

## City Centre Area Plan CONCEPT

This document sets out proposed land uses and related strategies for the long-term growth and development of Richmond's downtown to "build-out". The CONCEPT is the result of numerous studies and reviews, including two public consultation processes in July and November 2006.

### CONCEPT Purpose

The purpose of the CCAP CONCEPT is to:

- Update the 2021 vision described in the existing City Centre Area Plan (adopted 1995)
- Identify a capacity based framework for development beyond 2021 to ultimate "build-out"
- Coordinate land use designations and related policies within the framework
- Provide a basis for the preparation of an Area Plan bylaw and a detailed Implementation Strategy for downtown growth and development

Approval in principle of the CONCEPT at this time provides:

- Clarity, upon which to base the Area Plan bylaw and Implementation Strategy
- A flexible framework that can be refined in response to the continuing planning process, concurrent studies, and public input

### Next Steps

The CONCEPT will be presented for public review and comment at Open House 3 in March 2007. This will be followed by opportunities for the public to provide input over the spring and summer of 2007, and conclude with adoption of the Area Plan Bylaw and Implementation Strategy in the fall.



City Centre Growth & Change Since 1995

- Population has doubled from roughly 20,000 to 41,000 residents
- Jobs have remained steady at roughly 30% of Richmond's total, followed closely by Sea Island (Airport)
- High-rise towers have dramatically increased in number
- McLennan North and South, St. Albans, and Moffatt are nearing build-out
- Park space has increased from 169 acres to 189 acres



# City Centre Area Vision

To be a “world class” urban centre and the centrepiece of Richmond as it emerges to fulfill its vision of becoming the “most appealing, livable, and well-managed community in Canada.”

How do we achieve this vision?

## Smart Growth Goals

Smart Growth involves urban development approaches that are socially, environmentally and fiscally responsible, and serve to enhance the quality of life in communities, complement ecosystem function, and use tax revenues wisely. The City Centre’s proposed Smart Growth goals are:

- 1** 
**Build Community**  
 An inclusive community designed to support the needs of a diverse and changing urban population
- 2** 
**Build Green**  
 A culture that uniquely supports and celebrates Richmond as an island city by nature
- 3** 
**Build Economic Vitality**  
 A comprehensively planned business environment that builds on Richmond’s unique combination of economic and lifestyle opportunities
- 4** 
**Build a Legacy**  
 A premier urban riverfront community and international destination that enhances life for all Richmond residents, businesses, and visitors

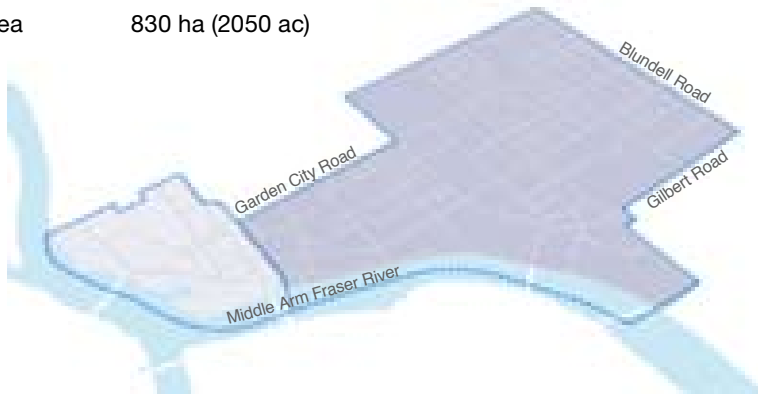
# Existing Conditions Framework

The framework for development potential within the CCAP is set by analyzing and overlaying a series of maps of the existing conditions within Richmond's City Centre.

The eight maps below illustrate key factors influencing the City Centre's development capacity. While Richmond's City Centre represents a large land area, not all of it is available for future residential development.

Richmond City Centre Planning Area

Approx. CCAP Area 830 ha (2050 ac)



