9 Prefer each property owner amend the Zoning Bylaw to permit granny flats by rezoning application	2	5
10 Prefer City amend the Zoning Bylaw to permit coach houses by Building Permit	40	19
11 Prefer each property owner amend the Zoning Bylaw to permit coach houses by rezoning application	2	3

Conclusions	Burkeville	Edgemere
1 Support for granny flats and coach houses	89–91%	54–61%
2 Support for Building Permit option (not site specific rezoning)	95%	79–86%



Burkeville



Edgemere

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## Granny flats and coach houses



Granny flat



Granny flat



Coach house



Coach house

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

**PH - 1139**







# Proposed Development Permit Guidelines

**Note:** It is proposed that Development Permit applications for a granny flat or coach house in Burkeville and Edgemere be expedited by not requiring a Development Permit sign on the property and by reducing the application fee for a Development Permit from \$2,055 to \$1,000.

## 1. Neighbourhood fit

Granny flats and coach houses should demonstrate that they:

- a) respect the height and setbacks of neighbouring properties; and
- b) recognize the unique character of the neighbourhood in Burkeville (e.g., by retaining the existing house or the current, larger front yard setback).

## 2. Variety in location

No two similar granny flats and coach houses should be located in a row on neighbouring lots, and wherever possible the two granny flats and coach houses should be offset from each other so as not to be located side by side.

## 3. Variety in design

Variations in the design of granny flats and coach houses should be encouraged so as not to repeat the same architectural appearance, building form and elevations on the same lane. In a City block, Modular construction is allowed.

## 4. Scale and massing

The tallest element of granny flats and coach houses should be located adjacent to the lane.

The upper level of coach houses should step back from the rear yard of the principal residence in order to enhance solar access to this yard and limit the sense of scale to adjacent neighbours.

## 5. Roofs

A flat roof is not permitted on granny flats and coach houses, unless:

- a) it is built and approved as a green roof that is an urban garden; or
- b) it has a contemporary architectural expression that is uniquely designed.

Cross gable, shed and roof lines that run across or perpendicular to the property are encouraged, with a roof pitch of between 6:12 to 8:12.

## 6. Privacy of neighbours

Granny flats and coach houses should be:

- a) oriented and sited to protect the privacy and minimize the overlook and shadowing of adjacent neighbours; and
- b) screened from neighbouring yards by suitable landscaping.

## 7. Corner lots

Granny flats and coach houses on a corner lot are not to be accessed by vehicles from the street but from the lane only.

Primary windows to living rooms and bedrooms may face the street and/or lane.

## 8. Visibility

Granny flats and coach houses should front onto and be clearly visible from the lane, with the primary entry and front door:

- a) facing towards and accessible from the lane; and
- b) illuminated at night.

A secondary entrance and access may be from the street.

## 9. Appearance of the lane

Granny flats and coach houses should be designed to enhance the lane as a public road or space since this is the primary entrance and access point to these forms of housing.

## 10. Lighting along the lane

Lighting on granny flats and coach houses should be designed to enhance the pedestrian experience of the lane at night by such means as eave lighting, porch lighting, and bollard or garden lights (not high-wattage, motion-activated security lights).

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## Proposed Development Permit Guidelines continued. . .

### 11. Building materials and colours

The exterior materials and colours of granny flats and coach houses should:

- a) complement, but not replicate, the character of the principal residence;
- b) complement the overall character of the existing neighbourhood; and
- c) have a high quality of architectural design and detailing (e.g., vinyl siding would only be permitted if finished with wood or other high quality detailing).

### 12. Building facades

The primary façade of granny flats and coach houses facing the lane, and the street on a corner lot, should be:

- a) articulated to create depth and architectural interest; and
- b) visually broken into smaller components or sections to discourage wide, flat and unbroken facades.

### 13. Building faces, projections and dormers

Granny flats and coach houses should be designed with consideration given to the relationship between window sizes and the placement and scale of building faces, projections and dormers.

### 14. Windows

Windows should be oriented toward the lane and be designed to maximize light penetration into the interior of granny flats and coach houses while mitigating overlook onto the principal residence and adjacent properties.

The primary living room and bedroom windows on any upper floor should face the lane.

Windows in the upper floor of coach houses facing the yard of the principal residence should be modest in size.

Side yard windows should also be modest in size and be recessed in that section of the building façade.

Building faces and dormers should not be windowless, and sidelight windows should be incorporated into bay projections.

Skylights, clerestory windows or glass block should be installed where possible.

### 15. Garage doors

Garage doors should be recessed behind the main façade where feasible and designed to minimize the visual impact to the lane through careful detailing and sensitive design, such as garage windows and narrower door width facing the lane.

### 16. Impact on private outdoor space

Granny flats and coach houses should be located so as to minimize the amount of shadow cast onto the private outdoor space of the granny flat or coach house and the principal residence.

### 17. Tree and vegetation retention

Existing trees and prominent landscape features located outside the building envelope of granny flats and coach houses should meet the Tree Bylaw, for example:

- a) retained, unless proven to be diseased or in conflict with utilities and services; and
- b) protected before land clearing, demolition or construction commences.

### 18. Underground services

Underground hydro and communication service lines should be utilized wherever possible to granny flats and coach houses.

### 19. Sustainability Initiatives

Granny flats and coach houses should incorporate sustainable design elements acceptable to the City into site and building design and construction, and exhibit design excellence through such means as:

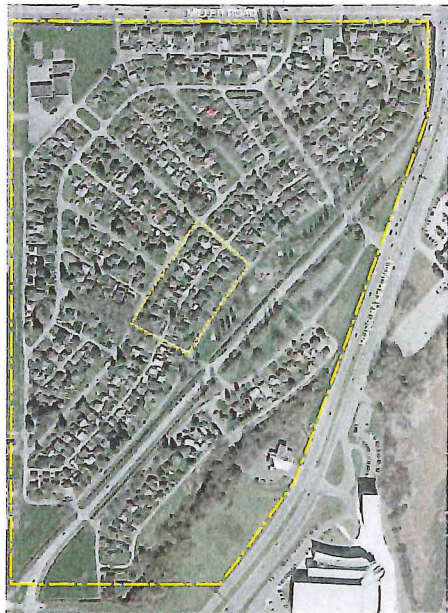
- a) natural filtration of rainwater into a rain garden, rainwater collection system, bioswale or rock pit;
- b) solar power technology as an energy source;
- c) energy star appliance and low water plumbing fixtures;
- d) green technology building products; and
- e) naturescaping and permeable materials on outdoor surfaces.

