

3.0 Connected Neighbourhoods With Special Places



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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:

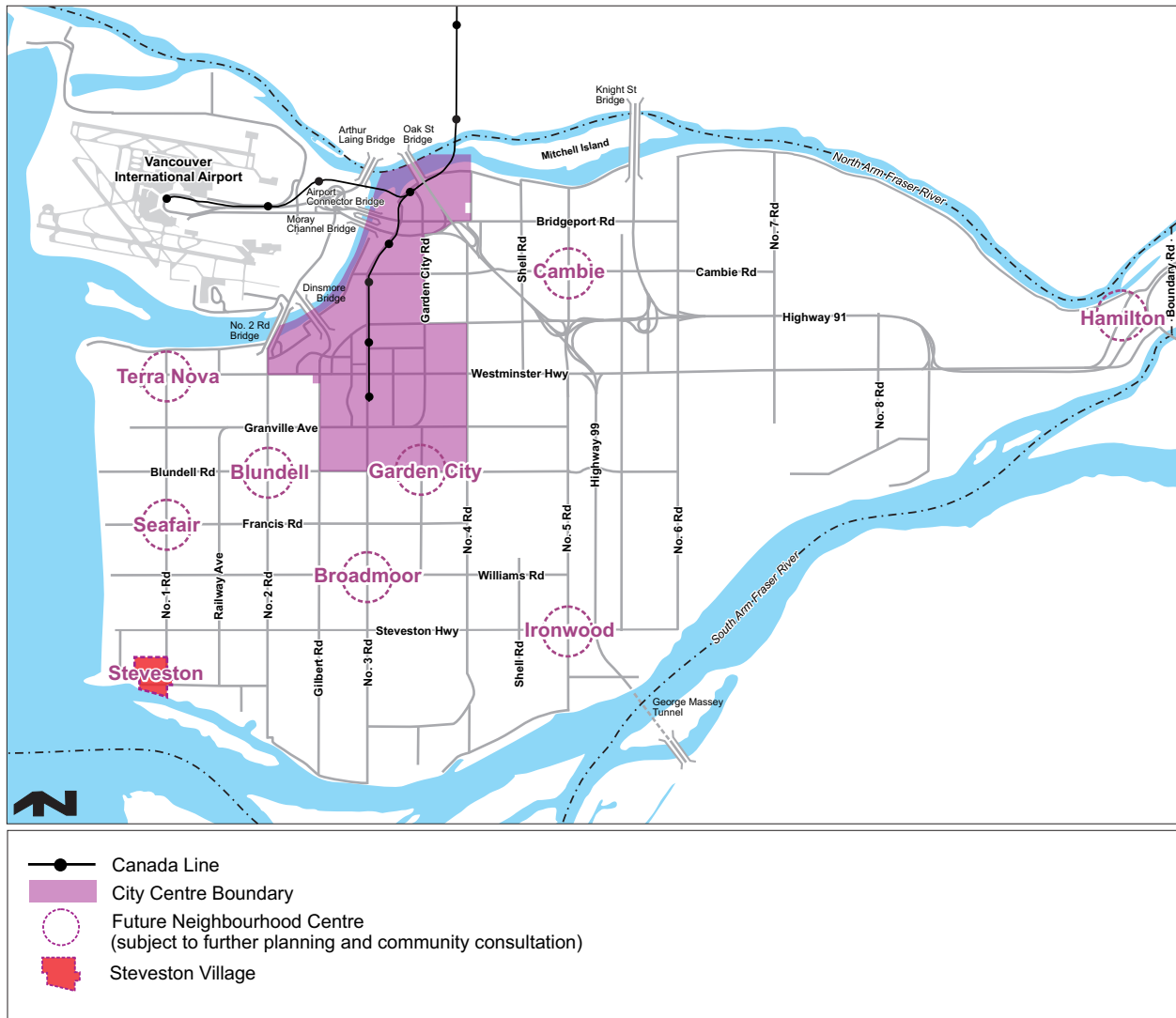
In Neighbourhood Shopping Centres, promote a diversity of land uses and densities that support a wide range of residential, employment and daily shopping, personal service and enhanced transit service.

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



- 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.



Bylaw 9691
2017/05/08

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);
- to limit the commercialization of single family neighbourhoods, and to mitigate potential impacts on traffic, parking congestions, and noise in single family neighbourhoods, bed and breakfast operations shall be located no less than 500 metres apart;

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:

- a) 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;
- 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 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:

- 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 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);





- 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);

Bylaw 9879
2018/09/04

- c) encourage all multiple family housing to provide a minimum of 40% of units with two or more bedrooms that are suitable for families with children;

Bylaw 10257
2021/06/21

- d) as a condition of rezoning for all townhouse or multiple family housing development projects, require that no residential dwelling unit shall be restricted from being rented and that the future strata may not impose restrictions on the age of occupants within any residential strata lot, unless otherwise determined by Council;

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.



- e) consider low and mid-rise multiple family housing (with grade access and private outdoor space) located near parks, schools, and community centres;
- f) 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);
- g) continue to implement the 2007 Richmond Affordable Housing Strategy and update it periodically;
- h) 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;
- i) make affordable housing a component of future neighbourhood planning;
- j) 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;
- k) encourage housing that incorporates “aging-in-place” concepts, accommodates special needs and supports independent living units;
- l) encourage seniors housing in locations central to community amenities, including public transit;
- m) consider the Seniors Affordable Supportive Housing Design Guidelines, City of Richmond, June 2002, in the planning, design and evaluation of seniors’ supportive housing projects;
- n) 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;
- o) 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.



OBJECTIVE 2: *Bylaw 9879
2018/09/04*

Protect and enhance the existing stock of market rental housing.

POLICIES:

- a) acknowledge that market rental housing comprises an important and substantial component of the city's supply of affordable housing, meets the needs of a diverse population and contributes to social diversity and healthy communities;
- b) encourage property owners to maintain existing market rental buildings in good repair and in a safe condition. Maintenance, repair and renovation should be done while the tenant(s) still lives in the unit or has been provided with temporary alternate accommodation by the property owner(s) at the same rental rate before returning to the unit;
- c) support the identification of funding sources (e.g., from senior government or other) that may be used to upgrade and extend the life span of existing market rental buildings;
- d) discourage redevelopment of properties containing purpose-built market rental housing;
- e) consider allowing the redevelopment of sites that have existing market rental units only if the site continues to be used for rental housing and any existing rental units are replaced as affordable housing (e.g. low-end market rental, or LEMR) units;
- f) ensure that all existing market rental units are replaced at a minimum ratio of 1:1 (one new market rental unit for each existing market rental unit) that meet the City's Affordable Housing Strategy and are secured in perpetuity as affordable housing through one or more legal agreements or other alternate approach to the satisfaction of the City. Replacement market rental units will have the same number of bedroom units and the same number of ground oriented units as originally located on site.

OBJECTIVE 3: *Bylaw 9879
2018/09/04*

Support tenants at the time of redevelopment of existing market rental housing.

POLICIES:

- a) protect tenants who may be displaced by the redevelopment of existing market rental units by requiring a tenant relocation plan. The tenant relocation plan will incorporate the following:
 - A minimum four months' notice to end the tenancy, and otherwise as set out in the provincial *Residential Tenancy Act*;
 - A right-of-first-refusal for existing, displaced tenants to rent replacement units as affordable housing, without having to meet the City's typical (low-end market rental) income thresholds;



- For tenants who have resided in the applicable rental units longer than one year:
 - three months' free rent or lump sum equivalent at the discretion of the tenant;
 - assistance in finding alternative accommodation which meets the tenant's needs, is located in Richmond, or in another location at the tenant's discretion, and where the rent does not exceed Canada Mortgage and Housing Corporation's (CMHC) average area rents for Richmond.

OBJECTIVE 4: *Bylaw 9879
2018/09/04*

Encourage the development of new purpose-built market rental housing units.

POLICIES:

*Bylaw 10375
2022/06/20*

- a) support the provision of new market rental housing units and replacement market rental housing units, where relevant, and secure all rental units in perpetuity by utilizing residential rental tenure zoning, where applicable, one or more legal agreements, and/or an alternative approach to the satisfaction of the City;
- b) proposed development sites for new market rental housing must at the time of development approval be designated in the OCP as Neighbourhood Residential, Apartment Residential or Mixed Use and must permit the housing type proposed (e.g., townhouses or apartments);

*Bylaw 10375
2022/06/20*

- c) a minimum of 40% of market rental housing units in a development should include two or more bedrooms that are suitable for families with children and market rental housing units should incorporate basic universal housing features;
- d) stratification of individual market rental housing units is prohibited unless otherwise approved by Council;
- e) for new development, City-wide market rental provisions include the following:
 - for new development that includes more than 60 apartment units, the owner shall provide purpose-built market rental housing units in the building. The combined habitable space of the market rental housing units will comprise at least 15% of the total residential floor area ratio in the building, excluding residential floor area secured as affordable housing, and will be secured by utilising residential rental tenure zoning, where applicable. The associated density bonus is 0.10 floor area ratio above the base density set out in the OCP or Area Plan, which is applied to the site and included for the purpose of calculating the affordable housing built contribution;
 - for new townhouse development with 5 or more townhouse units, and for new apartment development with 60 or less units:
 - a community amenity contribution may be accepted through a rezoning application. Community amenity contributions will be collected in the Affordable Housing Reserve Fund and calculated on the total residential floor area of the development, excluding habitable residential floor area secured as affordable housing, as follows:



Bylaw 10375
2022/06/20

- for townhouse development: \$28.52 per buildable m² (\$2.65 per buildable ft²);
 - for apartment development inside of the City Centre Area Plan: \$56.51 per buildable m² (\$5.25 per buildable ft²); and
 - for apartment development outside of the City Centre Area Plan: \$32.29 per buildable m² (\$3.00 per buildable ft²); or
 - the owner may make use of up to 0.10 FAR above the base density set out in the OCP or Area Plan conditional to the density bonus being used exclusively to secure habitable market rental floor area secured by utilizing residential rental tenure zoning. The secured market rental housing units are exempt from the affordable housing contribution requirement;
 - by February 28, 2023, and then every two years thereafter, the community amenity contribution rates are to be revised by adding the annual inflation for the preceding two calendar years by using the Statistics Canada *Vancouver Consumer Price Index – All Items* inflation rate; with revised rates published in a City Bulletin;
 - for new mixed tenure development that provides additional rental housing to address community need, the density bonus may be increased on a site-specific basis;
 - the secured market rental housing component in the development is eligible for exemption from public art and community planning contributions.
- f) for new development that provides 100% of the residential use at the site as secured market rental housing, the following considerations apply:
- the following density bonusing provisions may apply:
 - for ground oriented townhouses and wood frame apartment (inside or outside of the City Centre Area Plan): 0.20 FAR above the base density set out in the OCP or Area Plan;
 - for concrete buildings (inside or outside) of the City Centre Area Plan: 0.25 above the base density set out in the OCP or Area Plan;
 - for new development that provides additional rental housing to address community need, the density bonus may be increased on a site-specific basis.
 - new developments are subject to the following:
 - priority locations include sites that are located inside of the City Centre Area Plan or within the neighbourhood centres identified in the OCP. Other locations may be considered on a case by case basis;
 - developments meet or exceed the City's sustainability objectives related to building energy and emissions performance;
 - proposed developments demonstrate that they would integrate well with the neighbourhood and comply with OCP Development Permit Guidelines;
 - community consultation is undertaken.



Bylaw 10375
2022/06/20

- new developments are eligible for the following incentives:
 - exemption from affordable housing requirements in recognition of the significant community benefit provided by the market rental housing units;
 - exemption from public art and community planning contributions;
 - expedited rezoning and development permit application review ahead of in-stream applications.
- g) conditional to exhausting all parking rate reduction provisions in the Zoning Bylaw, and subject to staff review of site specific considerations, new market rental units and/or Low End Market Rental units in a 100% rental building or a mixed tenure strata development may be eligible for the following parking reduction:
- up to a total 50% parking reduction on sites that are within 800 m (10 minute walking distance) of a Canada Line Station;
 - up to a total 30% parking reduction on all other sites;
 - the parking requirement may be further reduced, as determined by Council, on a site specific basis for projects that provide additional rental housing to address community need.

OBJECTIVE 5: Bylaw 9879
2018/09/04

Limit the strata conversion of existing residential rental or cooperative units.

POLICIES:

- a) limit the strata conversion of existing rental or cooperative buildings involving three or more dwelling units (duplex strata conversions are acceptable). Council will consider the following before approving a residential strata conversion:
- the impact that a proposed conversion will have on the stock of rental housing in Richmond. If the rental vacancy rate is less than 4% and the number of affected units is 4 or more, then Council should consider refusing the application until vacancy rates have risen to 4% or higher;
 - the views of existing tenants submitted to the City in writing;
 - a tenant relocation plan to protect tenants who may be displaced by the proposed strata conversion. The tenant relocation plan will incorporate the following:
 - a minimum four months' notice to end the tenancy and otherwise as set out in the provincial *Residential Tenancy Act*;
 - a right-of-first-refusal for existing, displaced tenants to purchase a strata unit at a 5% discount from market prices;
 - for tenants who have resided in the applicable rental units longer than one year:
 - three months' free rent or lump sum equivalent at the discretion of the tenant;



- assistance in finding alternative accommodation which meets the tenant's needs, is located in Richmond, or in another location at the tenant's discretion, and where the rent does not exceed Canada Mortgage and Housing Corporation's (CMHC) average area rents for Richmond.
- the submission of a Building Condition Assessment Report in a form acceptable to the City from a registered architect, engineer, or another qualified professional, including an assessment of the life expectancy and the state of repair of the building, general workmanship and the degree of compliance with all City bylaws, servicing standards and requirements;
- provision of open space, landscaping and common facilities, in general compliance with the OCP's Development Permit Guidelines, along with preserving all required off street parking and loading spaces;
- other site-specific development conditions that might be appropriate to the specific circumstances.



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 m² (20 ft²) 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.

