

D. Built Form & Urban Design

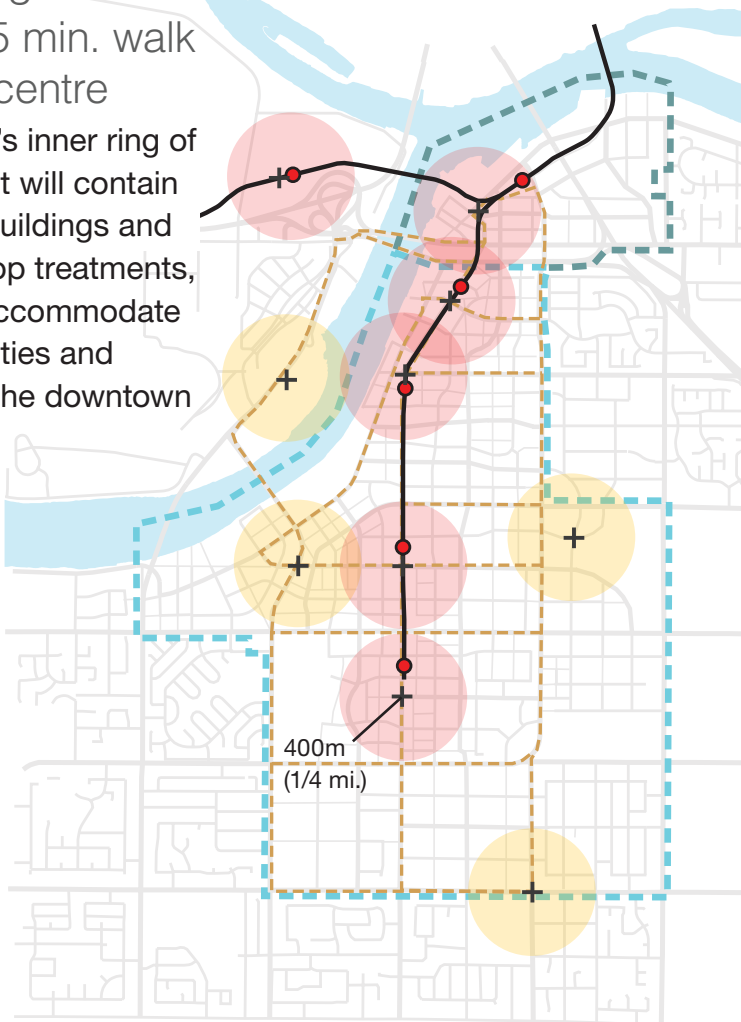
Objective: Provide a framework for a distinctive and appealing urban environment expressive of its individual villages and unique Richmond character.

The City Centre’s proposed village structure supports variety in building height and form, providing visual interest and breathing space across the urban landscape.

