

Richmond Official Community Plan



City of Richmond

SHELLMONT AREA IRONWOOD SUB-AREA PLAN Bylaw 7100 Schedule 2.8A



**Official Community Plan
Key Map**

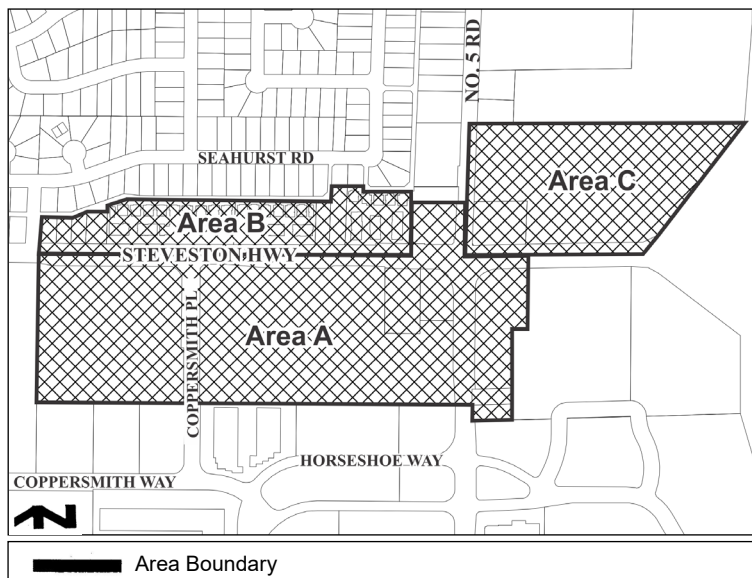
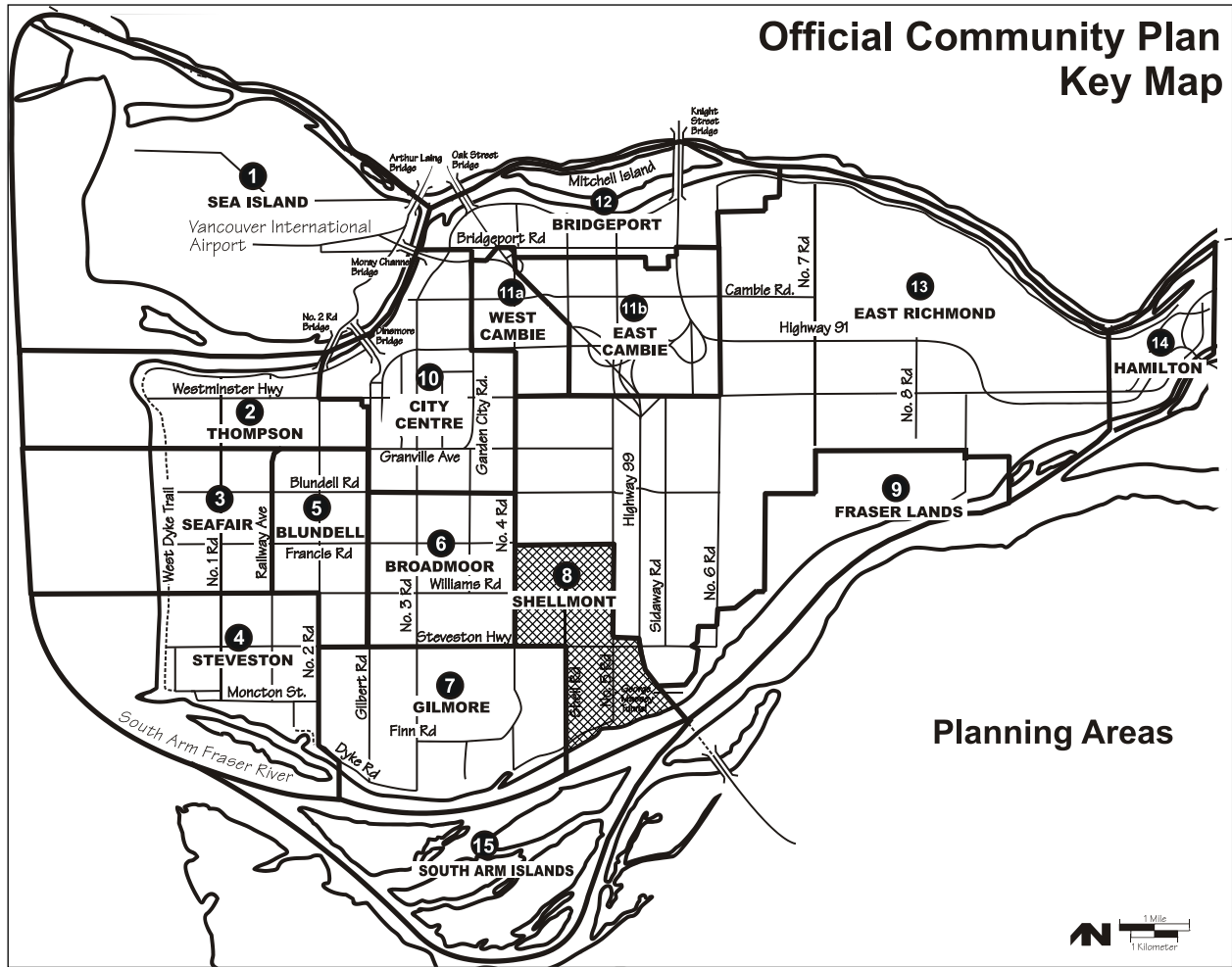


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PLAN INTERPRETATION

What is the Official Community Plan (OCP)?

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

How is the Plan organized?

The OCP (Bylaw 7100) is comprised of:

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

Area Plans refer to the 15 areas that have been identified within Richmond for planning purposes (see Key Maps).

Sub-Area plans refer to smaller localized areas within specific planning areas.

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

Plan Precedence

If there is a conflict with respect to a land use designation between the OCP Generalized Land Use Map and Area Plan Land Use Maps, the Area Plan Maps shall take precedence with the exception of sites designated Conservation Area or Environmentally Sensitive Area (ESA) in which case readers should check Schedule 1 as it takes precedence over this plan.

Changes to this Document

This Plan may be amended from time to time. Please check with the City's Urban Development Division to make sure that this is an up-to-date version containing all of the adopted amendments.

Definitions

See OCP Schedule 1.

1.0 PLAN OVERVIEW

See OCP.

2.0 JOBS & BUSINESS

See OCP.