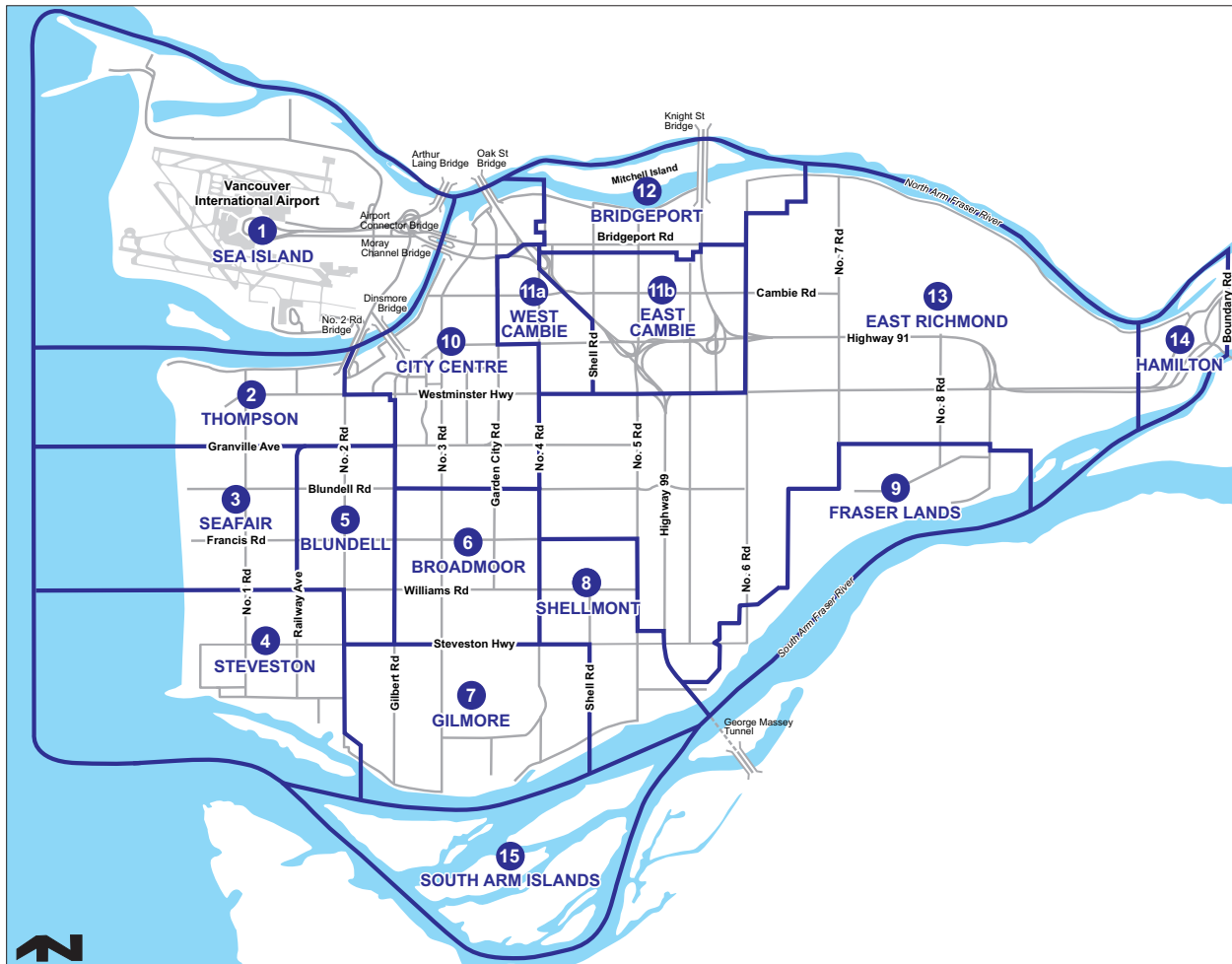
Typical visitability housing features include:

- 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:

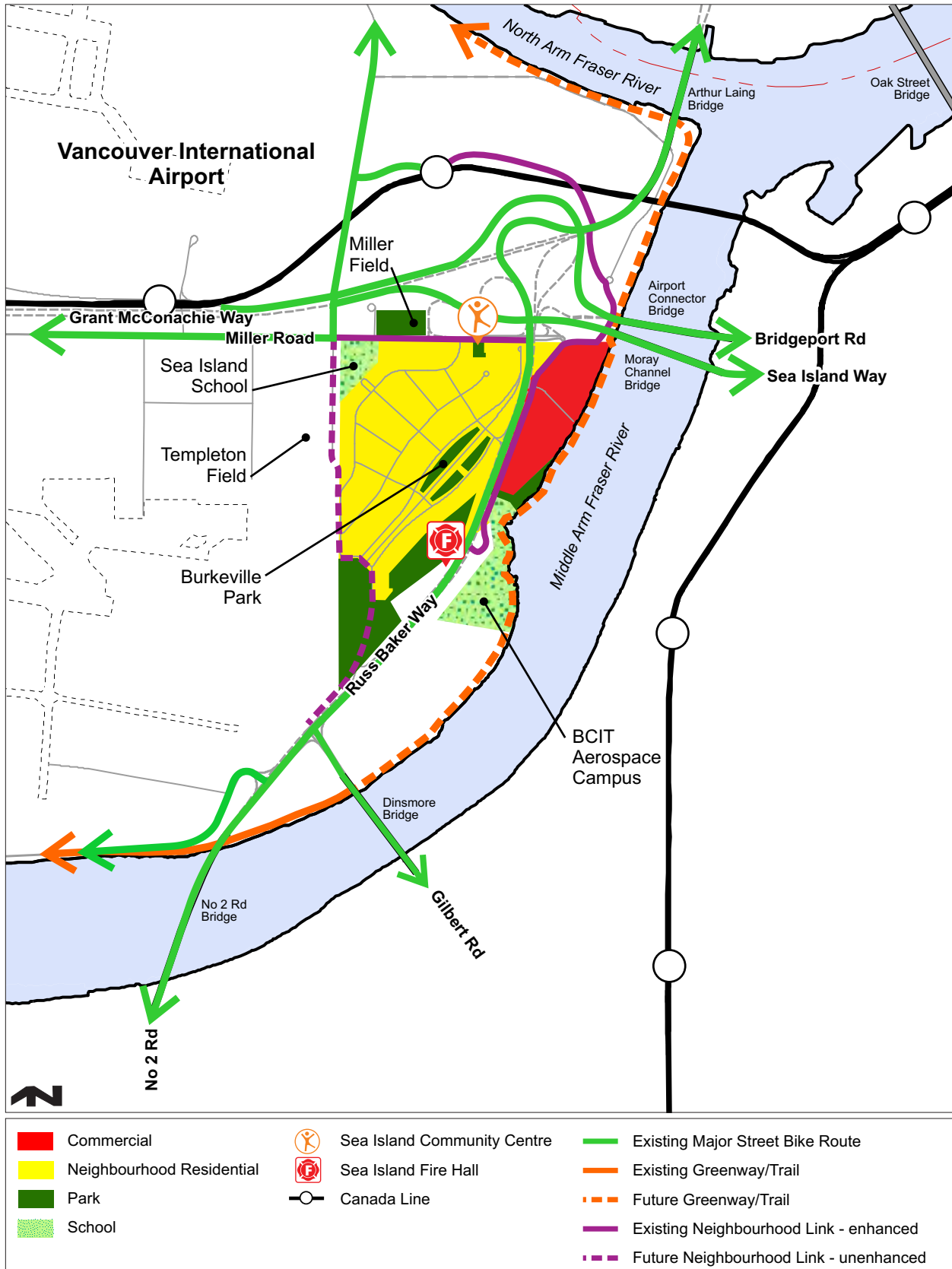
The City of Richmond has a limited developable urban footprint.

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)





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.

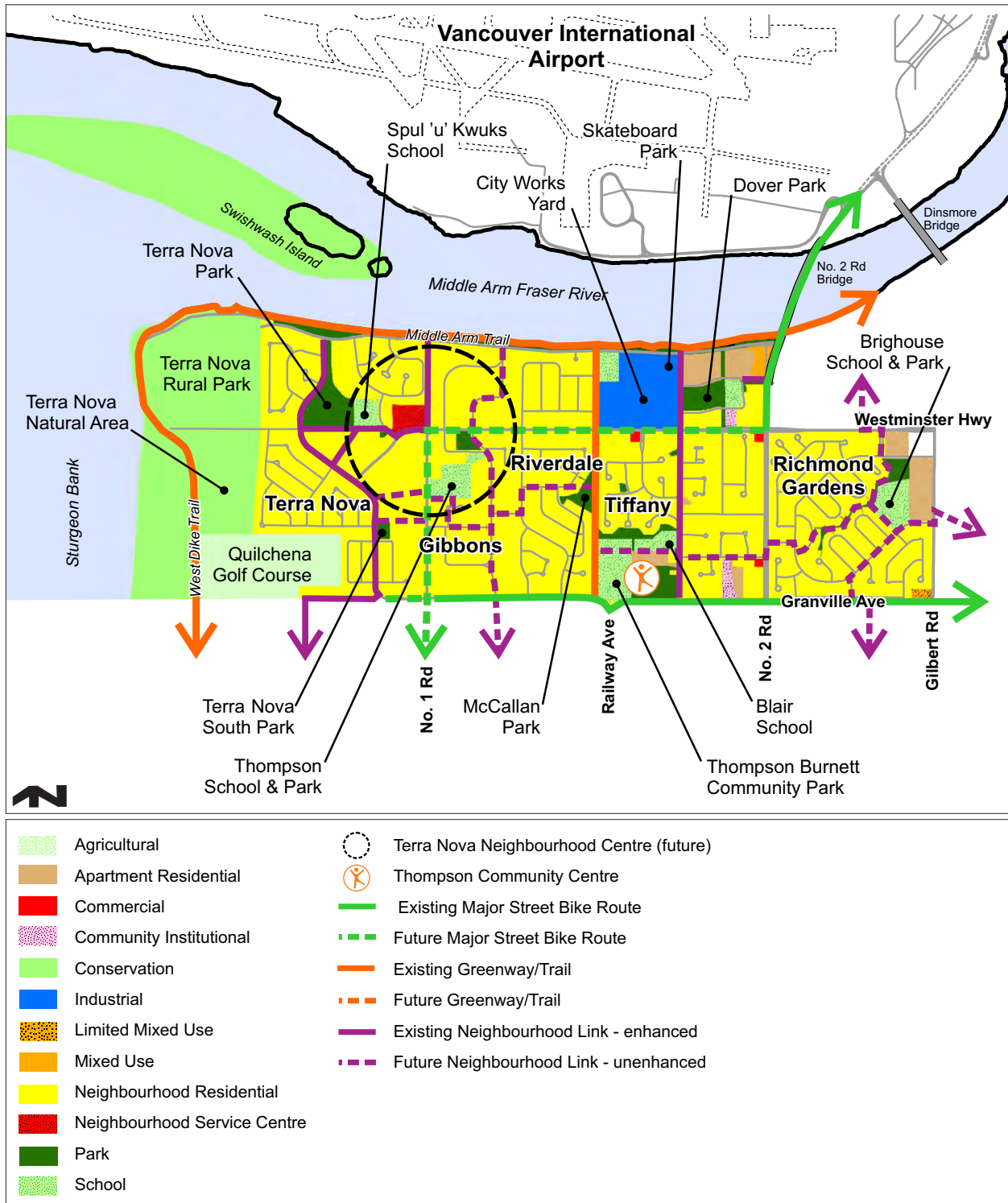
POLICIES:

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



	Agricultural		Seafair Neighbourhood Centre (future)
	Apartment Residential		West Richmond Community Centre and Pitch & Putt
	Commercial		Existing Major Street Bike Route
	Community Institutional		Future Major Street Bike Route
	Conservation		Existing Greenway/Trail
	Neighbourhood Residential		Future Greenway/Trail
	Neighbourhood Service Centre		Existing Neighbourhood Link - enhanced
	Park		Future Neighbourhood Link - unenhanced
	School		Future Neighbourhood Link



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:

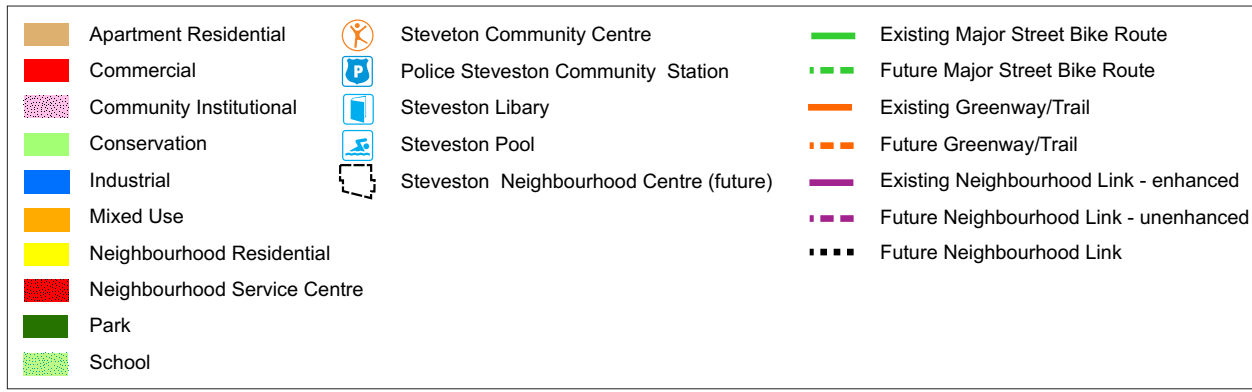
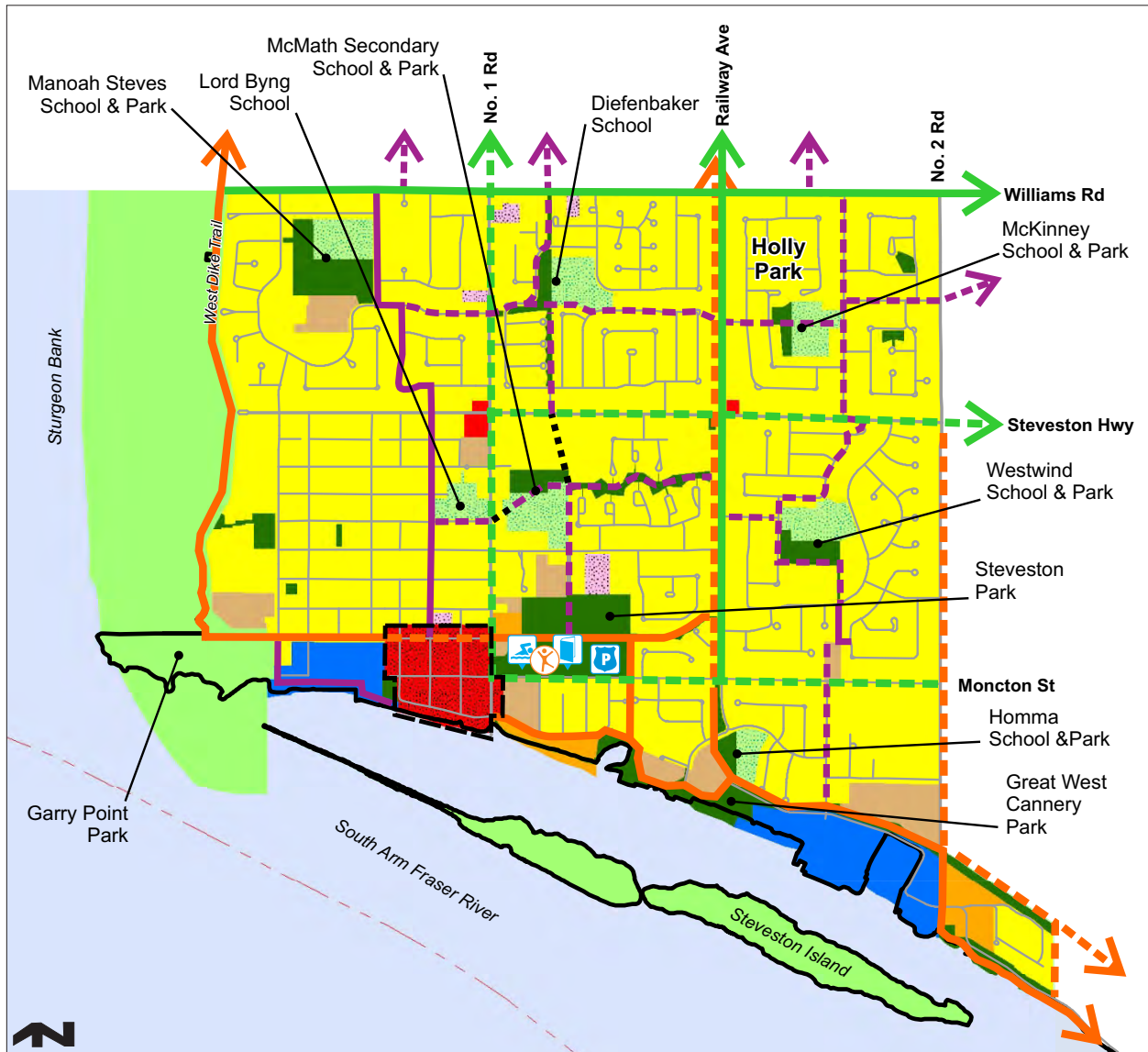
- limit the location of new townhouse residential and compact or smaller single family residential lots to selected arterial road locations;
- new townhouse development envisioned in area on the east side of No. 1 Road between Blundell Road and Coldfall Road subject to public consultation.