Inner Village

Within a 5 min. walk from the centre

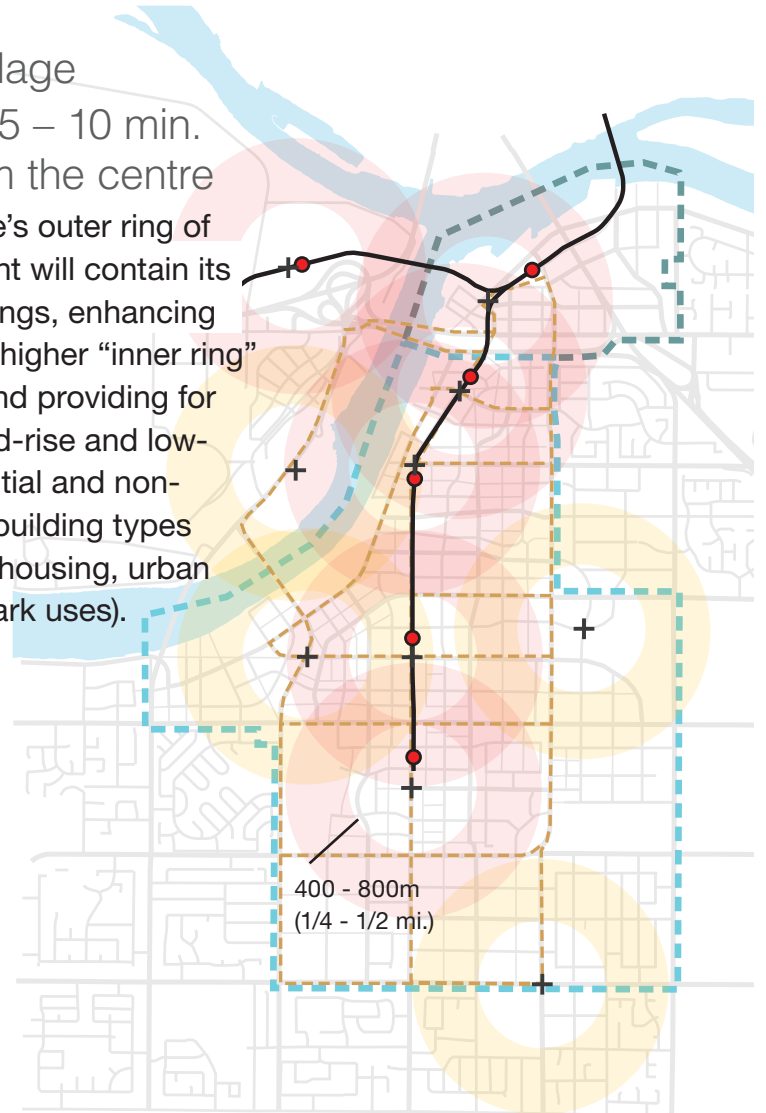
Each village’s inner ring of development will contain its highest buildings and varied rooftop treatments, helping to accommodate higher densities and “sculpting” the downtown skyline.



Outer Village

Within a 5 – 10 min. walk from the centre

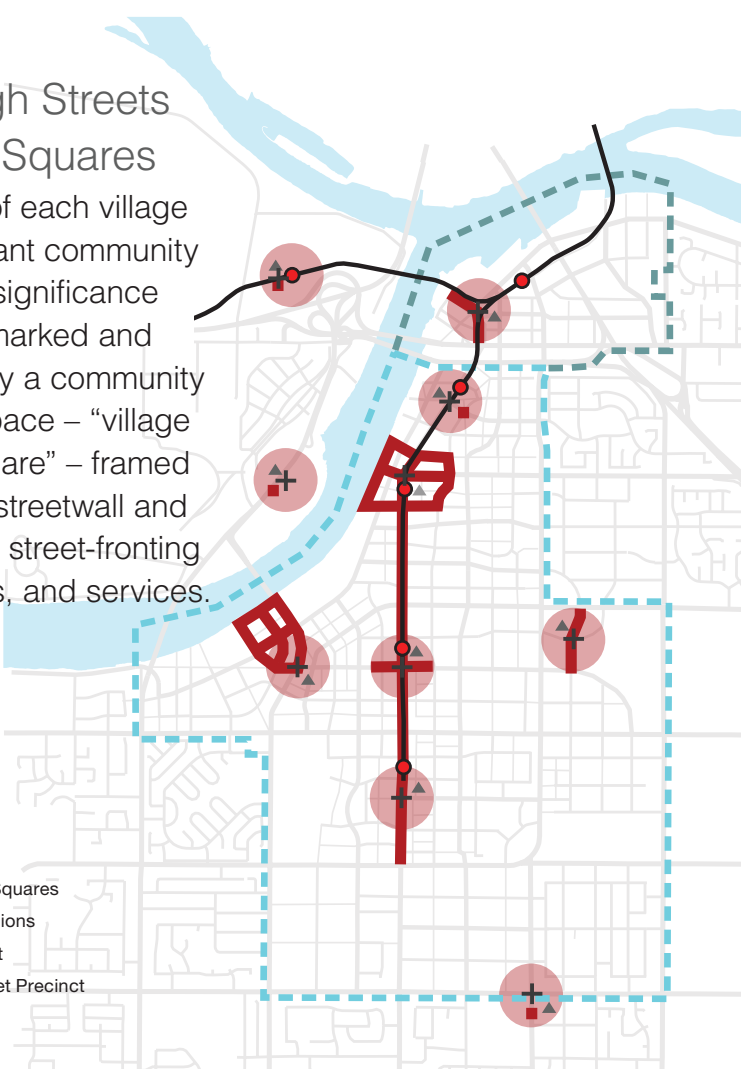
Each village’s outer ring of development will contain its lower buildings, enhancing views from higher “inner ring” buildings and providing for a mix of mid-rise and low-rise residential and non-residential building types (e.g. family housing, urban business park uses).



