3.1 General Guidelines

3.1.1 Views

A. Public Riverfront Views

The intent is to encourage new development to work to protect and enhance public views that will enhance the City Centre's visual connection with and enjoyment of the riverfront.

See: Section 2.10.1(d), "Protect & Enhance Public Views & Vistas, Key Riverfront Landmarks & Street-End Views Map".

Bring the Riverfront into the City: Extend the riverfront experience into the City Centre by:

a) raising the grade of development sites, parks, and public streets near the river to reduce view blockage from these locations and bring riverfront features and activities closer to inland locations (e.g., Middle Arm Park, neighbourhood parks, the new street following the CP Rail corridor, Duck Island in Bridgeport Village);

b) orienting public views to newly created water features that bring the river experience into inland areas by:

- "extending the river" in the form of large and small canals, lagoons, and other water features that stretch inland from the dyke edge and effectively increase the length of the City Centre's riverfront experience (e.g., the Richmond Oval pond and Hollybridge canal enhancement);
- "creating alternative water experiences" in the form of large water features (especially large pools of water, as opposed to fountains or small pools) not directly connected with the river (e.g., City Hall water garden, Garden City Park pond);

c) extending riverfront architectural and landscape features into inland areas to reinforce the impression that the riverfront does not stop at the river's edge (e.g., public art with a river/boating theme, distinctive rows of street trees that can be recognized as a extension of the riverfront, specific building features or characteristics, heritage interpretation).

Street-End Riverfront Views: Protect and enhance key street-end riverfront views from the Canada Line and grade-level public spaces by:

a) aligning new streets to enhance visual access to the riverfront from key downtown locations (e.g., No. 3 Road);

b) establishing a series of "street-end view plazas" along No. 3 Road from the Capstan Canada Line station's transit plaza south to Alexandra Road that are designed to take advantage of irregularities in the street grid to provide unobstructed views:

- to the riverfront from No. 3 Road;
- to No. 3 Road, and landmarks and "markers" (e.g., public art) along this important route, from the riverfront;

c) protecting view corridors on key streets leading to the river by increasing building setbacks by 5 degrees along their lengths (from No. 3 Road and other key locations);

d) installing "markers" (e.g., public art, heritage features) along the riverfront at the ends of view corridors (or leading to it) to enhance wayfinding, etc.

Riverfront Landmark Views: Protect and enhance views along the riverfront to "landmark" riverfront locations including, among other things, views to the:

a) Richmond Oval, and where views are threatened by future development, such as those from the Dinsmore Bridge, require a view study as part of the City's development review process to ensure that building heights and setbacks are appropriate *(Section 2.10.1(d),"Protect & Enhance Public Views & Vistas, Richmond Oval View Corridor Map")*;

b) bridges and "gateway" features incorporated into the bridges or nearby buildings or street furnishings (e.g., public art, heritage features);

c) casino;

d) UBC boathouse;

e) major public amenities and facilities, such as those under consideration for the foot of Cambie Road.

B. Public Inland Views

The intent is to encourage new development to enhance and create attractive public views within the City Centre's urban areas and at "gateway" locations.

See: Section 2.10.1(d), "Protect & Enhance Public Views & Vistas, Key Inland Public Views Map".

Street-End Landmark Views: Take advantage of irregularities in the street grid to establish important street-end views within the City Centre that provide an attractive, memorable, "signature" image for each such street, the "urban room" it helps to define, and the Village it which it is situated, in the form of:

a) at major axes – large, iconic buildings and associated landscape features that visually terminate major thoroughfares and major streets (e.g., Garden City Road/Granville Avenue, No. 3 Road at Cambie Road) and, together with the "framing" buildings, street trees, and landscape features fronting the street along its length, define the street as a large, formal "urban room";

b) at minor axes – smaller buildings and/or landscape features (e.g., plazas, public art, heritage features) that visually terminate short, minor streets or mews (often three blocks long or less) and help to anchor and define intimately-scaled, local gathering spaces and "urban rooms";

c) framing buildings – designed to narrow/focus view corridors in order to draw attention to and "frame the view beyond" in situations where landmark buildings are not oriented to the axial street and/or direct access to them is blocked or made difficult by existing development, street patterns, etc. (e.g., Lansdowne Road, looking west towards the Richmond Oval at Hollybridge Way);

d) important public buildings – sited, wherever possible, to take advantage of and enhance the experience of major and minor view axes (e.g., Richmond Oval at Lansdowne Road, Kwantlen University College at the east end of the major Landowne Village park).

Gateways: Encourage bold and distinctive "gateway" view treatments (e.g., buildings, landscape features, bridge treatments, public art) at:

a) major thoroughfares – generally the point where these important routes enter the City Centre's higher-density villages (e.g., not at the City Centre's low-density periphery);

b) existing bridges – adjacent to the Lulu Island bridgehead and, where possible, incorporating features on the bridge itself and/or the other side of the river;

c) new bridges (e.g., pedestrian bridge at Cambie Road, renovation/replacement of the Dinsmore Bridge) – incorporated into the bridge itself and its surroundings, and paying special attention to enhance these linkages for use by pedestrians, cyclists, and spectators viewing events on the river.

C. Distinctive Streetscape Views

The intent is to encourage the coordinated massing and design of adjacent developments along prominent frontages.

"Crescents": Encourage coordinated streetwall development in locations that, as a result of the alignment of the street grid and/or riverfront, will be made highly visible and should read as a comprehensively designed "crescent", including in particular *(Section 2.10.1(d), "Protect & Enhance Public Views & Vistas, Key Inland Public Views Map")*:

a) Alderbridge Way – northwest side, between Elmbridge Way and No. 3 Road;

b) Gilbert Road – east side, between the new road along the CP Rail corridor and Elmbridge Way;

c) Middle Arm Park frontage;

d) Capstan Village riverfront, between Capstan Way and one-block north of Cambie Road.

No. 3 Road Streetscape: Encourage coordinated streetwall development along the length of No. 3 Road, punctuated with strategically located towers, public open, spaces, and iconic public buildings, that work together to enhance the identity and role of each of the street's five designated character zones. *(Section 2.10.1(b), "Make No. 3 Road a 'Great Street', 'Character Zone' Concepts).*

Bridgeport & Sea Island "Airport Gateway" Corridor: Encourage a combination of building forms along this prominent "gateway" corridor that work together to define it as one cohesive "urban room", including:

a) along the north side of Bridgeport Road and the south side of Sea Island Way – a 20 m (66 ft.) high streetwall (rising to 30 m (98 ft.) near No. 3 Road) and significant street tree planting (e.g., large growing species or double rows of smaller species) providing a somewhat uniform backdrop (similar massing, large use of glass, neutral colors, planted walls, strong horizontal expression) framing the buildings situated between the two streets;

b) between Bridgeport Road and Sea Island Way – a combination of tall, slim slabs (aligned parallel to the corridor), low, heavily landscaped podiums (vertical surfaces and roofs), and mid-rise buildings presenting a dynamic composition, stronger vertical expression, a varied palette of colours and materials, and breaks in the massing allowing for views through (above grade) and sunlight penetration;

c) at the corridor's intersection with No. 3 Road – pull back the streetwalls along the north and south sides of the corridor to create a larger space that frames a pair of "signature" towers situated to the east and west of the Canada Line guideway.

D. An Aerial Perspective

The intent is to recognize and protect for views from some of the City Centre's unique public vantage points.

Canada Line: Ensure that development near the Canada Line takes steps to protect and enhance views from the trains and stations and takes into account the special perspective of riders, both on the trains and going up to and down from the stations, including:

a) street-end views to the river;

b) views along No. 3 Road to buildings, transit plazas, public art, signage, and special features and events;

c) rooftop views, across low-rise buildings (e.g., industry, port activities, existing lower-density commercial uses) and the podiums of high-rise buildings.

Oak Street Bridge: Take steps to enhance views from the Oak Street Bridge across adjacent development and to important locations (e.g., Bridgeport Canada Line station).

Airplanes: Consider day and night views from overhead, especially in the design of large sites, parks, and riverfront development.

3.1.2 Public Realm/ Pedestrian Amenity

A. Sunlight Penetration

The intent is to support Plan objectives for a lively public realm.

