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**Richmond Official Community Plan Bylaw  
Amendment Bylaw 7100 and Richmond Official Community Plan  
Bylaw 9000 Amendment Bylaw 10154 (CP 15-717017)  
5300 No. 3 Road**

The Council of the City of Richmond, in open meeting assembled, enacts as follows:

1. Richmond Official Community Plan Bylaw 9000 is amended at Attachment 1 to Schedule 1 2041 OCP Land Use Map, for the area bound by No. 3 Road, Alderbridge Way, Kwantlen Street and Lansdowne Road to amend the shape of the designated “Park” and to extend the “Downtown Mixed Use” designation to include a 4,392 m<sup>2</sup> (47,275 ft<sup>2</sup>) area on the east side of Hazelbridge Way extension as shown in “Schedule A attached to and forming part of Bylaw 10154”.
2. Richmond Official Community Plan Bylaw 7100, in Schedule 2.10 (City Centre Area Plan), is amended by:
  - 2.1 Replacing page 1-12, including the City Centre Framework Map, with “Schedule B attached to and forming part of Bylaw 10154”.
  - 2.2 Replacing page 2-6, including the City Centre Neighbourhoods & Village Areas Map, with “Schedule C attached to and forming part of Bylaw 10154”.
  - 2.3 Replacing page 2-13, including the Jobs & Business Concept Map, with “Schedule D attached to and forming part of Bylaw 10154”.
  - 2.4 Replacing page 2-17, including the Key Commercial Areas Map, with “Schedule E attached to and forming part of Bylaw 10154”.
  - 2.5 Replacing page 2-20, including the Pedestrian-Oriented Retail Precincts Map, with “Schedule F attached to and forming part of Bylaw 10154”.
  - 2.6 Replacing page 2-36, including the Pedestrian Environment Map, with “Schedule G attached to and forming part of Bylaw 10154”.
  - 2.7 Replacing page 2-38, including the Cycling Network Map (2031), with “Schedule H attached to and forming part of Bylaw 10154”.

- 2.8 Replacing page 2-46, including the Arts & Culture Map (2031), with “Schedule I attached to and forming part of Bylaw 10154”.
- 2.9 Replacing page 2-50, including the Public Spaces & Places Map (2031), with “Schedule J attached to and forming part of Bylaw 10154”.
- 2.10 Replacing page 2-51, including the Public Art Opportunities Map, with “Schedule K attached to and forming part of Bylaw 10154”.
- 2.11 Replacing page 2-60, including the A Base for Building a Living Landscape Map, with “Schedule L attached to and forming part of Bylaw 10154”.
- 2.12 Replacing page 2-65, including the Base Level Parks & Open Space Map (2031), with “Schedule M attached to and forming part of Bylaw 10154”.
- 2.13 Replacing page 2-67, including the Major Parks Map, with “Schedule N attached to and forming part of Bylaw 10154”.
- 2.14 Replacing page 2-71, including the Pedestrian Linkages Map, with “Schedule O attached to and forming part of Bylaw 10154”.
- 2.15 Replacing page 2-88, including the Public Realm Areas Map, with “Schedule P attached to and forming part of Bylaw 10154”.
- 2.16 Replacing page 2-91, including the Riverfront Features & Destinations Map, with “Schedule Q attached to and forming part of Bylaw 10154”.
- 2.17 On page 2-109, inserting the following as a footnote to the table, “Increased building height may be permitted for developments that comply with the provisions of the Lansdowne Centre (Lansdowne Village) Special Precinct Design Guidelines”, and replacing the Maximum Building Height Map, with “Schedule R attached to and forming part of Bylaw 10154”.
- 2.18 On page 2-113, inserting the following as a footnote to the table, “24 m separation may be permitted for developments that comply with the provisions of the Lansdowne Centre (Lansdowne Village) Special Precinct Design Guidelines”, and replacing the Tower Spacing & Floorplate Size Map, with “Schedule S attached to and forming part of Bylaw 10154”.
- 2.19 Replacing page 3-3, including the Development Permit Sub-Areas Key Map, with “Schedule T attached to and forming part of Bylaw 10154”.
- 2.20 Amend the new Development Permit Special Precinct Key Map on page 3-4 to identify an area bound by No. 3 Road, Alderbridge Way, Kwantlen Street and Lansdowne Road

- as a special precinct area and identified as “2.0 Lansdowne Centre (Lansdowne Village)” as shown in “Schedule U attached to and forming part of Bylaw 10154”.
- 2.21 Replacing page 3-13, including the Park Frontage Enhancement Areas Map, with “Schedule V attached to and forming part of Bylaw 10154.”
  - 2.22 Replacing page 3-16, including the Designated Green Link & Linear Park Location Map, with “Schedule W attached to and forming part of Bylaw 10154.”
  - 2.23 Following section 3.2 Sub-Area Guidelines, inserting section 3.3.2 Special Precinct 2.0 – Lansdowne Centre (Lansdowne Village) as shown in “Schedule X attached to and forming part of Bylaw 10154”.
  - 2.24 Replacing page 4-11, including the Park & Open Spaces Map (2031), with “Schedule Y attached to and forming part of Bylaw 10154.”
  - 2.25 Replacing page 4-13, including the Density Bonusing Map (2031) 4-13, with “Schedule Z attached to and forming part of Bylaw 10154”.
  - 2.26 Replacing the Generalized Land Use Map (2031) with “Schedule AA attached to and forming part of Bylaw 10154”.
  - 2.27 Replacing the Overlay Boundary – Village Centre Bonus Map (2031) with “Schedule BB attached to and forming part of Bylaw 10154”.
  - 2.28 Replacing the Specific Land Use Map: Lansdowne Village (2031) with “Schedule CC attached to and forming part of Bylaw 10154”, including inserting the following:
    - a. A new sub-category for the Urban Core (T6) land use map designation that references 35 m building height, “Urban Core T6 (35 m)”.
    - b. A new bullet as follows into the Detailed Transect Description for Urban Centre (T5) development, “Village Centre Bonus: 1.0 for the provision of non-residential uses, provided that the additional density is used in whole or in part for the provision of convenience commercial uses (e.g. larger-format grocery store, drugstore), medical-dental services, pedestrian-oriented retail, or other uses important to the viability of the Village, to the satisfaction of the City”.
  - 2.29 Making various text and graphic amendments to accommodate the identified bylaw amendments and to ensure consistency with the Generalized Land Use Map (2031) and Specific Land Use map: Lansdowne Village (2031) as amended.
3. This Bylaw may be cited as “**Richmond Official Community Plan Bylaw 7100 and Richmond Official Community Plan Bylaw No. 9000, Amendment Bylaw 10154**”.