No.3 Road



Canada Line

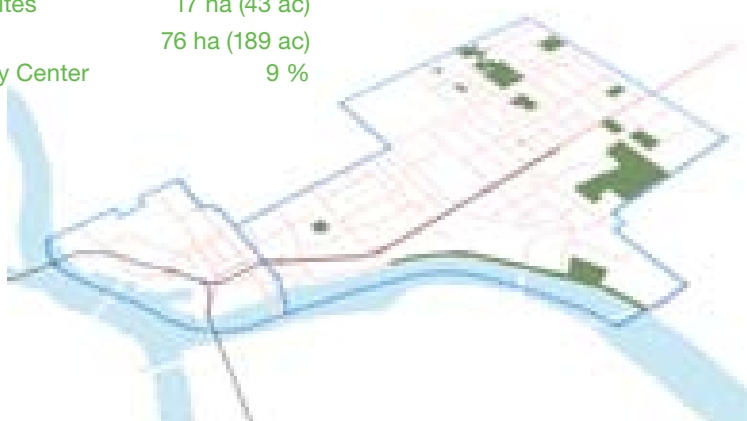


Existing Streets



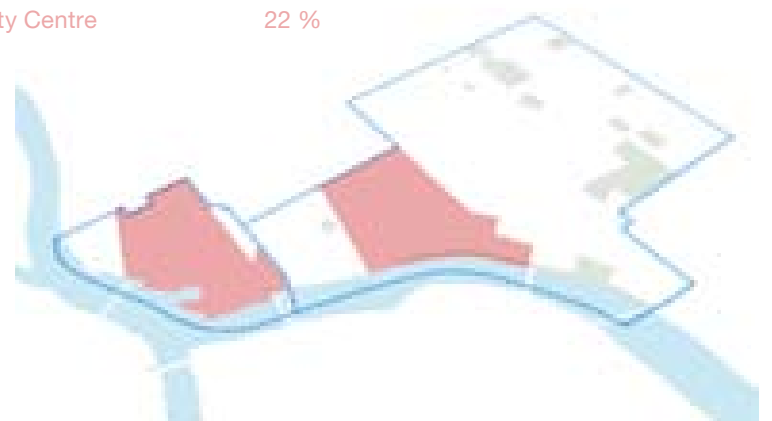
Existing Parks & Open Space

Existing City Park	59 ha (146 ac)
Existing School Sites	17 ha (43 ac)
<b>Total Area:</b>	<b>76 ha (189 ac)</b>
Percentage of City Centre	9 %



Aircraft Noise Zone (Current OCP Policy)

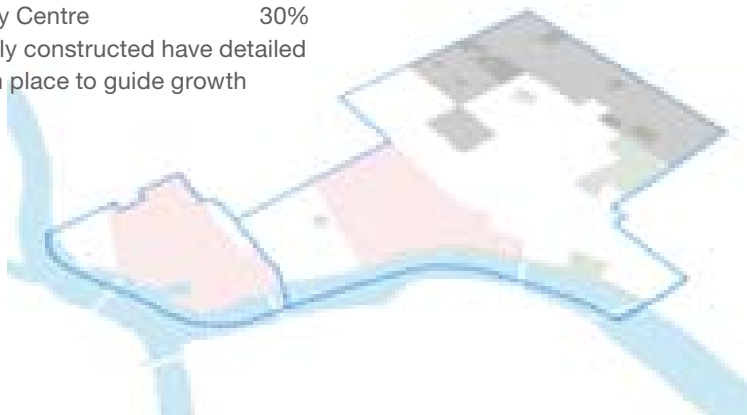
New Housing Prohibited	185 ha (456 ac)
Percentage of City Centre	22 %



"Built-Out" Residential Areas\*

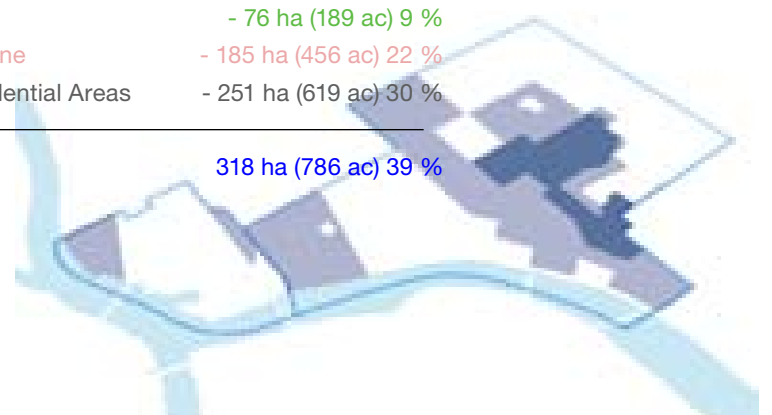
Existing Areas	251 ha (619 ac)
Percentage of City Centre	30%

\*Areas that are fully constructed have detailed Sub-Area Plans in place to guide growth



Net Available Areas for Housing Growth

Approx. CCAP Area	830 ha (2050 ac) 100 %
Parks & Schools	- 76 ha (189 ac) 9 %
Aircraft Noise Zone	- 185 ha (456 ac) 22 %
"Built-Out" Residential Areas	- 251 ha (619 ac) 30 %
<b>Net Area</b>	<b>318 ha (786 ac) 39 %</b>



# Envisioning Growth\*

Based on preliminary modeling of Richmond's downtown (July 2006), a long-term "build-out" target of 120,000 residents is recommended.