Key Public Outdoor Spaces: Buildings should be designed to avoid casting shadows on key public areas during peak periods, including:

a) parks and privately-owned areas secured for park purposes – no shadows from buildings taller than 15 m (49 ft.) between the hours of 11 am and 3 pm on the equinoxes;

b) key retail locations – wherever possible, one side of each street identified as Pedestrian-Oriented Retail Precincts should be free of shadows during the lunch time and early evening hours throughout the spring, summer, and fall;

c) Canada Line transit plazas –

- at least 50% of each plaza area should be free of shadows between the hours of 11 am and 5 pm on the equinoxes;
- steps should be taken to maximize the public use and enjoyment of the sunny plaza areas (e.g., outdoor restaurants, movable seating that can be relocated to follow the sun);

- features should be incorporated into the shady plaza areas that help to animate them and make them attractive and engaging (e.g., large fountains, stage, temporary or permanent retail kiosks).

B. Weather Protection

The intent is to support Plan objectives for a lively public realm.

Key Retail Locations: Support objectives for the establishment of vibrant, inviting, all-season Pedestrian-Oriented Retail Precincts by:

a) providing continuous weather protection along designated street and mid-block commercial building frontages, typically in the form of fixed canopies and awnings;

b) in limited circumstances:

- incorporating arcades across the faces of buildings, provided that they have a clear height of 6 m (20 ft.) or more; their clear height is at least 2-1/2 times their depth; their length is typically no more than 60 m (197 ft.); they are sunny, inviting spaces during the day (i.e., not north facing) and illuminated at night; and, they tie seamlessly into the overall streetscape, its pattern of shops entries and display windows, and its characteristic form and location of weather protection;
- permitting enclosed mid-block links, provided that they satisfy the requirements indicated above for arcades (e.g., height, width, length), have glass roofs, clerestory windows, or other means by which they are daylighted, are designed to enhance adjacent street-fronting uses, and are typically open for public access and circulation 24 hours per day;

c) exploring opportunities, on a project-by-project basis, to allow weather protection to project into the public street right-of-way (either attached to a building or as a free-standing structure) where this will enhance the appearance and amenity of the streetscape without compromising City services, maintenance, or other considerations.

3.1.3 Landscaping (Open Space)

A. General Considerations for Publicly-Accessible Open Spaces

The intent is to encourage the development of high-quality, accessible open spaces that enhance livability and public amenity and augment the City Centre's base-level park standard.

A High-Quality Public Amenity: Open spaces secured for public use must:

a) present a coherent design theme that is reflective of local character and in scale with surrounding development;

b) be accessible and amenable to the public year-round and at all times of the day;

c) all provide for a variety of uses and activities, together with the programming and co-location of complementary facilities and services necessary to ensure that they will be engaging, well used, and a valued community amenity;

d) provide for high standards of design, construction, and maintenance appropriate to a heavy-use, urban setting, including high-quality, well-detailed, durable, and well-maintained materials and finishes;

e) support the extended use of open spaces through the provision of pedestrian weather protection (especially rain) in association with gathering places within and/or adjacent to the open space (e.g., building frontages, at adjacent transit/bus stops, linkages with key destinations, free-standing retail/restaurant kiosks);

f) incorporate noise and wind buffers, as required (e.g., fountains to mask traffic noise);

g) provide green landscaping, comprised of some combination of evergreen and deciduous trees, shrubs, ground cover, and display planting, designed to provide seasonal colour, ensure an attractive appearance year-round, and provide shade;

h) incorporate ecological or sustainable building and landscape strategies, measures, amenities, and interpretation;

i) incorporate public art, opportunities for events and performances, heritage and cultural interpretation, and related features;

j) in high pedestrian-traffic locations, consider the provision of public washrooms either within the open spaces, along an adjacent street frontages, or within nearby buildings;

k) incorporate principles of Crime Prevention Through Environmental Design (CPTED), including providing good lighting, reducing blind spots, encouraging natural surveillance, and taking steps to make spaces attractive to a broad range of people (i.e., discouraging the dominance of a space by a single group to the exclusion of others).

Fronting Buildings: Abutting development should:

a) be oriented towards and provide direct access to the open space in the form of pedestrian-oriented retail, restaurants with outdoor dining, residential units with individual front doors, or other uses as appropriate to the local context;

b) frame the open space on its closed sides with a streetwall having a maximum height of three storeys (approximately 9 - 12 m (30 - 39 ft.)) or twice the depth of the open space;

c) set back a minimum of 1.5 m (4.9 ft.) from its lower level streetwall above a height of three storeys (approximately 9 - 12 m (30 - 39 ft.)), and a further 1.5 m (4.9 ft.) above a height of five storeys (approximately 15 - 18 m (49 - 59 ft.)), or more where required to ensure adequate sunlight into the space.

Accessibility By Design: Ensure that access for the mobility impaired (e.g., people with baby strollers, people walking with small children, scooters) is integrated seamlessly into each open space design/concept such that it meets the collective needs of and is appealing to all open space users. For example:

a) all uses and activities within and fronting onto the open space must be accessible, including shops, services, and recreational activities (e.g., consider raised seating edges around planting areas and ponds/fountains, wheelchair-friendly drinking fountains, solid-surface playgrounds for children, passive activities such as chess/checkers with space for spectators);

b) ramps should be wide (2.0 m (6.6 ft.) minimum), attractive, direct, and co-located with stairs and other means of access;

c) ramps should be provided at frequent intervals and oriented appropriately so as to be convenient, respond to anticipated "desire lines" (i.e., preferred routes linking destinations), and encourage public use and enjoyment of the open space;

d) changes in grade along No. 3 Road and, as appropriate, in other City Centre locations, should be identified with a tactile warning strip;

e) a variety of seating options should be provided, including seating with backs and space near benches and tables to accommodate wheelchair users.

Avoiding Obstructions: Avoid items that could impair the intended long-term public use and enjoyment of the open space (e.g., utility wires and poles, underground utilities or parking structures that could conflict with tree planting) and ensure that permanent buildings are:

a) only installed if necessary (e.g., use cannot be accommodated in fronting developments);

b) sized and sited to minimize impacts on other uses important to the public enjoyment of the open space;

c) programmed and operated to support extended use of the open space (e.g., throughout the week or year-round);

d) designed to either "disappear" into the open space (e.g., concealed by landscaping) or to be a special visual feature or landmark.

Park Frontage Enhancement Areas: Where development abuts City park sites, in order to provide for an adequate transition between adjacent public and private spaces and uses:

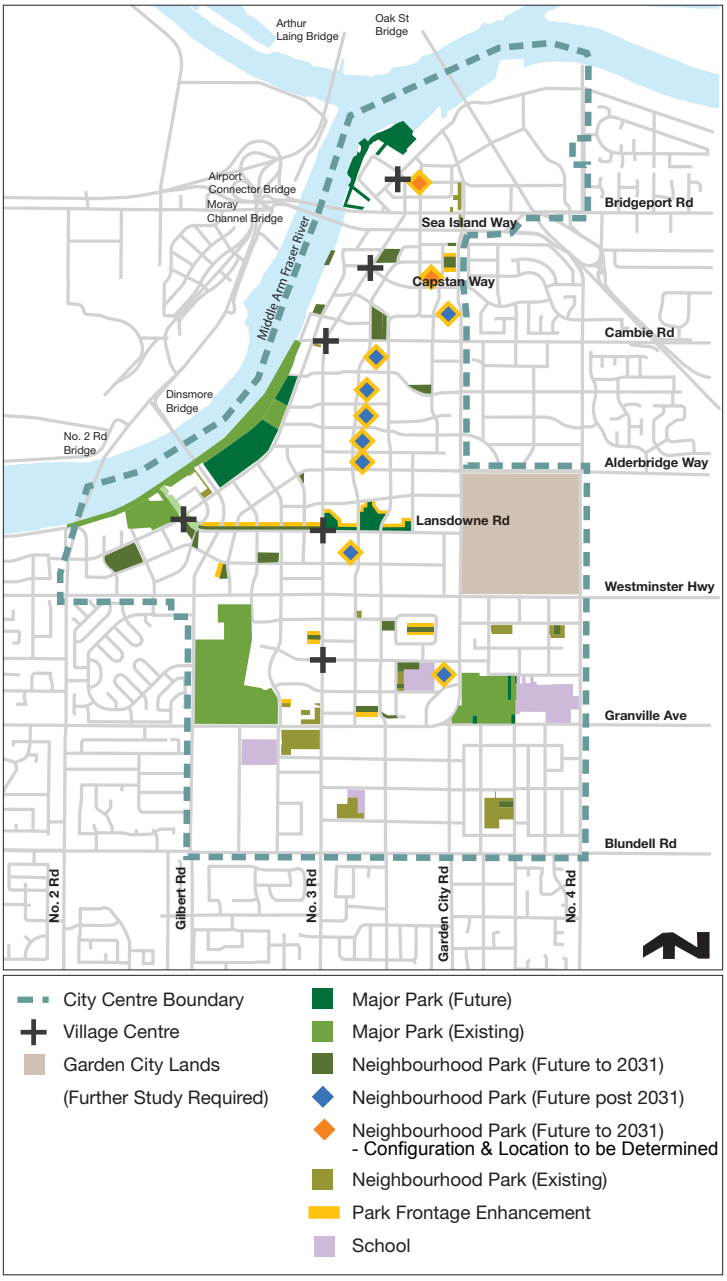
a) buildings on properties abutting a park should be set back from its edge (excluding parking concealed beneath finished grade) in the form of Park Frontage Enhancement Areas;