FIRST READING

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PUBLIC HEARING

\_\_\_\_\_

SECOND READING

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THIRD READING

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OTHER CONDITIONS SATISFIED

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ADOPTED

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MAYOR

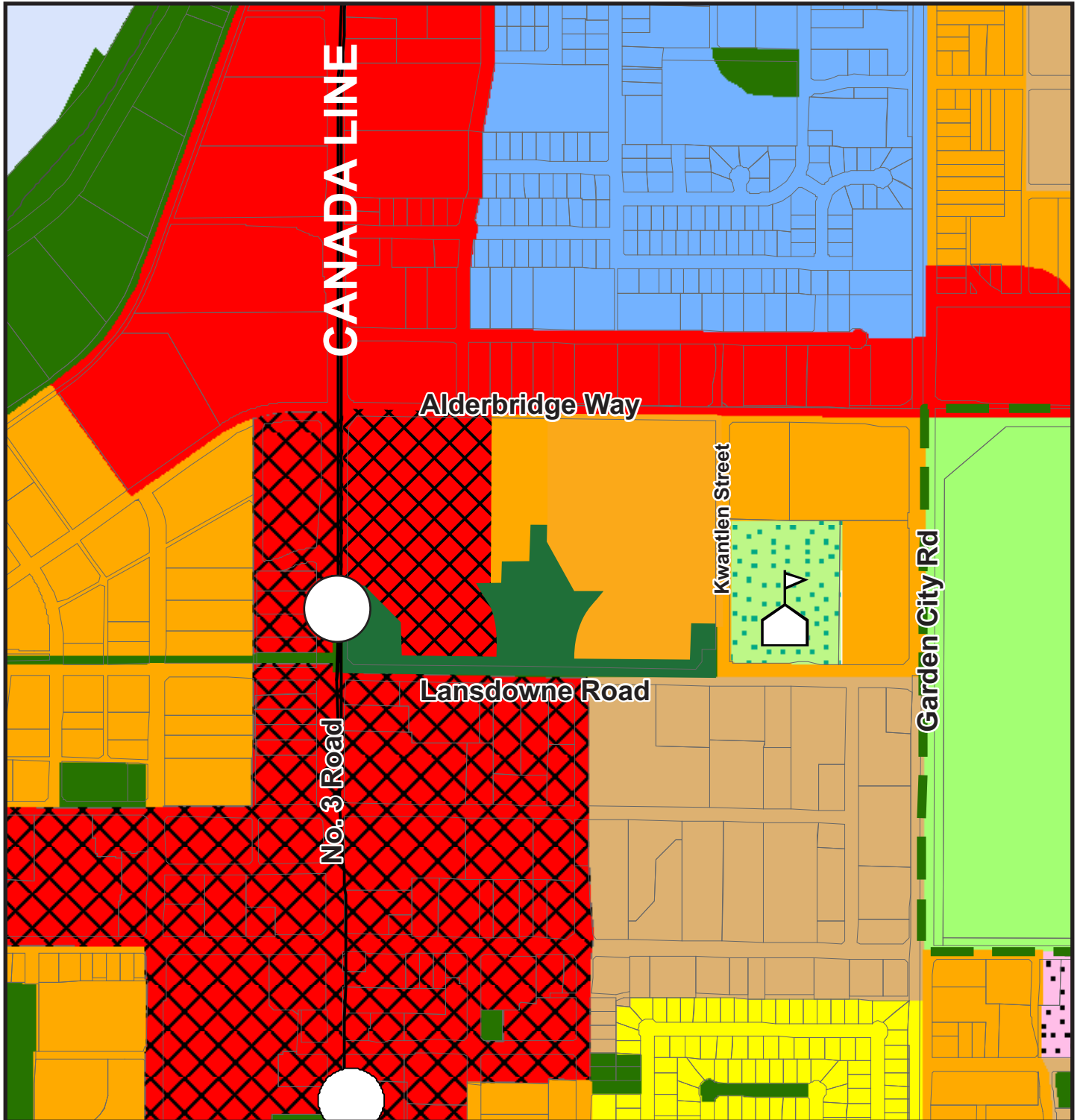
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CORPORATE OFFICER