\* As presented at CCAP Open House 1

## New Parks & Open Space

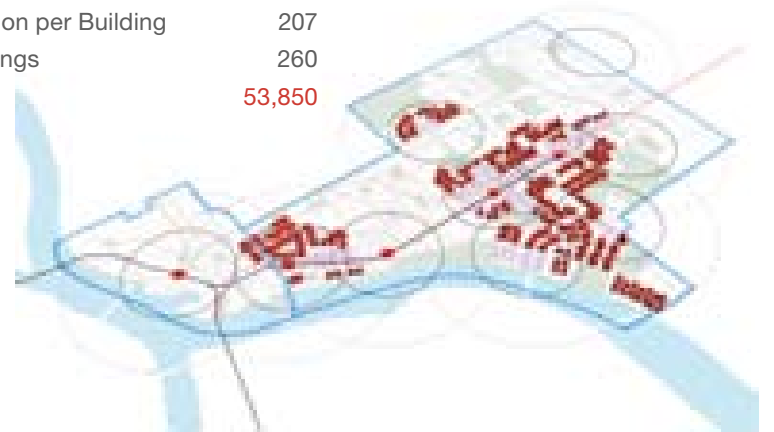
3.25 ac/1,000 residents, total Area: 390 ac  
Percentage of City Centre: 19%

Existing Parks 76 ha (189 ac)  
New Parks + 81 ha (201 ac)  
Total Park Area 158 ha (390 ac)



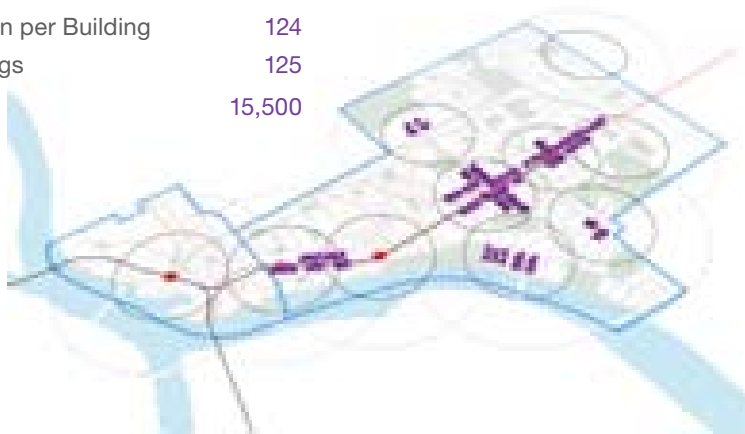
## High-Rise Residential Development

Average people per household 2.3  
Average Population per Building 207  
Number of Buildings 260  
Total Population 53,850



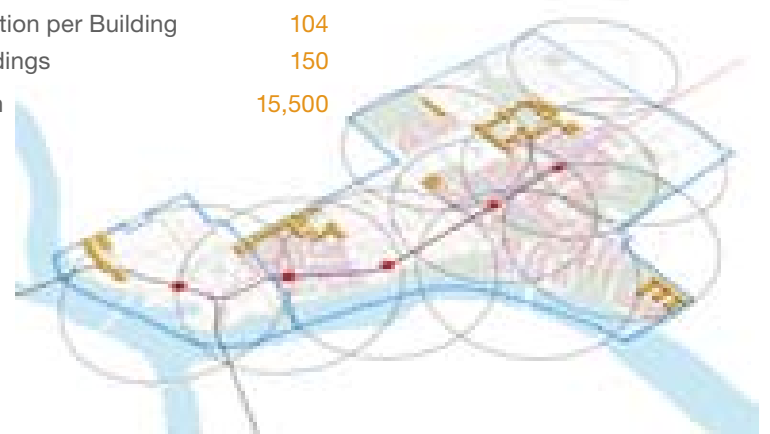
## Mixed-Use Development (High-Rise)

Average People per Household 2.3  
Average Population per Building 124  
Number of Buildings 125  
Total Population 15,500



## Mixed-Use Development (Mid-Rise)

Average People per Household 2.3  
Average Population per Building 104  
Number of Buildings 150  
Total Population 15,500



## Composite Map: 120,000 Population Scenario

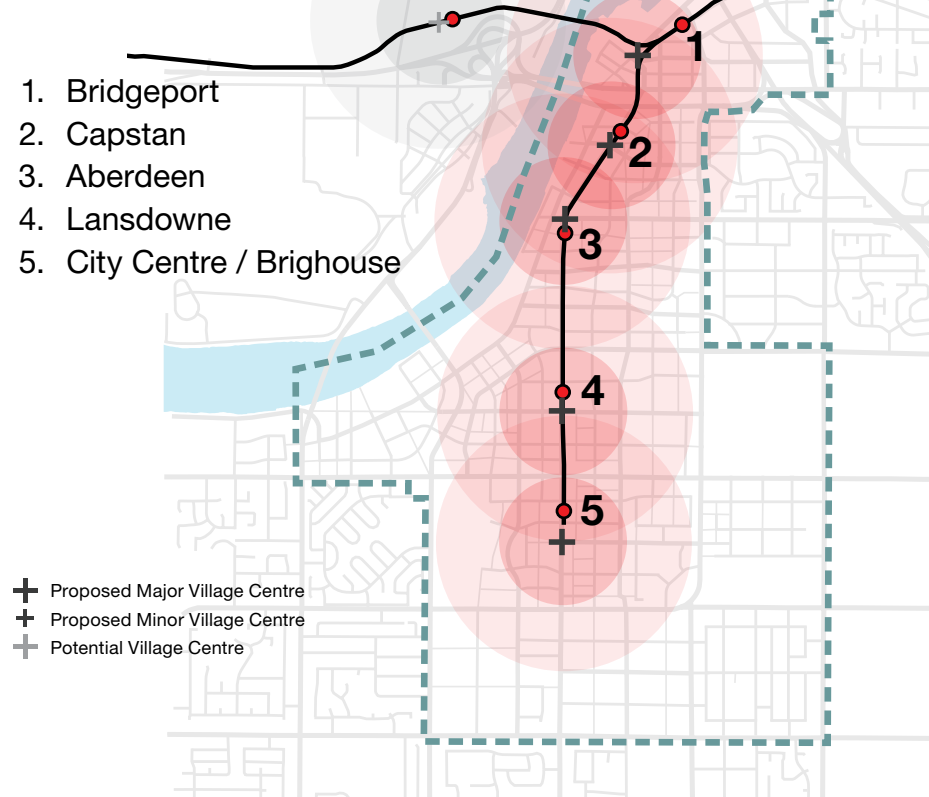
Population	
High-Rise	53,850
Mixed-Use (High Rise)	15,500
Mixed-Use (Mid-Rise)	15,500
Population to Remain	30,125
Infill (Sub Areas)	5,000
<hr/>	
<b>Total Projected Population</b>	<b>120,000</b>
<hr/>	
Total Jobs	36,000
Total Park Space	158 ha (390 ac)/19 %