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





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:

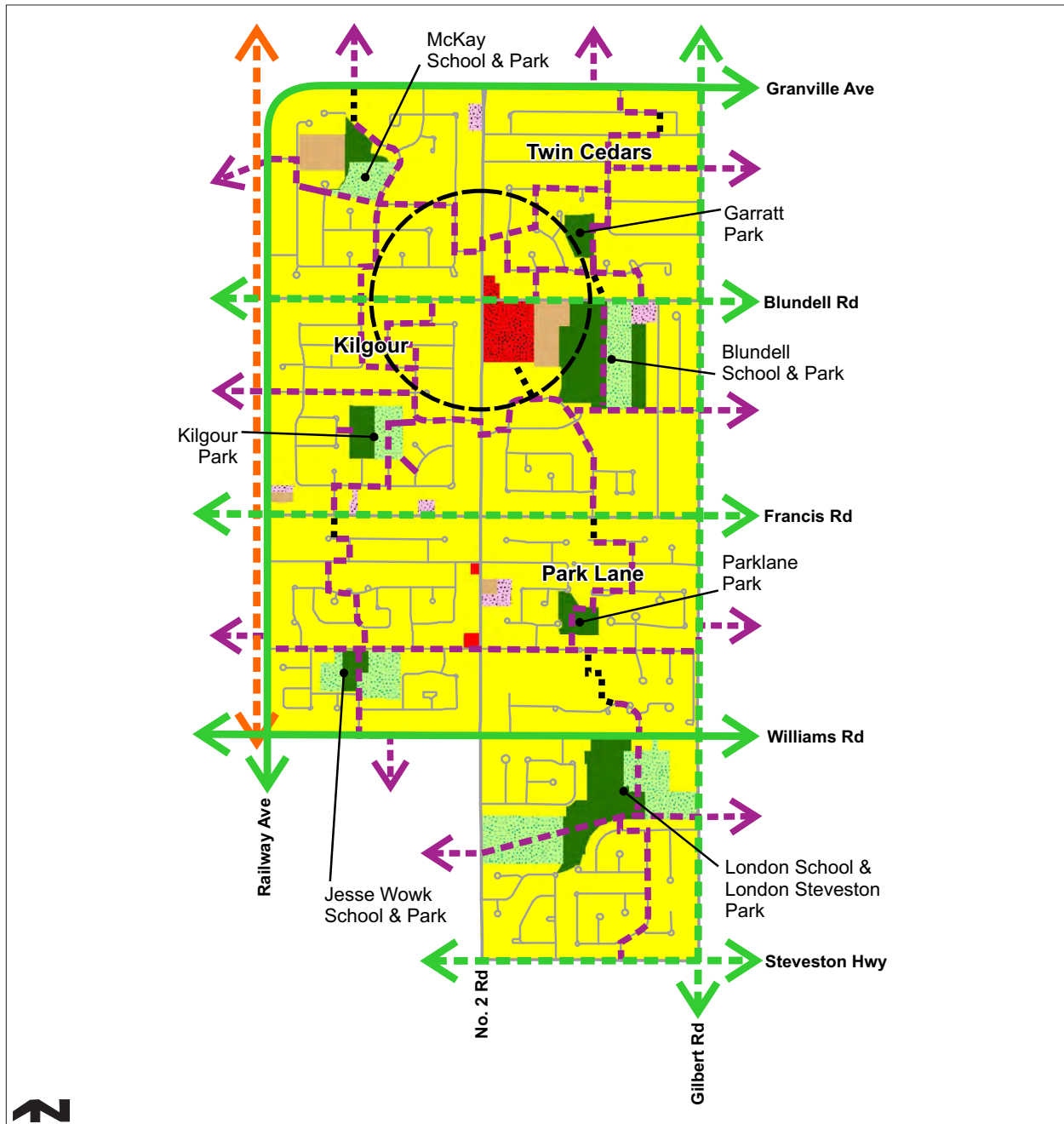
- convert Trites Road industrial area to single family residential and townhouse residential uses.

POLICIES:

- a) see Steveston Area Plan.



5. Blundell



Apartment Residential	Blundell Neighbourhood Centre (future)
Commercial	Existing Major Street Bike Route
Community Institutional	Future Major Street Bike Route
Neighbourhood Residential	Future Greenway/Trail
Neighbourhood Service Centre	Existing Neighbourhood Link - enhanced
Park	Future Neighbourhood Link - unenhanced
School	Future Neighbourhood Link



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:

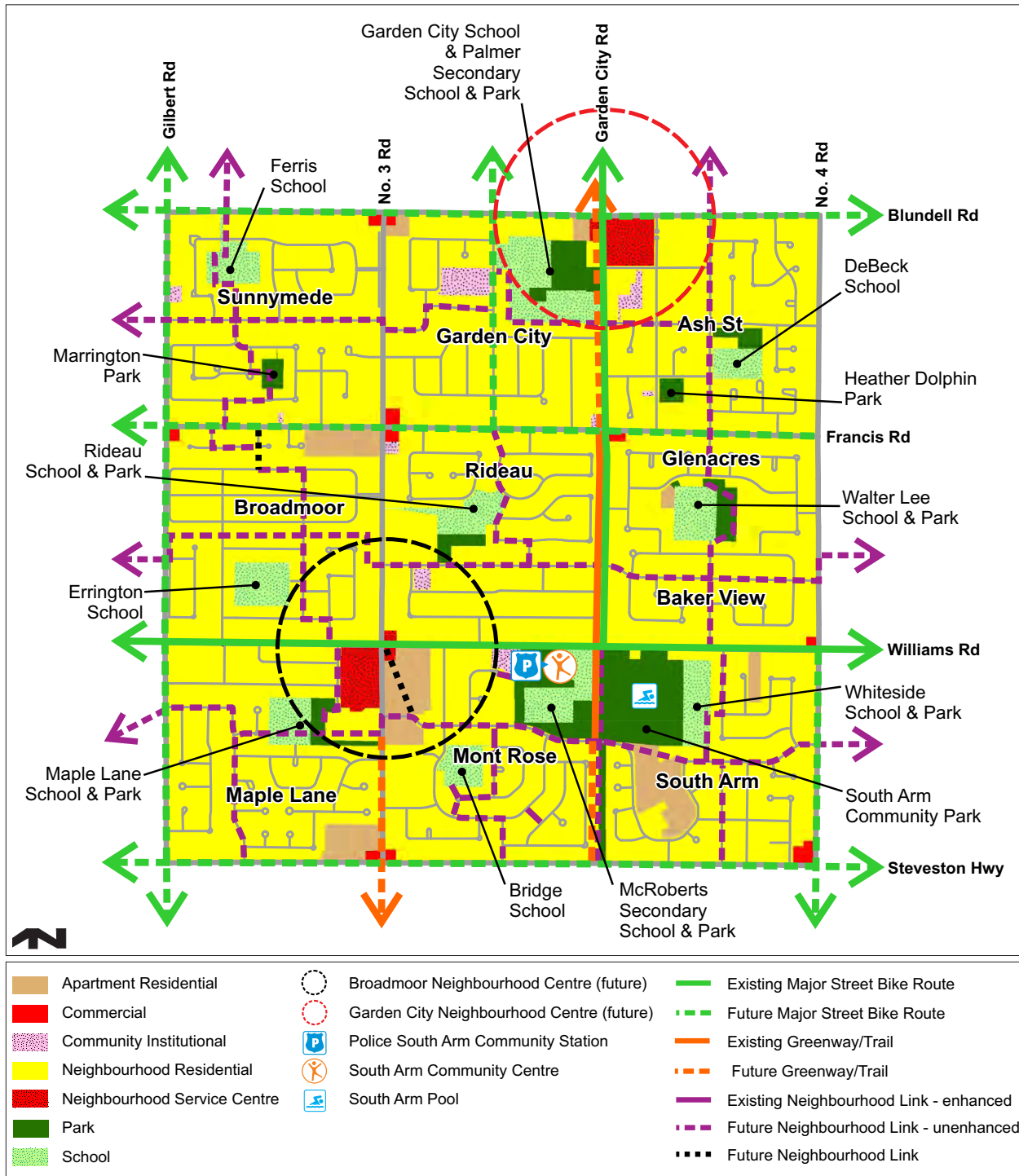
- encourage No. 2 Road, Gilbert Road and Railway Avenue to be distinct;
- new townhouse development envisioned along Blundell Road near Blundell Shopping Centre and along west side of Gilbert Road between Williams Road and Steveston Highway.

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:

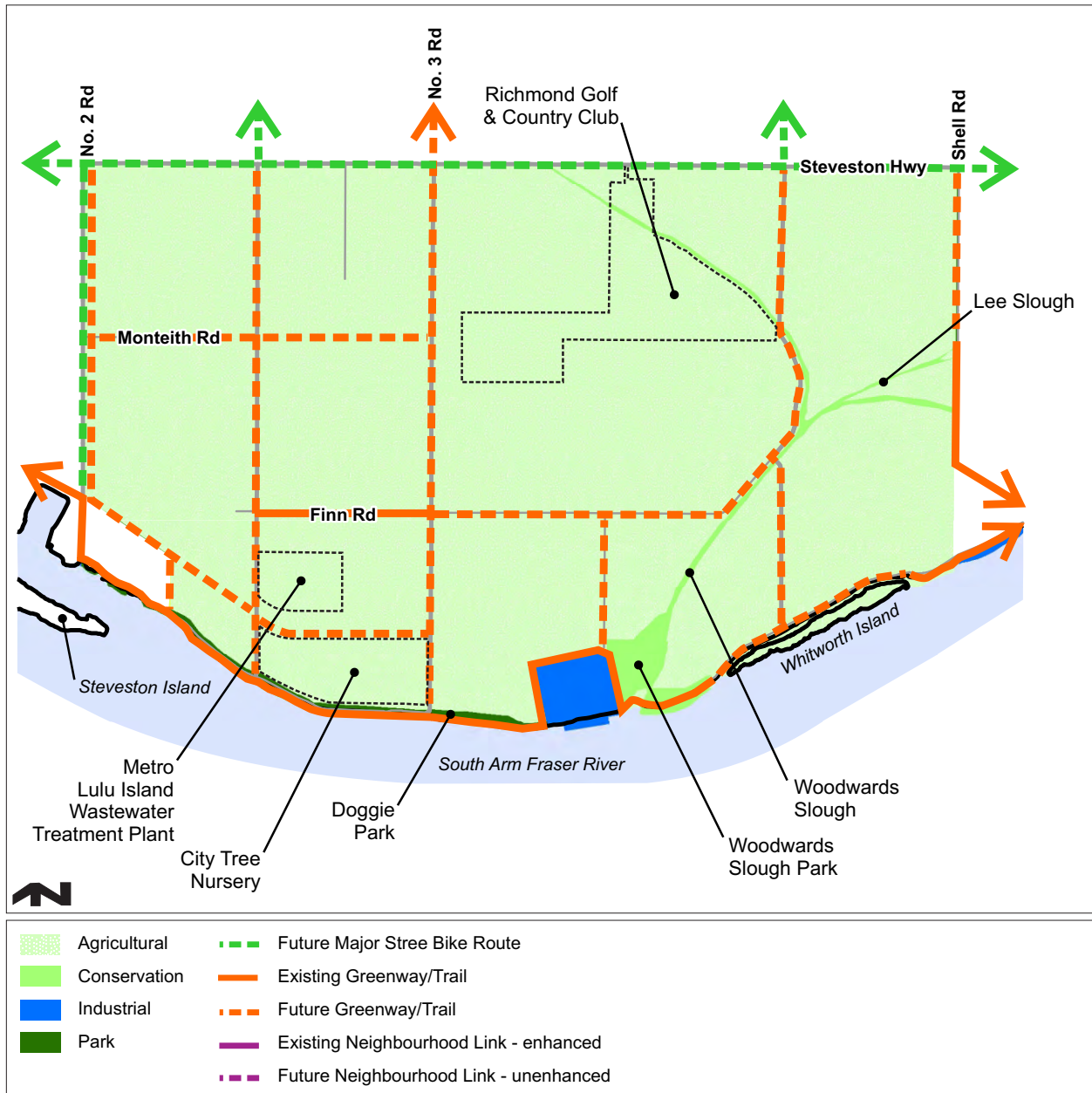
- consider densification of the Broadmoor Shopping Centre introducing apartment residential up to 6 storeys;
- new townhouse development is envisioned along No. 3 Road, Williams Road and Garden City Road.