CITY OF RICHMOND
APPROVED by 
APPROVED by Manager or Solicitor 





# City of Richmond



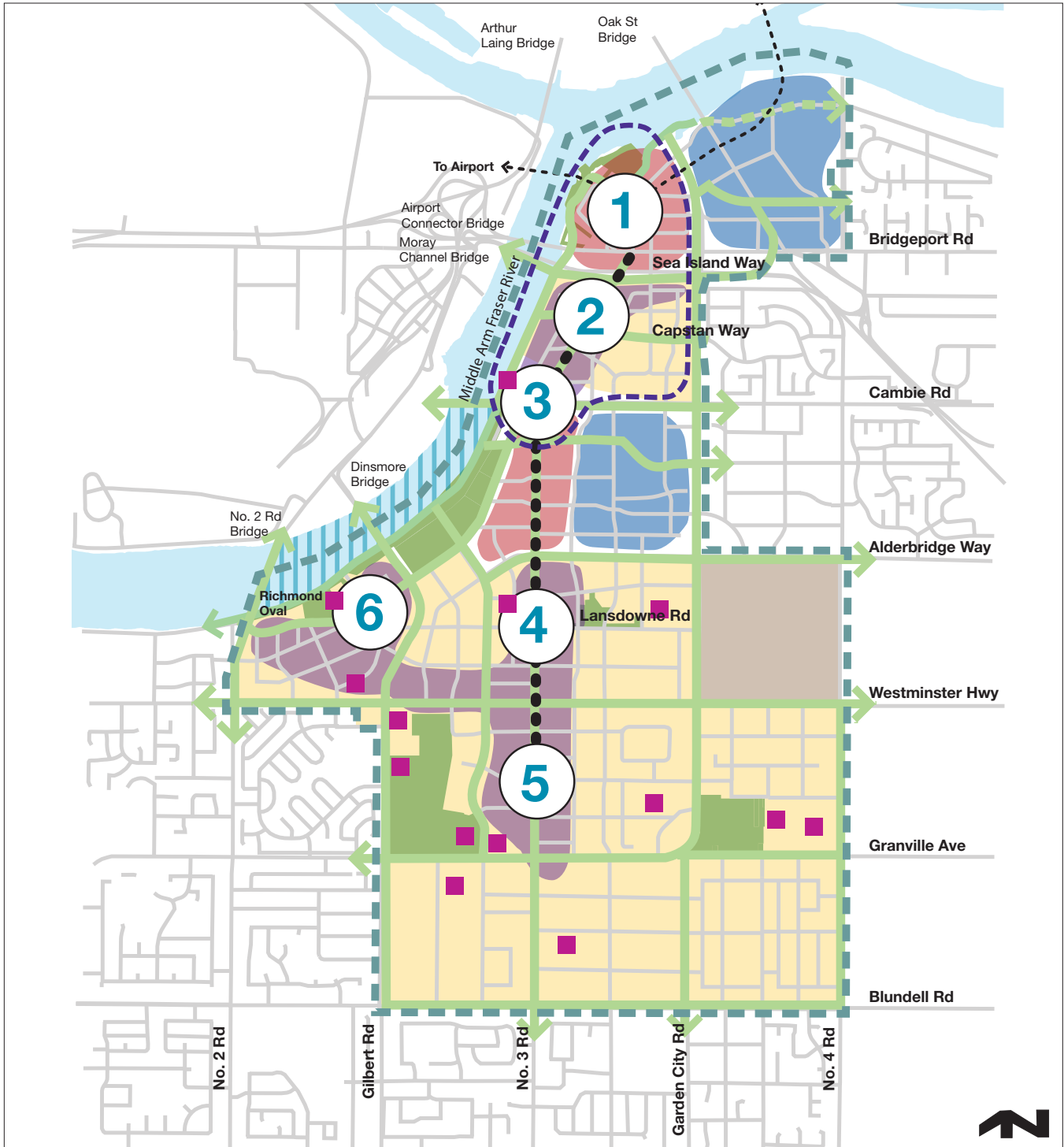
## OCP Amendment Schedule 1

Original Date: 12/17/19

Revision Date: 00/00/00

Note: Dimensions are in METRES

### City Centre Framework Map



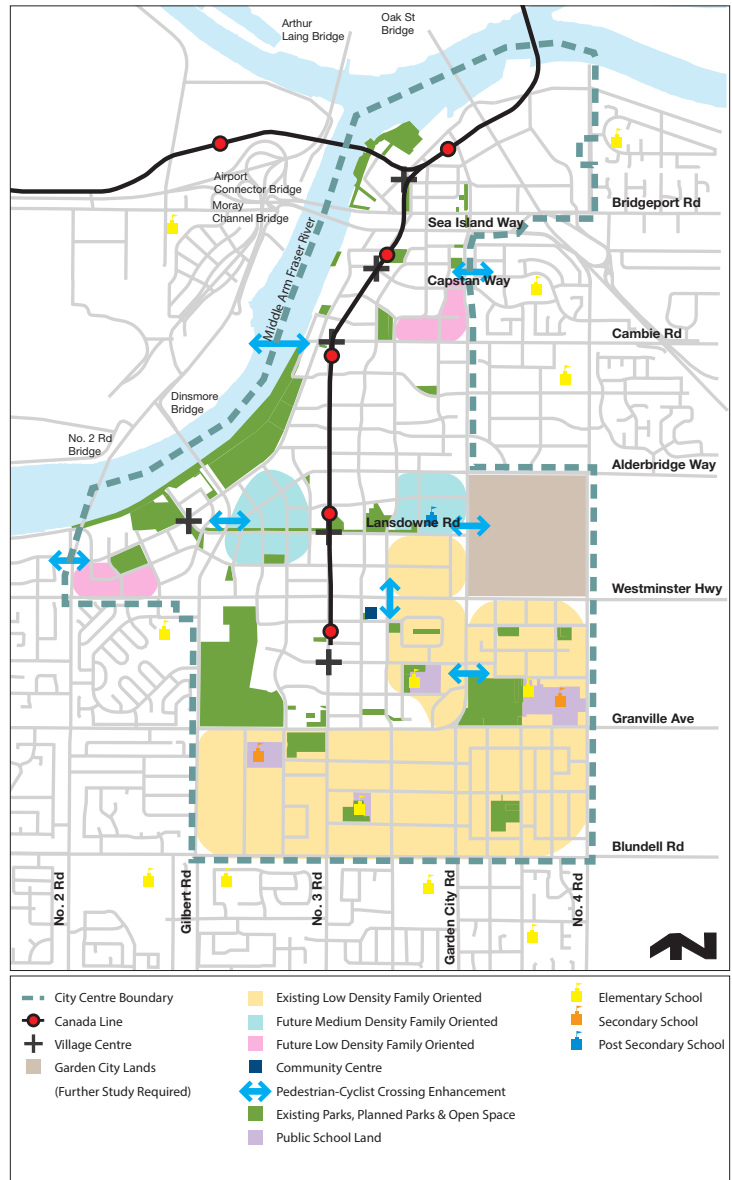
City Centre Boundary	Industrial Reserve	Bridgeport Village - Arts Entertainment & Business Focus
Garden City Lands (Further Study Required)	Commercial Reserve	Capstan Village - Arts & Mixed-Use Focus
	High-Density, High-Rise, Mixed-Use	Aberdeen Village - Arts & Central Business District Focus
	Richmond Arts District (RAD)	Lansdowne Village - "Centre of the City Centre"
	No. 3 Rd Spine & Canada Line	Brighthouse Village - Civic & Mixed-Use Focus
	Low & Mid-Rise Residential (Predominantly)	Oval Village - Sport, Recreation & Mixed-Use Focus
	Major Public Uses & Facilities	
	Major Parks & Pedestrian Linkages	
	Recreational River Focus	

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### 2.1.1(a) Accommodating Diversity