3.0 NEIGHBOURHOODS & HOUSING

See OCP.

4.0 TRANSPORTATION

See OCP.

5.0 NATURAL & HUMAN ENVIRONMENT

See OCP.

6.0 COMMUNITY FACILITIES & SERVICES

See OCP.

7.0 CITY INFRASTRUCTURE

See OCP.

8.0 DEVELOPMENT PERMIT GUIDELINES

8.1 APPLICATION AND INTENT

8.1.1 DEVELOPMENT PERMIT AREA

*Bylaw 8531
2011/07/25*



The Ironwood Sub-Area contains three “character areas” along Steveston Highway near No. 5 Road. (Refer to the Development Permit Area Map.) This section contains Development Permit Guidelines applicable to these “character areas”.

The purpose of the guidelines is to supplement the city-wide guidelines contained within the Official Community Plan (OCP) with specific guidelines aimed at supporting a special character within the Ironwood Sub-Area.

It is intended that these guidelines be used in conjunction with the City’s more general Development Permit Guidelines located in the OCP (Schedule 1 of this Bylaw).

Neither set of guidelines requires literal interpretation, in whole or in part. They will, however, be taken into account in consideration of Development Permit applications, and the Development Permit Panel may, at its discretion, refuse or require modification to an application for failure to meet the spirit of these guidelines and/or the standards they prescribe.

Exemptions to the Development Permit process can be found in the OCP (Schedule 1 of the Bylaw).

8.1.2 JUSTIFICATION

*Bylaw 8531
2011/07/25*



It is the objective of these guidelines to promote a co-ordinated approach to development in the Ironwood Sub-Area because:

a) The intersection of Steveston Highway and No. 5 Road is an important gateway into Richmond. New commercial and residential development should provide an attractive, welcoming entrance appropriate to this role as a key entrance to Richmond;

*Bylaw 8531
2011/07/25*



b) High traffic volumes and the Sub-Area’s proximity to Highway 99 make special measures necessary along Steveston Highway and No. 5 Road to control vehicle access, enhance cyclist and pedestrian safety and comfort, and buffer sensitive uses; and

Bylaw 8531
2011/07/25



- c) The interface between Ironwood’s higher density, more active uses and its residential, business, and Agricultural Land Reserve neighbours requires attention to mitigate potential impacts and encourage complementary relationships.

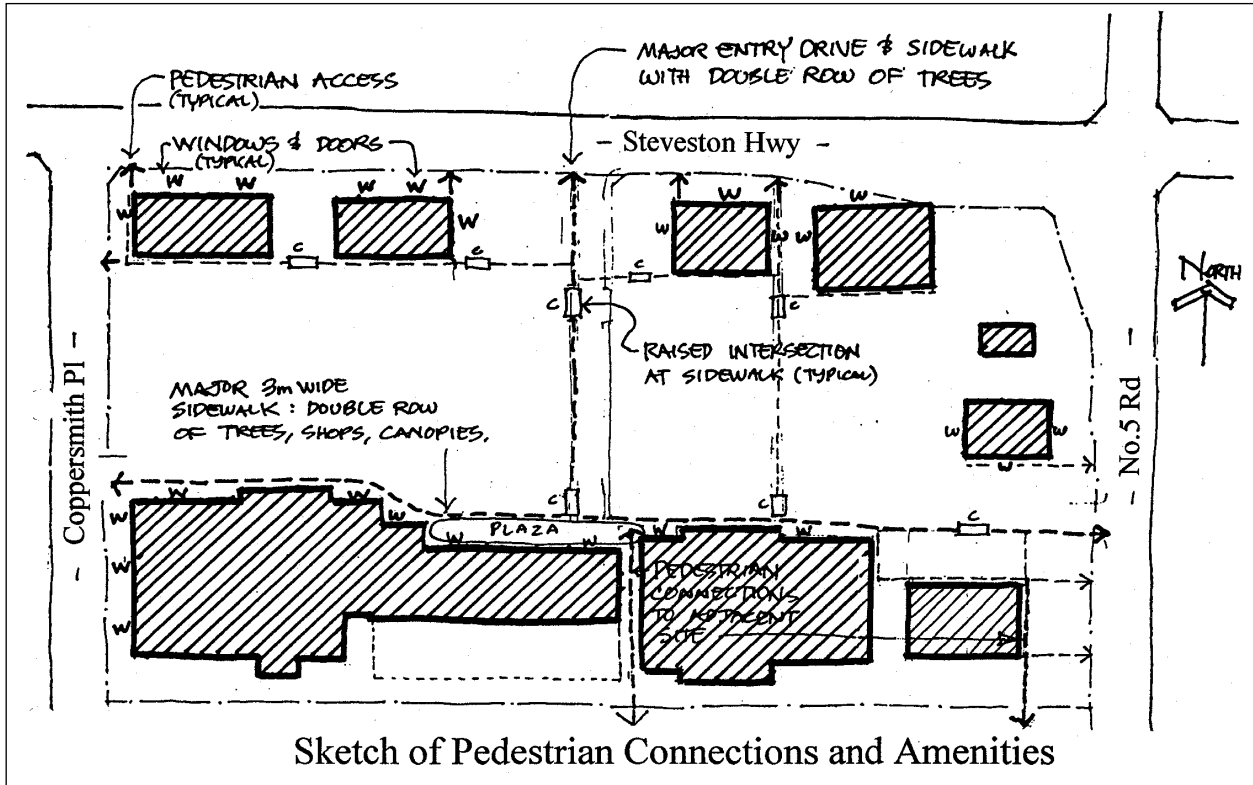
8.2 AREA A – COMMERCIAL DEVELOPMENT ALONG THE SOUTH SIDE OF STEVESTON HIGHWAY

The following guidelines apply to commercial development as shown in Area A on the Development Permit Area Map (inside front cover) in addition to the General and Commercial Guidelines for all Development Permits located in Schedule 1 to this Bylaw.