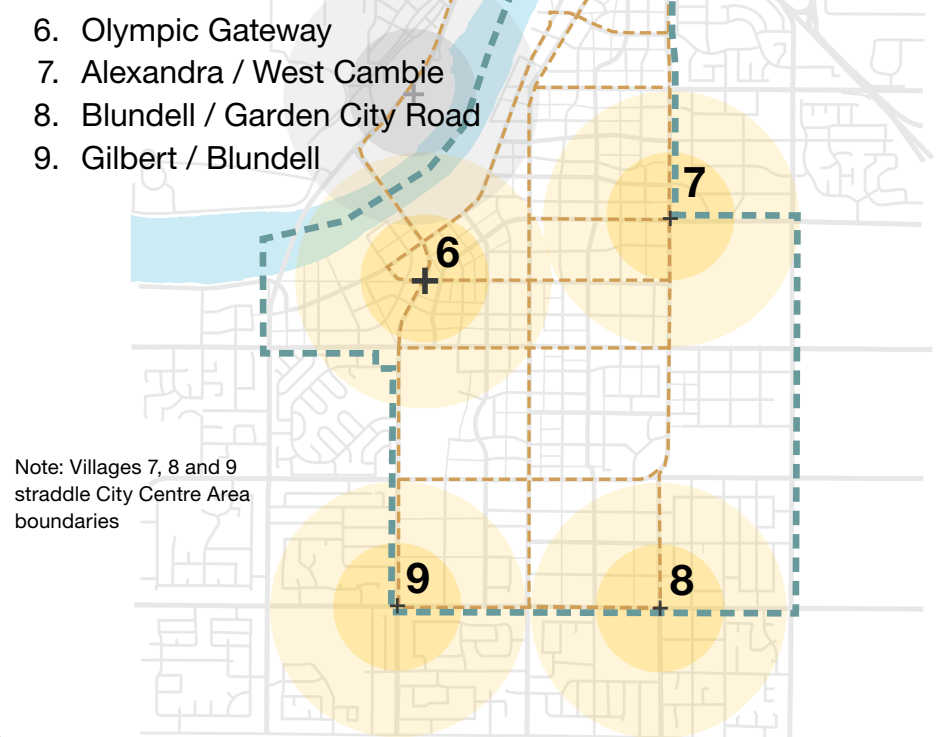
# Transit-Oriented Development

Richmond's City Centre should develop a set of "urban villages" based upon the principles of Transit-Oriented Development (TOD), where all residents can live, work, shop, learn, and play in a pedestrian-friendly environment — without the need of a car.

**Canada Line Villages**  
Villages that are within a 5 or 10 minute walking distance of Canada Line transit stations.



**Bus Link Villages**  
Villages that are within a 5 or 10 minute walking distance of local transit nodes linked via buses to Canada Line stations.



## Major & Minor Villages

The prominence of the City Centre's villages varies.