To accommodate the housing needs of a diverse future population, the City Centre will provide for a range of housing types (e.g., townhouse, mid- and high-rise apartments) in the five Village centres that permit residential development. In each of these villages, some housing types will be more predominant than others.

### City Centre Neighbourhoods & Village Areas Map



Build-Out (2100) Building Type Distribution by Village			
Village Centre Area	Townhouse	Apartment 6 storeys or less	Apartment Greater than 6 storeys
Capstan	8%	40%	52%
Lansdowne	0%	33%	67%
Brighthouse	11%	18%	71%
Oval	10%	15%	75%
South East	42%	42%	16%
TOTAL	16%	30%	54%

Building type distribution is an anticipated dwelling unit distribution based on densities and land uses described in the plan. Townhouse also includes single detached, duplex and other forms of ground-oriented housing.

## OBJECTIVE:

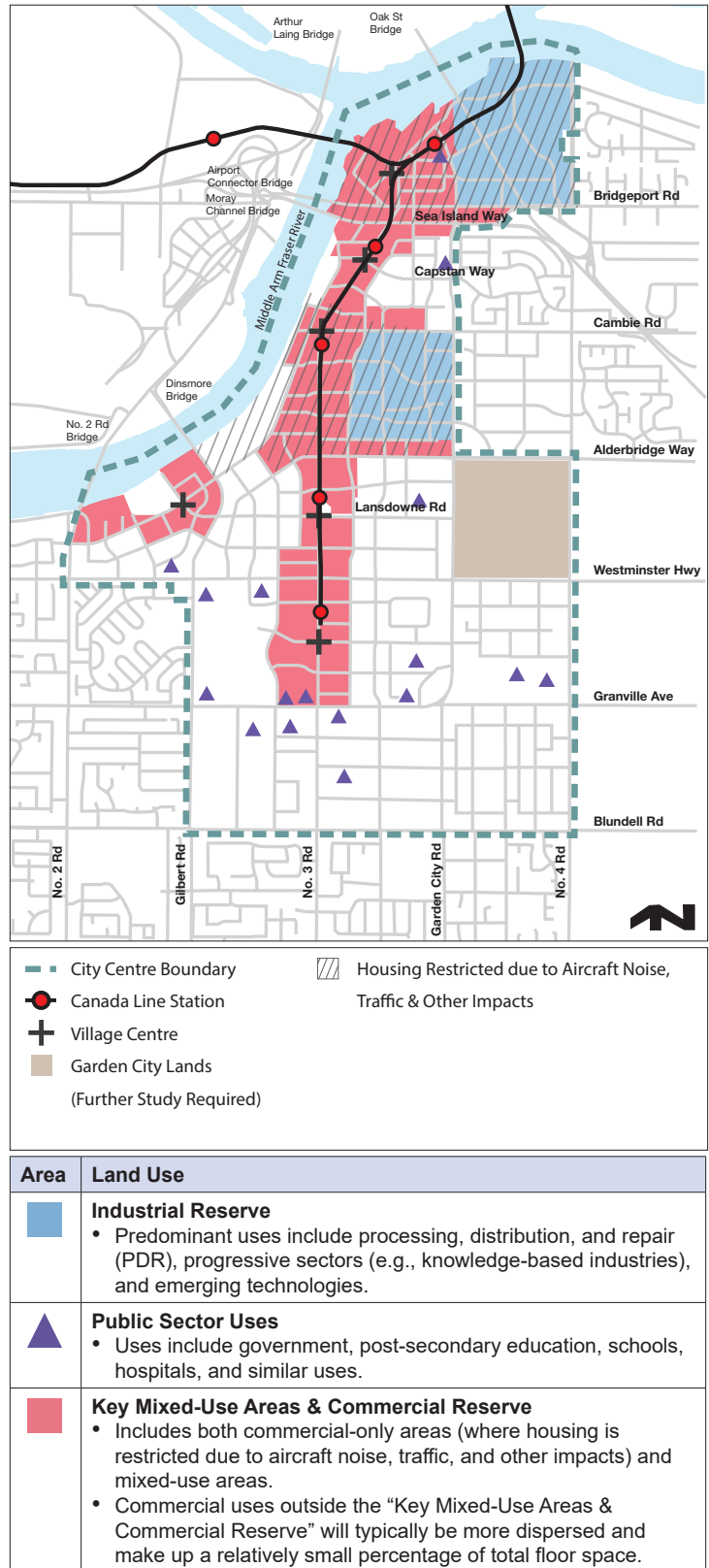
Provide a framework that enhances the City Centre as the focus of a vibrant **“Aerotropolis Community”** – a business centre with a strong identity, international perspective, and a sustainable, “triple bottom line” approach to economic development that builds on Richmond’s existing strengths and natural advantages as a:

- **“Gateway”** - regional, national & international;
- **Business & corporate hub** supporting Richmond’s transportation, distribution, agriculture, fishing & tourism industries;
- **Focus for creative industries – knowledge-based companies, education & research** – together with arts and culture;
- **Asian business & cultural centre**;
- **“Complete community”** where people can live, work, play & learn.

### Balancing Employment Land Demand & Supply

Over the long-term (50+ years), the demand for employment land in Richmond is projected to be 1,685 ha (4,164 ac.). This is consistent with the amount of employment land designated within the City Centre, plus the current amount of zoned employment land outside the City Centre (exclusive of airport operations).

## Jobs & Business Concept Map



### 2.2.3 Commercial

Richmond’s City Centre has a strong base of retail, restaurant, hotel, office, entertainment, and related uses. As the City Centre grows, its commercial jobs are projected to more than double and adopt a more urban form.

New City Centre retail and hotel uses are already densifying and contributing to more pedestrian-friendly, transit-oriented streetscapes and amenities. However, office (which is key to the City Centre’s densification and economic health) still favours the large floorplate, low-rise buildings and lower costs typical of suburban business parks.

#### Challenge/Opportunity

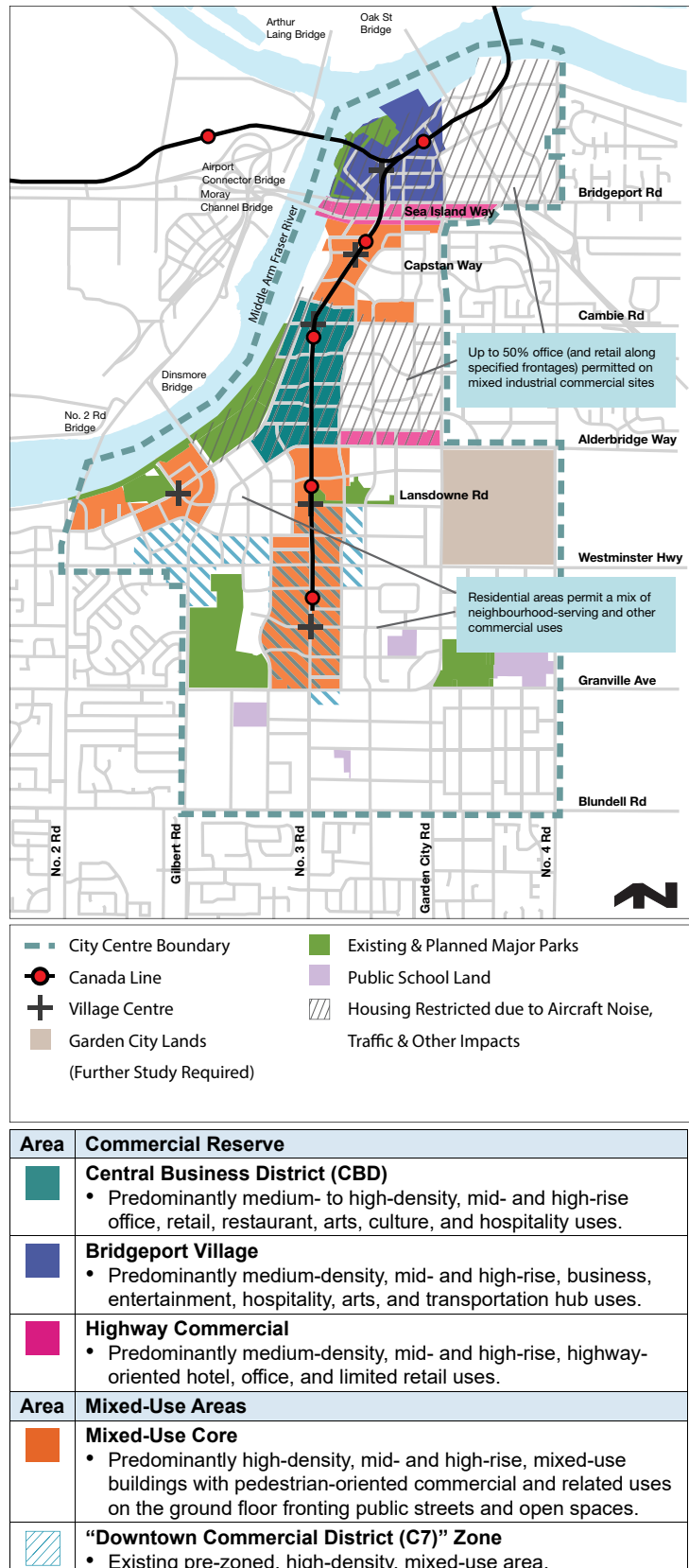
Businesses and their employees are beginning to look for cost-effective, high-amenity alternatives to remote business parks. The City Centre is well positioned to take advantage of this trend by building on its unique “gateway” and riverfront advantages, strong retail sector, housing growth, and the Canada Line and Richmond Oval.