POLICIES:

- a) see Ash Street, Central West and Sunnymede North Sub-Area Plans;
- b) 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:

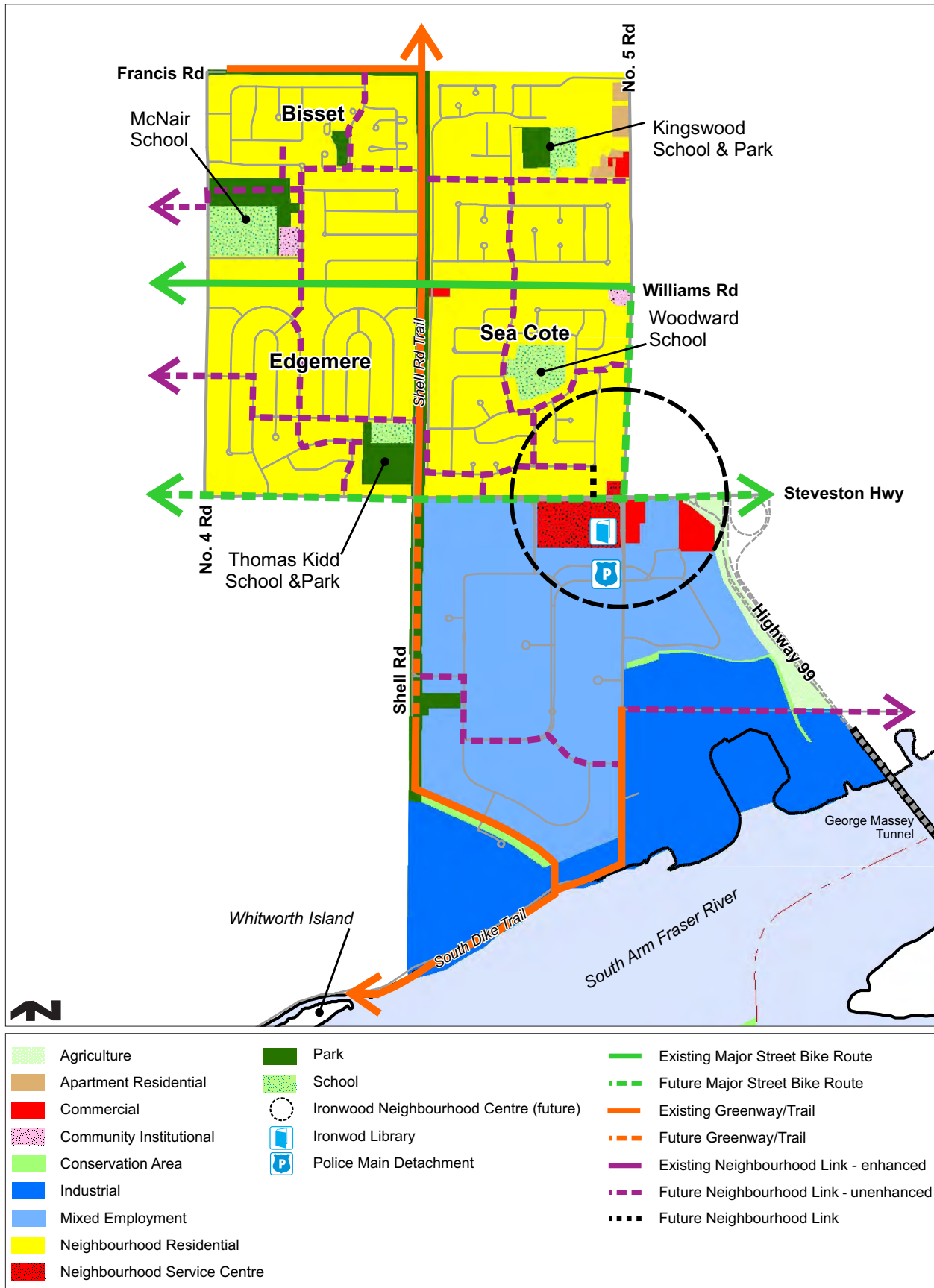
- encourage a variety of food production crops;
- limit housing and other non-farm uses;
- prohibit residential dwellings.

POLICIES:

- a) see Resilient Economy;
- b) see Richmond Agricultural Viability Strategy (RAVS).



8. Shellmont





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:

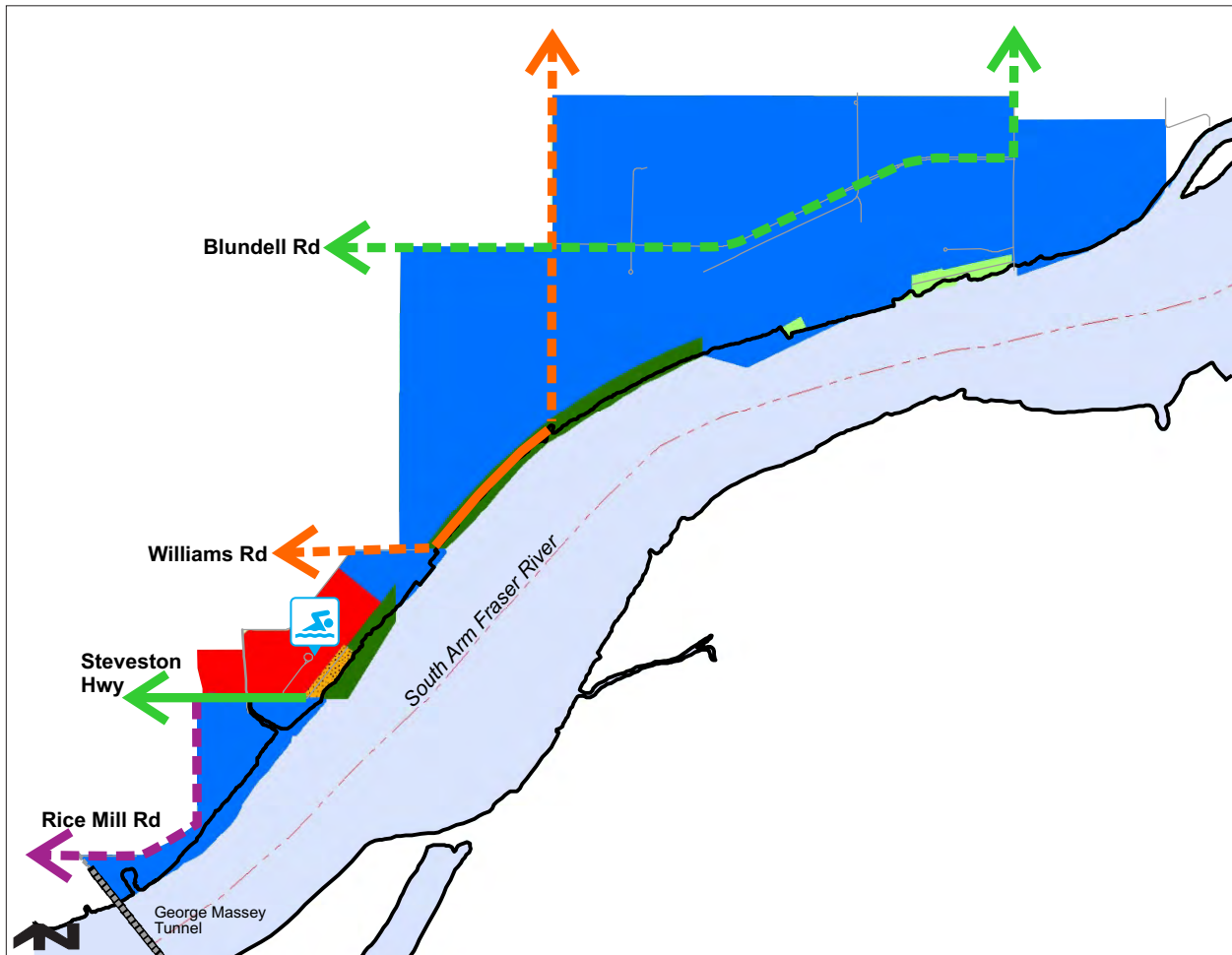
- a variety of distinct land uses (commercial; industrial; business park offices; residential; parks);
- mixed employment and industrial lands are not envisioned for commercial purposes and will not be converted to residential development;
- allow granny flats and coach houses in Edgemere where there is a rear lane.












POLICIES:

- a) see Ironwood Sub-Area Plan;
- b) see Granny Flat and Coach House Guidelines.



9. Fraser Land Area



	Conservation Area		Richmond Wave Pool
	Commercial		Existing Major Street Bike Route
	Limited Mixed Use		Future Major Street Bike Route
	Industrial		Existing Greenway/Trail
	Park		Future Greenway/Trail
			Future Neighbourhood Link - unenhanced



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:

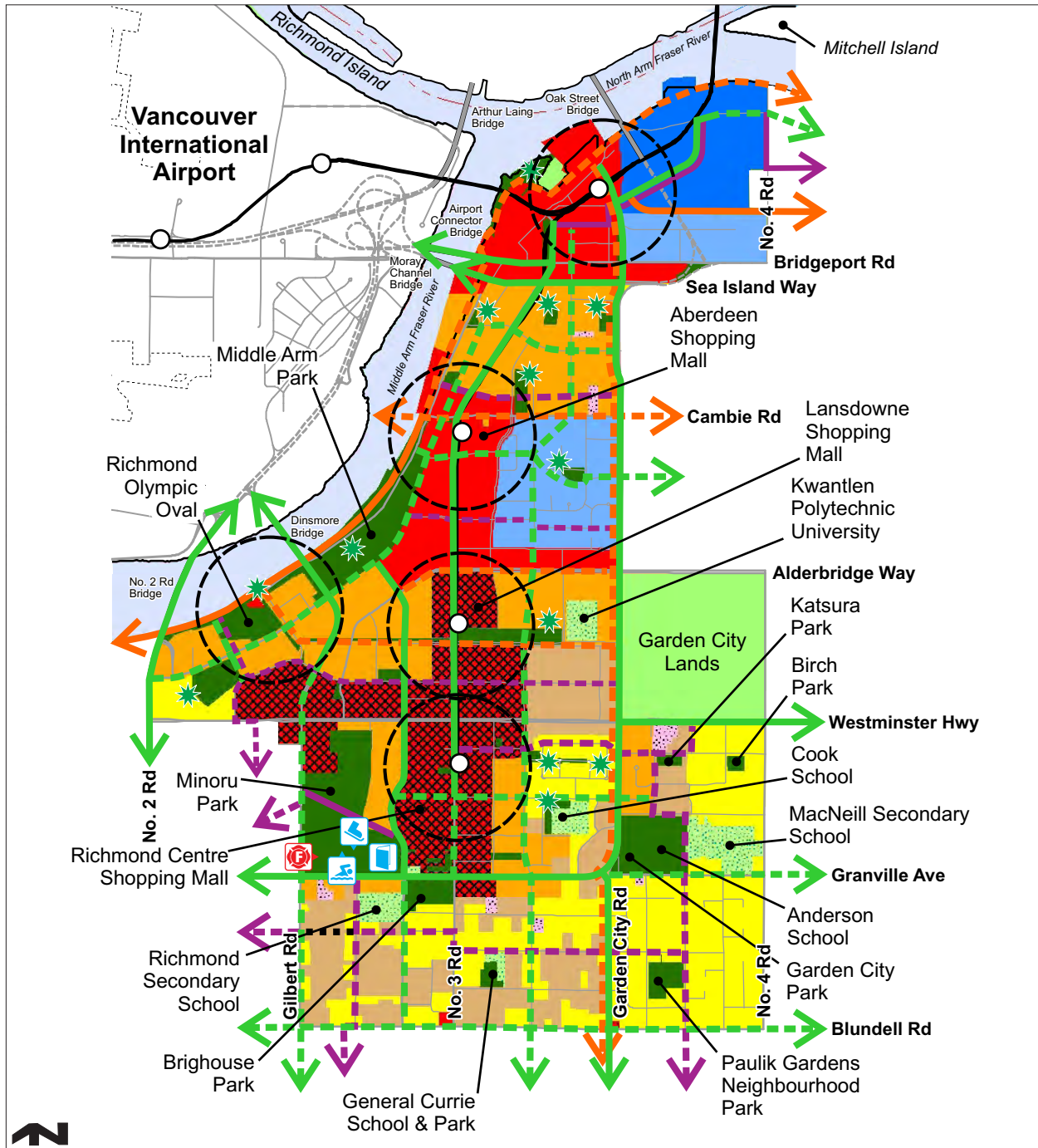
- retain industrial lands for industrial purposes only (not mixed employment) and prohibit residential/commercial conversions;
- consider agri-industry because of the proximity of farming operations and products.

POLICIES:

- a) see Resilient Economy.



10. City Centre



Apartment Residential	Park	Neighbourhood Centres (future)
Commercial	School	Canada Line
Community Institutional	Future Park (location to be determined)	Existing Major Street Bike Route
Conservation	Minoru Arenas	Future Major Street Bike Route
Downtown Mixed Use	Minoru Library	Existing Greenway/Trail
Industrial	Minoru Pools	Future Greenway/Trail
Mixed Employment	No. 1 Firehall	Existing Neighbourhood Link - enhanced
Mixed Use		Future Neighbourhood Link - unenhance
Neighbourhood Residential		Future Neighbourhood Link



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:

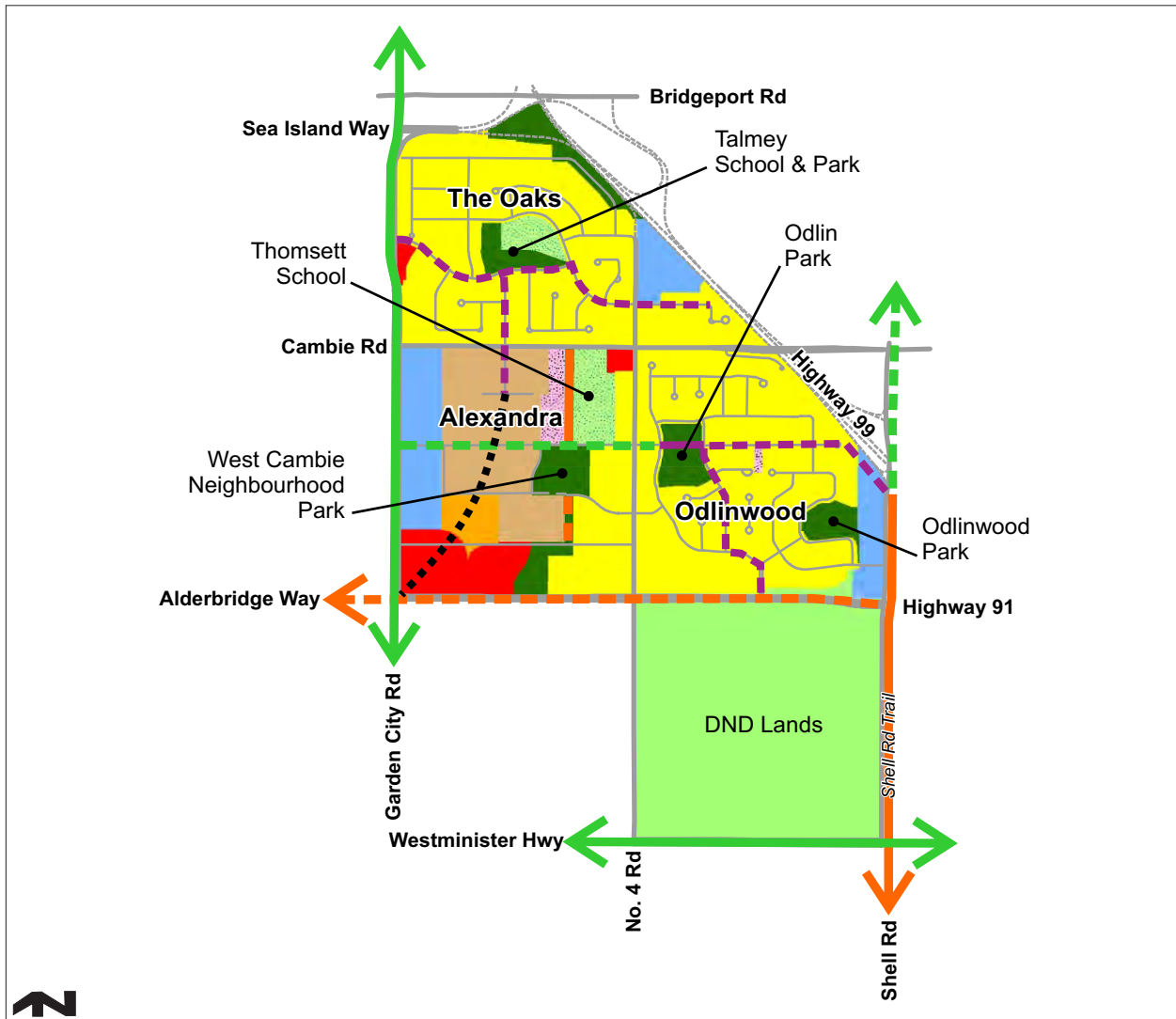
- housing, employment and recreation within distinct high density mixed use transit oriented urban villages.