b) a portion of the setback along the entire park frontage should be secured and designed to permit public use and access in the form of landscaping, public walkways, etc.;

c) the secured Park Frontage Enhancement Areas should be located as indicated in the Park Frontage Enhancement Areas Map and have a typical depth of 8 m (26 ft.) (ranging from 6 m (20 ft.) minimum to 10 m (33 ft.) maximum).

Park Frontage Enhancement Areas Map

Bylaw 10154 2023/11/27



B. Plazas and Squares

The intent is to encourage the development of appealing public open spaces that enhance the quality of the urban environment for the benefit of land owners, tenants, and the general public.

Size: Varies. Preferably 0.1 ha to 0.8 ha (0.25 - 2.0 ac.), but may be smaller.

Location: Typically at the intersection of important vehicular and/or pedestrian routes.

Orientation: South facing preferred, and sited to avoid shading by surrounding buildings taller than three-storeys (approximately 9 - 12 m (30 - 39 ft.)) between the hours of 11 am and 3 pm on the equinoxes.

Coverage with Permanent Buildings: 10% maximum for enclosed buildings (e.g., café kiosks, public washrooms), but may be larger for roofed structures that are open below (e.g., bandstands, gazebos).

Edges: The space should:

a) front publicly-accessible streets along at least 50% of its perimeter (i.e. typically two sides), while its remaining edges should abut pedestrian-oriented uses that are oriented towards and have direct access to the space (e.g., small shops, restaurants with outdoor dining, residential units with individual front doors);

b) along its street frontages, be designed to provide for a high degree of visibility for passersby (e.g., groundcover and low planting, trees limbed up to permit open views, low or open walls and fences);

c) have a finished grade that is typically no more than 1 m (3 ft.) above that of the fronting public sidewalk (excluding berms, performance stages, and other raised features that have limited site coverage).

Site Features:

a) "plazas" – commonly designed as forecourts to large, multi-tenant, commercial or mixed-use buildings, these spaces are typically important pedestrian circulation routes and are primarily hard-surface areas complemented with display planting, trees with an open canopy (to allow sunlight penetration), seating (often in the form of seating walls and steps, rather than benches), and public art, heritage features, and/or water features. Attention should be paid to ensure that these spaces are appealing places to stop and linger, not just beautifully landscaped building entries. Where possible, opportunities to provide for special uses and public attractions are encouraged, such as temporary food vendors or permanent café kiosks with movable seating, interactive water features, entertainers, etc.;

b) "squares" – commonly designed to act as small, civic gathering spaces, squares typically present a more formal, park-like form and character than a plaza. As such, while a square may be situated at the entry to a large building, it is typically designed in a manner that supports its use firstly as a place for people to stop and linger and secondly for circulation. Squares are typically ringed with pedestrian walkways, lined with large growing trees, and centred on a central lawn and/or large fountain or monument. Squares may include children's playgrounds, permanent or temporary food vendors, farmer's market sites, entertainers, and a variety of seasonal activities.

C. Pedestrian Linkages

The intent is to encourage the development of well-designed pedestrian linkages (including "greenways", "green links," and "linear parks") that enhance mobility, the experience and quality of the open space network, and the public's enjoyment of the City Centre.

Size: The widths of pedestrian linkages should typically be consistent along their length and measure:

a) for "greenways": 10 m (33 ft.) typical minimum to 20 m (66 ft.) maximum) EXCEPT that for the "greenway" along No. 3 Road, north of Granville Avenue:

- West side - where it is determined through a detailed design process to the satisfaction of the City that the typical minimum greenway width of 10 m (33 ft.) may be reduced, it should not be less than 7 m (23 ft.), as measured from building face to the back of the fronting curb;
- East side -
  i) adjacent to the Canada Line: buildings shall be set back a minimum of 6 m (20 ft.) from the drip lines of the guideway and stations, together with additional building setbacks as required in some locations to accommodate intended "greenway" functions (e.g., gathering spaces, street markets, performance venues), as determined through the development review process;
  ii) south of the Canada Line: buildings shall be setback to generally align with the setback described for buildings adjacent to the Canada Line, together with increased setbacks to accommodate special "greenway" functions as determined through the development review process (e.g., plaza at the northeast corner of Granville Avenue and No. 3 Road);

b) for "green links": varies with location (ranging from 6 m (20 ft.) minimum to 30 m (98 ft.) maximum);

c) for "linear parks": 10 m (33 ft.), in addition to adjacent City-owned park.

Location: Mid-block connections between streets or along street edges, linking key destinations, including:

a) "greenways" – as indicated in *Section 2.6.3(c), "Pedestrian Linkages, Pedestrian Linkages Map"*;

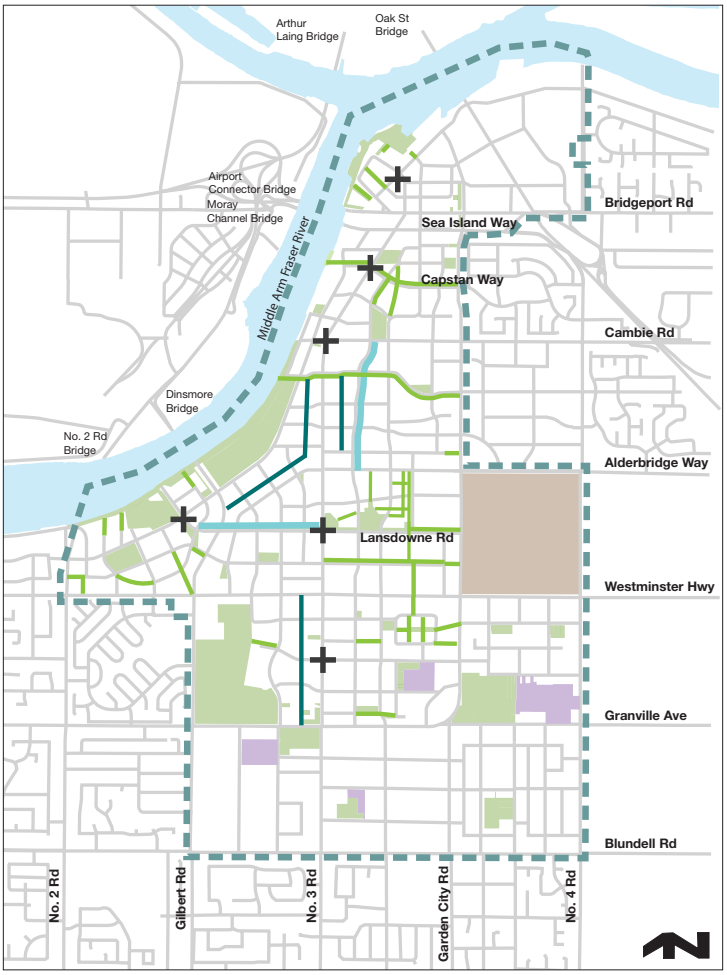
b) "green links and linear parks" – as per the "Designated Green Link and Linear Park Location Map";

c) additional linkages, typically in the form of "green link" mid-block connections:

- will be determined through the City`s development review process;
- are strongly encouraged as a means to subdivide large city blocks with some combination of multi-modal route designed to create a circulation grid spaced at roughly 100 m (330 ft.) intervals, especially within a 5 minute walk (400 m (1,300 ft.)) of designated Village Centres (as per Guidelines for the creation of "Mews and Lanes", 3.1.4 Circulation, (A) Small City Blocks).