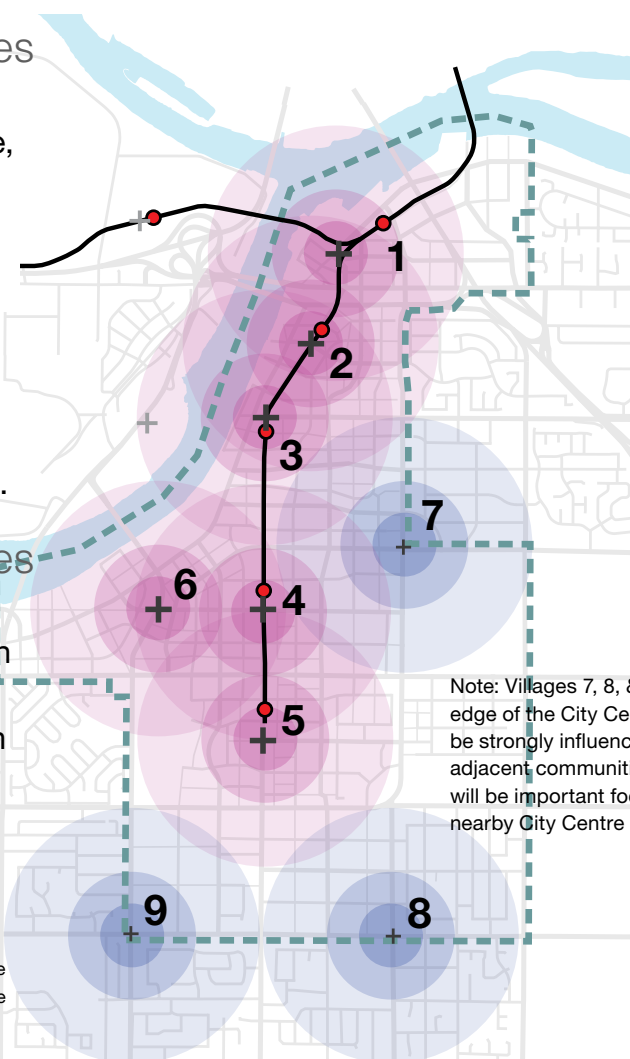
**Major Villages**

Hubs of city and regional significance, characterized by significant buildings and public spaces, a high proportion of commercial uses, and the presence of citywide and/or regional public uses.

**Minor Villages**

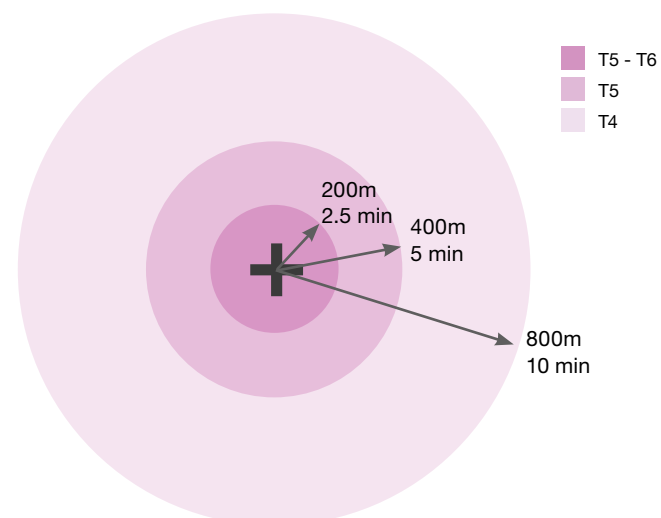
Smaller, locally focused centres with a proportionately greater emphasis on housing and village-serving commercial and public uses.

+ Proposed Major Village Centre  
 + Proposed Minor Village Centre  
 + Potential Village Centre



Major Villages — TOD Planning Principle

TOD RADIUS	ZONE	BUILDING TYPE	DENSITY	BUILDING HEIGHT
200m	T6	Signature High-Rise	3.0+	45m+
200m	T5	High-Rise	3.0	45m
200m – 400m	T5	Mid-Rise	2.0 – 3.0	30m
400m – 800m	T4	Mid-Rise	1.2 – 2.0	15m – 30m



# Urban Villages

It is proposed that Richmond’s City Centre develop upon the principles of Transit-Oriented Development (TOD), where all residents are within a 5 or 10 minute walk of quick, efficient public transit.

Thus, residents can live, work, shop, learn, and play in a pedestrian-friendly environment – without the need of a car.

It is suggested, further, that this notion of TOD be accomplished by designating 9 urban “villages” within the City Centre boundaries – 5 of which would be directly centered upon the Canada Line rapid transit system.

Each village would have unique and distinguishing characteristics. In combination they would form the DNA of a vibrant, walkable downtown core – one capable of meeting the stated “vision” of a “world class” urban centre... the “most appealing, livable, and well-managed community in Canada.”



## Village Attributes

### Each Village must provide for:

- |   |   |                                    |
|---|---|------------------------------------|
| 1 Transit Node                                  | 5 Specialty Commercial & Personal Service Use | 8 A Childcare (0-6 years of age)   |
| 2 Transit-Oriented Development                  | 6 Neighbourhood Parks & Children’s Playground | 9 A Library Lending Service        |
| 3 “Main Street”                                 | 7 Affordable Housing                          | 10 Public Art                      |
| 4 Convenience Commercial & Personal Service Use |   | 11 Social/Community Services       |
|   |   | 12 Recreational/Cultural Amenities |

### Some of the Villages may provide:

- |                    |                              |                            |
|--------------------|------------------------------|----------------------------|
| 1 Branch Library   | 3 Community Park & Greenways | 4 Public & Private Schools |
| 2 Community Centre |                              | 5 Community Police Office  |