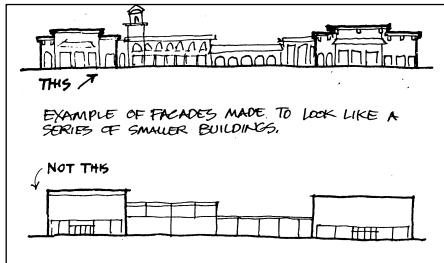
8.2.1 SETTLEMENT PATTERNS

- a) Pedestrian access to the main buildings on each site on both sides of Coppersmith Place should be provided as follows:
- Minimum 1.5 m (4.9 ft.) wide sidewalks;
 - Located so as to provide a minimum of two accesses from Steveston Highway, one from No. 5 Road, two from Coppersmith Place, and two from Coppersmith Way;
 - Where walkways intersect vehicle paths, the roadways should be raised to the walkway level, and should have a non-asphalt paving material;
 - At least one walkway connecting to the Steveston Highway sidewalk should be fully covered and lighted; and
 - All walkways should be accessible to disabled persons.
- b) Vehicle connections to the streets on each site on both sides of Coppersmith Place should be as follows:
- To Steveston Highway: one right-in-right-out;
 - To Coppersmith Place: one full movements (at south end) and one loading bay access;
 - To No. 5 Road: one right-in-right-out, one full movements. One to be shared with adjacent property on the south;
 - To Coppersmith Way: one full movement; and
 - Width to be minimized, to promote pedestrian safety.

- c) Pedestrian/vehicle connections to the adjacent properties are to be encouraged. There should be at least one pedestrian connection through the main block of buildings (see Pedestrian Connection sketch).
- d) The design should create defensible spaces, which provide for easy surveillance and safety both day and night.



Pedestrian connection sketch

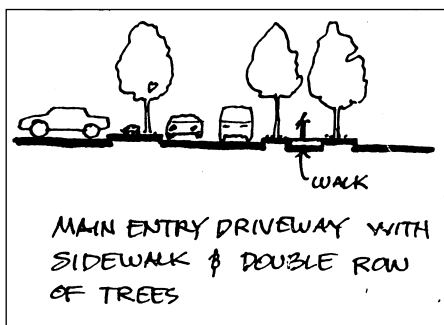


Building façades

8.2.2 ARCHITECTURAL ELEMENTS

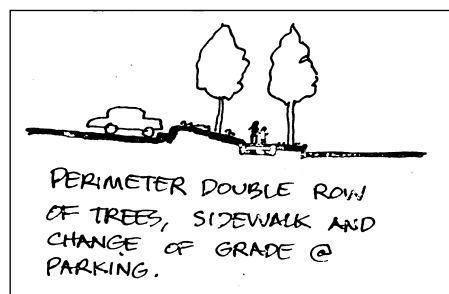
- a) Buildings should be designed so as to break down large façades into smaller elements to create an appearance of a series of smaller buildings (see Building Façades sketch).
- b) Shopfronts should have a minimum of 40% glazing, and all display windows and entrances should be protected from the weather by minimum 2 m (6.6 ft.) deep colonnades or canopies. The north side second floor should have an open corridor or colonnade across its full frontage.
- c) Buildings which front onto public streets should have display windows or glass doors for a minimum of 60% of the building edge. These areas should be paved for a minimum of 2 m (6.6 ft.) in front of the windows or doors.
- d) Pedestrian access areas (sidewalks) between parking lots and store entrances should be a minimum of 3 m (9.8 ft.) wide. Pedestrian amenities should be provided at regular intervals.
- e) On-site employee or public amenities should include change rooms, showers, lockers, a lounge, and a covered outdoor seating area.
- f) Signs should be integrated with the architecture, and limited to the following (in addition to the Sign Bylaw requirements):
 - Façade signs comprised of letters and logos affixed to the building, or in internally illuminated boxes - the latter to be limited to sign bands immediately above main floor windows/doors or copy on awnings; and
 - Freestanding signs limited to directional signs and signs indicating the name and general nature of the services, to a maximum of 2 m (6.6 ft.) in height.

8.2.3 LANDSCAPE ELEMENTS

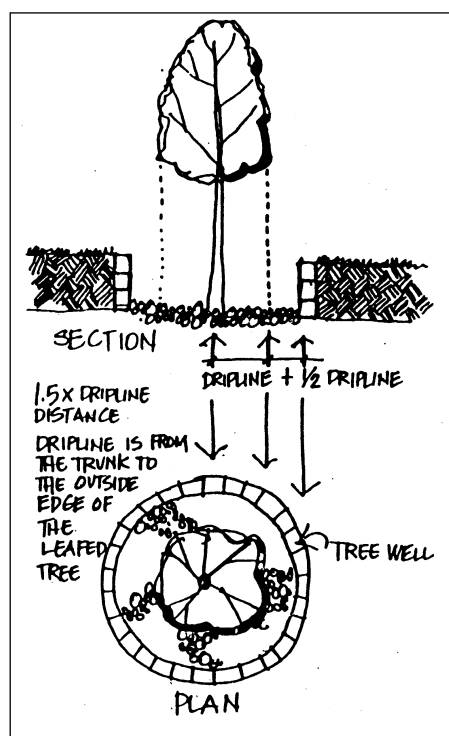


Tree planting

- a) Edge conditions should create a high-quality pedestrian environment, by provision of boulevards, street trees, pedestrian amenities, lighting, and landscaping. Pedestrian/vehicle conflicts should be minimized.
- b) Landscaping should be used to create a predominant green aspect of the site and also to soften the presence of large numbers of vehicles, both in the parking lot and on the surrounding streets, by:



Grade change



Tree well

- Planting a double row of trees around the perimeter of the site and on the two main entry driveways, to form a canopy over the sidewalks and driveways (see Tree Planting sketch);
- Planting "groves" of trees and shrubs in the parking lot so that, approximately 10 years after planting, at least 50% of the parking lot will be covered by a canopy of leaves in summer; and
- Creating a change of grade at the edge of the parking lot and planting low shrubs so that, without compromising visibility and surveillance, parked cars are screened from the road (see Grade Change sketch).

- c) Existing trees should be preserved by:
 - Retaining in situ complete with tree wells as necessary (see Tree Well sketch), or relocating on the site; and
 - Erecting construction fencing to City specs around all of the above trees prior to site pre-loading and to remain fenced throughout the construction period.
- d) Efforts should be made to retain, move offsite, or relocate other existing trees and shrubs. Provincial laws regarding cutting of trees containing songbird or raptor nests during the nesting season should be respected.
- e) The south edge of the property should be well landscaped, but should be carefully integrated with the adjoining properties. Fences or hedges on this perimeter should not exceed 1 m (3.3 ft.) in height.
- f) Landscape themes should include the following suggested mix of native and exotic plants, to maintain a consistent level of quality:
 - Perimeter and parking lot tree types: Honey Locust, Chanticleer (Bradford) Pear, Sweet Gum, Katsura.
 - Shrub types: Blueberry, Currant, Red Osier Dogwood, Oregon Grape, Native (Swamp) Rose, Rhododendron; and
 - Feature trees and plants: Windmill Palm, Persian Ironwood, Monkey Puzzle, Sitka Spruce, Pacific Crabapple, Yucca, Bamboo, native and exotic tall grasses.