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## Burkeville proposed granny flats and coach houses



BURKEVILLE NEIGHBOURHOOD  
WITH TYPICAL BLOCK OUTLINED



PROPOSED LANE VIEW 01



PROPOSED LANE VIEW 02



BURKEVILLE TYPICAL BLOCK  
WITH TYPICAL LOT OUTLINED



PROPOSED LANE VIEWS  
• 3 COACH HOUSES  
• 3 GRANNY FLATS

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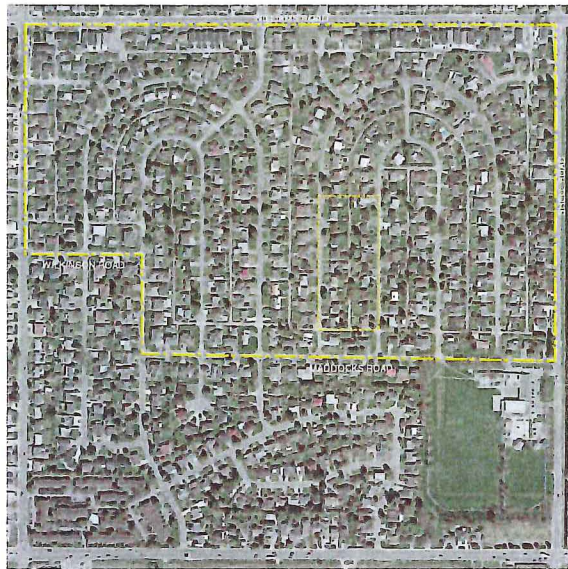
**PH - 1142**







# Edgemere proposed granny flats and coach houses



EDGEMERE NEIGHBOURHOOD  
WITH TYPICAL BLOCK OUTLINED



EDGEMERE TYPICAL BLOCK  
WITH TYPICAL LOT OUTLINED



PROPOSED LANE VIEW 01



PROPOSED LANE VIEW 02



PROPOSED LANE VIEWS

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**PH - 1143**







# Highlights of proposed Zoning Bylaw Amendment

**Note:** It is proposed that the following items be added to a new zone for Burkeville and Edgemere. Everything else in the existing zoning would remain the same in these neighbourhoods.

## 1. Purpose

The new zone would only apply to Burkeville and Edgemere, and enable single detached housing and, where there is a lane, either a granny flat or a coach house.

## 2. Permitted uses

- No change, except a secondary suite would not be permitted in Burkeville if the lot contains a granny flat or coach house

## 3. Secondary uses

- coach house where a lot abuts a lane
- granny flat where a lot abuts a lane

## 4. Permitted density

1. The maximum density is limited to one detached granny flat or coach house per lot.
2. The maximum floor area ratio (FAR) for a lot containing single detached housing and a granny flat or coach house is 0.6 applied to a maximum of 464.5 m<sup>2</sup> of the lot area, together with 0.30 applied to the balance of the lot area in excess of 464.5 m<sup>2</sup>.
3. The granny flat must have a minimum gross floor area of 33.0 m<sup>2</sup> and a maximum gross floor area of 70.0 m<sup>2</sup>.
4. The coach house must have a minimum gross floor area of 33.0 m<sup>2</sup> and a maximum gross floor area of 60.0 m<sup>2</sup>, of which at least 40% of the gross floor area shall be located on the first storey.
5. For the purposes of this zone only, the following is not included in the calculation of the maximum floor area ratio: 10% of the floor area total calculated for the lot in question, which must be used exclusively for covered areas of the single detached housing, granny flat or coach house, which are open on one or more sides, with the maximum for the granny flat or coach house being 6.0 m<sup>2</sup>.
6. An unenclosed and uncovered balcony of a coach house shall have a maximum area of 8.0 m<sup>2</sup>, and shall be located so as to face the lane on a mid block lot and the lane or side street on a corner lot.
7. Stairs to the upper level of a coach house shall be enclosed within the allowable building area.

## 5. Permitted lot coverage

No change.

## 6. Yards and setbacks

1. The minimum interior side yard is:
  - a) 2.0 m for a coach house; and
  - b) 1.2 m for a granny flat;
2. A granny flat or coach house located on a lot with an east-west orientation shall be located 2.0 m from the northern interior side lot line to reduce shadowing on the adjacent lot to the south.
3. The minimum rear yard is:
  - a) 1.2 m for no more than 65% of the rear façade of a granny flat, coach house and garage;
  - b) 3.0 m for at least 35% of the rear façade of the granny flat, coach house and garage; and
  - c) 1.5 m for the building entry to a granny flat or coach house from the rear lot line.
4. A granny flat or coach house shall be located within 1.2 m and 8.0 m of the rear lot line.
5. The minimum building separation space between the principal single detached housing unit and the accessory building containing:
  - a) a granny flat is 3.0 m; and
  - b) a coach house is 4.5 m.
6. Granny flats, coach houses and accessory buildings are not permitted in the front yard.
7. Waste and recycling bins for a granny flat or coach house shall be located within a screened structure that is setback a minimum of 1.5 m from the rear lot line.
8. Building elements in a granny flat or coach house that promote sustainability objectives such as solar panels, solar hot water heating systems and rainwater collection systems may project 0.6 m into the side yard and rear yard.

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## Highlights of proposed Zoning Bylaw Amendment continued . . .

### 7. Permitted heights

1. The maximum height for the accessory building containing a granny flat is 1 storey or 5.0 m above grade, whichever is less.
2. The maximum height for the accessory building containing a coach house is 1½ storeys or 6.0 m above grade, whichever is less. For the purposes of this zone, the habitable space in the ½ storey shall not exceed 60% of the storey situated immediately below.
3. The maximum height to the eave of the first storey of a coach house with a sloping roof shall be 3.7 m above grade.
4. The maximum height to the top of the roof facing the building separation space between the single detached housing and the coach house shall be 4.0 m above grade.

### 8. Subdivision provisions/ minimum lot size

1. A granny flat or coach house may not be subdivided from the lot on which it is located.

### 9. Landscaping and screening

1. A private outdoor space with a minimum area of 30.0 m² and a minimum width and depth of 3.0 m shall be provided on the lot where there is a granny flat or coach house. The private outdoor space:
  - a) shall be for the benefit of the granny flat or coach house only;
  - b) shall not be located in the front yard;
  - c) may include an open or covered deck, unenclosed balcony, patio pavers, porch or fenced yard space which is clearly defined and screened through the use of landscaping, planting or architectural features such as trellises, low fencing or planters, but not space used for parking purposes;
  - d) shall not be occupied or obstructed by any buildings, structures, projections and on-site parking, except for cantilevered roofs and balconies which may project into the private outdoor space for a distance of not more than 0.6 m; and
  - e) shall be accessed from the rear yard, lane, granny flat or coach house.
3. The rear yard between a granny flat or coach house and the lane, including the building entry to the granny flat or coach house, must incorporate the planting of appropriate trees and other attractive soft landscaping, but not low ground cover so as to enhance the visual appearance of the lane, and high quality permeable materials where there is a driveway to parking spaces.

4. High quality screening shall be located between the lane and any parking spaces parallel to the lane and along the lot line adjacent to the surface parking spaces. Where the space is constrained, a narrow area sufficient for the growth of the screening shall be provided at the base of the screening, fence or at the foot of the granny flat or coach house.
5. The yard between the granny flat or coach house and the road on a corner lot shall be designed and treated as the front yard of the granny flat or coach house, not be used as private outdoor space and have quality surface treatment, soft landscaping and attractive plant materials.
6. Where vertical greening is used as a means to improve privacy, it may include building walls and/or the provision of fences and arbours as support structures for plants. In constrained areas, tall plantings may include varieties of bamboo for screening and landscaping.
7. A minimum 0.9 m wide, unobstructed, permeable pathway clearly leading from the road to the granny flat or coach house shall be provided for emergency personnel, delivery agents and visitors.