Designated Green Link & Linear Park Location Map

Bylaw 10154
2023/11/27



	Feature	Width
	Green Link - Major	20 - 30 m (66 - 98 ft.)
	Green Link - Minor	10 m (33 ft.) typical (Varies: 6 - 20 m (20 - 66 ft.))
	Linear Park	10 m (33 ft.) typical, in addition to adjacent City-owned park

Orientation: Varies

Coverage with Permanent Buildings: Nil, with the exception of roofed structures that are open below and are provided as weather protection, gateways, and landscape features (typically limited to heavy use areas, such as intersections with major streets and thoroughfares).

Edges: Linkages should abut pedestrian-oriented uses that are oriented towards and have direct access to the space (e.g., small shops, restaurants with outdoor dining, residential units with individual front doors).

Site Features: Varies with location. Most linkages are primarily circulation routes and, thus, simply incorporate separate or shared pedestrian-bike path(s) framed by trees and planting, and complemented by public seating, pedestrian-scaled lighting, public art, heritage features, wayfinding, other furnishings (e.g., drinking fountains), and ecological or sustainable landscape features (e.g., special stormwater management measures). Where space allows, additional features are also encouraged such as sports courts, water features, and children`s playgrounds.

D. Canada Line Transit Plazas

The intent is to encourage additional attention with regard to the form and character of these open spaces (in addition to that generally indicated for open spaces, plazas, and squares elsewhere in the City Centre) to help ensure that they will meet the special demands of their transit-oriented locations.

Coordinated Streetscape Design Along No. 3 Road: Ensure that transit plazas and fronting buildings are designed to coordinate with and complement Richmond's "great street" objectives for No. 3 Road, the enhancement of its streetscape, and related infrastructure improvements along its length (e.g., raised bike lanes, decorative lighting and furnishings, special pavement treatments).

Key Features: Enhance public use and enjoyment of the Canada Line and its integration into the City Centre's villages through the development of features aimed at encouraging a high level of pedestrian activity, visibility, amenity, and personal security, together with a strong "sense of ownership/belonging" on the part of local residents and businesses and a vibrant, festive atmosphere, including at each plaza:

a) multiple plaza entries linked to key destinations and "desire lines" (i.e., preferred routes between destinations), such that the plaza may become a cross-roads and natural spot for people to gather, shop, dine, and socialize;

b) direct access to a key retail anchor store (e.g., medium- or large-sized grocery store, specialty department store) or major community use (e.g., main library, community centre) with its entrance at plaza level and its bulk either located on the floor above or concealed by smaller, pedestrian-scaled retail units;

c) smaller retail shops, services, and restaurants lining the perimeter of the plaza, including:

- a minimum of six individual retailers, situated side-by-side, with a combined plaza frontage of at least 60 m (197 ft.);
- a high level of visual interest and pedestrian amenity (e.g., large display and operable windows, outdoor dining);
- both convenience and specialty uses (e.g., dry cleaners, wine store, movie rentals, coffee shops, bike storage, repair, and rental, fashion, gifts, restaurants);
- additional uses that enhance natural surveillance (e.g., second storey fitness centres with windows overlooking the plaza an station);

- early morning/late night uses that are open during or beyond regular hours of transit operation (i.e., fitness centres, movie theatres, restaurants and coffee shops, bowling alleys);

d) continuous weather protection around the perimeter of the plaza, linked to the transit station entrance, bus stops, nearby street intersections/pedestrian crossings, and associated park-and-ride or public parking facilities;

e) pedestrian-oriented/scaled signage, including:

- commercial signage that is coordinated as part of a comprehensive design strategy for the plaza and its fronting buildings and is designed to promote the image of a high-quality, distinctive, location-specific retail environment;
- wayfinding signage that is conveniently located near plaza and station entries , presented as a "family" of signs that are easily recognizable at station locations, and designed to provide guidance regarding both major City Centre features (e.g., library, riverfront, parks) and local shops, services, and amenities (e.g., public washrooms, parking);

f) a clock, prominently situated in a public area in view of the transit station and other parts of the plaza;

g) public pay telephones;

h) wayfinding map;

i) notice board;

j) a "landmark feature(s)" in the form of public art, heritage feature, a large fountain, or something else that is designed to:

- encourage people to watch, play, and interact throughout the year;
- where appropriate, mitigate negative environmental conditions (e.g., mask traffic noise, provide shade, buffer wind);
- create a "signature" image for the village in which the plaza is situated;

k) means to accommodate temporary uses such as special events, farmers' markets, buskers, vendors, festivals, outdoor seating, and seasonal uses (e.g., adequate space, stage, lighting, power and water services, storage for equipment when not in use);

l) a variety of seating options capable of accommodating large numbers of people sitting, reading, socializing, eating, etc., including varied:

- seating types (e.g., benches, seating steps, broad planter edges, movable chairs);
- locations (e.g., sunny, shady, weather protected, spectator seating for formal or informal performances);
- associated amenities (e.g., games tables, picnic tables, drinking fountains);

m) pedestrian-oriented lighting.

3.1.4 Circulation & Parking

A. Small City Blocks

The intent is to encourage the development of a fine-grained, multi-modal circulation network supportive of a well-connected, pedestrian- and transit-oriented urban environment.

Mews & Lanes: Subdivide large city blocks with some combination of multi-modal mews, including services lanes and pedestrian-only connections (as per 3.1.3 Landscaping, (C) Pedestrian Linkages), to create a circulation grid spaced at roughly 100 m (330 ft.) intervals, especially within a 5 minute walk (400 m (1,300 ft.)) of designated Village Centres.

B. Car-Free Lifestyles

The intent is to expand on Plan policies encouraging mixed-use, transit-oriented development with measures aimed at fostering opportunities for residents, workers, and visitors to enjoy car-free lifestyles.

Car-Sharing: All residential and non-residential developments are encouraged to support car-sharing programs through the provision of:

a) car-share vehicles and dedicated parking spaces;

b) for retail and other destination-type uses, designated parking spaces for visitors making use of car-share vehicles.

Home Delivery & Pick-Up Services: Encourage developments to facilitate home delivery services (including pick-up where applicable) for groceries, dry cleaning, large purchases, etc. by providing space and facilities for:

a) for residential developments – concierge and related services, especially in large developments (e.g., staffed reception desk; secure space for the temporary storage of goods; adequate space for loading and receiving, including on-street loading zones, where feasible, or publicly-accessible on-site loading areas; adequate pathway/corridor width for dollies and handcarts);

b) for non-residential developments – receiving and shipping services (e.g., adequate storage and distribution space, loading, administration), including coordinated delivery services for multiple-tenant retail developments.

C. Transit Station Design

The intent is to help ensure that new transit station design or the modification of existing Canada Line stations will be supportive of a safe, appealing public realm.

Transit Exchange: Rapid transit stations should provide safe, convenient, and efficient connections with local and regional bus and related services.

Pedestrian Circulation: Stations should provide safe, clear, attractive and efficient pedestrian connections to surrounding transit-oriented development, and ensure that pedestrian linkages are universally accessible and utilize special paving treatments and landscaping to enhance wayfinding and direct circulation.

Grade Changes: Grade changes along pedestrian routes around the perimeter of stations and especially near entry points should be avoided. Where this is not possible (e.g., due to station function, floodproofing requirements, existing site conditions), the grade at the station entry should be tied seamlessly into that of the surrounding public sidewalk, such that:

a) the grade of the entire sidewalk or a large portion of it is re-graded (e.g., this will likely mean raised) so that it is at the same grade as the station entry;

b) some portion of the transit plaza is constructed at the "re-graded" sidewalk elevation, the grade transition is integrated into the plaza/sidewalk design as broad seating steps or some other attractive public amenity/landscape feature, and fronting shops, restaurants, and building entries are designed to be directly accessible at this elevation;

c) station access and the associated transit plaza are designed to meet the collective needs of all transit riders (e.g., narrow or indirect ramps are discouraged).

Station Entries: Station entries should be sited in highly visible locations (e.g., along primary vehicular and pedestrian routes) and should be oriented to:

a) provide for ease of access;

b) support viable fronting retail uses and a lively transit plaza;

c) avoid creating situations where the station "turns its back" on the public street or creates a visual/physical barrier between the street and fronting retail or transit plaza uses.