POLICIES:

- a) see City Centre Area Plan and St. Albans, Acheson Bennett, McLennan North and McLennan South Sub-Area Plans.



11a. West Cambie



Apartment Residential	Existing Major Street Bike Route
Commercial	Future Major Street Bike Route
Community Institutional	Existing Greenway/Trail
Conservation	Future Greenway/Trail
Mixed Employment	Existing Neighbourhood Link - enhanced
Mixed Use	Future Neighbourhood Link - unenhanced
Neighbourhood Residential	Future Neighbourhood Link
Park	
School	



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:

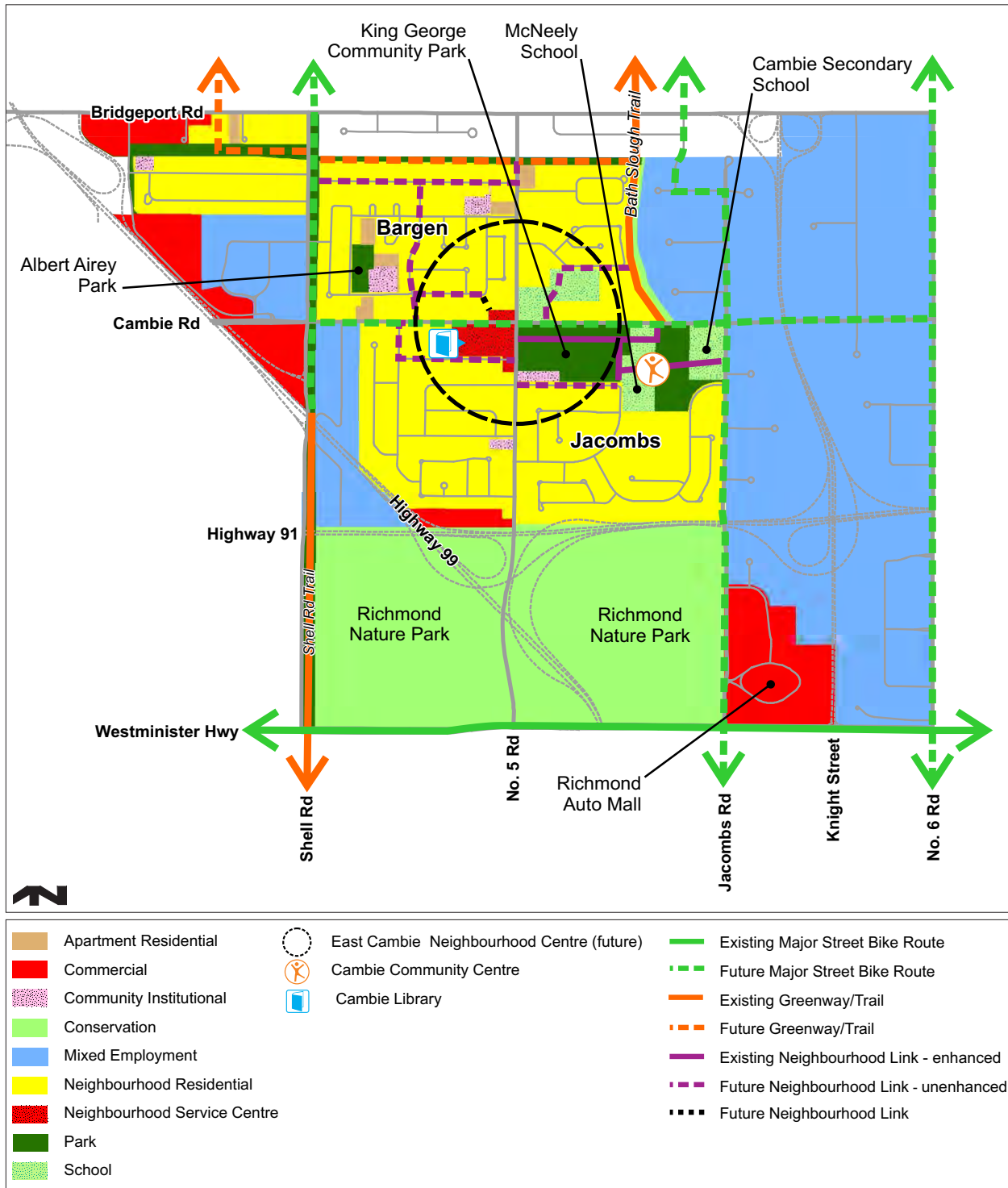
- retain existing and potential employment land uses;
- retain neighbourhood housing types and tenure diversity.

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 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:

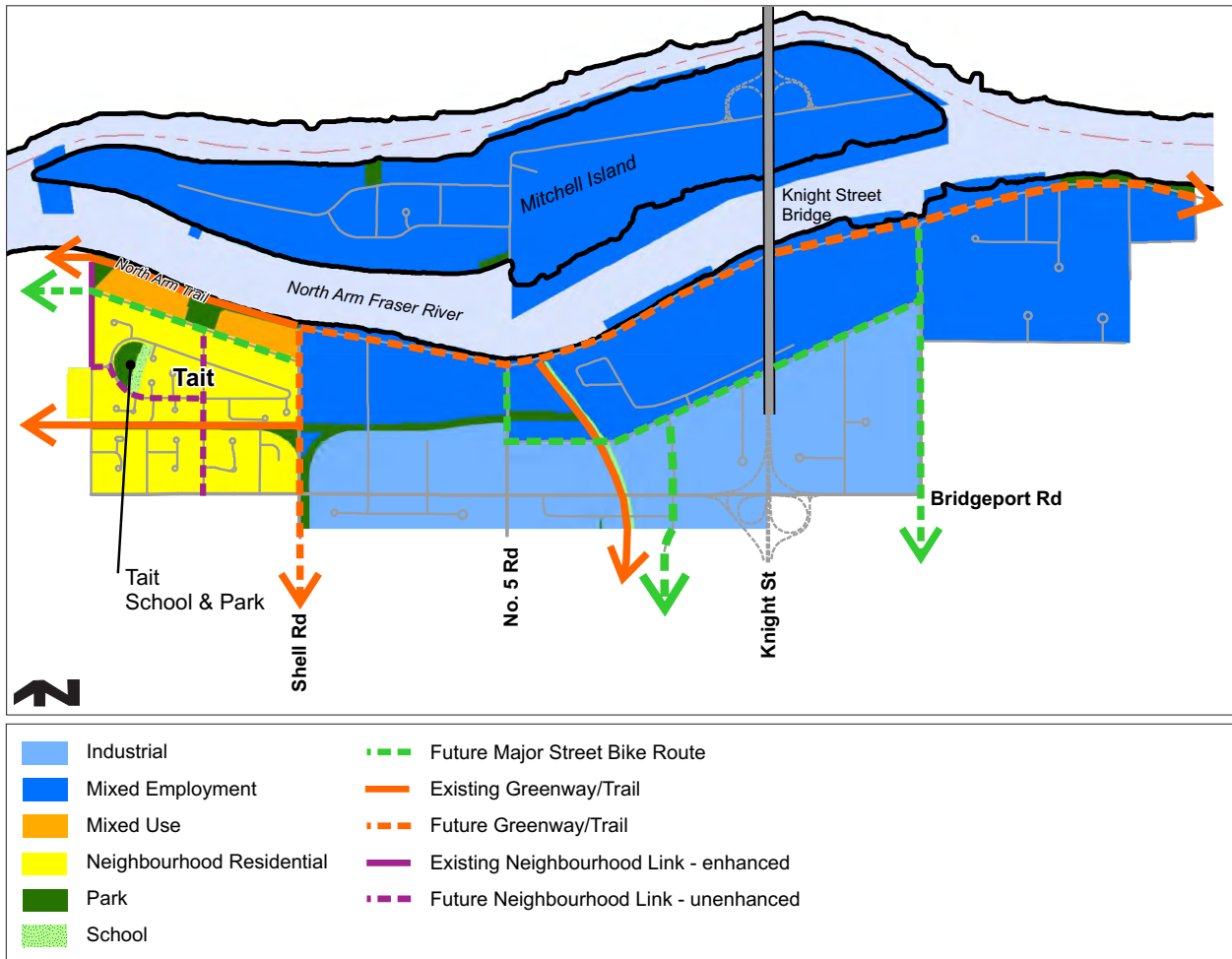
- mixed employment lands are not envisioned for commercial purposes (other than a limited range of commercial uses), and will not be converted to residential development;
- new townhouse development is envisioned along Cambie Road and No. 5 Road because of proximity to Cambie Shopping Centre.

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:

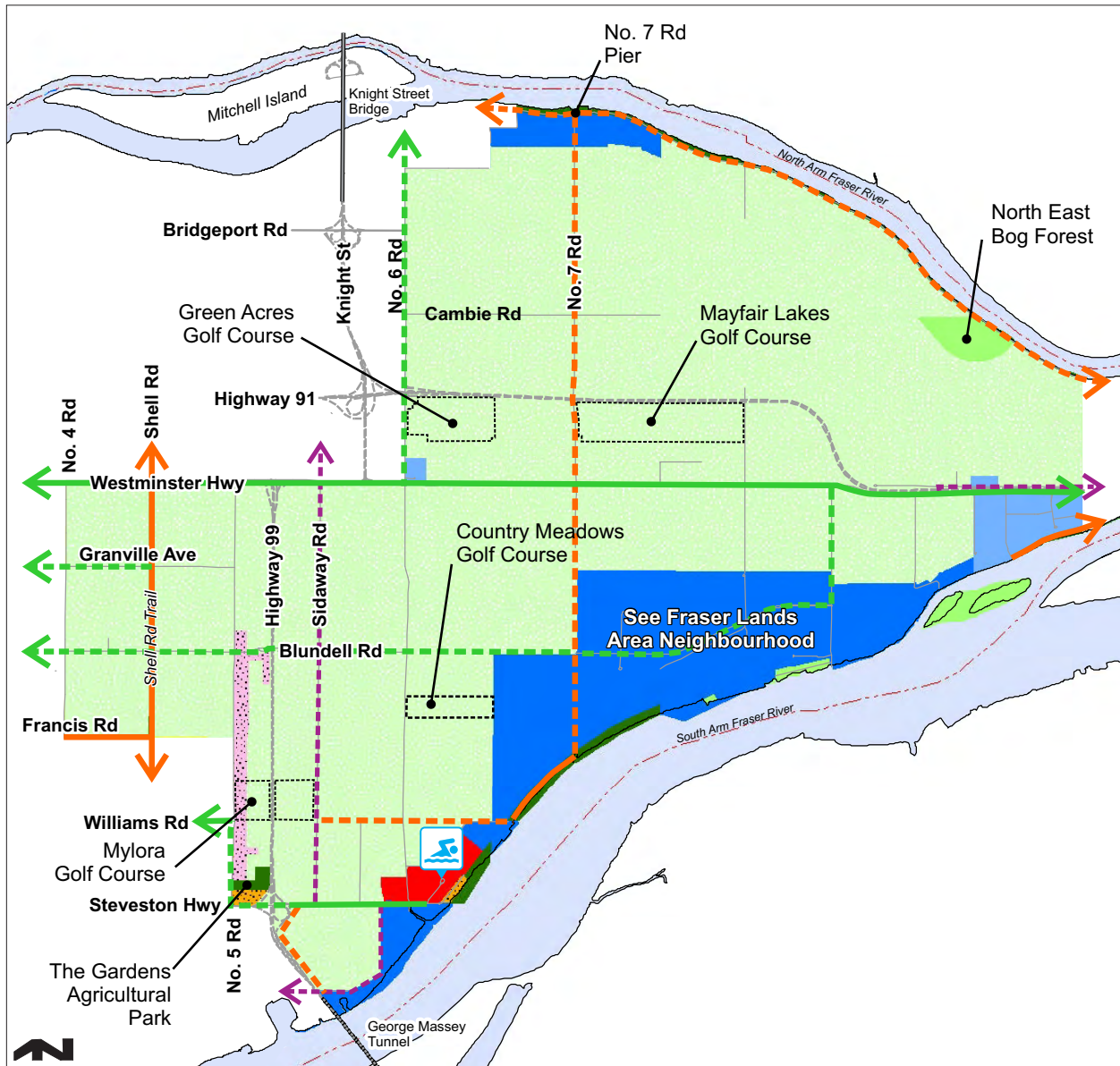
- the Bridgeport employment areas service the community as a whole and residents outside Richmond;
- mixed employment lands are not envisioned for commercial purposes (other than a limited range of commercial uses) and, along with industrial lands, will not be converted to residential development;
- permanent or predominantly commercial and office uses are not envisioned for the industrial areas.

POLICIES:

- a) see Bridgeport Area Plan.



13. East Richmond



	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 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:

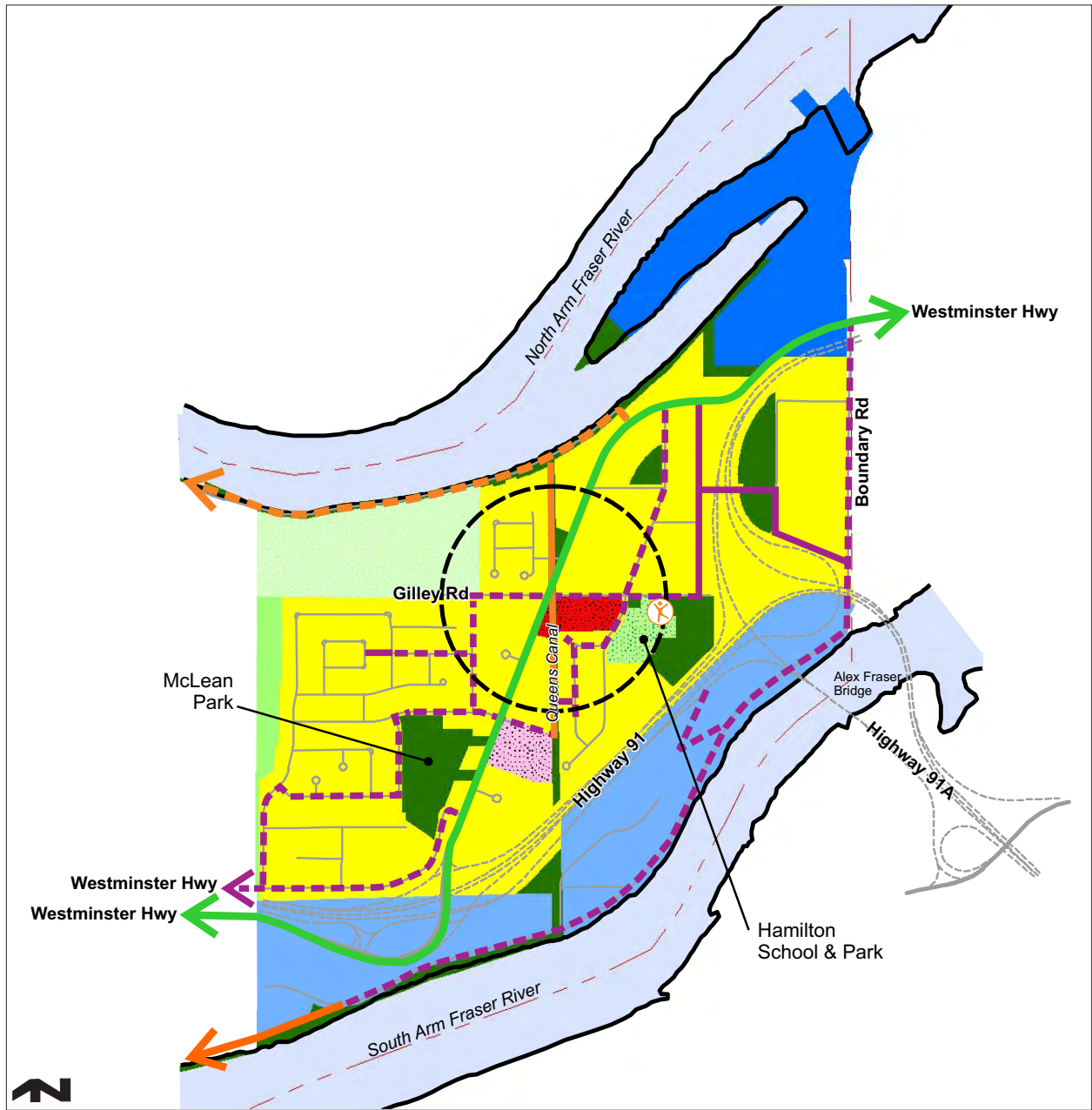
- encourage a variety of food production crops;
- mixed employment and industrial lands are not envisioned for commercial purposes and will not be converted to residential development.