### 10. On-site parking and loading

1. On-site vehicle parking shall be provided according to the standards set out in Section 7.0 of the Zoning Bylaw, except that:
  - a) all parking spaces for a lot that contains a new single detached housing unit and a granny flat or coach house must be accessed from the rear lane only;
  - b) a coach house may not be located above more than a maximum of 2 parking spaces in the garage for the single detached housing; and
  - c) the required parking space and driveway for a granny flat or a coach house must be unenclosed or uncovered and must be made of porous surfaces such as permeable pavers, gravel, grasscrete or impermeable wheel paths surrounded by ground-cover planting.

### 11. Other regulations

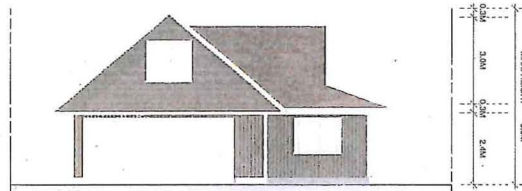
1. Boarding and lodging is permitted only in a single detached housing unit, and not in the granny flat or coach house.
2. A child care program shall not be located in a granny flat or coach house.

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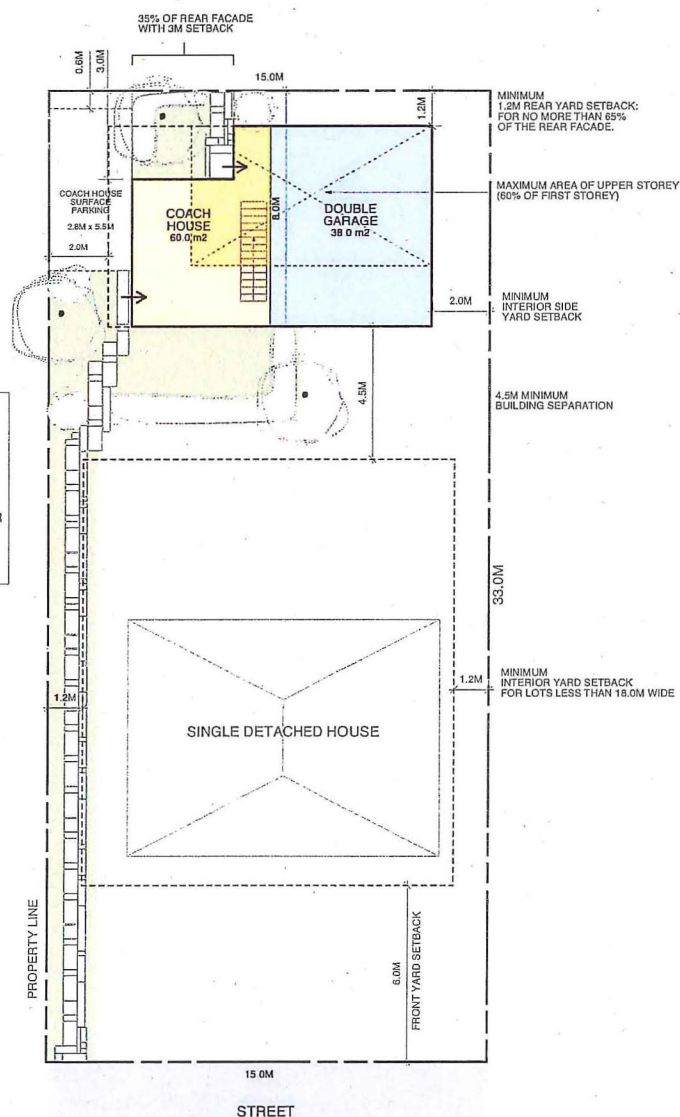


# Burkeville proposed coach house



LANE

COACH HOUSE STATISTICS	
MAIN FLOOR:	25.0 m <sup>2</sup> - 42% OF TOTAL FLOOR AREA (40% PERMITTED)
GARAGE:	38.0 m <sup>2</sup>
UPPER FLOOR:	35.0 m <sup>2</sup> - 58% OF TOTAL GROUND FLOOR AREA INCL. GARAGE (60% PERMITTED)
TOTAL FLOOR AREA:	60.0 m <sup>2</sup> + Garage (MAXIMUM PERMITTED)



TYPICAL COACH HOUSE SITE PLAN  
BURKEVILLE, RICHMOND BC  
SCALE 1:100

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MAIN FLOOR:	33.0 m2 - MINIMUM PERMITTED FLOOR AREA
GARAGE:	38.0 m2
TOTAL FLOOR AREA:	33.0 m2 + GARAGE