#### Proposed Strategy

The establishment of a 145 ha (358 ac.) Commercial Reserve will be positioned to build on the City Centre’s traditional No. 3 Road spine, and take advantage of the Canada Line, riverfront amenities, airport noise-related restrictions on housing.

This will be complemented by high-density mixed-use areas situated near transit and the river.

### Key Commercial Areas Map



### 2.2.3(d) Pedestrian-Oriented Retail Precincts

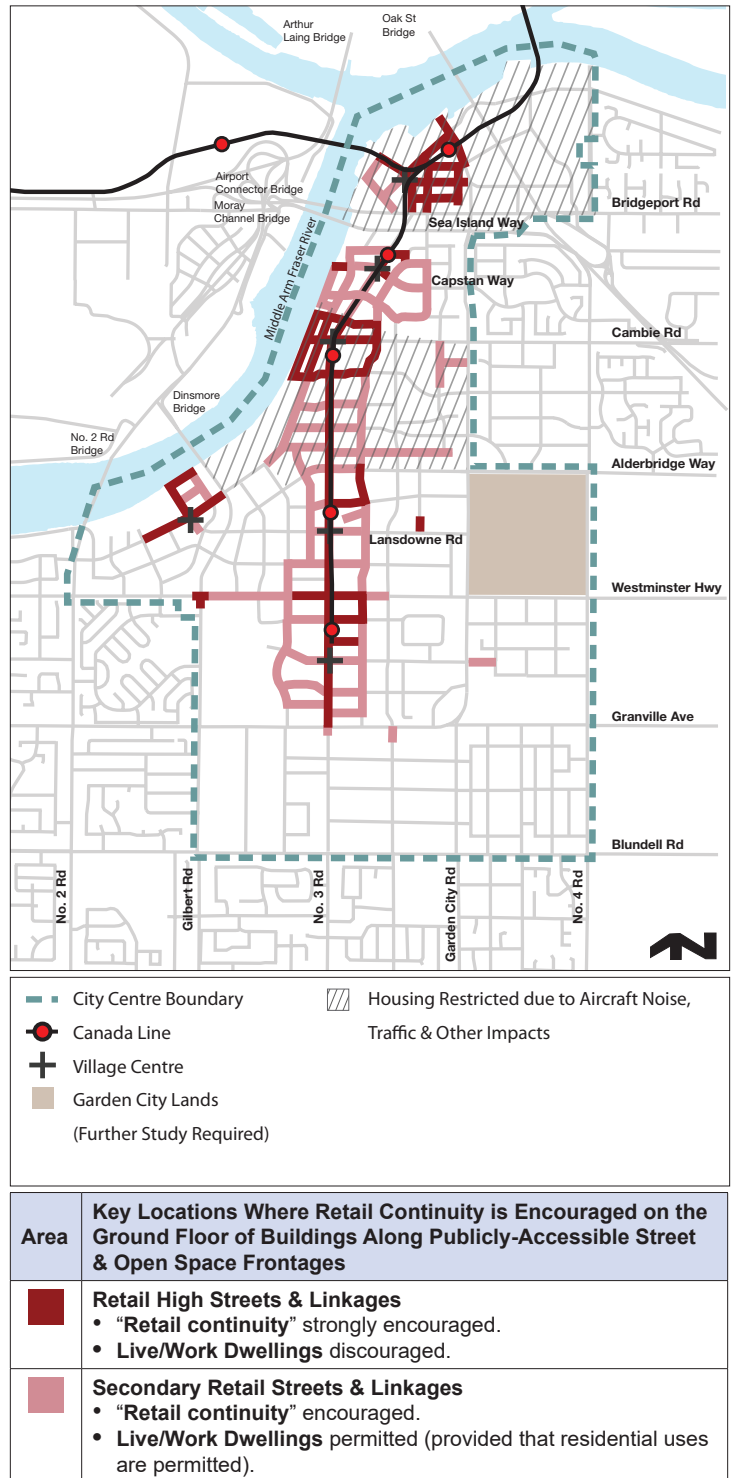
Lively, urban retail areas require “**retail continuity**”: the continuity of a substantial amount of ground floor frontages that are attractive, pedestrian-oriented, rich in detail, and engaging – in other words, frontages that encourage people to walk and linger, and include:

- a diversity of activities (e.g., shops and restaurants);
- a high degree of transparency enabling interaction between activities inside the building and the fronting sidewalk or open space (e.g., display windows and views into shop interiors);
- small unit frontages, typically no more than 10 m (33 ft.) wide, each with its own entry;
- multi-tenant building entries, hotels, and large commercial units with ground floor frontage widths of no more than 10 m (33 ft.), unless special measures are employed to maintain retail continuity;
- office and similar uses situated above the ground floor;
- pedestrian weather protection;
- pedestrian-oriented and scaled signage and lighting;
- public art, seating, and other public amenities;
- quality, durable materials and construction.