Bylaw 10339
2022/03/21

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- g) Preserve natural heritage by retaining, relocating and augmenting existing healthy on-site trees and shrubs. Where one or more existing trees are being removed, the City's tree replacement policy requirements as specified in Tree Protection Bylaw 8057 must be met. Wherever possible, plant new landscaping which will be beneficial to native and migratory birds.

- h) At least one lighted shelter should be provided for people waiting for busses.
- i) There should be at least one pedestrian plaza of a minimum size of 550 m² (5,920 ft²), with a minimum of 50 linear metres (164 linear feet) of seating. The plaza should also include a drinking fountain. The plaza should be adjacent to a building containing shop windows and canopies.

8.2.4 PARKING, GARBAGE, RECYCLING AND RELATED ELEMENTS

- a) Parking lot lighting should be directed away from residential areas so that there is a maximum of three footcandles at the north property line. Certain light standards should be designed to accommodate hanging flower baskets complete with irrigation.
- b) Signs and parking lot lighting should be compatible with the adjacent residential area.
- c) Garbage, recycling and pick-up should be situated in areas which do not conflict with pedestrian traffic, and should either be fully enclosed or screened with solid walls higher than the bins.

Bylaw 8531
2011/07/25

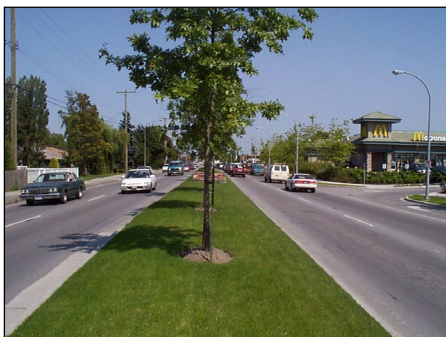
8.3 AREA B – NORTH SIDE OF STEVESTON HIGHWAY

The following guidelines apply to Area B as shown on the Development Permit Area Map (inside front cover). It is the objective of these guidelines to help define the form and character of new townhouse development along the north side of Steveston Highway to ensure it is both appropriate to the area's "Richmond gateway" location and proximity to Ironwood Shopping Centre, while also addressing livability issues related to vehicular access and traffic impacts.

Bylaw 7712
2004/08/23

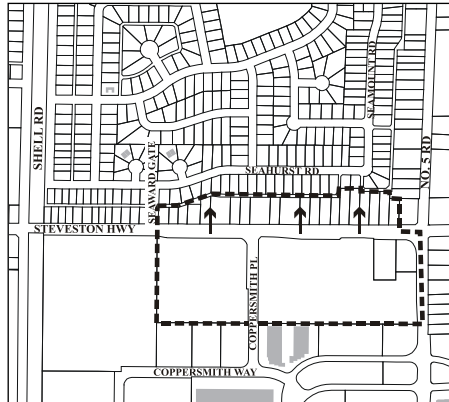
8.3.1 SETTLEMENT PATTERNS

- a) Place emphasis on the establishment of a green, treed and landscaped streetscape along Steveston Highway punctuated by entranceways to individual townhouse clusters;
- b) Accommodate three vehicular access points between Seaward Gate and No. 5 Road in the approximate locations shown on the shared vehicular access diagram;



Centre boulevard across from Ironwood

Bylaw 7712
2004/08/23



Shared vehicular access

- c) These vehicular access points will provide right in/right out access to the development sites and will be the only form of vehicular access for new townhouse developments (e.g. no lane access);
- d) These vehicular access points will be linked by an internal private east-west driveway through the multi-family sites. Public rights-of-way will be used to secure shared access of the east-west driveway and the vehicular access points; and
- e) Encourage multi-family development on the north side of Steveston Highway to facilitate compatible land use and coordinated vehicle access.

8.3.2 MASSING AND HEIGHT

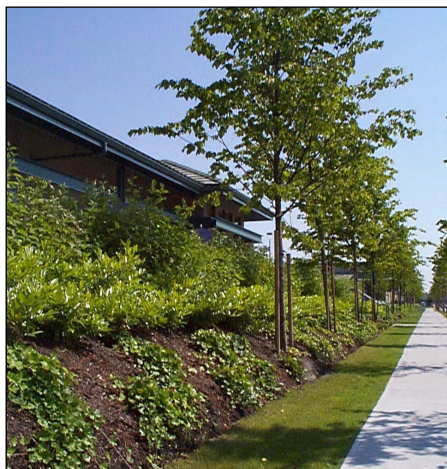
- a) Permit townhouses at a maximum density of 0.6 FAR;
- b) Setback 6 m (19.69 ft.) along Steveston Highway, EXCEPT that where a berm is not provided (as described under Landscape Elements) the minimum setback shall be 12 m (39.37 ft.); and
- c) Multi-family units along the lane are to be a maximum of 2 storeys.

8.3.3 ARCHITECTURAL ELEMENTS

- a) To address noise-related traffic impacts and establish a pedestrian-friendly streetscape, new development should be designed to maintain an acceptable ambient noise level of 35 dB for indoor spaces and 55 dB for outdoor private spaces.