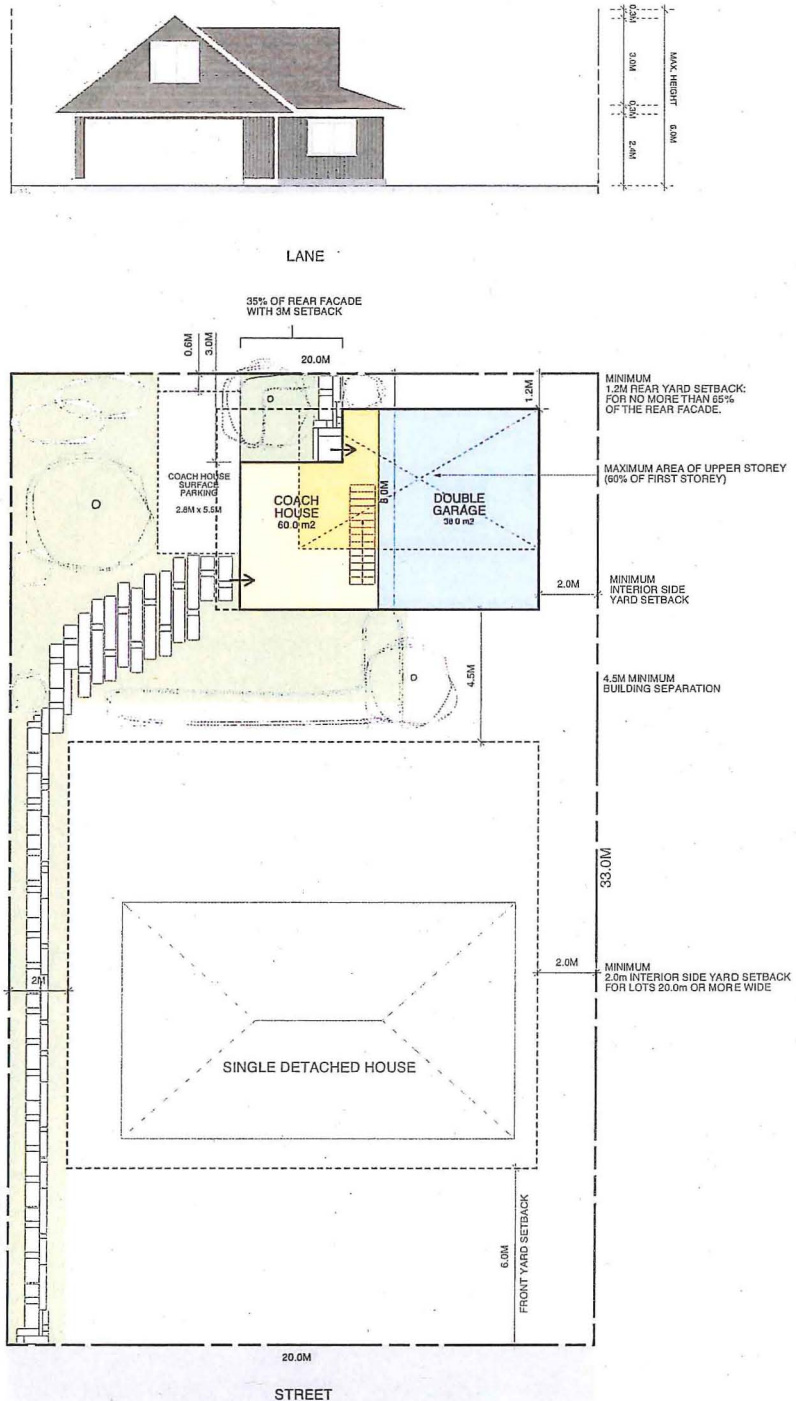


Richmond





## Edgemere proposed coach house



COACH HOUSE STATISTICS		
MAIN FLOOR:	25.0 m2	42% OF TOTAL FLOOR AREA (40% PERMITTED)
GARAGE:	38.0 m2	
UPPER FLOOR:	35.0 m2	58% OF TOTAL GROUND FLOOR AREA INCL. GARAGE (60% PERMITTED)
TOTAL FLOOR AREA:	60.0 m2 + GARAGE (MAXIMUM PERMITTED)	

TYPICAL COACH HOUSE SITE PLAN  
EDGEMERE, RICHMOND BC  
SCALE 1:100

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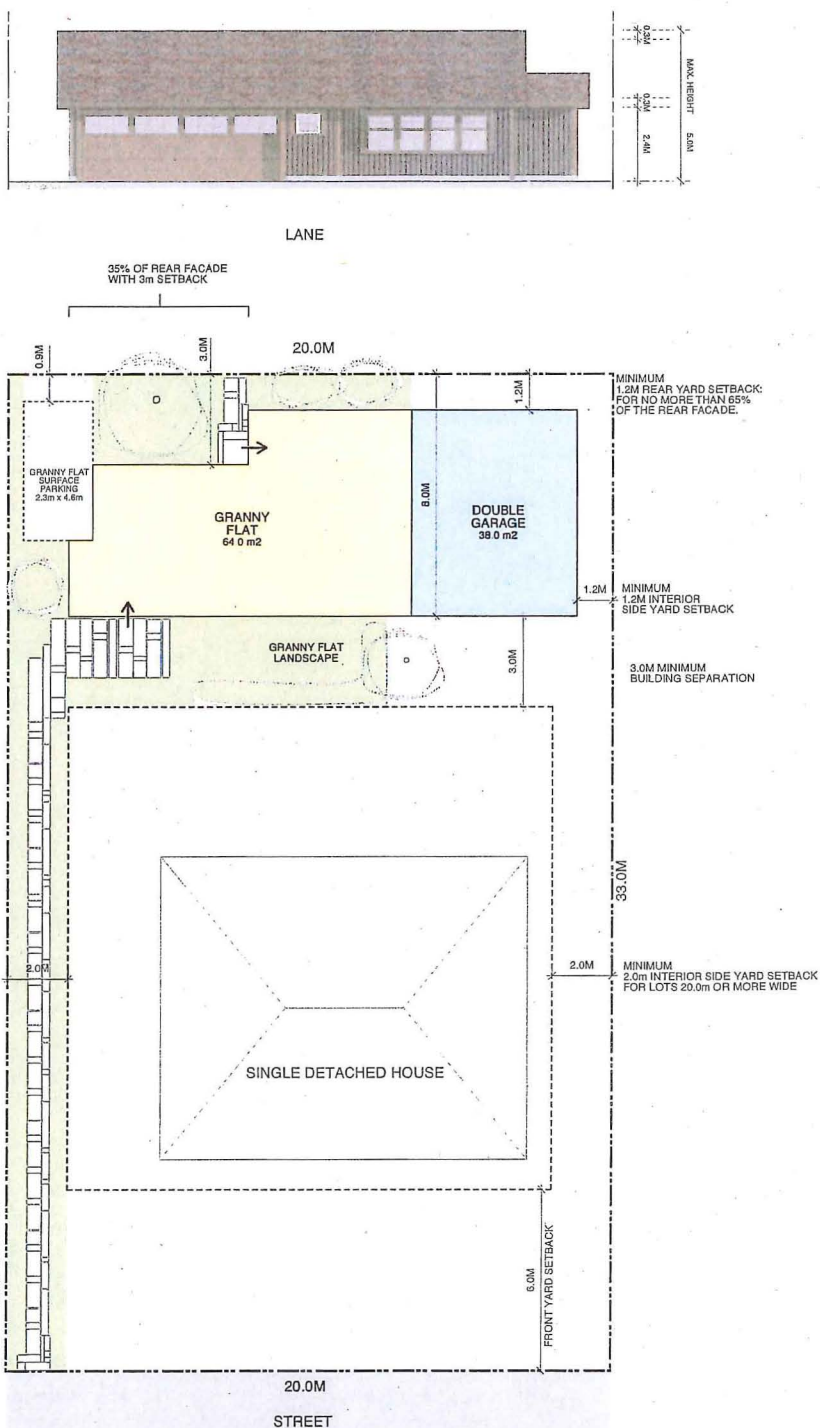
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# Edgemere proposed granny flat



TYPICAL GRANNY FLAT SITE PLAN  
EDGEMERE, RICHMOND BC  
SCALE 1:100

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## Survey

Please take a few minutes to fill out the Survey questions in order for City staff and Richmond City Council to determine if there is support for the proposals to:

- Enact Development Permit Guidelines to control the form and character of granny flats and coach houses in Burkeville and Edgemere; and
- Amend the Zoning Bylaw to permit and regulate granny flats and coach houses in Burkeville and Edgemere by Development Permit and Building Permit only (no rezoning).

### All surveys must be submitted by Thursday, April 5, 2012 by:

- Leaving it in the drop box provided at the Public Open House; or
- Mailing it to the City of Richmond, 6911 No. 3 Road, Richmond, BC, V6Y 2C1; or
- Faxing it to the City of Richmond at 604-276-4052; or
- E-mailing it to [hburke@richmond.ca](mailto:hburke@richmond.ca) at the City of Richmond; or
- Filling it out online at [www.letstalkrichmond.ca](http://www.letstalkrichmond.ca).

## *Thank you very much.*

### Process

The following process is envisioned (which may be subject to change):

1. Public consultation: Burkeville and Edgemere (March 2012)
2. Council decision: Whether or not to incorporate granny flats/coach houses and guidelines in the 2041 OCP Update (May 2012)

It should be stressed that the public will have other opportunities to review this matter as part of the bylaw adoption process before a final decision is rendered.