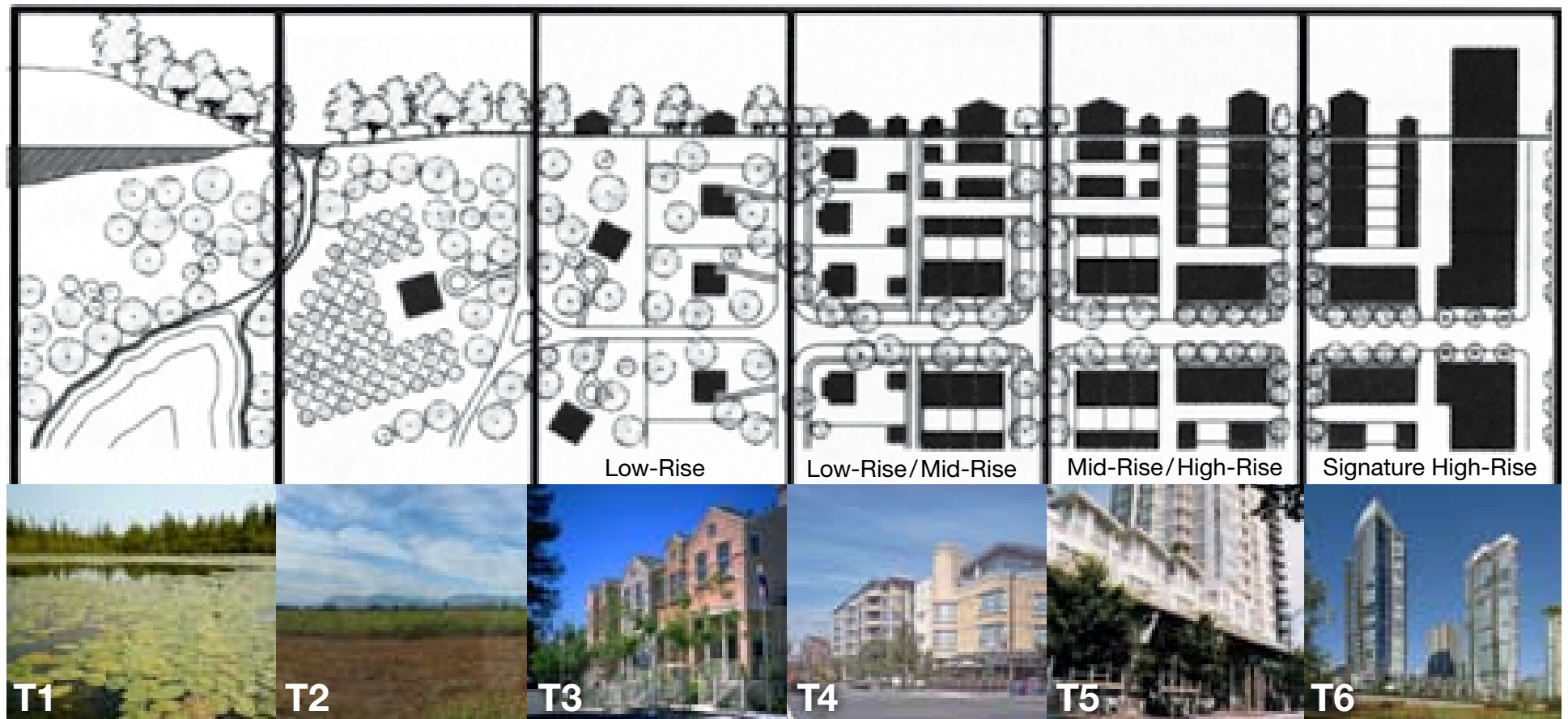
### Some of the Villages may provide for citywide and regional services:

- |   |  |  |
|---|--|--|
| 1 Vancouver Coastal Health “Neighbourhood Level Primary Health Care Organization” (NLPHO) | 8 Performing and Visual Arts Centre (city) | 14 Public Theatre (city/regional)                  |
| 2 City-Wide Park Space (city)   | 9 Community Service Centre (city)          | 15 Place of Worship (city/regional)                |
| 3 Main Library (city)   | 10 Social/Community Service (city)         | 16 Art/Ethnographic/Science Museum (city/regional) |
| 4 Ice Arenas (city)   | 11 Community Safety Headquarters (city)    | 17 Trade and Exhibition Centre (regional)          |
| 5 Aquatic Centre (city)   | 12 Richmond Oval (city/regional)           | 18 Post-Secondary Educational Institution          |
| 6 Seniors Centre (city)   | 13 Public Art Gallery (city/regional)      | 19 Cinema/Film Centre (regional)                   |

Developer or property owner initiated changes to the zoning of existing properties must comply with City policies and regulations, which could require, among other things, the dedication and construction of the above characteristics or the payment of funds in lieu of this.

# The Urban Transect

A transect is a geographical sequence of environments. It is proposed that Richmond contain a framework for planning that encompass a full spectrum of rural, suburban, and urban environments in its framework.



Transect Diagrams after Duany, Wright and Sorlien: *Smart Code & Manual*

## Explanation

“Use-based zoning” is currently the practice in North American cities. It has both served to segregate land uses, one from the other, at the expense of mixed-use development and does not speak to the built form of those uses.