Personal Safety & Security: Station areas should be designed to ensure user safety and security by:

a) maintaining clear sight lines between waiting areas and the surrounding community;

b) providing good lighting;

c) ensuring alternative escape routes in the case of an emergency;

d) facilitating natural/casual surveillance ("eyes on the street") by:

- providing grade-level retail at all stations and transit plazas;
- discouraging uses at grade in these areas that may turn their backs on the street/station/plaza (e.g., banks, offices, residential).

High-Quality: Ensure high-quality, welcoming station design by providing:

a) a public transit plaza near each station incorporating community amenities such as gathering spaces, information kiosks and wayfinding signage, public art, and convenience retail and restaurant uses (as per 3.1.3 Landscaping, (D) Canada Line Transit Plazas);

b) comfortable waiting areas, both inside and adjacent to the station, including a variety of seating types (e.g., suitable for seniors) and options (e.g., outdoor restaurants, indoor coffee shops with clear views of the station entry and plaza, seating near stages and informal performance areas);

c) high-quality, well-detailed, durable, and well-maintained materials and finishes;

d) pedestrian weather (rain) protection linking the station entry with fronting retail uses, buses, etc.;

e) noise and wind buffers;

f) green landscaping;

g) a coherent design theme reflective of local character.

Universal Accessibility: Universal access design principles should apply throughout the station and its environs.

Bicycles: Stations should provide convenient, short- and long-term bicycle parking and convenient bike access to and from trains.

D. Parking Reduction Opportunities

The intent is to support cost-effective and transit-oriented development by discouraging an over-supply of parking.

Residential Visitor Parking: The required number of residential visitor parking spaces may be reduced:

a) for mixed residential/non-residential developments: by an amount equal to the number of non-residential parking spaces provided on-site that are available for use by the general public (e.g., not designated for exclusive use by a specific tenant);

b) for residential and mixed residential/non-residential developments: by an amount to be determined by the City where it can be demonstrated through the development review process that Richmond's visitor parking requirement exceeds anticipated demand.

3.1.5 Building Scale & Form

A. A Distinctive Richmond Character

The intent is to encourage the adoption of architectural and landscape elements that will help to foster a distinctive, attractive, and contemporary image for Richmond's City Centre.

Strong Horizontal Expression: Emphasize horizontal lines and massing in low-, mid-, and high-rise buildings (e.g., sun shades, strong podium features such as canopy lines and roof features) as a means to encourage a distinctive, contemporary "Richmond" expression that complements the City Centre's relatively low tower heights and mid-rise forms.

West Coast Lifestyle Expression: Incorporate elements that take advantage of the City Centre's proposed "horizontal expression" as a means to project a strong West Coast image – a "sophisticated, urban-outdoors lifestyle" image – characterized by features such as large roof decks, terraces, and balconies, active rooftop and grade-level recreation spaces, all-season outdoor spaces and activities, rain protection, wood and natural materials, large windows, spacious volumes, and structural expression.

Garden City Expression: Incorporate significant planting and related landscape features on building roofs, walls, and grade-level spaces, designed to enhance both on-site livability (and sustainability) and the lushness and attractiveness of the public realm (e.g., large-growing street trees, water features, planting walls, greenhouses and rooftop agriculture).

Green-Building Expression: Take advantage of Plan objectives for high standards of environmentally conscious building design and construction to create a progressive, contemporary image for Richmond's downtown (e.g., incorporate shading devices on facades; consider solar orientation in the amount and location of glazing; enhance daylighting and heating/cooling of office buildings with atrium spaces).

B. Site Size

The intent is to encourage development sites that are appropriately sized to accommodate the densities and forms of development proposed under the Plan.

Minimum Net Development Site Size: Development sites should conform to the minimum site sizes indicated in the Plan (e.g., Minimum Tower Development Site Size, minimum Village Centre Bonus site size, minimum Sub-Area site size), provided that:

a) the City may require that the minimum net development site size is increased to ensure that features of the Plan can be accommodated (e.g., new streets, street closures, new park, park relocation), the landlocking of sites (e.g., with inadequate access to support development as per the Plan) is prevented, or adequate interim access, servicing, or other Plan considerations are addressed;

b) where a net development site is made up of non-contiguous lots, each part of the site should comply with the minimum site sizes indicated in the Plan;

c) where it is proposed that one or more driveways is situated along a street frontage, the combined width of such driveways should not exceed 10% of the width of the development site along that frontage (i.e., such that the frontage width and/or driveway width may need to be altered accordingly).

Potential Site Size Impacts on Achievable Density: Where a development site's minimum net size is smaller than that indicated in the Plan (e.g., Minimum Tower Development Site Size, minimum Village Centre Bonus site size, minimum Sub-Area site size), it may be determined through the development review process that:

a) the maximum net density achievable on the site should be less than the maximum permitted under the Plan;

b) development may be discouraged or require modification where the resulting form and character is inconsistent with the objectives of the Plan.

Orphaned Development Sites: Where a proposed development will result in the creation of one or more sites that are smaller than the minimum net development site size indicated in the Plan (e.g., Minimum Tower Development Site Size, minimum Village Centre Bonus site size, minimum Sub-Area site size), it should be demonstrated to the satisfaction of the City that such sites are developable in a manner consistent with the objectives of the Plan (e.g., density, form and character of development).

C. Building Height

The maximum building heights stipulated in the Plan (Section 2.10.1(e)) indicate what may be achieved if development sites are developed to the maximum density permitted. The intent here is to indicate the conditions under which the City may determine that these heights should vary.

Reduced Height: The City may direct that building height should be less than that otherwise permitted under the Plan where:

a) a development site does not satisfy Minimum Tower Development Site Size requirements;

b) it is necessary to protect important public views (e.g., to the Richmond Oval) or sunlight to parks and public spaces;

c) the permitted density on a development site is not maximized (i.e., less than the maximum permitted under the Plan);

d) it contributes towards a varied, attractive skyline (especially in the case of multiple-tower sites where it may be determined that some towers should increase and/or decrease in height as per 3.1.5(D) Tower Massing, Varied & Distinctive Building Forms (b)).

Additional Height: The City may permit building height to exceed the maximum permitted under the Plan, provided that the resulting form of development:

a) contributes towards a varied, attractive skyline (especially in the case of multiple tower sites where it may be determined that some towers should increase and/or decrease in height as per 3.1.5(D) Tower Massing, Varied & Distinctive Building Forms (b));

b) does not compromise private views, sunlight to amenity spaces or public places, Plan objectives for housing type mix, building type and distribution (e.g., designated areas of predominantly low- or mid-rise buildings), etc. on the subject site or its neighbours;

c) provides community benefit by enhancing important public views (e.g., a bridgehead "gateway", a street-end view corridor) or sunlight to a park or public space;

d) is attractive and respects the form, character, and livability of neighbouring sites.

D. Tower Massing

The intent is to guide the development of towers, which for the purpose of this Plan means buildings that exceed a height of 25 m, with the aim of encouraging forms that are visually interesting, attractive, and varied and respond sensitively – and positively – to Richmond's special challenges (e.g., high water table, airport-related height restrictions).

Minimum Tower Development Site Size: To ensure that a development site is capable of accommodating a tower form and its associated uses (e.g., parking structure, street-oriented commercial or residential) without imposing unreasonable impacts on neighbouring properties, the height of a building should not exceed 25 m (82 ft.), regardless of the maximum height permitted on the site, unless the minimum net development site satisfies the following:

a) width: 45 m (148 ft.);

b) depth: 40 m (131 ft.);

c) area, for net densities as follows:

- less than 3 FAR: 4,000 m^2 (1 ac.);
- 3 FAR or more: 2,500 m^2 (0.6 ac.).

Minimum Tower Spacing & Maximum Floorplate Size: Minimum tower spacing and maximum floorplate size is as indicated in *Section 2.10.1(e), "Taming Tall Buildings: Part 2, Tower Spacing, Floorplate Size & Development Site Size"*, EXCEPT that:

a) for tower floorplates: Where office floorplates are permitted to be 1,800 m^2 (19,400 ft^2), the maximum tower floorplate area (based on a single tower in a single tower project or the combined floorplate size of multiple towers in a multiple-tower project) should not exceed 21% of the net development site area;

b) for tower spacing: Where minimum tower spacing is directed to be 35 m (115 ft.), this distance may be reduced provided that this results in equivalent or reduced view and sun exposure impacts on neighbouring properties and public spaces (e.g., by increasing tower spacing elsewhere, reducing building height).