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## **Implementation Conditions Granny Flats and Coach Houses Burkeville and Edgemere**

### **Engineering Conditions**

#### Water

The City's water system is adequate for the expected increase caused by the potential for granny flats and coach houses.

#### Sanitary Sewer

The City's sanitary sewer system is adequate for the expected increase caused by the potential for granny flats and coach houses.

#### Storm Drainage

The City's storm drainage system is adequate for the expected increased caused by the potential for granny flats and coach houses in Edgemere.

Storm drainage will require analysis to determine the impact that granny flats and coach houses will have on the drainage system in Burkeville. Engineering will perform the analysis utilizing existing OCP Modelling funding should the residents determine they would like to proceed with granny flats and coach houses in their neighbourhood. In the event that drainage upgrades are required, staff will develop an implementation and funding strategy for Council's consideration.

### **Transportation Conditions**

Each Development Permit application will provide Transportation staff the opportunity to review and, if necessary, require the applicant to make changes to their design to address any parking related issues, especially for the Burkeville area, to ensure that there are no negative traffic impacts on adjacent narrow streets and laneways.





**Richmond Zoning Bylaw 8500, Amendment Bylaw 8922  
(Single Detached with Granny Flat or Coach House Zone for Edgemere)**

The Council of the City of Richmond enacts as follows:

1. Richmond Zoning Bylaw 8500, as amended, is further amended by:

- a) repealing the definition of “**coach house**” in Section 3.4 and replacing it with the following new definition:

“**Coach house**

means a self-contained **dwelling** that:

- a) is accessory and either attached or detached to the **single detached housing unit**, except in Edgemere where it must be detached from the **principal dwelling unit**;
- b) has at least 75% of its **floor area** located above the **garage**, except in Edgemere where a maximum of 60% of its **floor area** must be located above a detached **garage**;
- c) has cooking, food preparation, sleeping and bathing facilities that are separate from those of the **principal dwelling unit** located on the **lot**;
- d) has an entrance separate from the entrance to the **garage**; and
- e) is a separate and distinct **use** from a **secondary suite**, and does not include its own **secondary suite**.”

- b) adding the following to Section 3.4, in alphabetical order:

“**Granny flat**

means a self-contained **dwelling** that:

- a) is accessory to and detached from the **single detached housing unit**;
- b) is located totally on the ground floor in the **rear yard** of a **single detached housing lot**;
- c) has cooking, food preparation, sleeping and bathing facilities that are separate from those of the **principal dwelling unit** located on the **lot**;
- d) has an entrance separate from the entrance to the **garage**; and
- e) is a separate and distinct **use** from a **secondary suite**, and does not include its own **secondary suite**.”

- c) adding the following parking requirement at the end of Table 7.7.2.1 in Section 7.7:

**Table 7.7.2.1 Residential Use Parking Requirements**

Residential Use	Minimum number of Parking Spaces Required per Dwelling unit	
	Basic Requirement	Visitor Parking Requirement
Granny Flat	1.0	Not applicable

- d) inserting the following after Section 8.13:

**“8.14 Single Detached with Granny Flat or Coach House – Edgemere (RE1)**

**8.14.1 Purpose**

The **zone** applies to the Edgemere (RE1) neighbourhood and provides for **single detached housing** and, where there is a **lane**, either a **granny flat** or a **coach house**.

**8.14.2 Permitted Uses**

- **housing, single detached**

**8.14.3 Secondary Uses**

- **bed and breakfast**
- **boarding and lodging**
- **coach house** where a lot abuts a lane
- **community care facility, minor**
- **granny flat** where a lot abuts a lane
- **home business**
- **secondary suite** in the RE1 zone (Edgemere) only

**8.14.4 Permitted Density**

1. The maximum **density** is limited to one **principal dwelling unit** and one detached **granny flat** or **coach house** per lot.
2. The maximum **floor area ratio** (FAR) for a lot containing:
  - a) **single detached housing** only is 0.55 applied to a maximum of 464.5 m<sup>2</sup> of the **lot area**, together with 0.30 applied to the balance of the **lot area** in excess of 464.5 m<sup>2</sup>; and
  - b) **single detached housing** and a **granny flat** or **coach house** is 0.6 applied to a maximum of 464.5 m<sup>2</sup> of the **lot area**, together with 0.30 applied to the balance of the **lot area** in excess of 464.5 m<sup>2</sup>;
3. The **granny flat** must have a minimum **gross floor area** of 33.0 m<sup>2</sup> and a maximum **gross floor area** of 70.0 m<sup>2</sup>.
4. The **coach house** must have a minimum **gross floor area** of 33.0 m<sup>2</sup> and a maximum **gross floor area** of 60.0 m<sup>2</sup>, of which at least 40% of the **gross floor area** shall be located on the **first storey**.

5. For the purposes of this **zone** only, the following items are not included in the calculations of the maximum **floor area ratio**:
  - a) 10% of the **floor area** total calculated for the **lot** in question, which must be used exclusively for covered areas of the **single detached housing, granny flat** or **coach house**, which are open on one or more sides, with the maximum for the **granny flat** or **coach house** being 6.0 m<sup>2</sup>; and
  - b) 50.0 m<sup>2</sup> which may be used only for **enclosed parking**.
6. An unenclosed and uncovered **balcony** of a **coach house** shall have a maximum area of 8.0 m<sup>2</sup>, and shall be located so as to face the **lane** on a mid block **lot** and the **lane** or side street on a **corner lot**.
7. Stairs to the upper level of a **coach house** shall be enclosed within the allowable **building** area.

#### 8.14.5 Permitted Lot Coverage

1. The maximum **lot coverage** is 45% for **buildings**.
2. No more than 70% of a **lot** may be occupied by **buildings, structures** and **non-porous surfaces**.
3. 30% of the **lot area** is restricted to **landscaping** with live plant material.

#### 8.14.6 Yards & Setbacks

1. The minimum **front yard** is 6.0 m.
2. The minimum **interior side yard** is:
  - a) 2.0 m for a **coach house**;
  - b) 1.2 m for a **granny flat**;
  - c) 2.0 m for **single detached housing** on **lots** 20.0 m or more in width;
  - d) 1.8 m for **single detached housing** on **lots** of 18.0 m or more but less than 20.0 m in width; and
  - e) 1.2 m for **single detached housing** on **lots** less than 18.0 m wide.
3. A **granny flat** or **coach house** located on a **lot** with an east-west orientation shall be located 2.0 m from the northern interior **side lot line** to reduce shadowing on the **adjacent lot** to the south.
4. The minimum **exterior side yard** is 3.0 m.
5. The minimum **rear yard** is:
  - a) 6.0 m for the **single detached housing**, except for a **corner lot** where the **exterior side yard** is 6.0 m, in which case the **rear yard** is reduced to 1.2 m;
  - b) 1.2 m for no more than 65% of the rear façade of a **granny flat, coach house** and **garage**;

- c) 3.0 m for at least 35% of the rear façade of a **granny flat, coach house** and **garage**; and
  - d) 1.5 m for the **building** entry to a **granny flat** or **coach house** from the **rear lot line**.
- 6. A **granny flat** or **coach house** shall be located within 1.2 m and 8.0 m of the **rear lot line**.
  - 7. Portions of the **single detached housing** which are less than 2.0 m in **height** may be located in the **rear yard** but no closer than 1.2 m to any other **lot line**.
  - 8. The minimum **building separation space** between the principal **single detached housing** unit and the **accessory building** containing:
    - a) a **granny flat** is 3.0 m; and
    - b) a **coach house** is 4.5 m.
  - 9. **Granny flats, coach houses** and **accessory buildings** are not permitted in the **front yard**.
  - 10. Waste and recycling bins for a **granny flat** or **coach house** shall be located within a **screened structure** that is **setback** a minimum of 1.5 m from the **rear lot line**.
  - 11. **Building** elements in a **granny flat** or **coach house** that promote sustainability objectives such as solar panels, solar hot water heating systems and rainwater collection systems may project 0.6 m into the **side yard** and **rear yard**.