“Form-based zoning” is a new concept that is consistent with Smart Growth principles aimed at mixed-use development and contains detailed recommendations for the design of buildings and public spaces. One approach to form-based zoning is called “The Urban Transect.”

“The Urban Transect is a “cross section” identifying a set of district zones that vary by their level and intensity of urban character – a continuum that ranges from rural to urban. In Transect Planning this range of environments is the basis for organizing the components of urbanization: building, lot, land use, street, and all the other elements of the human habitat.”

— Charles C. Bohl with Elizabeth Plater-Zyberk  
Building Community across the Rural-to-Urban Transect

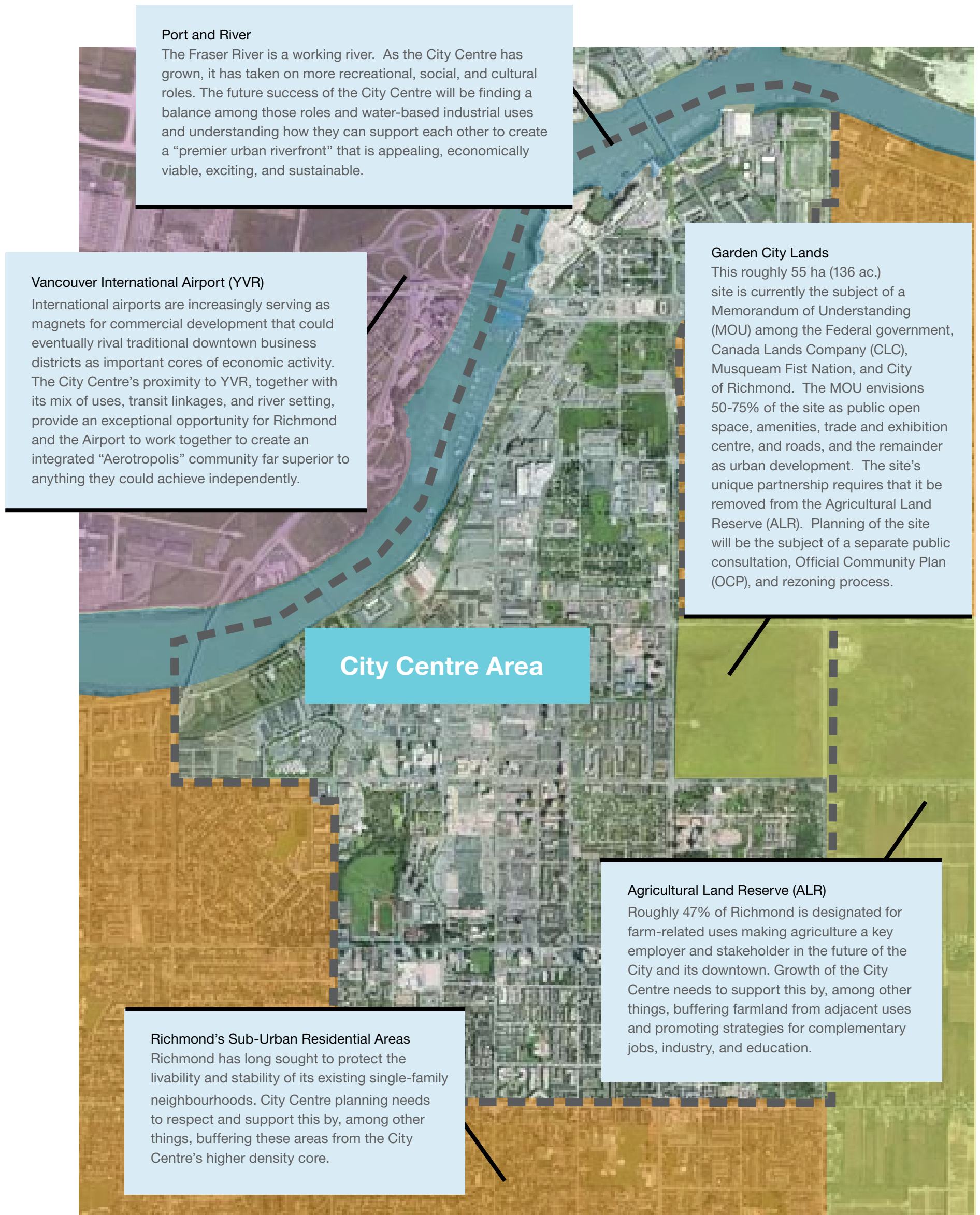
In considering the appropriateness of Transect Zoning for Richmond’s downtown, we have considered four transect levels T3 through T6.