Varied & Distinctive Building Forms: Employ design strategies that increase variety in the form of the City Centre's high-rise buildings, contribute to a more attractive skyline, reduce unnecessarily blocking private views, sunlight to amenity spaces and public places, etc., and take steps towards establishing a "signature" Richmond style, including:

a) reduce building bulk – take maximum advantage of permitted parking reductions and opportunities to raise the grade of fronting streets and open spaces to create underground parking as a means to reduce unnecessary building bulk and enhance design flexibility and attractiveness;

b) vary building heights and forms – encourage variations in building height, massing, and architectural treatment, including variations in:
   - tower and building setbacks where this enhances visual interest, provides for a more ongoing streetscape, or provides other benefits;
   - tower floorplate shapes to enhance visual interest, housing diversity, etc. (e.g., square, rectangular, irregular);
   - tower façade treatment, such as differences in the amount and location of curtain wall, punched openings, sun shades and "screens" (e.g., bris soleil, open structures hung off the façade, "green walls"), etc. based on context, adjacencies, solar orientation, and other considerations;
   - for large developments, height, setback, and façade and roof treatments to create the impression of multiple buildings;
   - for multiple tower developments:
     i) tower heights by roughly 10% or more to enhance the skyline;
     ii) tower forms and treatments to ensure towers are complementary, not repetitive (e.g., a "family" of buildings, rather than identical buildings);

c) slim tower profiles – create the impression of taller, slimmer towers through means that present a strong vertical expression, including:
   - interrupting the streetwall by extending a slim portion of the tower to grade;

- creating slim tower slabs set perpendicular to the fronting street so that their small dimension is most prominent;
- reducing the floorplate size of upper tower floors and expressing that smaller floorplate dimension in the massing and architectural treatment (e.g., materials) of the lower portions of the tower;
- interrupting the tower perimeter with deep vertical recesses that help to create the appearance of two or more slender towers "bundled" or "clustered" together;

d) create cohesive tower roof forms – enhance the City Centre's proposed horizontal expression and stepped skyline with strong, expressive, horizontal rooflines, complementary lower-level forms and details, and integrated rooftop appurtenances.

E. Roofscapes

The intent is to encourage varied roof treatments that provide visual interest and amenity and enhance local character.

Low-Rise Buildings: In low-rise residential and non-residential areas, most roofs are typically inaccessible and are viewed from grade. In such areas, roofs should be designed to help define building shape and neighbourhood character, for example:

a) Southeast – roofs should typically be pitched and designed to create a human-scale, strong residential character, and varied roofscape (as viewed from taller buildings at a distance), and provide a distinct contrast with the more urban character of the City Centre's other residential areas. Where buildings sit on parking structures, any exposed parking roof areas should be designed as usable outdoor resident amenity space and landscaped areas;

b) Other Low-Density Residential (Mixed-Use) Areas – roofs may be flat, sloped, or pitched, and should be more urban in character than what is typical of the Southeast and include features such as landscaped rooftop terraces and decks. Where buildings sit on parking structures, any exposed parking roof areas should be designed as usable outdoor resident amenity space and landscaped areas;

c) Non-Residential (e.g., industrial) Areas – roofs (including any exposed roofs of parking structures) should typically be some combination of green roofs and sloped areas or other roof features that provide variety along the streetscape and enhance interior daylighting, energy efficiency, stormwater management, etc. Conventional tar and gravel roofs and similar treatments are discouraged, especially where they will be seen from above (e.g., Oak Street Bridge, Canada Line). Opportunities to make roofs accessible for recreation or other purposes are encouraged.

Mid-Rise Buildings: In mid-rise residential and non-residential areas, rooftops are typically flat and incorporate steps or terraced levels, and present significant opportunity to make use of them for recreational, landscape, and related purposes, for example:

a) lower buildings (4-5 storeys) – roofs (including any exposed roofs of parking structures) should typically be some combination of green roofs and sloped areas or other roof features that provide variety along the streetscape and enhance interior daylighting, energy efficiency, stormwater management, etc. Conventional tar and gravel roofs and similar treatments are discouraged. Opportunities to make roofs accessible for recreation or other purposes are encouraged, especially lower roof areas that are directly accessible from interior spaces that can make use of such areas (e.g., residential, hotel, education).

b) higher buildings (6-8 storeys) – the treatment of these roofs should be similar to that of lower mid-rise buildings, except that the tallest building elements should be treated like short towers and incorporate features that help to create the impression of a "slim profile" (e.g., terracing and sculpting of upper levels, special roof features), together with varied, visually interesting, and expressive roof forms.

High-Rise Buildings: High-rise buildings typically take the form of tower and podium, with the podium height varying depending on density. Podium roofs should typically be flat, accessible, landscaped, and incorporate low- or mid-rise terraces. The roof edge, visible from grade-level, should enhance the City Centre's intended "horizontal expression" and "Garden City expression" through the design and articulation of its parapet, landscaping, and related features (e.g., sun shades). Tower roofs should similarly incorporate terracing, stepping, and horizontal lines off-set by features that present a "slim tower profile".

F. Human-Scaled Streetscapes

The intent is to support Plan objectives for a pedestrian-oriented urban environment by integrating streetscape features into low-, mid-, and high-rise buildings that help to impart a comfortable, human scale and create places that invite activities and social interaction.

Articulate Building Facades: Break up the facades of low-, mid-, and high-rise buildings, especially where they front a public street or mid-block linkage, by incorporating features generally as follows:

a) screen parking from view from public streets and open spaces by either locating it to the rear of a building or placing it within a building behind non-parking uses;

b) align buildings with the fronting street or mid-block linkage and orient major building entries towards the primary sidewalk frontage;

c) break up the height of the building's lower floors by typically setting back portions that are taller than:

- three storeys (approximately 9 - 12 m (30 - 39 ft.)): at least 1.5 m (4.9 ft.) from the building frontage;
- five storeys (approximately 15 - 18 m (49 - 59 ft.)): at least 3.0 m (9.8 ft.) from the building frontage;

d) break up the breadth of the building's lower floors by articulating a pattern of narrow bays across its frontage, no more than 10 m (33 ft.) in width, and use this to define a series of small residential or non-residential units (e.g., shops, industrial units), each with its own entrance;

e) further articulate building facades vertically and horizontally with punched windows, changes in setback, projections, etc.;

f) increase building setbacks in some areas to create usable plazas, display gardens, front yards, etc.;

g) enhance the public-private interface by providing for an engaging streetscape and casual surveillance of the public realm by incorporating:

- substantial areas of clear glazing at the ground floor of buildings;
- at residential frontages, changes in grade, low hedges and planting, and other measures that can enhance privacy without walling off outlook;
- above grade, balconies, bay windows, and other features that add relief to the wall plane and provide places from which people can see and be seen from public spaces below;

h) in high pedestrian traffic areas, provide continuous pedestrian weather protection along all street frontages and mid-block linkages and encourage retail, restaurants, outdoor cafes, and other engaging, pedestrian-oriented uses to locate there.

Townhouses: In addition to articulating the facades of townhouse buildings, reduce the apparent scale of townhouse developments by typically limiting the length of a row of townhouse units to:

a) 30 m (98 ft.), provided that the separation between the end walls of adjacent rows is a minimum of 1.5 m (4.9 ft.);

b) 40 m (131 ft.), provided that the separation between the end walls of adjacent rows is a minimum of 6 m (20 ft.).

G. Canada Line Interface

The intent is to encourage building setbacks along the Canada Line system aimed at enhancing residential livability and the development of No. 3 Road as an attractive, animated, pedestrian-oriented, urban space.

Minimum Building Setbacks: Measured to the drip-line of the guideway or station (applicable west of Great Canadian Way):

a) for residential uses, the floor elevation of which is:

- 12 m (39 ft.) or more above the crown of No. 3 Road: 10 m (33 ft.);
- less than 12 m (39 ft.) above the crown of No. 3 Road: 20 m (66 ft.);

b) for parking, the roof of which is:

- fully concealed below the grade of the fronting sidewalk: nil;

- a maximum of 1.5 m (4.9 ft.) above the grade of the fronting sidewalk (including landscaping): nil, provided that the building is setback a minimum of 6 m (20 ft.) and incorporates street-fronting shops and services, and the grade transition is handled in a manner that enhances public use, access, and enjoyment of the frontage (e.g., stramps, seating steps and terraces, outdoor dining areas, trees and display planting, spaces for vendors and performers, spaces for outdoor markets, temporary retail sales, and kiosks);
- more than 1.5 m (4.9 ft.) above the grade of the fronting sidewalk: varies, provided that it is concealed to the rear of non-parking uses that front onto No. 3 Road;

c) for other uses: 6 m (20 ft.).