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



	Agriculture		Hamilton Neighbourhood Centre (future)
	Community Institutional		Hamilton Community Space
	Conservation Area		Existing Major Street Bike Route
	Industrial		Existing Greenway/Trail
	Mixed Employment		Future Greenway/Trail
	Neighbourhood Residential		Existing Neighbourhood Link - enhanced
	Neighbourhood Service Centre		Future Neighbourhood Link - unenhanced
	Park		
	School		



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:

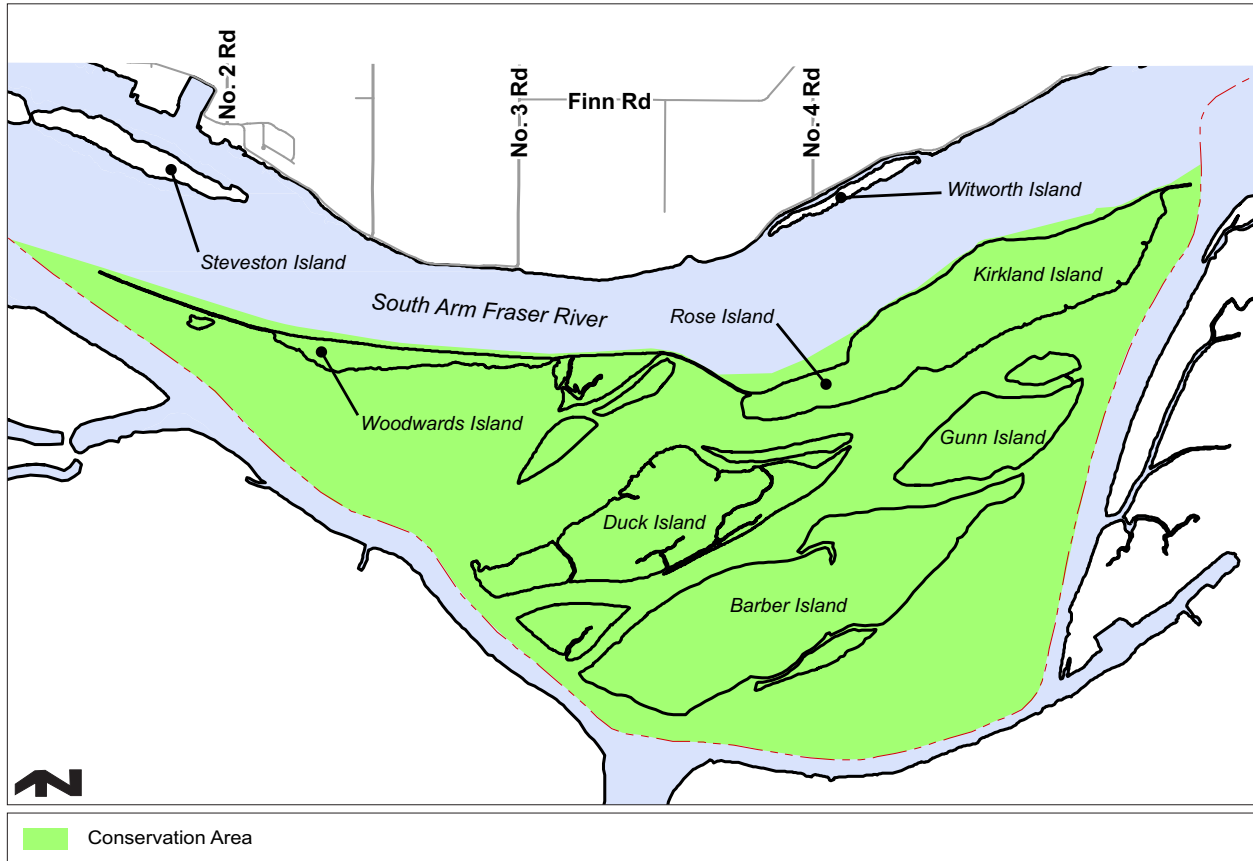
- potential redevelopment of Areas 2 and 3;
- mixed employment and industrial lands are not envisioned for commercial purposes and will not be converted to residential development.

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 Land Use Policy Bylaw 9603 2016/12/19

OVERVIEW:

The City supports densification along its arterial roads. The purpose of this densification is to locate developments on arterial road properties in close proximity to commercial services, public amenities, schools, and transit service. Two (2) guiding principles have been established for this form of developments:

1. Densification along major arterial roads should minimize traffic disruption by eliminating driveways along arterial roads;
2. Densification along minor arterial roads should result in no net increase in the number of driveways to maintain existing traffic flow.

This densification includes the following housing types:

- a) **Arterial Road Townhouse** – two (2) to three (3) storey townhouse units;
- b) **Arterial Road Row House** – attached dwelling units on fee simple lots (lane access);
- c) **Arterial Road Duplex/Triplex** – two (2) to three (3) attached dwelling units on one (1) lot (road access, no lane);
- d) **Arterial Road Compact Lot Duplex** – compact front to back duplex (lane access);
- e) **Arterial Road Compact Lot Coach House** – single detached dwelling with a coach house unit above a detached garage (lane access);
- f) **Arterial Road Compact Lot Single Detached** – single detached dwelling with or without a secondary suite (lane access).

OBJECTIVE 1:

Direct appropriate development onto certain arterial roads outside the City Centre.

1. Arterial Road Land Use Policy Area

The 2041 OCP Arterial Road Land Use Policy only applies to the arterial roads in Central Richmond and Steveston shown on the Arterial Road Housing Development 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 Land Use 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).

3. Areas Not Within Arterial Road Policy

The Arterial Road Land Use Policy does not apply to “excluded areas” shown on the Arterial Road Housing Development Map. The excluded areas are:

- a) designated for uses other than Neighbourhood Residential on the City of Richmond 2041 OCP Land Use Map;



- b) zoned for other residential uses such as Edgemere Granny Flat or Coach House;
- c) located within a Single Family Lot Size Policy area that does not permit small lot subdivision or multiple-family development; or
- d) not considered fronting onto an arterial road.

4. Arterial Road Housing Development Map

The Arterial Road Housing Development Map will be used to guide townhouse, row house, duplex/triplex and compact lot (e.g., min. 9 m or 30 ft. wide lots with lane access, including single detached dwelling with or without a secondary suite, single detached dwelling with a coach house unit above a detached garage, and compact front to back duplex) developments. This Arterial Road Housing Development Map is developed based on the location criteria identified in the subsequent sections and this map is a guiding map that does not need to be amended to show new or re-designated development areas approved by Richmond City Council.

5. Arterial Road Townhouse Areas

Rezoning and Development Permit applications for Townhouse development may be considered in Central Richmond and Steveston where the site is located within walking distance of any one of the following sites identified on the Arterial Road Housing Development 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).

Townhouse development will not be considered in Central Richmond and Steveston on sites identified for any other Arterial Road Land Uses on the Arterial Road Housing 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).

6. Arterial Road Row House Areas

Rezoning and Development Permit applications for Row House development may be considered in Central Richmond and Steveston on sites:

- a) where there is access to/from an operational municipal lane;
- b) located within 800 m (2,625 ft. or 10 minute walk) of a Neighbourhood Centre (e.g., Broadmoor, Blundell, Garden City, Seafair, Terra Nova or Ironwood).



7. Arterial Road Duplex/Triplex Areas

Rezoning and Development Permit applications for Arterial Road Duplex/Triplex development may be considered in Central Richmond and Steveston on sites along minor arterial roads where there is no opportunity for lane establishment.

Arterial Road Duplex/Triplex development will not be considered in Central Richmond and Steveston on sites identified for Arterial Road Townhouse on the Arterial Road Housing Development Map.

8. Arterial Road Compact Lot Areas

Rezoning and Development Permit applications, as required, for Arterial Road Compact Lot development (i.e., Arterial Road Compact Lot Single Detached, Arterial Road Compact Lot Coach House and Arterial Road Compact Lot Duplex) may be considered in Central Richmond and Steveston:

- a) where the site is located outside a Single Family Lot Size Policy;
- b) where there is access to/from an operational municipal lane.

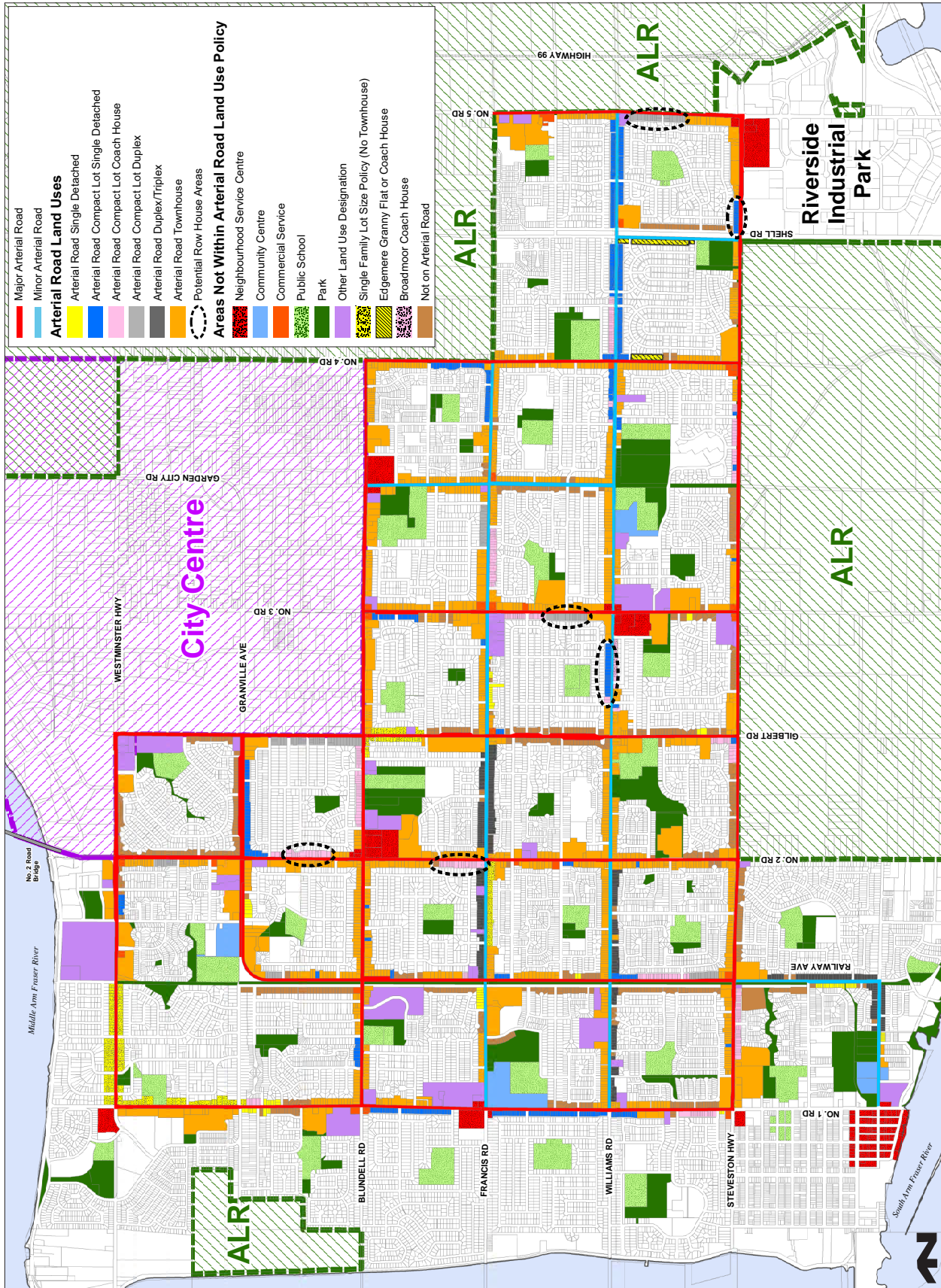
Compact lot development will not be considered in Central Richmond and Steveston on sites identified for Arterial Road Townhouse on the Arterial Road Housing Development Map.

9. Isolated Sites

Rezoning and Development Permit applications, as required, for the construction of a coach house, granny flat or duplex/triplex along arterial road may be considered on isolated sites identified for Arterial Road Single Detached on the Arterial Road Housing Development Map based on its own merit.



Arterial Road Housing Development Map





Arterial Road Townhouse Development Requirements

All townhouse developments in Central Richmond and Steveston on the arterial roads shown on the Arterial Road Housing Development Map, should meet the following development requirements.

Land Assembly

1. Involve a land assembly with at least 50 m (164 ft.) frontage on a major arterial road and 40 m (131 ft.) frontage on a minor arterial road.

Residual Sites

2. Leave a residual site for future townhouse development with at least 50 m (164 ft.) frontage on a major arterial road and 40 m (131 ft.) frontage on a minor arterial road.

Newer Houses or Narrower Lots

3. Recognize that developing townhouses on lots with new houses (e.g., less than 10–20 years old) and/or with narrow frontages (e.g., less than 18 m or 59 ft.) will be more difficult, especially for land assembly purposes. Such new townhouse development may deviate from the minimum land assembly or residual site sizes, provided that:
 - a) the development site is an isolated (orphaned) site and is not able to consolidate with adjacent properties (e.g., surrounding lots recently redeveloped);
 - b) the development would not compromise the guiding principles of this policy and compromise the ability to consolidate access points;
 - c) it can be demonstrated that high quality development can be achieved in full compliance with the objectives of the Arterial Road Policy, Development Permit Guidelines, all other Townhouse Development Requirements, and the provisions of the Zoning Bylaw;
 - d) the form and character of the development, including massing and building height, are compatible with the adjacent existing developments;
 - e) density (i.e., in terms of total floor area and unit yield) and building height are reduced, where necessary, to ensure appropriate interface with adjacent existing single-family homes;
 - f) the proposed development provides a recognizable benefit to the area, such as tree retention and high quality pedestrian environment along the fronting streets.