8.3.4 LANDSCAPE ELEMENTS

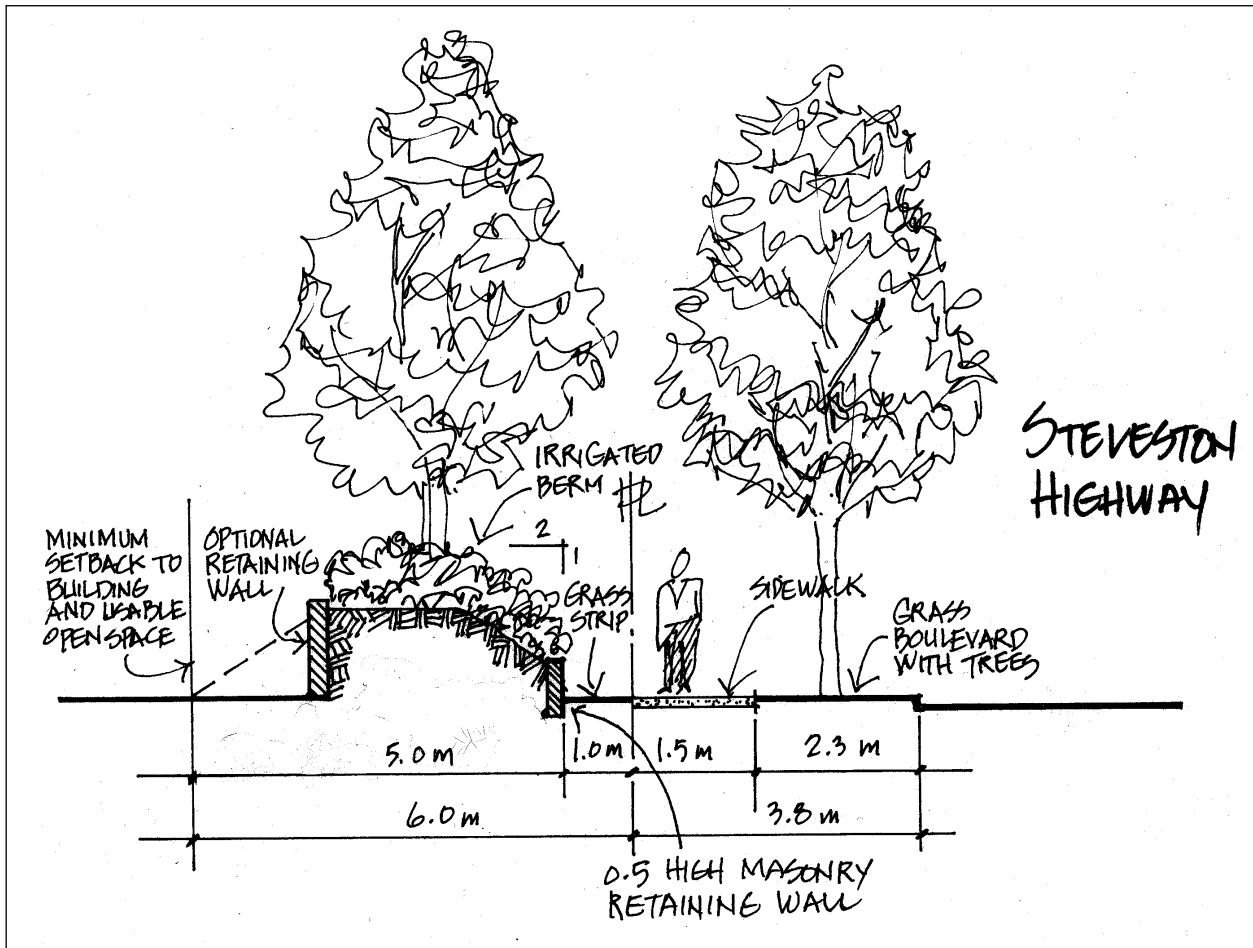
- a) Along Steveston Highway, contribute a lush, green and pedestrian oriented landscape by accommodating:
 - Installation of a 2.3 m (7.55 ft.) wide grass boulevard (complete with a single row of Pin Oaks) at the back of curb and a 1.5 m (4.92 ft.) wide concrete sidewalk;
 - Within the minimum 6 m (19.69 ft.) building setback, a 1 m (3.28 ft.) wide grass strip at the back of sidewalk and a continuous landscaped berm at least 1.2 m (3.94 ft.) high (measured from the adjacent curb), EXCEPT as required to maintain existing mature trees (See diagram: *Steveston Highway frontage*);



Berm on south side of Steveston Highway

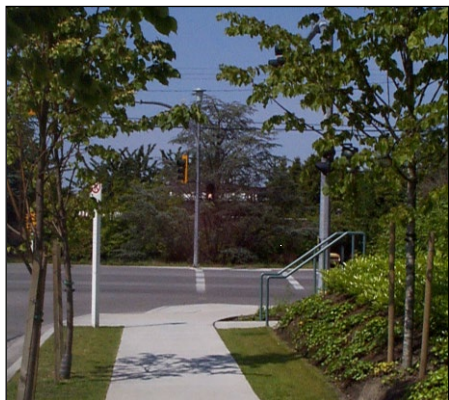
Bylaw 7712
2004/08/23

- Any fencing incorporated as part of the berm should be located at a minimum of 4.4 m (14.43 ft.) from the south property line and not higher than 1.5 m (4.92 ft.) (measured from the curb) EXCEPT where a fence is adjacent to private outdoor space it may be as tall as 1.8 m (5.90 ft.);
- Significant planting within the berm area, including large growing trees and plant material chosen for its seasonal colour, screening abilities, and visual interest;



Steveston Highway frontage

Bylaw 7712
2004/08/23



Crosswalk at Coppersmith Way

- A minimal width and number of breaks in the berm for pedestrian and where necessary, vehicular access. Pedestrian access should be shared by a number of units and typically be confined to a 3 m (13 ft.) break in the berm; and
- There may be pedestrian pathways linking the single-family neighbourhood to the north of Area B to the Ironwood shopping centre. Such pathways require a minimum of 2.4 m (7.87 ft.) of paved surface to accommodate pedestrians and bicycles with a minimum of 0.8 m (2.6 ft.) landscaping on either side for a total width of 4 m (13.12 ft.). The pathways should be close to or aligned with existing pedestrian crosswalks (e.g. Coppersmith Place). Pathways should be designed according to CPTED principles. These guidelines may be varied due to specific site conditions.

8.3.5 PARKING AND SERVICES

- a) No tandem parking will be permitted; and
- b) Additional visitor parking is encouraged.

8.4 AREA C – THE GARDENS Bylaw 8531 2011/07/25

The following guidelines apply to Area C (The Gardens), as per the Development Permit Area Map (inside front cover).

8.4.1 SETTLEMENT PATTERNS

At this important Richmond “gateway”, apply a “garden city” approach to development to enhance The Gardens’ car-oriented location and Ironwood’s appearance, role, and viability as an emerging, high-amenity, community focus through the establishment of:

- a) **An “Urban-Agriculture Showcase”** – Encourage a variety of visual, physical, and activity-based linkages between The Gardens and the proposed City-owned “agricultural-park” to its north to help support opportunities for urban-agriculture and enhance access by local residents, businesses, and visitors.
- b) **A “Green” Development Strategy** – Encourage compact, mixed-use, pedestrian-friendly development that integrates active and passive, high-performance, building and landscape strategies into its design, construction, and operation to help optimize resource use, minimize waste and pollution, and create healthier indoor and outdoor environments.