#### 8.14.7 Permitted Heights

- 1. The maximum **height** for **single detached housing** is 2½ storeys or 9.0 m, whichever is less, but it shall not exceed the **residential vertical lot width envelope** and the **residential lot depth vertical envelope**.
- 2. The maximum **height** for the **accessory building** containing a **granny flat** is 1 storey or 5.0 m above **grade**, whichever is less.
- 3. The maximum **height** for the **accessory building** containing a **coach house** is 1½ storeys or 6.0 m above **grade**, whichever is less. For the purposes of this **zone**, the **habitable space** in the ½ storey shall not exceed 60% of the storey situated immediately below.
- 4. The maximum **height** of the **eave** of the first storey of a **coach house** with a sloping roof shall be 3.7 m above **grade**.
- 5. The maximum **height** to the top of the roof facing the **building separation space** between the **single detached housing** and the **coach house** shall be 4.0 m above **grade**.
- 6. The maximum **height** for **accessory buildings** not containing a **granny flat** or **coach house** is 5.0 m.
- 7. The maximum **height** for **accessory structures** not containing a **granny flat** or **coach house** is 9.0 m.



#### 8.14.8 Subdivision Provisions/Minimum Lot Size

1. The minimum **lot** dimensions and areas are as follows, except that the minimum **lot width** for **corner lots** is an additional 2.0 m.

Minimum frontage	Minimum lot width	Minimum lot depth	Minimum lot area
7.5 m	18.0 m	24.0 m	550.0 m <sup>2</sup>

2. A **granny flat** or **coach house** may not be **subdivided** from the **lot** on which it is located.

#### 8.14.9 Landscaping & Screening

1. **Landscaping** and **screening** shall be provided in accordance with the provisions of Section 6.0.
2. A private outdoor space with a minimum area of 30.0 m<sup>2</sup> and a minimum width and depth of 3.0 m shall be provided on the **lot** where there is a **granny flat** or **coach house**. The private outdoor space:
  - a) shall be for the benefit of the **granny flat** or **coach house** only;
  - b) shall not be located in the **front yard**;
  - c) may include an open or covered deck, unenclosed **balcony**, **patio** pavers, **porch** or **fenced yard** space which is clearly defined and screened through the use of **landscaping**, planting or architectural features such as trellises, low **fencing** or planters, but not space used for parking purposes;
  - d) shall not be occupied or obstructed by any **buildings**, **structures**, projections and on-site parking, except for **cantilevered roofs** and **balconies** which may project into the private outdoor space for a distance of not more than 0.6 m; and
  - e) shall be **accessed** from the **rear yard**, **lane**, **granny flat** or **coach house**.
3. The **rear yard** between a **granny flat** or **coach house** and the **lane**, including the **building** entry to the **granny flat** or **coach house**, must incorporate the planting of appropriate trees and other attractive soft **landscaping**, but not low ground cover so as to enhance the visual appearance of the **lane**, and high quality permeable materials where there is a driveway to **parking spaces**.
4. High quality **screening** shall be located between the **lane** and any **parking spaces** parallel to the **lane** and along the **lot line** adjacent to the surface **parking spaces**. Where the space is constrained, a narrow area sufficient for the growth of the **screening** shall be provided at the base of the **screening**, **fence** or at the foot of the **granny flat** or **coach house**.

5. The **yard** between the **granny flat** or **coach house** and the **road** on a **corner lot** shall be designed and treated as the **front yard** of the **granny flat** or **coach house**, not be used as private outdoor space and have quality surface treatment, soft **landscaping** and attractive plant materials.
6. Where vertical greening is used as a means to improve privacy, it may include **building** walls and/or the provision of **fences** and arbours as support structures for plants. In constrained areas, tall plantings may include varieties of bamboo for **screening** and **landscaping**.
7. A minimum 0.9 m wide, unobstructed, permeable pathway clearly leading from the **road** to the **granny flat** or **coach house** shall be provided for emergency personnel, delivery agents and visitors.

#### 8.14.10 On-Site Parking and Loading

1. On-site **vehicle** parking shall be provided according to the standards set out in Section 7.0, except that:
  - a) all **parking spaces** for a lot that contains a new **single detached housing** unit and a **granny flat** or **coach house** must be **accessed** from the rear **lane** only;
  - b) a **coach house** may not be located above more than a maximum of 2 **parking spaces** in the **garage** for the **single detached housing**; and
  - c) the required **parking space** and driveway for a **granny flat** or a **coach house** must be unenclosed or uncovered and must be made of porous surfaces such as permeable pavers, gravel, grasscrete or impermeable wheel paths surrounded by ground-cover planting.

#### 8.14.11 Other Regulations

1. **Boarding and lodging** shall be located only in a **single detached housing** unit, and not in the **granny flat** or **coach house**.
2. A **child care program** shall not be located in a **granny flat** or **coach house**.
3. A **secondary suite** is not permitted in a **single detached housing** unit in Burkeville (RB1) if the **lot** contains either a **granny flat** or **coach house**.
4. In addition to the regulations listed above, the General Development Regulations in Section 4.0 and Specific Use Regulations in Section 5.0 apply.”
- e) repealing the zoning designation of the following area and designating it **SINGLE DETACHED WITH GRANNY FLAT OR COACH HOUSE – EDMERE (RE1)** on the Zoning Map of the City of Richmond:

That area shown as shaded on “Schedule A attached to and forming part of Bylaw 8922”.