3.1.6 Universal Design Principles

A. Building Design

The intent is to ensure that the application of Universal Design Principles, as described in OCP Schedule 1, fully extends to include commercial uses and facilitates ready access to and use of every part of a building by a person with a disability.

Commercial Building & Unit Access: Each building and unit within the building should be accessible to a person with a disability from a public street and from an off-street parking area and incorporate:

a) elevator access for all units situated above the ground floor (e.g., second floor office and retail units in low-density commercial projects, mezzanine level commercial uses in high-rise developments):
- designed to readily accommodate a scooter;
- located to provide convenient access from both the building's public street and off-street parking entries;

b) an automatic door opener at the main entry to the building and at entries to those units that are large and/or generate high visitor volumes (e.g., grocery stores, drug stores);

c) adequate manoeuvring space, flush thresholds, appropriate floor finishes, appropriate ramps inclines and widths, etc. at all public building and unit entries, lobby areas, and corridors to accommodate people using wheelchairs, scooters, and other devices.

3.1.7 Floodproofing

A. Frontage Considerations

The intent is to ensure that Richmond's minimum habitable floor elevation standards can be met in variety of ways that will contribute to attractive, pedestrian-friendly streetscapes and help to support the City Centre's intended mix of residential and non-residential uses.

Preferred Frontage Conditions: To maximize the amount of new City Centre development that meets Richmond's minimum recommended habitable floor elevation standards, while recognizing the challenges these standards can present for some uses in some locations, development should provide for a minimum habitable floor elevation as follows:

a) for residential uses: 2.9 m (9.5 ft.) or the grade of the fronting public street or open space, whichever is greater;

b) for all other uses: as per *Section 2.10.2(a), "Attractive, Accessible Street Frontages, Preferred Frontage Conditions Map"* (provided that the minimum habitable floor elevation of a building may not be lower than the grade of the fronting public street or open space).

Concealing Parking Below Grade: If parking is set below finished grade, but above the crown of the fronting public street or open space, it may only project beyond the face of the building if it:

a) does not compromise the provision of the fronting public sidewalk and boulevard or open space;

b) is not more than 1.5 m (4.9 ft.) above the grade of the fronting public sidewalk or open space walkway, measured to the finished grade of its roof;

c) is setback from the fronting public sidewalk or walkway by an amount equal to or greater than the height of the finished grade of its roof (measured from the grade of those public spaces), with the exception of low, decorative retaining walls, terraced planters, and related landscape features;

d) does not compromise the appearance or accessibility of the frontage and is designed to enhance local character and livability.

Alternative Frontage Treatments: Alternative frontage treatments, referring to the treatment of the area between the building face and the back of the curb of the fronting public street (or boundary of a publicly-accessible open space) as per the concepts described in *Section 2.10.1(a)*, should be designed to ensure that developments present attractive, accessible frontages along all public streets and open spaces and that those frontage treatments complement the fronting uses. Typical preferred frontage treatments include:

Typical Prefered Frontage Treatments				
Alternative Frontage Treatments *See Section 2.10.1(a)*	**Fronting Ground Floor Uses**			
	Pedestrian-Oriented Retail Precincts		**General Non-Residential**	**General Residential**
	"High Streets"	**"Secondary Retail Streets"**		
A. Shopfront & Awning	• This is the preferred retail frontage type and should be used wherever the habitable floor elevation is 0.3 m (1.0 ft.) or less above the crown of the fronting street.			• Discouraged
B. Dual Walkway & Stramp	• Typically used where: - development densities, pedestrian volumes, and retail activity are high; - it is desirable to minimize barriers and accommodate large numbers of people walking, standing, and sitting (e.g., resting, watching performers); - "Shopfront & Awning" is not possible due to grades; - an individual development site extends the length of an entire block face, thus, allowing for the seamless design and construction of the frontage treatment. • Most common in the Oval Village and Aberdeen Village.		• Discouraged	• Discouraged
C. Terraced Units	• Typically used where a varied streetscape is encouraged, incorporating varied: - building setbacks (including some buildings at the property line); - entry locations (e.g., at the sidewalk, courtyards, mid-block walkways); - frontage grades (raised terraces, steps, ramps). • Most common in Bridgeport Village.		• Typically limited to areas undergoing incremental redevelopment where smaller site sizes and grades limit the use of other frontage treatments and a varied streetscape (e.g., setbacks) is acceptable.	• Typically used on a limited basis to provide an architectural landmark or special use (e.g., a cafe in a predominantly residential area).
D. Landscaped Ramp & Terrace	• Discouraged	• Typically used in areas of moderate pedestrian volumes and at entries to large and multiple-tenant buildings (e.g., office, hotel). • Adaptable to incremental, smaller site development (where there are two or more sites along a block face). • Adjacent sites should be designed to provide seamless pedestrian circulation at both the street and terrace levels.		• Typically used as the main entry to multiple-family buildings.
E. Stoops & Porches	• Discouraged	• Discouraged	• May be used at the entry to small tenancies, provided that ramps or other means provide access for people with disabilities, scooters, etc.	• Typically used at the entry to individual units (regardless of development density or height).
F. Lawn & Garden	• Discouraged	• Discouraged	• Typically used in low-density areas (e.g., industrial).	• Typically used at the entry to individual units or multiple-family buildings where low density allows for adequate building setbacks or street/ open space grades are raised to 2.6 m (8.5 ft.) geodetic or greater.

3.1.8 Multiple-Family

A. Street-Oriented Dwellings

The intent is to ensure that the form and character of residential development is supportive of Plan objectives for the establishment of a pedestrian-friendly, transit-oriented, urban community.

Ground Floor Units: Where residential uses are on the ground floor of a building, dwellings units should have individual unit entries oriented to fronting public streets and open spaces along all development site frontages and publicly-accessible mid-block linkages in the form of:

a) for Live/Work Dwellings (assuming a typical two-storey unit with commercial uses at grade and residential above): a ground floor, pedestrian-oriented retail-style entry and large display windows (e.g., operable windows and overhead glass doors are encouraged), with the building pulled up close to the sidewalk or public walkway and a more residential character on the floors above (e.g., balconies);

b) for units in the Richmond Arts District (excluding units designed as Live/Work Dwellings): a quasi-commercial character supportive of the area's intended image as a focus for artists and arts-related activities and Home-Based Business Dwellings, including features such as a pedestrian-oriented retail-style entry and an entry court incorporating seating, art display, and other features that enhance the livability of each unit without fully excluding the public;

c) elsewhere: a residential-style entry, together with other windows or doors oriented towards the street/walkway, some combination of stoop or porch, private outdoor space, trees, shrubs, display planting, low, decorative walls and fences, and related landscape features, and a typical minimum building setback of 3 m (10 ft.) from the public sidewalk or walkway.

B. Amenity Space

The intent is to ensure adequate access to indoor and outdoor amenities for households throughout the City Centre.

Private Outdoor Space: Private outdoor should be provided for each dwelling unit as follows:

Minimum Private Outdoor Space Per Dwelling Unit		
Transect	**Grade-Oriented & Equivalent Dwelling***	**Apartment Dwelling**
General Urban (T4)	**Area:** 37 m^2 (398 ft^2) minimum **Depth:** 9 m (30 ft.) preferred (3 m (10 ft.) minimum**)	**Area:** 9 m^2 (97 ft^2) or larger preferred (6 m^2 (65 ft^2) minimum) **Depth:** 2.5 m (8.2 ft.) or large preferred (2 m (6.6 ft.) minimum)
Urban Centre (T5)	**Area:** 20 m^2 (215 ft^2) minimum **Depth:** 3 m (10 ft.) minimum**	
Urban Core (T6)	**Area:** 20 m^2 (215 ft^2) minimum **Depth:** 3 m (10 ft.) minimum**	

* Private outdoor space may be divided into a maximum of three parts, the smallest of which must be no smaller than 6 m^2 (65 ft^2) in area and 2 m (6.6 ft.) deep and one of which must be no smaller than 10 m^2 (108 ft^2) in area and 3 m (10 ft.) deep.
** Balconies must be a minimum of 2 m (6.6 ft.) deep.