- c) **Pedestrian-Scaled Circulation** – Organize The Gardens’ businesses, residences, amenities, and parking around a central “spine” and crossroads made up of multi-modal, traffic-calmed, pedestrian-scaled streets that create a “pedestrian-first” environment within the Sub-Area and help to minimize development-related traffic impacts on Steveston Highway, No. 5 Road, and Highway 99.
- d) **Urban Building Blocks** – Establish a simple grid of six medium-density, “streetwall” buildings, 4-6 storeys in height, to help define and frame the Sub-Area’s major perimeter streets and highway.
- e) **A Landscaped Open Space Grid** – Ring The Gardens and each of its six “urban building blocks” with trees and green landscaping that enhance the Sub-Area’s strong streetwalls, complement nearby agricultural and residential areas, and soften the appearance of the Sub-Area’s wide perimeter roads.

8.4.2 MASSING AND HEIGHT

Enhance the interface between The Gardens and its neighbours through the provision of:

- a) **Below-Grade Parking** – Locate most parking in a single-storey structure below the lowest permitted habitable storey (as determined based on Richmond’s Flood Plain Designation Protection Bylaw) to:
 - Minimize the visual bulk of the parking structure;
 - Minimize parking impacts on the Sub-Area’s streetscapes and pedestrian areas; and
 - Maximize opportunities for an accessible ground plane and views north to the proposed City-owned “agricultural-park” and the mountains beyond.
- b) **Terraced Streetwalls Fronting Steveston Highway & No. 5 Road** – Establish three “layers” across the Sub-Area’s Steveston Highway and No. 5 Road frontages to enhance the pedestrian street-experience, define the street edge, complement lower-rise neighbours, and provide for visual interest, including:
 - A Perimeter Greenway – A landscaped, shared pedestrian/bike route, including:
 - i) Within the public road right-of-way, a broad path, green-landscaped boulevard, and row of tall-growing street trees; and

- ii) Within the fronting private property, a decorative retaining wall, landscaped terrace, and second row of trees at the back of the path designed to help screen The Gardens' "below grade" parking podium and soften the transition between the path and the fronting building. (Features that could increase the apparent height of the parking podium, as seen from the path, should be setback from the face of the podium or concealed by planting.)
- A Mid-Rise Streetwall – Streetwall buildings with a strong horizontal expression, typically:
 - i) 9.0 m (29.5ft.) high, as measured from the fronting greenway path;
 - ii) 3.0 m – 4.5 m (9.8 ft. – 14.8 ft.) setback from the property line; and
 - iii) Characterized by features that enhance the Sub-Area's sense of quality, such as durable, natural materials and windows set into the facade to increase apparent wall thickness.
- Varied Building Tops – Above the streetwall, varied building forms and roofscapes designed to enhance the visual interest of the streetscape and the identity of individual buildings and uses.
- c) **City in a Garden** – Encourage the Sub-Area's development as a "garden city" neighbourhood, characterized by extensive tree planting and varied, green landscape treatments, by providing:
 - A typical minimum building separation of 20 m (65.6 ft.) (based on the horizontal distance between two buildings, located on the same lot or on two different lots, as measured to the outer limits of both buildings) and treating the intervening space with some combination of trees, shrubs, ornamental and/or native compatible plants, groundcover, urban agriculture, green-landscaped streets, and complementary landscape features; and
 - Along Highway 99, a 15.0 m (49.2 ft.) wide Riparian Management Area (RMA) characterized by varied, native compatible plantings, informal groupings of large- and small-growing trees, and, where possible, the retention of existing, mature landscape features (e.g., existing hedge).

- d) **“Soft” Urban-Agricultural Edge** – Minimize potential development-related impacts on the Agricultural Land Reserve (ALR) by incorporating measures aimed at enhancing the transition between The Gardens and its unique urban-agricultural/garden setting, including:
- ALR Buffer – Establish a 3.0 m (9.8 ft.) wide landscaped buffer along the Sub-Area’s north edge.
 - Landscaped Parking Podium – Along the south edge of the ALR buffer, conceal parking from view in 1-storey podium (2.5 m/8.2 ft. high maximum, as measured to the average grade of the adjacent ALR lands), designed to appear as a landscaped terrace complete with a decorative architectural/landscape treatments on its north wall and green landscaping on its roofdeck. (Features that would increase the apparent height of the podium, as seen from the ALR, should be setback or concealed by planting.)
 - Varied Building Setbacks & Heights – Vary the setbacks and heights of buildings situated on top of the parking podium to prevent The Gardens from appearing as a “wall” when viewed from the ALR and Highway 99, maximize opportunities for north views and sunny, north-facing public and private open spaces, and minimize shading of the ALR (i.e. to maximize the viability and community benefit of the proposed City-owned “agricultural-park”).

8.4.3 ARCHITECTURAL ELEMENTS

Enhance the long-term livability and viability of Ironwood and The Gardens through the provision of:

- a) **Key Landmarks** – Incorporate distinctive architectural features that enhance the identity of prominent “signature” locations in The Gardens Sub-Area, including:
- Steveston/No. 5 Road Intersection – Ironwood’s focal crossroads and “gateway”; and
 - Highway 99 Frontage – A key “gateway” and unique opportunity for Richmond to present an attractive, people-oriented, urban image along the busy Highway 99 corridor.

- b) **Pedestrian-Friendly Streetscapes** – Create a pedestrian-friendly grade-level environment throughout The Gardens that includes:
- Pedestrian-Oriented Retail – Wherever commercial uses front onto the Sub-Area’s publicly-accessible, on-site streets and open spaces, including, in particular, the “Gateway Terrace” (at the Steveston/No. 5 Road intersection), these places should be made attractive, animated, and engaging for pedestrians via:
 - i) Clustering shops and restaurants to enhance commercial viability and the area’s identity;
 - ii) Discouraging uses at grade that do not foster significant activity along the streetscape (e.g., office);
 - iii) Providing large display windows and other features that help foster interaction between activities inside the buildings and the fronting public spaces;
 - iv) Small unit frontages, typically no more than 10 m (32.8 ft.) wide;
 - v) Larger-format commercial units integrated into a small-unit-frontage streetscape by:
 - Concealing the bulk of the large unit behind small independent units; and/or
 - Breaking-up the large unit’s frontage and incorporating features that contribute to an animated, pedestrian-friendly streetscape;
 - vi) Continuous pedestrian weather protection across all shop fronts, together with links to bus stops, parking, and other complementary uses;
 - vii) Pedestrian-oriented signage and lighting;
 - viii) Public art, seating, and other amenities; and
 - ix) Well-maintained, high quality, durable materials and construction.
 - Street-Oriented Residential – Wherever residential uses front onto the Sub-Area’s publicly-accessible, open spaces and streets (including on-site streets and No. 5 Road, but excluding Steveston Highway), and are within 1.5 m (4.9 ft.) of grade, they should have individual front doors (i.e. not just patio doors), stoops/porches, and other entry features oriented to and directly accessible from the fronting public spaces.