The identity of the City Centre and its individual villages is reinforced through the downtown’s built form and open space pattern.

Retail High Streets Plazas & Squares

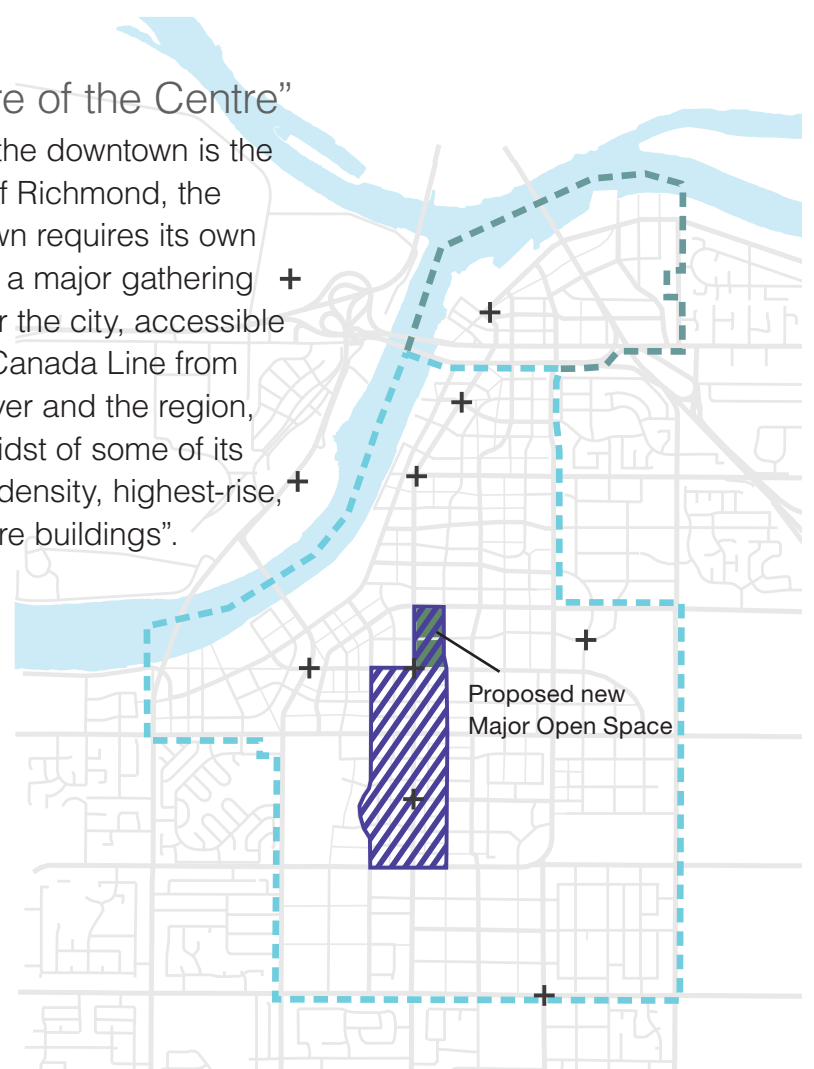
The centre of each village is an important community “heart”, the significance of which is marked and supported by a community gathering space – “village plaza or square” – framed by a strong streetwall and animated by street-fronting shops, cafes, and services.