2. This Bylaw is cited as “**Richmond Zoning Bylaw 8500, Amendment Bylaw 8922**”.

FIRST READING

PUBLIC HEARING

SECOND READING

THIRD READING

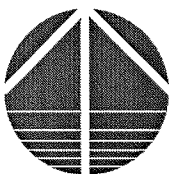
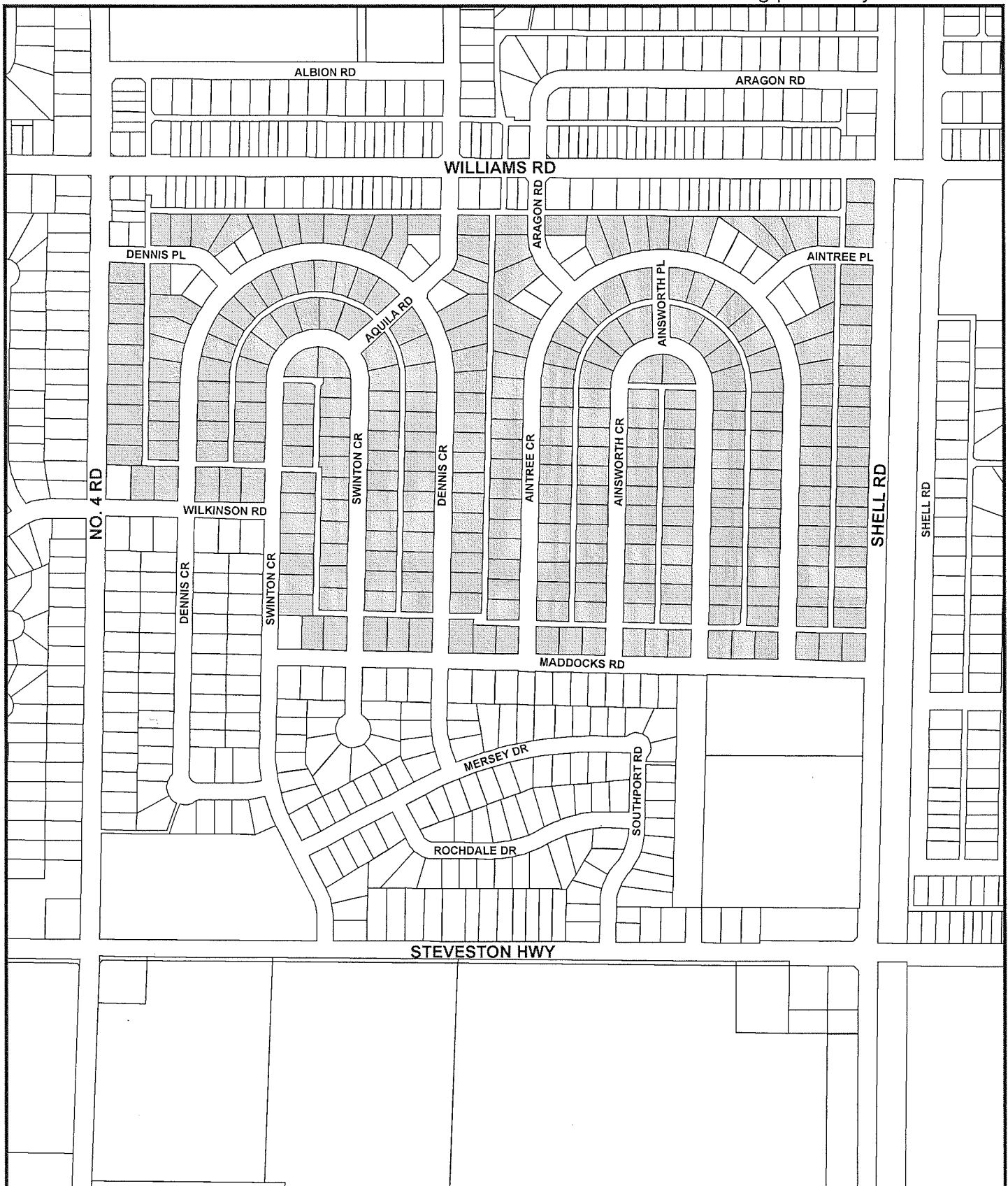
ADOPTED

JUL 23 2012

CITY OF RICHMOND
APPROVED for content by originating dept. HB
APPROVED for legality by Solicitor mz

\_\_\_\_\_  
MAYOR

\_\_\_\_\_  
CORPORATE OFFICER



Single Detached with Granny Flats  
and Coach Houses - Edgemere  
(RE1) Zone

**PH - 1159**

Original Date: 06/08/12

Revision Date:

Note: Dimensions are in METRES



## MayorandCouncillors

Public Hearing

**From:** City of Richmond Website [webgraphics@richmond.ca]  
**Sent:** Monday, 12 November 2012 5:26 PM  
**To:** MayorandCouncillors  
**Subject:** Send a Submission Online (response #715)

**Categories:** 12-8060-20-8922 - Edgemere-Burkeville Granny Flats & Coach Houses

<b>To Public Hearing</b>
Date: <u>Nov 19, 2012</u>
Item # <u>4</u>
Re: <u>Zoning Amendment</u>
<u>Bylaw 8922</u>

## Send a Submission Online (response #715)

### Survey Information

Site:	City Website
Page Title:	Send a Submission Online
URL:	<a href="http://cms.richmond.ca/Page1793.aspx">http://cms.richmond.ca/Page1793.aspx</a>
Submission Time/Date:	11/12/2012 5:32:24 PM

### Survey Response

Your Name:	scott steeves
Your Address:	10400 dennis cres
Subject Property Address OR Bylaw Number:	8922
Comments:	i would be in favour of this amendment

CityClerk

To Public Hearing
Date: <u>Nov 19, 2012</u>
Item # <u>4</u>
Re: <u>Zoning Amendment</u>
<u>Bylaw 8922</u>

**From:** Carol Day [carol@catsigns.ca]  
**Sent:** Monday, 12 November 2012 23:28  
**To:** MayorandCouncillors; CityClerk; Richmond Review  
**Subject:** Edgemere Granny flat and Coach house zoning amendment BYLAW 8922  
**Attachments:** Edgemere zoning amendment Granny Flats Coach houses.docx; GRannyFlat Coach house survey.jpg; Coach house.jpg

**Categories:** 12-8060-20-8922 - Single Detached with Granny Flat or Coach House Zone for Edgemere

Please see my letter , survey and photo attached

✓	INT
DW	ms
CP	

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**Carol Day**

T 604.240.1986  
F 604.271.5535  
carol@catsigns.ca  
www.catsigns.ca



PH 1161

To Richmond City Council

Nov 12th, 2012

Regarding BYLAW 8922 Edgemere Neighbourhood with lanes

Create new Single Family Granny Flat or Coach house 9RE1) zone

Major changes in the character of a neighbourhood should require major involvement from the residents. No answer, is not a YES. Many people living in Edgemere think that they have no say, that the decision is already made by Richmond City council so why waste their time. Ambivalence is not support, lack of involvement is not agreement. Until the City of Richmond receives expressed support from the residents, they don't have it.

I spoke to staff in the City of Delta and they have a much better process, more letters are sent out to homes and they do not have confidence in surveys because the results are often "questionable". An excellent example of a faulty survey is the one done by the city of Richmond in April 2012 whereby the staff concluded there was "High support for Granny flats and Coach houses in Burkeville and Edgemere". I disagree, in Burkeville 42 people voted yes and in Edgemere only 22 people voted yes. The questions were worded to indicate the decision was already made and the best the public could hope for was some say in the guidelines.