- Steveston Highway – Along Steveston Highway’s high-traffic frontage, incorporate pedestrian-friendly features into the design of fronting buildings to enhance the attractiveness of the greenway and the image of The Gardens as seen from the road, including:
 - i) For commercial uses, significant clear glazing (especially near No. 5 Road), weather protection along shop frontages, decorative lighting, public art, and decorative wall treatments that complement the greenway’s landscape (e.g., natural materials);
 - ii) For residential uses, large balconies and ground floor terraces framed with low decorative walls, shrubs, hedges, and trees designed to present a welcoming image, take advantage of the frontage’s south orientation, and help to mitigate traffic noise and views; and
 - iii) A coordinated signage package designed to complement the development’s “garden city” image.
- c) **Residential Noise Mitigation** – A development permit application shall require evidence to the satisfaction of the City, the form of a report and recommendations prepared by persons trained in acoustics and current techniques of noise measurement, demonstrating that the traffic noise levels in portions of the dwelling units shall not exceed the following noise levels in decibels (provided that noise level in decibels is the A-weighted 24-hour equivalent (Leq) sound level):
 - For bedrooms: 35 decibels
 - For living, dining, and recreation rooms: 40 decibels
 - For kitchens, bathrooms, hallways, and utility rooms: 45 decibels
 - For outdoor amenity areas: 55 decibels
- d) **Residential Amenity Space** – Provide common amenities shared by households as per Richmond Official Community Plan (OCP), Schedule 1, EXCEPT THAT for indoor amenity space:
 - 100.0 m² (1,076.4 ft²) minimum of indoor amenity space should be provided for each phase of residential development, provided that the total combined amount of indoor amenity space in the Sub-Area is not required to exceed 300.0 m² (3,229.3 ft²);

- Where possible, phases of residential development within the Sub-Area are encouraged to combine indoor amenity spaces to facilitate the provision of special recreation amenities (e.g., indoor pool, gymnasium), provided that tenant needs for other facilities (e.g., multi-purpose space) are not compromised;
- Large units (i.e. in excess of 148.0 m² (1,593.1 ft²) are not exempt from providing indoor amenity space; and
- Cash in lieu should not be provided in place of indoor amenity space.

8.4.4 LANDSCAPE ELEMENTS

Enhance the livability and amenity of The Gardens for residents, workers, and visitors, and encourage a positive relationship between the Sub-Area, nearby residents, and the proposed City-owned “agricultural-park”, through the provision of an open space network that includes:

- a) **Special Greenway Treatment** – Incorporate features into The Gardens’ perimeter greenway along Steveston Highway and No. 5 Road that make it a valued community amenity and effective buffer for traffic noise, dirt, and other impacts, including:
 - Within the public road rights-of-way:
 - i) 2.5 m (8.2 ft.) wide landscaped boulevard at the back of curb, complete with street-lighting (with banner arms and electrical receptacles) and a row of tall-growing street trees planted at 6.0 m (19.7 ft.) on centre; and
 - ii) 3.5 m (11.5 ft.) wide shared pedestrian/bike pathway; and
 - Within a 1.5 m wide rights-of-way registered on the fronting private property:
 - i) Decorative, durable wall at the back of the shared pathway (0.9 m – 1.2 m/3.0 ft. – 3.9 ft. high) retaining a landscaped terrace, complete with low-growing shrubs, groundcover, and a row of tall-growing street trees planted at 6.0 m on centre, together with ramps/stairs (to access The Gardens’ finished internal grade) and street furnishings (e.g., benches) near the Steveston/ No. 5 Road intersection and No. 5 Road bus stop.

- b) **Agricultural Land Reserve (ALR) Buffer** – Protect and enhance the long-term viability of ALR lands north of The Gardens with the establishment of a 3.0 m (9.8 ft.) wide landscaped buffer along the Sub-Area’s entire north edge via a site-specific ALR Buffer Landscape Enhancement & Maintenance Plan aimed at:
- Discouraging public access (e.g., signage, fencing, changes in grade), except as specifically provided for in the City-approved “Agricultural-Park Plan” for the adjacent ALR lands;
 - Ensuring that any changes in grade between The Gardens and the ALR are accommodated outside the ALR;
 - Providing for a visually attractive and vegetated transition between The Gardens and the ALR incorporating a variety of non-invasive ground covers, shrubs, hedges, trees, and complementary landscape features and structures (e.g., decorative retaining walls, ALR entry features and pathways at locations designated by the approved “Agricultural-Park Plan”) designed to screen views of the Sub-Area’s “below grade” parking structure and extend the “vocabulary” of the ALR landscape into The Gardens development;
 - Providing means for ensuring the long-term health and vitality of the ALR Buffer’s vegetation with minimal maintenance; and
 - Making clear the owner’s long-term responsibility for maintenance of the buffer.
- c) **Riparian Buffer** – Protect and enhance a 15.0 m (49.2 ft.) wide Riparian Management Area (RMA) along the Sub-Area’s entire Highway 99 frontage via a site-specific RMA Landscape Enhancement & Maintenance Plan aimed at:
- Discouraging public access (e.g., RMA signage, changes in grade);
 - Preventing the erection of buildings and structures (e.g., freestanding business signs);
 - Ensuring that any alterations to existing grades and vegetation within the RMA are designed to enhance the RMA and avoid undesirable impacts on the watercourse (e.g., sediment);
 - Providing for enhancement of the RMA, including native compatible planting, removal of invasive species, and retention of the existing mature hedge;