- ▲ Urban Plazas & Squares
- Canada Line Stations
- Major High Street
- Village High Street Precinct

“Centre of the Centre”

Just as the downtown is the centre of Richmond, the downtown requires its own centre – a major gathering place for the city, accessible via the Canada Line from Vancouver and the region, in the midst of some of its highest density, highest-rise, “signature buildings”.



D. Built Form & Urban Design

To help provide for the creation of a variety of high-quality, urban environments in keeping with the locations and special attributes of each of the downtown's villages.

Inner Village

Higher building forms and continuous street-walls support the animated, pedestrian-focused, mix of uses characteristic of the heart of each of the downtown's villages



Outer Village

Lower heights and a more informal disposition of buildings contrast with the more intense form and character of the inner villages, while providing for views, sun, and a more attractive and varied skyline.



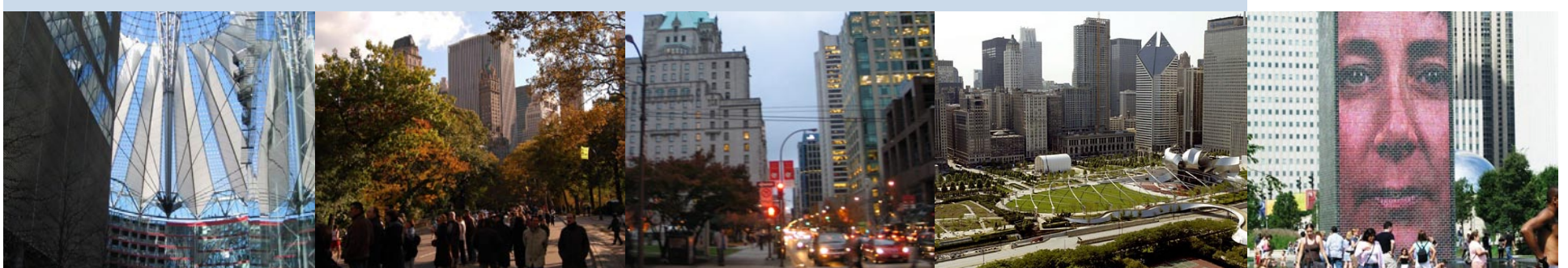
High Street

Distinctive, pedestrian-oriented, retail precincts punctuate the downtown's mixed-use landscape, anchoring each of its urban villages and providing centers for socializing and celebrating.



"Centre of the Centre"

The city's tallest buildings, more formal character, and important civic uses help to reinforce the iconic role of this area as the heart of Richmond and its downtown.