In addition, a successful retail area requires commercial units that can accommodate and adapt to the needs of a variety of businesses over time. To help achieve this, **commercial retail units should have a depth of:**

- **typical** - 18 m (59 ft.) or more;
- **minimum** - 9 m (30 ft.).

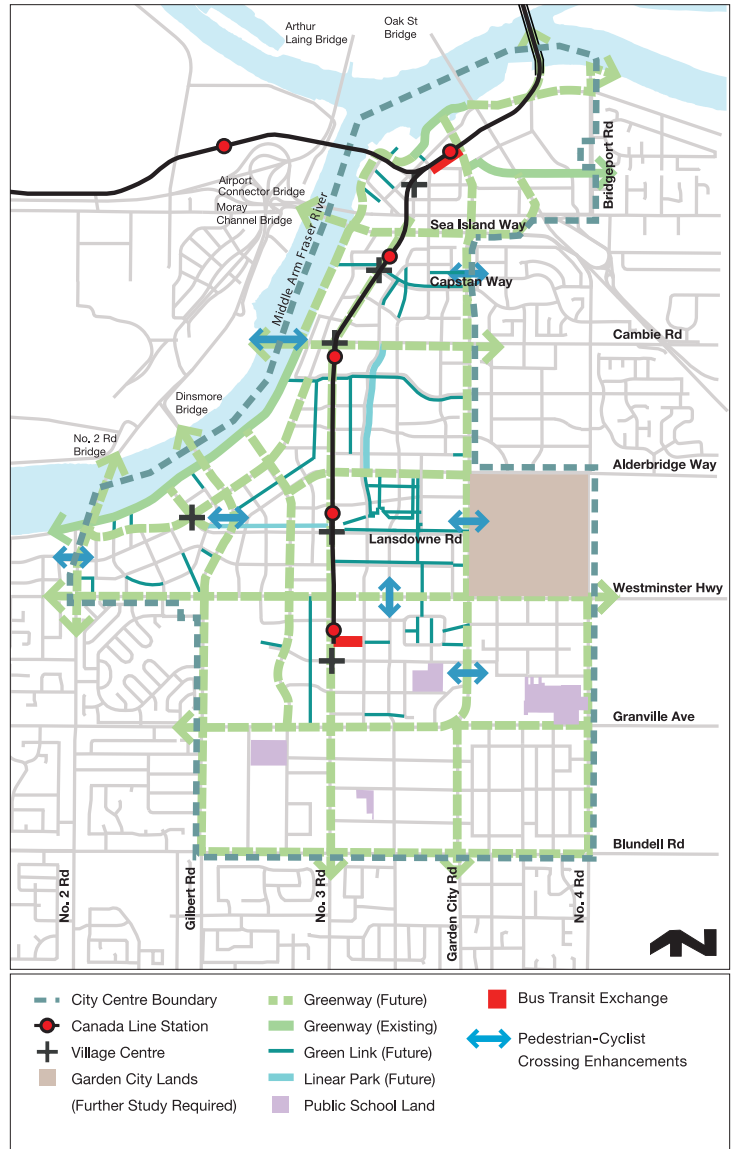
### Pedestrian-Oriented Retail Precincts Map