Public Consultation

4. 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; if variances to any planning policy and/or zoning bylaw are being proposed; etc.).

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—Arterial Roads Only

- 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 adjacent 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.
- 9. Townhouse access points should generally be located:
 - 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 typical density of 0.60 FAR to a density of 0.70 FAR) may be considered:
 - a) on corner lots with required frontage improvements on two (2) or more streets and where significant road dedication is required, provided that the density bonus is used solely to balance the loss of land for road dedication; and/or
 - b) 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; and/or
 - c) on a site abutting a park or other non-residential land use if affordable housing is provided on site; and/or
 - d) where additional community benefits are provided (not including affordable housing contributions).
- 11. Additional density along arterial roads may also be considered for the provision of secured Low End Market Rental housing units, provided that:
 - a) the additional density is used for the provision of built Low End market Rental units secured by a Housing Agreement;
 - b) the built affordable housing units comply with the City's Affordable Housing strategy provisions related to unit sizes, tenant eligibility criteria and maximum rental rates;
 - c) the overall project complies with the form and character as per the Development Permit guidelines for arterial road townhouse developments.



Bylaw 10375
2022/06/20

12. Additional density, up to 0.10 FAR above the base density set out in the OCP, may also be considered for the provision of secured market rental housing units provided that:
 - a) the additional density is used exclusively to secure market rental units;
 - b) where applicable, the purpose-built market rental housing units are secured by utilizing residential rental tenure zoning;
 - c) the proposed development demonstrates it integrates well with the neighbourhood and complies with OCP policies for the provision of market rental housing units.
13. The secured market rental housing component in a townhouse development is eligible for the following incentives:
 - exemption from the affordable housing contribution requirement;
 - reduced parking requirements; and
 - exemption from public art contributions.

Development Permit

14. A Development Permit is required for all townhouse developments.

Arterial Road Row House Development Requirements

All row house developments in Central Richmond and Steveston on the arterial roads shown on the Arterial Road Housing Development Map, should meet the following development requirements.

Land Assembly

1. Involve a land assembly with at least 19.65 m (64 ft.) frontage on an arterial road; or involve a land assembly including a corner lot with a minimum overall development site frontage of 21.45 m (70 ft.) along an arterial road; in order to facilitate a subdivision to accommodate a minimum of three (3) row house lots.

Residual Sites

2. Leave a residual site for future row house development with at least 19.65 m (64 ft.) frontage along an arterial road for an internal site and at least 21.45 m (70 ft.) frontage along an arterial road for a corner site.

Lot Configuration

3. Minimum lot depth must be at least 30 m (98 ft.) after lane dedication, where applicable.

Density

4. The maximum density for row house developments is 0.6 FAR.

Lane Access

5. Vehicle access should be from a functional municipal lane.

Public Consultation

6. Include public consultation prior to Public Hearing where determined by Richmond City Council or City staff (e.g., if the site is the first row house development on that block of the arterial road; if it is expected that the surrounding property owners will want input into the development; if variances to any planning policy and/or zoning bylaw are being proposed; etc.).



Development Permit

- 7. A Development Permit is required for all row house developments.

Arterial Road Duplex/Triplex Development Requirements

All duplex/triplex developments in Central Richmond and Steveston on the arterial roads shown on the Arterial Road Housing Development Map, should meet the following development requirements.

Land Assembly

- 1. Existing single family lot with at least 13.4 m (44 ft.) frontage on a minor arterial road may be redeveloped with a front to back duplex/triplex.
- 2. A land assembly with at least 20.7 m (68 ft.) frontage on a minor arterial road may be redeveloped into two (2) front to back duplex or triplex lots with a shared access, by means of a statutory right-of-way or other suitable arrangement to the City.

Internal Lot

- 3. An internal lot facing and addressed off a local road may be included in a duplex/triplex development fronting onto a minor arterial road if the adjacent corner lot abutting the arterial road is less than 35 m (115 ft.) wide or deep measured from the property line along the arterial road.

Lot Size

- 4. The minimum lot area for a duplex development is 464.5 m² (5,000 ft²) and the minimum lot area for a triplex development is 743.2 m² (8,000 ft²).

Density

- 5. The maximum density for duplex/triplex developments is 0.6 FAR.

*Bylaw 9864
2018/06/18*

Access

- 6. Duplex/triplex access points should generally be located at least 12 m (39 ft.) from a road intersection.
- 7. For corner lots, access should be from a local road, where appropriate.

Public Consultation

- 8. Include public consultation prior to Public Hearing where determined by Richmond City Council or City staff (e.g., if the site is the first duplex or triplex development on that block of the arterial road; if it is expected that the surrounding property owners will want input into the development; if variances to any planning policy and/or zoning bylaw are being proposed; etc.).

Development Permit

- 9. A Development Permit is required for all duplex/triplex developments.

Arterial Road Compact Lot Development Requirements

All compact lot developments in Central Richmond and Steveston on the arterial roads shown on the Arterial Road Housing Development Map, should meet the following development requirements.

Lane Access

- 1. All compact lot developments must have vehicle access from a functional municipal lane.



Internal Lot

- 2. An internal lot facing and addressed off a local road may be included in a compact lot development fronting onto an arterial road if it is located between the arterial road and the proposed back lane as shown on the Lane Network Map.

Compact Lot Single Detached

- 3. Single detached housing with a secondary suite is permitted on all compact lots (e.g., min. 9 m or 30 ft. wide lots).

Compact Lot Coach House

- 4. Single detached housing with a detached coach house unit is permitted on compact lots with at least 35 m (115 ft.) lot depth.

Compact Lot Duplex

- 5. A front to back duplex is permitted on compact lots with at least 40 m (131 ft.) lot depth.
- 6. Duplex development may be considered on corner sites with lane access.
- 7. A Development Permit is required for all compact lot duplex developments.

*Bylaw 9864
2018/06/18*

Density

- 8. The maximum density for compact lot developments is 0.6 FAR.

*Bylaw 9864
2018/06/18*

Corner Lot Building Facades

- 9. Appropriate design treatment to both street facades shall be provided when the building is on a corner. The design of a corner should be unique and incorporate special features.

Landscape Plan

- 10. For Compact Lot Single Detached and Compact Lot Coach House developments, a landscape plan, prepared by a registered landscape architect, must be provided as a condition of Rezoning. Landscaping in Compact Lot Duplex developments is subject to a Development Permit.

Landscape Cost Estimates

- 11. The landscape architect must submit a cost estimate of the proposed landscaping (including fencing, paving, installation costs and a 10% contingency) with the landscape plan as a condition of Rezoning.

Landscape Security

- 12. Security in the amount of the cost estimate submitted by the landscape architect for landscaping must be provided as a condition of Rezoning.

Grade—Front Yard

- 13. The site grade between the City's sidewalk and the landscaping along the front property line should be the same.

Grass Strip—Front Yard

- 14. Wherever possible, a grassed strip with at least one (1) deciduous tree (minimum 6 cm or 2.5 in. caliper) per lot should be installed along the front property line (see New Trees—Front Yard).



Existing Tree and Hedge Retention

15. 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

Bylaw 10339
2022/03/21

16. Where existing trees are being removed, the replacement trees shall:

- a) meet the City’s tree replacement policy requirements as specified in Tree Protection Bylaw 8057;
- 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 combination of coniferous and deciduous trees.

New Trees—Front Yard

17. In addition to the aforesaid landscaping along the front property line, one (1) deciduous tree (minimum 6 cm or 2.5 in. caliper) or one (1) coniferous tree (minimum height 3.5 m or 11.5 ft.) is to be planted on each lot in the front yard.

Coniferous Trees

18. Coniferous trees must be sized and spaced appropriately and be subject to Crime Prevention Through Environmental Design (CPTED) principles.

Fencing—Front Yard

19. Fencing in the front yard is limited to a maximum height of 1.2 m (3.94 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

20. Fencing should incorporate flower beds, flowering shrubs and other low lying landscaping to provide improved articulation.

Decorative Features—Front Yard

21. 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

22. 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

23. If individual shrubs are planted in the front yard, they must be of a low height that will not exceed 1.2 m (3.94 ft.) and must be located behind any fencing on the front property line.

Hedges—Front Yard

24. Continuous hedges are not permitted in the front yard.



Walkways/Pathways—Front Yard

25. 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).

Lane Network for Compact Lots

Lane Network Map

1. The Lane Network Map identifies areas where lane establishment and/or extension are possible.

Connecting Lane

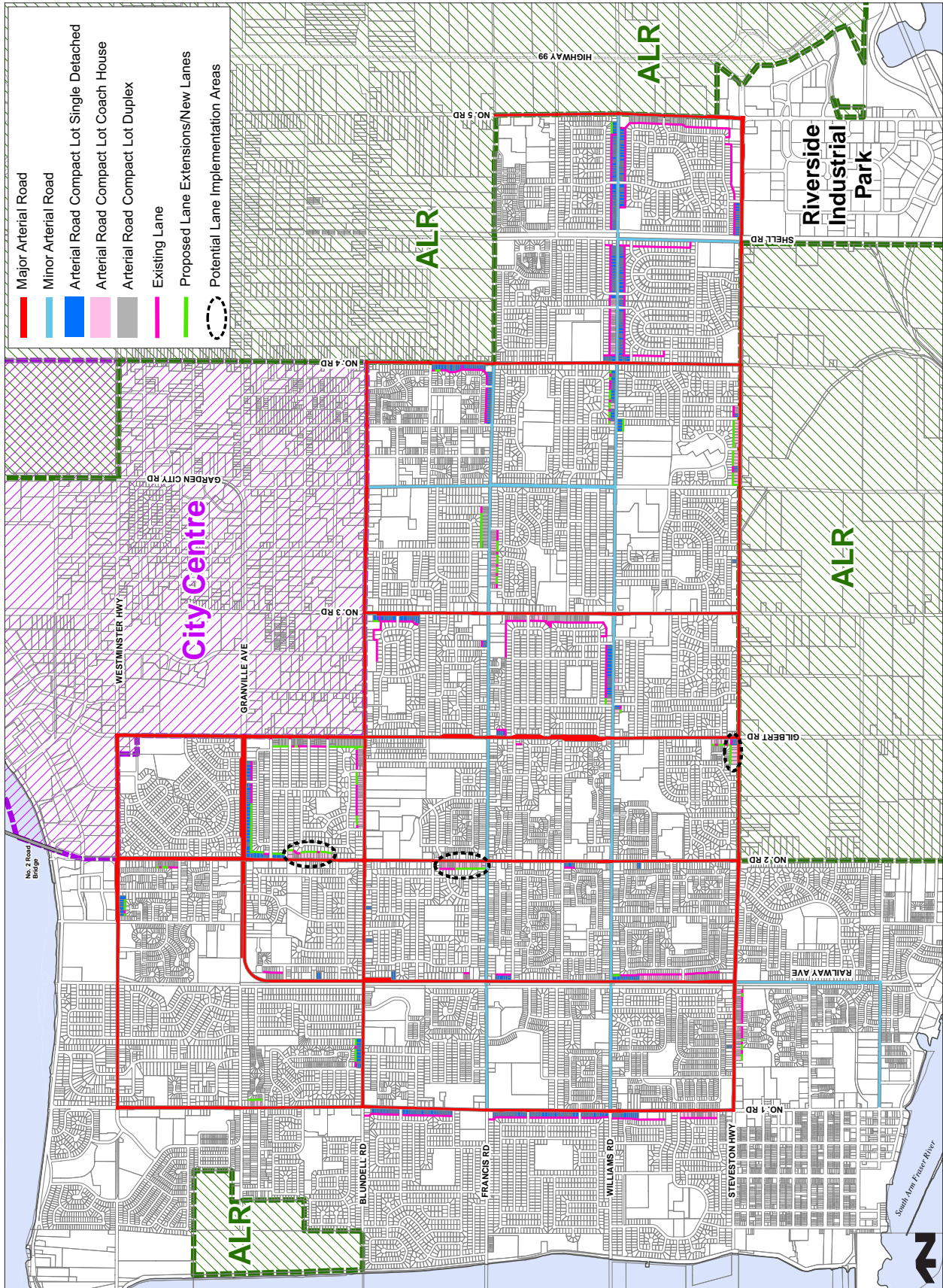
2. Where a city block has been identified for Compact Lot development on the Arterial Road Housing Development Map but has limited opportunity for the existing lane to be extended to a local road, a connecting lane to an arterial road may be considered.

Local Lane Implementation Strategy

3. Where a new connecting lane between the rear lane and the arterial road is required, a local lane implementation strategy may be established to ensure that the initial developers will be able to recover their lane costs from later developments. Potential local lane implementation areas are identified on the Lane Network Map.
4. The location of the Connecting Lane will be determined at the time of a development application based on:
 - a) the overall access needs for the entire block;
 - b) location of the existing driveways;
 - c) type of traffic movements appropriate for the block.
5. Only one (1) additional lane access per block will be considered.
6. At the time of the development, the first developer will dedicate and build the Connecting Lane; the costs of land and construction would be reimbursed by later benefiting developers.
7. Future developments will contribute lane costs on a proportional basis (i.e., based on their development site area).



Lane Network Map





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;

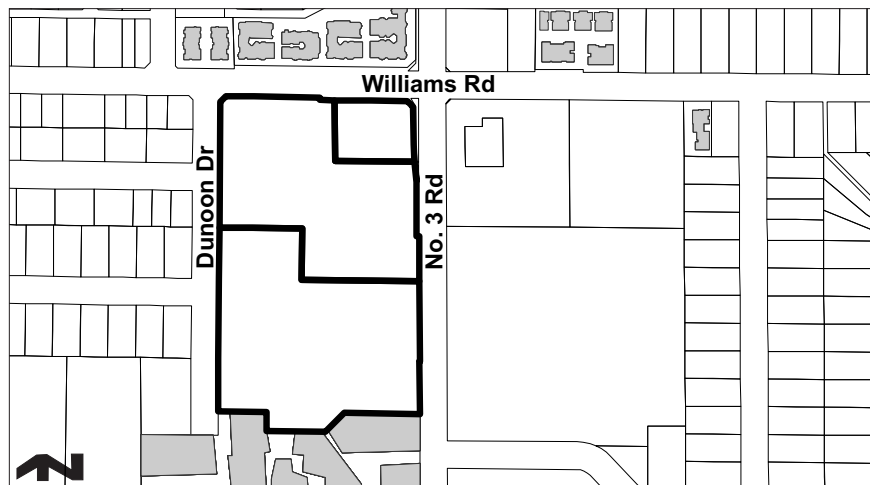
b) precedence:

- 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);

Bylaw 9792
2018/02/19

m) financing community amenities:

- the financing of 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 funded by developers, through density bonusing, phased development agreements and other means;



Bylaw 9792
2018/02/19

- Density Bonusing: Additional density above a base density of 0.5 FAR, may be allowed where a developer:
 - satisfies the applicable City Affordable Housing Strategy contribution requirements;
 - provides, as per the Neighbourhood Service Centre Master Plan, a Broadmoor Amenity Contribution of \$25.47 per m² (\$2.37 per ft²) of the total net building floor area above 0.5 FAR to be allocated as follows:
 - for Child Care: \$12.70 per m² (\$1.18 per ft²);
 - for Community Beautification: \$9.79 per m² (\$0.91 per ft²);
 - for Other Amenities: \$3.01 per m² (\$0.28 per ft²);
- Phased Development Agreements and other mechanisms (e.g., voluntary contributions) may be used to obtain funds with Community Planning Contributions of \$3.01 per m² (\$0.28 per ft²) of the total net building floor area;
- on February 28, 2019, and then by February 28 every two years thereafter, the above contribution rates are to be revised by adding the annual inflation for the preceding two calendar years by using the Statistics Canada *Vancouver Construction Cost Index – Institutional* inflation rate for adjusting the above contribution rates, except that the Statistics Canada *Vancouver Consumer Price Index – All Items* inflation rate be used for adjusting the Community Planning Contribution rate; with revised rates published in a City Bulletin.