- Providing for the protection of the RMA during the construction of adjacent areas via the use of sturdy, highly-visible temporary fencing (1.2 m/3.9 ft. high minimum) designed to restrict public access and provide sediment control fencing;
 - Providing means for ensuring the long-term health and vitality of the RMA’s vegetation with minimal maintenance; and
 - Making clear the owner’s long-term responsibility for maintenance of the RMA.
- d) **Public Outdoor Recreation Space** – In addition to the Sub-Area’s greenway and ALR and RMA buffers, The Gardens should provide a range of publicly-accessible, passive and active, open space areas and features designed to ensure that the Sub-Area is able to satisfy the diverse recreational needs of its residents, workers, and visitors and establish effective linkages between the development and the proposed City-owned “agricultural-park” to its north, including:
- Amount of Space – Provide at least 0.2 ha (0.5 ac) of publicly-accessible open space in the form of landscaped seating areas, playgrounds, plazas, and gardens, including one sunny, centrally-located, multi-purpose space at least 0.12 ha (0.3 ac) in size.
 - “Gateway” Terrace – Create a public plaza at the Steveston/No. 5 Road intersection in the form of a raised terrace that is:
 - i) At the elevation of the Sub-Area’s publicly-accessible, on-site streets and open spaces, and is connected to those spaces by a continuous outdoor, weather-protected walkway at least 2.5 m (8.2 ft.) wide and lined (on one side) with shops, services, and restaurants with narrow frontages, large display windows, and individual units entries;
 - ii) Accessed from the greenway via broad, treed/landscaped stairs and ramps; and
 - iii) Designed to provide a comfortable sunny, seating area, buffered from the fronting streets and offering views of the activity below.
 - Transit Link – Provide a direct pedestrian/cyclist path connecting the No. 5 Road bus stop with the interior of the Sub-Area via a treed/landscaped, weather-protected route lined (on at least one side) by shops, services, and restaurants with narrow frontages, large display windows, and individual units entries.

- ALR Links – Support the establishment of the proposed City-owned “agricultural-park” north of The Gardens through the provision of linkages and other features, as per the City-approved “Agricultural-Park Plan”.
 - Seasonal Focus – Encourage opportunities for businesses and residents to celebrate the changing seasons through festive features (e.g., Christmas tree, seasonal planting, banners, tree lights), venues for outdoor activities (e.g., farmers’ markets, outdoor dining), and special planting (e.g., berry bushes, fruit trees).
- e) **Public Art** – Incorporate Public Art into the development of The Gardens, as per the Richmond Public Art Strategy, via legal agreements and a Public Art Plan prepared by the developer and implemented on a phased Development Permit-by-Development Permit basis (or as otherwise specifically provided for in the Plan).

8.4.5 PARKING AND SERVICES

Encourage parking, loading, and related strategies that balance objectives for transit- and pedestrian-oriented development with the demands of Ironwood’s highway proximity through the provision of:

- a) **Vehicle Access to the Sub-Area** – Restrict vehicle access, exclusive of emergency vehicle access, along the Sub-Area’s Steveston Highway and No. 5 Road frontages, except as follows:
- One location (right-in/right-out access) on Steveston Highway at the Sub-Area’s publicly-accessible street (i.e. secured via a rights-of-way), pending approval from Ministry of Transportation and Infrastructure (MOTI);
 - One location (all directional access with a full traffic signal) on No. 5 Road at the Sub-Area’s publicly-accessible street (i.e. secured via a rights-of-way); and
 - One location (right-in/right-out access) on No. 5 Road, mid-block between Steveston Highway and the Sub-Area’s publicly-accessible street (i.e. secured via a rights-of-way).

- b) **Parking Reductions** – For any reductions in the minimum number of parking spaces required under the Zoning Bylaw resulting from Transportation Demand Management (TDM) measures (not to exceed a reduction of 10% for residential uses) and/or shared commercial and resident visitor parking, the following measures should be provided within the Sub-Area:
- A minimum of two and up to a maximum of four co-op vehicles, as determined via consultation with applicable co-op vehicle program operators, together with one on-site parking space for each vehicle (either on the street connecting No. 5 Road and Steveston Highway or an alternate location that better meets the needs of the program);
 - Two transit shelters, the location of which shall be determined by the City;
 - For non-residential uses, one end-of-trip bicycle facility co-located with the Sub-Area’s required long-term (i.e. Class 1) bicycle parking and with complementary recreational uses, if they exist, including for each gender a minimum of:
 - i) 1 sink and grooming station, including a counter, mirror, and electrical outlet;
 - ii) 1 handicapped-accessible toilet;
 - iii) 2 showers; and
 - iv) 10 clothing lockers; and
 - For residential uses, a 15% subsidy toward 2-zone monthly transit passes for one year, to be provided “on demand” to a maximum of one such pass-subsidy per dwelling unit.
 - For any other reductions in the minimum number of parking spaces required under the Zoning Bylaw, such reductions:
 - i) Should be substantiated by a Parking Study prepared by a registered professional engineer to the satisfaction of the City; and
 - ii) May be conditional on the developer’s provision of TDM or other measures not otherwise provided as part of the subject development.
- c) **Discrete Parking & Loading** – Locate parking and loading to encourage a safe and attractive streetscape and minimize conflicts with traffic entering/exiting the Sub-Area by:

- Designing the Sub-Area's on-site streets (i.e. not No. 5 Road or Steveston Highway) to accommodate vehicle loading, except for loading that could impair the attractiveness of the streetscape or the safety or effectiveness of traffic operations (e.g., due to the need for vehicle manoeuvring/backing or direct vehicle access to receiving, storage, or waste/recycling uses);
 - Along the Sub-Area's on-site streets, discouraging driveway access to parking garages or off-street loading (i.e. contained within a building):
 - i) Within 30.0 m (98.4 ft.) of Steveston Highway or No. 5 Road; and
 - ii) At visually prominent locations, such as at street-ends or near open space amenities;
 - For parking garage and loading area driveways/building entries, mitigating their potential impact on the streetscape by minimizing their widths, orienting them away from public areas and sensitive uses (e.g., residential, outdoor restaurant dining), screening them with architectural and landscape features, and designing/finishing them to complement the scale, character, materials, and quality of the building/streetscape in which they are located (including screening from view from the street any ceiling areas treated with spray-on insulation).
- d) **Collective Parking and Loading** – Encourage parking, long-term bicycle parking, and loading spaces serving non-residential uses to be provided and used collectively by two or more lots within the Sub-Area, provided that:
- The total number of spaces provided is not less than the sum of the requirements for the various individual uses;
 - Parking spaces and bicycle parking spaces are typically not located more than 150.0 m (492.1 ft.) from the building or use they are intended to serve;
 - Long-term bicycle parking is co-located with end-of-trip facilities;
 - Loading spaces are convenient to the uses they are intended to serve, in order to discourage loading activities in undesignated locations; and
 - Adequate public and private access for vehicles and pedestrians is provided.

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