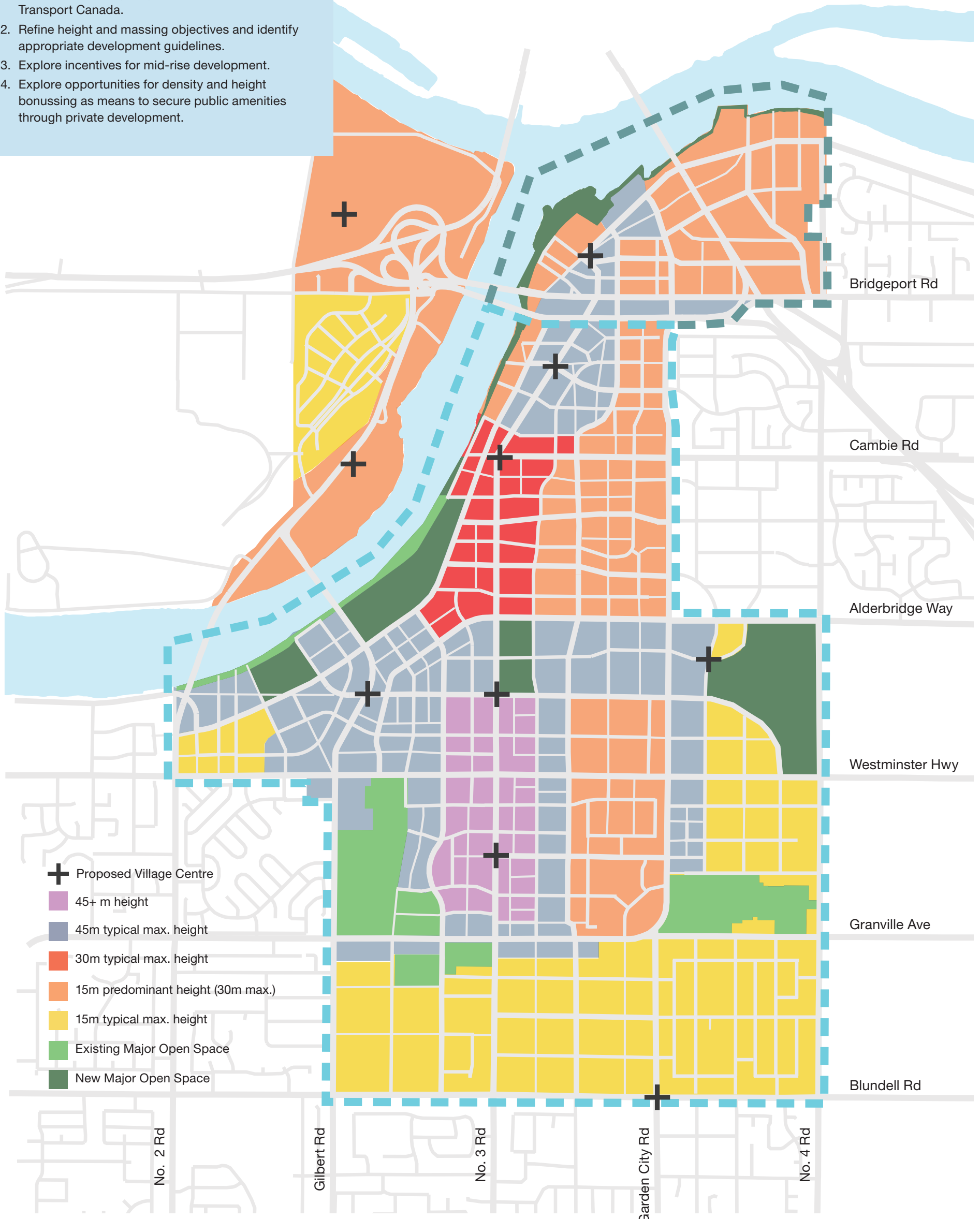


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The framework provides for a range of building heights focused around downtown's central villages and amenities.

Further Investigation

1. Conduct a building height study with the airport and Transport Canada.
2. Refine height and massing objectives and identify appropriate development guidelines.
3. Explore incentives for mid-rise development.
4. Explore opportunities for density and height bonussing as means to secure public amenities through private development.

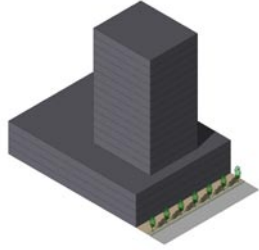


- ✚ Proposed Village Centre
- 45+ m height
- 45m typical max. height
- 30m typical max. height
- 15m predominant height (30m max.)
- 15m typical max. height
- Existing Major Open Space
- New Major Open Space

D. Built Form & Urban Design

Built Form

Signature High Rise



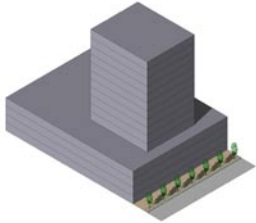
Purpose To add variety to Richmond’s skyline; to help define the “Centre of the Centres”; and to provide for density/height bonussing as a means to secure public amenities.