## The Urban Transect Zones

- T1 The Natural Zone: consists of lands approximating or reverting to a wilderness condition, including lands unsuitable for settlement due to topography, hydrology, or vegetation.
- T2 The Rural Zone: consists of lands in open or cultivated state or sparsely settled. These include woodland, agricultural lands, grasslands, and irrigable deserts.
- T3 The Suburban Zone: consists of low-density suburban residential areas. Planting is naturalistic with setbacks relatively deep. Blocks may be large and the roads irregular to accommodate natural conditions.
- T4 The General Urban Zone: consists of a mixed-use, but primarily residential urban fabric. It has a wide range of building types: house, townhouse, apartment, and rowhouse. Setbacks and landscaping are variable. Streets typically define medium-sized blocks.
- T5 The Urban Center Zone: consists of higher density mixed-use building types that accommodate retail, business uses, and apartments. It has a tight network of streets, small blocks, regularly spaced tree planting, and buildings set close to their frontages.
- T6 The Urban Core Zone: consists of the highest density, with the greatest variety of uses and civic buildings of regional importance. It has small blocks, with regularly-spaced street tree planting, and buildings set close to their frontages.

# Study Area Relationships

With a general direction identified for how and how large the City Centre should grow, the relationships between this emerging urban area and its key neighbours must be understood. This work begins here and will continue through the coming stages of the CCAP study.



# Priorities for Planning & Development

The next stage of the CCAP process will explore a phasing strategy for the downtown supportive of CCAP goals and objectives, Transit-Oriented Development (TOD) and Smart Growth principles, and the timely, cost-effective provision of services.

Based on the CCAP CONCEPT, the next stage of planning work will identify a phasing strategy for long-term development, which will be complemented by future planning studies that facilitate key initiatives. The benefit of this approach will be a clear picture of how the City Centre will grow, practical tools for Council's management of the type and rate of growth, and supplemental guidance, prepared as required, to address specific issues and priorities.

## First Priorities for Planning and Development

The establishment of higher-density transit villages, enhancement of the riverfront, and acquisition of well-located, high-amenity public parks and amenities are fundamental to the CCAP CONCEPT.



## Additional Studies

Development of the CCAP will require the identification and effective implementation of a broad range of strategies.



Priorities for growth in Richmond's downtown must focus on supporting development in key areas first. This prioritizing of areas within the downtown will enhance the City's ability to achieve the CCAP vision as the:

- Most appealing – By focusing new, high-quality development, amenities, and streetscape improvements in the downtown's most high profile locations
- Most livable – By locating housing and businesses where they can take greatest advantage of transit and create a "critical mass" of development supportive of pedestrian-oriented shops, services, and amenities
- Most well-managed – By concentrating development to allow for more efficient servicing and the co-location of facilities

The CCAP phasing strategy will determine how best to promote the downtown's "first priority" growth areas, update priorities as development proceeds, and keep this growth in balance with development opportunities elsewhere in the City Centre.

Some of these strategies will be prepared as part of the CCAP planning process. Others are beyond the scope of the CCAP, but should be prepared prior to significant redevelopment of localized areas in the downtown in order to ensure that:

- Growth is coordinated with the timely provision of necessary amenities and infrastructure
- Opportunities are protected for key land uses, such as office, park, and schools, and are not displaced by the premature development of competing uses (e.g., residential)

# Objectives

The CCAP CONCEPT is guided by a series of Planning Objectives crafted to ensure the development of a “Complete Community”. Collectively they seek the balance required to fulfill the promise of the City of Richmond’s Vision, namely its sustainable development infused with social, environmental, and economic considerations.



**A** Land Use & Density  
Provide a framework for a “transit-oriented community” made up of distinct and dynamic, mixed-use, urban villages.



**E** Ecology & Adaptability  
Provide a framework for an “eco-regenerative urban community” that supports a cleaner, greener, and healthier downtown and its ability to adapt to changing environmental conditions.



**B** Jobs & Business  
Provide a framework for the City Centre as a key part of Richmond’s growth as an “aerotropolis community” – a world-class business centre that builds on Richmond’s “gateway” location.



**F** Social Equity & Continuity  
Provide a framework for an “inclusive community” that supports the diverse needs of its citizens and their equitable access to community resources today and throughout their lives.



**C** Mobility & Access  
Provide a framework for a “well-connected community” designed to promote a culture of walking and cycling.



**G** Arts & Culture  
Provide a framework for a “creative community” where cultural, economic development, and planning practices are coordinated to promote increased creative capacity.



**D** Open Space & Amenity  
Provide a framework for a “healthy community” where well connected gathering places, spaces, and services support social well-being, community building, and wellness.



**H** Built Form & Urban Design  
Provide a framework for a “distinctive community” expressive of its unique Richmond character, its villages, and the integration of its high quality urban, rural, and natural environments.

# Presentation Guide

Each of eight Planning Objectives — A through H — is presented in a consistent format, each consisting of 4 presentation pages.

<p><b>Framework</b> – 4 maps that outline the key physical planning concepts that drive the response to the given objective</p>	<p><b>Precedent Photos</b> – Existing solutions that respond to similar conditions “elsewhere”</p>	<p><b>Composite Map</b> – An overlay of the physical planning concepts in a single map</p>	<p><b>Definitions/Q&amp;A</b> – Additional information and definitions that will help guide policy in subsequent project phases</p>
---	--	--	---