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 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:

- a) continue to cooperate with the VIAA to manage and reduce aircraft noise to minimize its disturbance to the community;
- b) encourage the VIAA to reduce aircraft noise at the source, where feasible;
- c) encourage regular reviews and implementation of the VIAA’s Noise Management Plan to achieve maximum noise reduction;
- d) 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.
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 Bylaw 9525 2016/03/21

Areas <small>NOTE 1</small>	Reference NEF Contours	Objective	Requirements
1A. Restricted Area.	Approximately greater than NEF 35.	<ul style="list-style-type: none"> • Objective: To avoid all new aircraft noise sensitive land uses. • New Aircraft Noise Sensitive Land Uses are prohibited. 	<ul style="list-style-type: none"> • Restrictive Covenants.^{NOTE 2}
1B. Restricted Area.	Approximately NEF 30 to NEF 35.	<ul style="list-style-type: none"> • Objective: To avoid all new residential land uses. • New Residential Land Uses are prohibited. • Consider other aircraft noise sensitive land uses. 	<ul style="list-style-type: none"> • Restrictive Covenants.^{NOTE 2} • An Acoustic Report.^{NOTE 3} • Noise mitigation incorporated in construction.
2. High Aircraft Noise Area.	Approximately NEF 30 to NEF 40.	<ul style="list-style-type: none"> • Objective: To consider all new aircraft noise sensitive land uses, except new single family. • All new Aircraft Noise Sensitive Land Uses may be considered, except new single family, more specifically: <ul style="list-style-type: none"> - new single family detached development requiring amendments to the OCP, Area Plan, or existing zoning other than "Single Detached (RS1; RS2)" are prohibited, however, - rezonings from one "Single Detached (RS1/RS2)" sub-zone to: <ul style="list-style-type: none"> - another "Single Detached (RS1; RS2)" sub-zone (e.g., RS1/A-K; RS2/A-K); or, - the "Compact Single Detached (RC1; RC2)" zone; may be considered, subject to all applicable Policies (e.g., Sub-Area Plans, Single-Family Lot Size Policies, and Richmond Zoning Bylaw 8500). 	<ul style="list-style-type: none"> • Restrictive Covenants.^{NOTE 2} • An Acoustic Report.^{NOTE 3} • Noise mitigation incorporated in construction. • Mechanical ventilation incorporated in construction. • Central air conditioning system incorporated in construction.^{NOTE 4} • 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).



Areas NOTE 1	Reference NEF Contours	Objective	Requirements
3. Moderate Aircraft Noise Area.	Approximately NEF 30 to NEF 35.	<ul style="list-style-type: none"> • Objective: To consider all new aircraft noise sensitive land uses. • All Aircraft Noise Sensitive Land Uses may be considered. 	<ul style="list-style-type: none"> • Restrictive Covenants.^{NOTE 2} • An Acoustic Report.^{NOTE 3} • Noise mitigation incorporated in construction. • Mechanical ventilation incorporated in construction. • Central air conditioning capability (e.g., ductwork).^{NOTE 4}
4. Aircraft Noise Notification Area.	Approximately NEF 25 to NEF 30.	<ul style="list-style-type: none"> • Objective: To consider all aircraft noise sensitive land uses. • All Aircraft Noise Sensitive Land Uses may be considered. 	<ul style="list-style-type: none"> • Restrictive Covenants.^{NOTE 2} • An Acoustic Report.^{NOTE 3} • Noise mitigation incorporated in construction (as required).
Residential Uses on the Fraser River 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"> • Objective: No aircraft noise sensitive concerns or considerations. • All Aircraft Noise Sensitive Land Uses may be considered. 	Not required.

C. PLANNING CONDITIONS

Single-hatched	Approximately NEF 35 to NEF 40.	<ul style="list-style-type: none"> • Objectives: No new rezonings may proceed prior to Area Plan updates. 	<ul style="list-style-type: none"> • Restrictive Covenants.^{NOTE 2} • An Acoustic Report.^{NOTE 3} • Noise mitigation incorporated in construction. • Mechanical ventilation incorporated in construction. • Central air conditioning system^{NOTE 4} incorporated in construction. • 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).
Cross-hatched	Approximately NEF 30 to NEF 40.	<ul style="list-style-type: none"> • Objective: To support the 2010 Olympic Speed Skating Oval. <ul style="list-style-type: none"> - Residential use: Up to 2/3 of the buildable square feet (BSF). - Non-residential use: The remaining BSF (e.g., 1/3). 	<ul style="list-style-type: none"> • Restrictive Covenants.^{NOTE 2} • An Acoustic Report.^{NOTE 3} • Noise mitigation incorporated in construction. • Mechanical ventilation incorporated in construction. • Central air conditioning system incorporated in construction.^{NOTE 4} • 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).



Areas <small>NOTE 1</small>	Reference NEF Contours	Objective	Requirements
Dotted	Approximately NEF 30 to NEF 40.	<ul style="list-style-type: none"> • Objective: Current 2004 rezoning applications (i.e., Aberdeen, Suntech, Wall) may proceed, prior to Area Plan updates, based on the formula: <ul style="list-style-type: none"> - residential use: Up to 2/3 of the buildable square feet (BSF); - non-residential use: The remaining BSF (e.g., 1/3); - the Aberdeen residential component is limited to the conversion of the previously approved hotel. 	<ul style="list-style-type: none"> • Restrictive Covenants.^{NOTE 2} • An Acoustic Report.^{NOTE 3} • Noise mitigation incorporated in construction. • Mechanical ventilation incorporated in construction. • Central air conditioning system incorporated in construction.^{NOTE 4} • 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).

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):

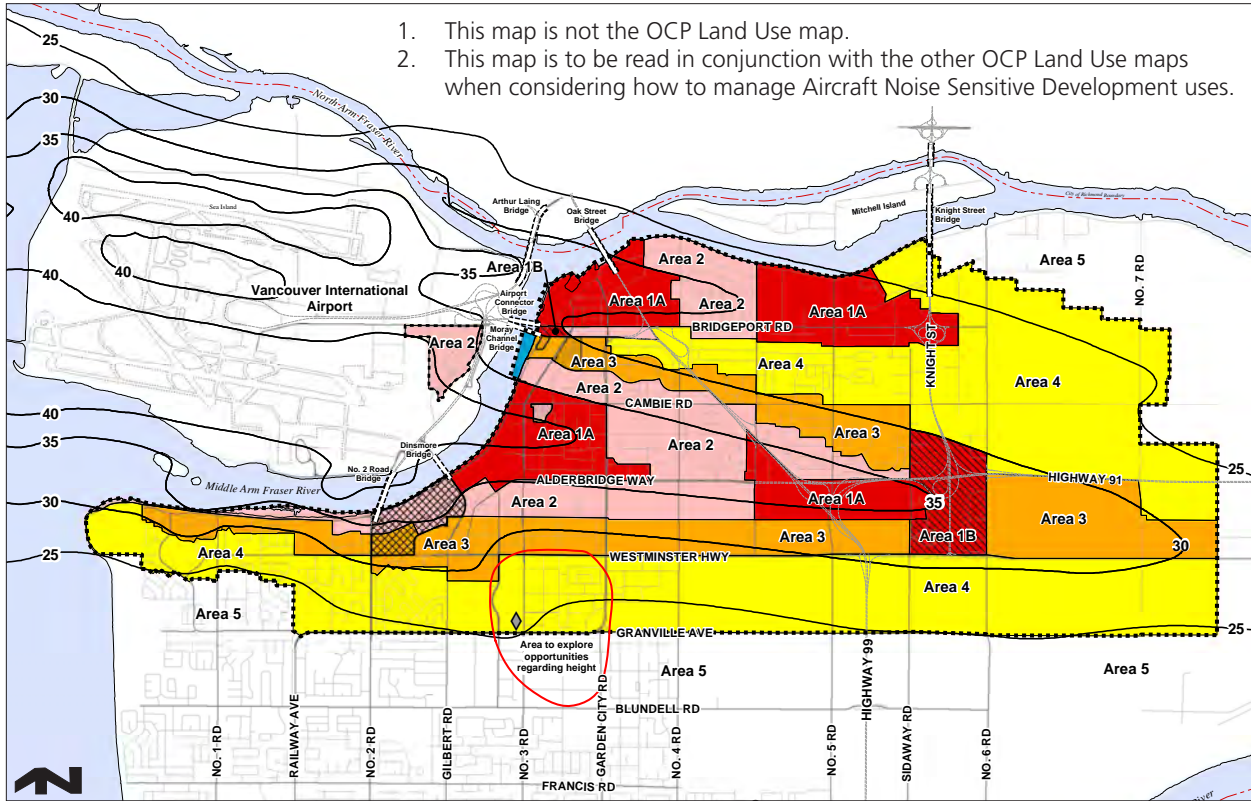
Portions of Dwelling Units	Noise Levels (decibels)
Bedrooms	35 dB
Living, dining, and recreation rooms	40 dB
Kitchen, bath, hallways, and utility rooms	45 dB

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 Bylaw 9121 2015/06/15

1. This map is not the OCP Land Use map.
2. This map is to be read in conjunction with the other OCP Land Use maps when considering how to manage Aircraft Noise Sensitive Development uses.



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).

OBJECTIVE 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).

3.6.5 Health Canada Licensed Medical Cannabis Production, Non-Medical Cannabis Production and Cannabis Research and Development Facilities

*Bylaw 9837
2018/06/18*

OVERVIEW

The City wishes to regulate the location and number of medical and non-medical cannabis production and cannabis research and development facilities in Richmond.

Council may consider medical and non-medical cannabis production and research and development related facilities, on a case-by-case review basis, subject to meeting rigorous social, community safety, land use, transportation infrastructure, environmental and financial planning, zoning and other City policies and requirements. This section establishes the policies and requirements, by which such proposed facilities may be considered and, if deemed appropriate, approved.

TERMS

In this section, the following terms apply:

- “Medical Cannabis Production Facility”—means a facility for the cultivation or processing of medical cannabis in a fully enclosed building or structure in accordance with the appropriate federal and provincial legislation and regulations, including supporting accessory uses related to cultivation, processing, testing, research and development, packaging, storage, distribution and administrative office functions that are directly related to and in support of cultivation and processing activities;



- “Non-Medical Cannabis Production Facility”—means a facility for the cultivation or processing of non-medical cannabis in a building or structure, as well as outdoor cultivation, in accordance with the appropriate federal and provincial legislation and regulations, including supporting accessory uses related to cultivation, processing, testing, research and development, packaging and storage and administrative office functions that are directly related to and in support of cultivation and processing activities;
- “Cannabis Research and Development Facility”—means a facility for the research and development, including testing, of cannabis only in a fully enclosed building or structure in accordance with the appropriate federal and provincial legislation and regulations.

OBJECTIVE 1: *Bylaw 10061
2019/09/03*

Protect the City’s social, economic, land use and environmental interests when considering proposed medical and non-medical cannabis production facilities, cannabis research and development facilities and the production and cultivation of cannabis, including any related accessory uses, on land within the Agricultural Land Reserve by preventing their unnecessary proliferation, avoiding long-term negative effects, and ensuring minimal City costs.

POLICIES:

- a) limit a medical cannabis production facility, non-medical cannabis production facility and cannabis research and development facility, through the rezoning process, to a total of one facility only. This single facility will only be permitted in an OCP designated Mixed Employment or Industrial area. Any proposals for additional facilities may be considered on a case-by-case basis and may require additional OCP amendments;
- b) subject to c) below, production and cultivation of cannabis and any related accessory uses is not permitted in the Agricultural Land Reserve;
- c) where the use of land in the Agricultural Land Reserve for the production and cultivation of cannabis and any related storing, packing, preparing and processing uses is done so in a manner in accordance with Sections 4, 8 and 11(1)(2) of the *Agricultural Land Reserve Use Regulation (as amended)*, the use cannot be prohibited and is subject to the applicable regulations contained in Richmond’s Zoning Bylaw 8500;
- d) a medical cannabis production facility or non-medical cannabis production facility or a cannabis research and development facility must:
 - i) be located in a stand-alone building, which does not contain any other businesses with the exception of non-medical cannabis production, which can be located outside in accordance with the appropriate federal and provincial legislation and regulations;
 - ii) have frontage on an existing, opened and constructed City road, to address infrastructure servicing and emergency response requirements;

*Bylaw 10061
2019/09/03*



- iii) avoid negatively affecting sensitive land uses (e.g., residential, school, park, community institutional);
- iv) not emit any offensive odors, emissions and lighting to minimize negative health and nuisance impacts on surrounding areas;
- e) applicants shall engage qualified professional consultants to prepare required studies and plans through the City's regulatory processes (e.g., rezoning, development permit building permit, other as required);
- f) applicants shall ensure that proposals address the following matters, through the City's regulatory processes (e.g., rezoning, development permit, building permit, other):
 - i) compliance with City social, community safety, land use, building, security (e.g., police, fire, emergency response), transportation, infrastructure (e.g., water, sanitary, drainage), solid waste management, environmental (e.g., Environmentally Sensitive Areas, Riparian Management Areas, Ecological Network), nuisance (e.g., noise, odour and emissions) financial and other policies and requirements;
 - ii) compliance with all federal, provincial and regional (e.g., Metro Vancouver) policies and requirements;
 - iii) compliance with the City Building Regulation Bylaw, Fire Protection and Life Safety Bylaw, Noise Regulation Bylaw, Business License Bylaw, Business Regulation Bylaw and other related, applicable City Bylaws;
 - iv) compliance with the current BC Building Code, BC Fire Code, BC Fire Services Act, BC Electrical Code, and other related codes and standards;
- g) the applicant/owner of a Health Canada licensed and City approved medical cannabis production facility or non-medical cannabis production facility or cannabis research and development facility shall be responsible for full remediation of the facility should it cease operations or upon closure of the facility;
- h) consultation with stakeholders on a proposed facility shall be undertaken as deemed necessary based on the context specific to each proposal.