Height Over 45m

Location Typically situated within 400m (1/4 mile) or 5 minute walk of transit/bus-link station

Use May contain residential, office/commercial and/or mixed use, with retail at grade; Contains 120 – 150 dwelling units/acre (upa)

High Rise



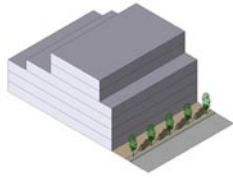
Purpose To promote dense, compact and, preferably, mixed-use development within Richmond’s downtown urban villages

Height 45m max.

Location Typically situated within 400m (1/4 mile) or 5 minute walk of transit/bus-link station

Use May contain residential, office/commercial and/or mixed use, with retail at grade; Contains 100 – 120 dwelling units/acre (UPA)

Mid Rise



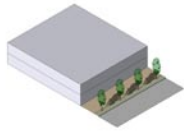
Purpose To contribute to the transition of low- to high-rise development within urban villages

Height Typically 30m max.

Location Typically situated within 800m (1/2 mile) or 10 minute walk of transit/bus-link station

Use May contain residential, office/commercial and/or mixed-use; Contains 50 – 80 dwelling units/acre (UPA)

Low Rise



Purpose To provide housing types most closely associated with single-family living and/or non-residential uses such as Van Horne

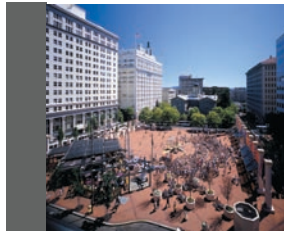
Height Typically 15m max.

Location Typically situated within 800m (1/2 mile) or 10 minute walk of transit/bus-link station

Use May contain residential, office/commercial and/or mixed-use; Contains 24 - 40 dwelling units/acre (UPA)

Urban Plazas & Squares

Major Plaza/Square

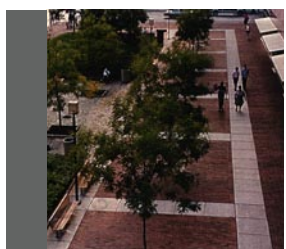


Purpose To provide major outdoor open space as transition from Canada Line stations to adjacent mixed-use development

Form Opportunity-based form resulting from existing street/block configuration, location of transit station and development catalyst

Use From large-scale ceremonial functions (celebrating the 2010 Winter Games) to small-scale, contemplative uses (a rainy day in February); a place within which “to see and be seen”.

Village Plaza/Square



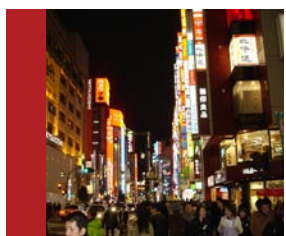
Purpose To help establish village identity within outlying urban villages and provide convenient transit connections to Canada Line stations along No. 3 Road

Form Similar to the form and function of traditional village “greens”

Use Outdoor cafes, Saturday flea markets, Seasonal holiday celebrations and decorations

Retail High Streets

Major High Street

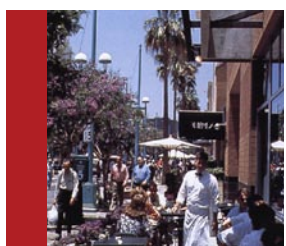


Purpose The provision at-grade retail shopping street of regional or city-wide significance

Form Linear Retail High Streets will vary in both urban design and character, i.e. the Asian character of the International Character Zone (Cambie Road to Alderbridge) vs. the more traditional Canadian downtown shopping district (Westminster to Granville) of the City Centre/Brighouse Character Zone

Use High end retail “goods and services” to rival areas such as Vancouver’s Robson Street, Chinatown , and Granville Island

Village High Street Precinct



Purpose The provision village-focused retail shopping street; the opportunity to provide for the essentials of daily living without the need to use one’s car

Form Smaller than their Major High Street equivalents, developed upon an “opportunities” basis regarding village character and density. These may simply front small village plazas and not extend the full length of the street