Shared Indoor & Outdoor Amenity Space: Additional indoor and outdoor amenity space, over and above that provided for in Schedule 1 of the OCP, should be provided as outlined in the following chart.

Number of Dwelling Units	City Centre Amenity Space Provisions (Supplementary to OCP, Schedule 1)	
	Indoor Space	**Outdoor Space**
0 - 3	• No space required.	• No space required.
4 - 19	• No additional requirements.	Additional outdoor amenity space: • equal to 10% of the net development site area; • situated in one or multiple locations, either at grade or on rooftops (e.g., garden plots, planter beds along on-site walkways or public sidewalks, enhanced foundation planting, planter beds, and decorative lawn areas supportive of intensive/ diverse use by residents); • incorporating some combination of trees, plants, shrubs; • where possible, providing opportunities for urban agriculture (e.g., raised planter beds for vegetables or flowers), together with sensitive transitions to adjacent private outdoor spaces, appropriate access, storage, and water, and other services necessary for its use and enjoyment.
20 - 39		
40 - 199		
200 or more	• Indoor amenity space of a minimum of 2 m^2 (21.5 ft^2) per unit (inclusive of the provisions in OCP, Schedule 1), or • Payment of cash-in-lieu; • The creation of special recreation facilities is encouraged (e.g., indoor pool, gymnasium); • Notwithstanding the above provisions, in the case of large projects (typically exceeding 400 dwelling units), the minimum amenity space may be reduced, provided that the development includes one or more special recreational facilities, together with multi-purpose space, to the satisfaction of the City; • Note: Not exempt where unit size exceeds 148 m^2 (1,593 ft^2).	

Public Use of Shared Indoor & Outdoor Amenity Space:
Indoor and outdoor amenity space may be made available for use by the public provided that the needs of the residents they are intended to serve are not compromised and appropriate access and other features are incorporated into the building design.

3.1.9 Commercial

A. Retail Unit Size

The intent is to support Plan objectives for the development of commercial retail units that can accommodate and adapt to the needs of a variety of business uses over time.

Depth:

a) typical: 18 m (59 ft.) or greater;

b) minimum: 9 m (30 ft.);

c) notwithstanding the above, ensure that adequately sized spaces are provided for large format convenience commercial uses (e.g., grocery store), especially with a five minute walk or less (two minute walk preferred) of the Canada Line stations in Capstan, Lansdowne, and Brighouse Villages and the Village Centre in the Oval Village.

B. Key Retail Locations

The intent is to support Plan objectives for the establishment of Pedestrian-Oriented Retail Precincts that are animated, visually engaging, diverse, and rich in detail along designated street and mid-block building frontages, including:

- Retail High Streets & Linkages;
- Secondary Retail Streets & Linkages.

Provide for Retail Continuity: Encourage an uninterrupted mix of attractive, engaging, pedestrian-oriented retail and related uses at the ground floor of buildings fronting onto designated street and mid-block routes, including:

a) a diversity of activities (e.g., shops, restaurants);

b) a high degree of building transparency (i.e., 70% encouraged) in the form of large fixed and operable windows and doors providing views into unit interiors and enabling interaction between activities inside the building and along the fronting sidewalks and walkways;

c) small unit frontages, typically 10 m (33 ft.) wide or less, each with its own individual entry;

d) continuous pedestrian-weather protection (i.e., typically canopies or awnings, not arcades) along all commercial frontages;

e) pedestrian-oriented and scaled signage and lighting;

f) public art, seating, and other public amenities and furnishing;

g) high quality, durable materials and construction.

Screen Large Frontages: Where multi-tenant office and residential buildings, hotels, and large format retailers are situated along Pedestrian-Oriented Retail Precincts, limit the frontage of such uses to 10 m (33 ft.) maximum wide and screen the remainder of such units behind small units or situate them above the ground floor, EXCEPT where special measures are employed to otherwise maintain retail continuity (e.g., free-standing retail kiosks, special landscape features, public art).

Discourage Non-Street-Oriented Uses: Discourage uses along Pedestrian-Oriented Retail Precincts that:

a) do not contribute towards an animated public realm (e.g., office, banks);

b) draw pedestrian activity away from public sidewalks and open spaces (e.g., indoor shopping centres, pedestrian bridges over streets, above-grade public walkways linking buildings), EXCEPT where such uses are designed:

- as public routes following important desire lines linking key destinations (i.e., Canada Line station);
- to create special street-oriented, pedestrian spaces and activities (e.g., transit plaza).

3.1.10 Marina (Not applicable to "Industrial Reserve" properties)

A. Pedestrian Linkages

The intent is to ensure that development along and on the river will respect the natural environment and support City objectives regarding public access to and use and character of the riverfront.

"Greenway" Access: A continuous, 10 m (33 ft.) wide "greenway", in the form of some combination of hard surface dyke trail, boardwalk, etc., should be constructed parallel to the river and as close to the water's edge as practicable, except that its alignment, method of construction, and/or width may be varied (provided that the alternative configuration accommodates necessary pedestrian/bike traffic in an appealing, attractive manner to the satisfaction of the City) to:

a) avoid undesirable interference with wildlife habitat or related areas;

b) accommodate marine-related buildings and structures that are designed to enhance public enjoyment of the riverfront, provided that such buildings do not occupy more than 20% of the length of the river frontage on a development site.

Street-End River Access: Public piers should be constructed at all street ends, and incorporate:

a) direct public pedestrian access between the termination of the street and the river/pier in the form of a street-end park or plaza a minimum of 20 m (66 ft.) wide;

b) a pier structure, a minimum of 6 m (20 ft.) wide, designed for public viewing of river activities and access to floating docks, as required;

c) opportunities for a variety of uses on the water in association with the pier, including water taxi/pedestrian ferry services, short-term visitor moorage, and complementary public, commercial, and related "blueways" uses (e.g., floating restaurants and pubs, boat rentals, special event moorage, emergency services, non-motorized boat launch areas);

d) riverfront "markers" designed to help to make the riverfront visible/recognizable from inland locations and enhance wayfinding and local character;

e) special features, such as public art, weather protection, spectator seating, and performance stages.

B. Minimize Parking Impacts on the Riverfront

The intent is to support the development of a high-quality, visually appealing, and pedestrian-oriented riverfront.

Limit Surface Parking: Restrict off-street surface parking within 30 m (98 ft.) of the high-water mark or between the fronting public street and the high-water mark, whichever is greater, except:

a) within 70 m (230 ft.) of Sea Island Way or Bridgeport Road (where parking is accessory to "Commercial Reserve" uses);

b) elsewhere for the purposes of short-term loading or passenger drop-off and pick-up.

Consolidate Long-Term Parking Off-Site: Encourage the provision of long-term parking that is convenient to the waterborne and land-based uses it serves, yet out of view of public riverfront areas by:

a) locating parking in structures that are situated off the dyke and concealed either within upland developments or beneath the finished grade of the dyke (e.g., beneath riverfront parks, street-ends, or open spaces);

b) co-locating parking, major riverfront uses, and the ramps to floating docks near street-ends;

c) screening parking from the view of the riverfront and other public spaces with non-parking uses, landscaping, or some other means that complements the area's marine character.

3.1.11 Signage

A. Development Review

The intent is to ensure that signage is complementary to the form and character of the City Centre.

Form & Character: Through Richmond's standard development review processes:

a) include signage in the consideration of form and character;

b) work to ensure that signage is an integral and attractive part of all project designs;

c) in commercial applications, discourage conventional back-lit sign bands and boxes in favour of more sophisticated, less homogeneous approaches that are supportive of local character and a comprehensive design strategy.

Wayfinding: Enhance wayfinding through the incorporation of well-designed, pedestrian-oriented signage and complementary features in the design of public areas with high pedestrian volumes (e.g., near the Canada Line stations and transit exchanges, the riverfront, the Richmond Oval, existing and proposed public facilities).

Special Signage in Retail-Arts-Entertainment Nodes: Encourage a comprehensive design approach to commercial signage in the designated Aberdeen and Bridgeport Village "Richmond Arts District" areas as a key means of supporting their development as vibrant, 24/7, high-quality, retail-arts-entertainment nodes.