City Of Richmond Public Survey-Granny Flats and Coach Houses

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Burkeville and Edgemere-2041 OCP Update

Due Thursday April 5, 2012

Question # 1 Do you support the proposed Development Permit Guidelines to control the form and character of granny flats and coach houses in Burkeville and Edgemere ?

Question # 2 Do you support the proposal that the City of Richmond amend the Zoning bylaw to permit and regulate granny flats and coach houses in Burkeville and Edgemere by Development Permit and Building Permit only ( no rezoning)?

We could learn a lot from the City of Delta, they take longer to make decisions and they make better decisions.

But if we are going to talk about survey results then it is up to council to sift through the results because staff will not point out that in the 2041 OCP Concept Comment sheet feedback that 29% of people who responded disagree that "The vision and objectives in the OCP concept provide the direction necessary to prepare the 2041 OCP update." Almost one third of people said the city was doing a poor job.

**ACTION ITEM :**

Please consider sending out a new survey to every home in the Edgemere neighbourhood and require that at least 50% of homes respond and a minimum of 60 % give expressed approval for the zoning amendment . The survey should not be worded to garner support but rather to inform residents that access to the granny flats and coach houses will be through the lanes and that they can expect an increase in traffic and they can expect increased densification. If after the public are informed they support the densification of the Edgemere neighbourhood then and only then should Richmond City council vote to change the zoning.

We only have one chance to get it right, so let's take the time necessary to engage the people living in Edgemere and wait for their response, what's the hurry ?

Carol Day

11631 Seahurst rd Richmond BC V7A 4K1 604 240 1986





City of  
Richmond

**Public Survey – Granny Flats and Coach Houses  
Burkeville and Edgemere – 2041 OCP Update**

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

1. Do you support the proposed Development Permit Guidelines to control the form and character of granny flats and coach houses in Burkeville and Edgemere?

*Note: A granny flat is located totally on the ground floor (i.e., is a 1 storey dwelling). A coach house is located on both the ground floor and a ½ storey above the ground floor (i.e., is a 1½ storey dwelling).*

☐ Yes ☐ No ☐ Unsure

2. Do you support the proposal that the City of Richmond amend the Zoning Bylaw to permit and regulate granny flats and coach houses in Burkeville and Edgemere by Development Permit and Building Permit only (no rezoning)?

☐ Yes ☐ No ☐ Unsure

Comments:

Thank you for your feedback.

Name:

Address:

Neighbourhood:

☒ Burkeville

☐ Edgemere

☐ Other

E-mail:

Phone:

**Request**

Please fill out the survey form and return it by **Thursday, April 5, 2012.**

- Mail it to the City of Richmond, 6911 No. 3 Road, Richmond, BC V6Y 2C1; or
- Fax it to the City of Richmond at 604-276-4052 (fax); or
- E-mail it to the City of Richmond to the attention of [hburre@richmond.ca](mailto:hburre@richmond.ca); or
- Fill it out online at the City's website at [www.letstalkrichmond.ca](http://www.letstalkrichmond.ca); or
- Leave it in the drop off boxes provided at the Public Open House.

Thank you very much. Please use the other side for any additional comments.

**Your comments will be considered by Richmond City Council in preparing the 2041 Official Community Plan (2041 OCP Update).**



PH 1165

## MayorandCouncillors

**From:** City of Richmond Website [webgraphics@richmond.ca]  
**Sent:** Thursday, 15 November 2012 10:36 AM  
**To:** MayorandCouncillors  
**Subject:** Send a Submission Online (response #718)

**Categories:** 12-8060-20-8922 - Edgemere-Burkeville Granny Flats & Coach Houses

### Send a Submission Online (response #718)

#### Survey Information

Site:	City Website
Page Title:	Send a Submission Online
URL:	<a href="http://cms.richmond.ca/Page1793.aspx">http://cms.richmond.ca/Page1793.aspx</a>
Submission Time/Date:	11/15/2012 10:41:57 AM

<b>To Public Hearing</b>
Date: <u>Nov 19 / 12</u>
Item # <u>4</u>
Re: <u>Zoning Amendment</u>
<u>Bylaw 8922</u>

#### Survey Response

Your Name:	greg munsie
Your Address:	10071 wilkinson
Subject Property Address OR Bylaw Number:	8922
Comments:	i am in favor of the amendment



## MayorandCouncillors

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**From:** City of Richmond Website [webgraphics@richmond.ca]  
**Sent:** Thursday, 15 November 2012 10:35 AM  
**To:** MayorandCouncillors  
**Subject:** Send a Submission Online (response #717)

**Categories:** 12-8060-20-8922 - Edgemere-Burkeville Granny Flats & Coach Houses

### Send a Submission Online (response #717)

#### Survey Information

Site:	City Website
Page Title:	Send a Submission Online
URL:	<a href="http://cms.richmond.ca/Page1793.aspx">http://cms.richmond.ca/Page1793.aspx</a>
Submission Time/Date:	11/15/2012 10:40:32 AM

<b>To Public Hearing</b>
Date: <u>Nov 19 /12</u>
Item # <u>4</u>
Re: <u>Zoning Amendment</u>
<u>Bylaw 8922</u>

#### Survey Response

Your Name:	greg munsie
Your Address:	10380 dennise cres
Subject Property Address OR Bylaw Number:	8922
Comments:	i am in favore of the amendment



## MayorandCouncillors

**From:** City of Richmond Website [webgraphics@richmond.ca]  
**Sent:** Wednesday, 14 November 2012 10:41 AM  
**To:** MayorandCouncillors  
**Subject:** Send a Submission Online (response #716)

**Categories:** 12-8060-20-8922 - Edgemere-Burkeville Granny Flats & Coach Houses

<b>To Public Hearing</b>	
<b>Date:</b>	<u>Nov 19, 2012</u>
<b>Item #</b>	<u>4</u>
<b>Re:</b>	<u>Zoning Amendment</u>
	<u>Bylaw 8922</u>

## Send a Submission Online (response #716)

### Survey Information

Site:	City Website
Page Title:	Send a Submission Online
URL:	<a href="http://cms.richmond.ca/Page1793.aspx">http://cms.richmond.ca/Page1793.aspx</a>
Submission Time/Date:	11/14/2012 10:47:13 AM

### Survey Response

Your Name:	Jodi Robertson
Your Address:	10695 Aiintree Place
Subject Property Address OR Bylaw Number:	8922
Comments:	<p>I really like the idea of granny flats as a concept. However, after thinking about how it would affect my neighbourhood, I have quite a few reservations. If they were used to house aging parents, that would be very valuable. But, we all know that they will be rented out as suites. This would increase traffic substantially. In a neighbourhood that has no sidewalks for pedestrians, I would be even more nervous walking to the park with my toddler if there were even 20% more cars zooming by at close quarters on the roads. Perhaps you should look at some of the many traffic concerns before thinking about adding more people to the area. Other traffic concerns: - there have been close to a dozen accidents at the corner of Williams &amp; Shell in the past 2 years since there is no light and it's difficult to see oncoming traffic -why are there no street lights along the very dark walking path along Shell Road? -No train crossing arm at such a busy intersection? That's a major accident waiting to</p>

	happen Thanks for your consideration in this matter. Jodi Robertson
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