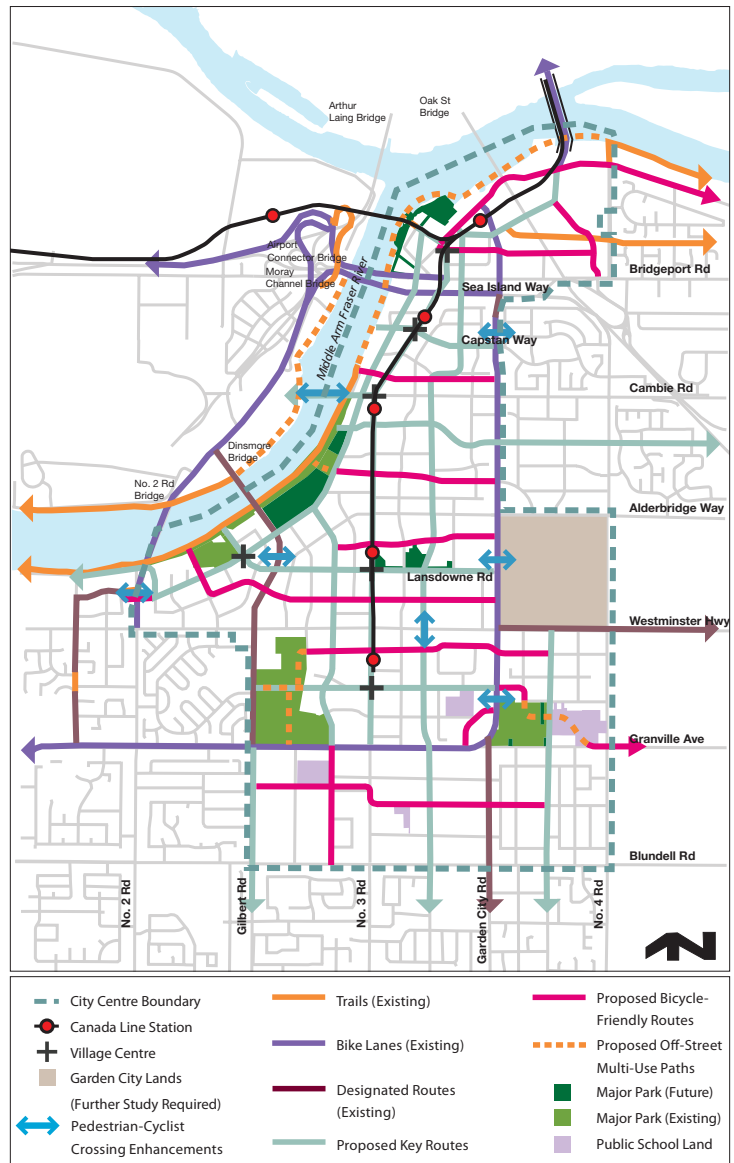
<p><b>Walking Features</b></p> <p><b>Street Network</b></p> <ul style="list-style-type: none"> <li>• Every street is walkable and has a sidewalk, a minimum of 2.0 m (6.5 ft.) wide and preferably 2.5 m (8.2 ft.) wide, with street trees, boulevards and pedestrian lighting.</li> <li>• Shorter city blocks, narrower street crossings and conveniently timed pedestrian signals.</li> <li>• Increased curbside parking on minor streets acts as a buffer from adjacent vehicle traffic.</li> <li>• A wayfinding system to guide pedestrians to key destinations.</li> <li>• An enhanced pedestrian-cyclist crossings at selected locations, particularly near schools.</li> </ul>
<p><b>Streetscape</b></p> <ul style="list-style-type: none"> <li>• A creative, fun and welcoming environment for pedestrians via landscaping, artwork, attractive street furniture, open spaces, gathering places, and resting areas.</li> <li>• Orient ground level businesses to pedestrian access from the sidewalk.</li> <li>• Continuous store awnings provide weather protection.</li> </ul>
<p><b>Transit Villages &amp; Connections</b></p> <ul style="list-style-type: none"> <li>• Transit schedules and route information available at transit stations and bus stops.</li> <li>• Fully accessible transit stops conveniently located and easily recognizable with sufficient space for waiting passengers.</li> <li>• Covered walkways provided between transit stops and village centres.</li> </ul>
<p><b>Urban Greenways &amp; Trails</b></p> <ul style="list-style-type: none"> <li>• Enhanced streetscape features along urban greenways and within pedestrian precincts around transit villages.</li> <li>• Improved trails along the dyke and new links across water boundaries (e.g., Middle and North Arms of the Fraser River).</li> </ul>
<p><b>Accessibility</b></p> <ul style="list-style-type: none"> <li>• Enhanced use of universal accessible design features such as accessible pedestrian signals and tactile wayfinding.</li> <li>• Lighting along trail networks where feasible.</li> <li>• Priority given to pedestrian access and safety through parking lots.</li> <li>• Installation of ramps at all intersections.</li> </ul>

## Pedestrian Environment Map (2031)



<p><b>Cycling Network Features</b></p> <p><b>Accommodation on Street Network</b></p> <ul style="list-style-type: none"> <li>• Provide signage and pavement markings to clearly delineate cycling facilities from other street components.</li> <li>• Minimize potential conflicts and safely accommodate multiple road users such as transit service and cycling.</li> <li>• Enhanced pedestrian-cyclist crossings at selected locations, particularly near schools.</li> </ul> <p><b>Designated Cycling Routes</b></p> <ul style="list-style-type: none"> <li>• Designated routes feature signage, pavement markings and bicycle-friendly traffic signals.</li> <li>• Designated bike lanes on major thoroughfares and some major streets with a typical width of 1.5 m to 1.8 m (5 ft. to 6 ft.).</li> <li>• Cycling routes are physically separated from vehicle traffic on major thoroughfares and major streets where feasible.</li> <li>• Shared wide curb lanes on some major streets and on minor streets with typical width of 4.3 m (14.1 ft.).</li> <li>• Bicycle-friendly routes feature pavement markings, signage and signal loop detectors but road is not widened.</li> </ul> <p><b>Trails &amp; Bridges</b></p> <ul style="list-style-type: none"> <li>• Integration of on-street cycling network with off-street trails and pathways including the Canada Line Bridge over the North Arm of the Fraser River.</li> <li>• Off-street pathways have typical width of 3.0 m to 4.0 m (10 ft. to 13.1 ft.).</li> <li>• Proposed new pedestrian/cycling bridge from the west end of Cambie Road to Sea Island.</li> </ul> <p><b>End-of-Trip Facilities</b></p> <ul style="list-style-type: none"> <li>• Secure end-of-trip facilities (bike racks, lockers, cages) at civic sites, parks, transit villages, and activity centres.</li> <li>• Bylaw requirement for all new developments to provide short-term and long-term secure bicycle parking.</li> </ul> <p><b>Integration with Transit</b></p> <ul style="list-style-type: none"> <li>• Bicycle accommodation on the Canada Line and all buses during all hours of operation.</li> <li>• Bike racks and bike lockers at all rapid transit stations and transit exchanges.</li> </ul> <p><b>Promotion &amp; Education</b></p> <ul style="list-style-type: none"> <li>• Safe cycling courses for adults and children.</li> <li>• Area-wide event to promote cycling for all trips.</li> <li>• Education and enforcement programs to encourage sharing the road among motorists and cyclists.</li> </ul>
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## Cycling Network Map (2031)





## OBJECTIVE:

Provide a framework for the City Centre as a “**thriving and creative community**” that is empowered, engaged and diverse, and where arts, culture, and heritage are inextricably linked with and support:

- **a strong community voice and engaged community** that enhances the relevance and responsiveness of urban and economic development, planning, and governance;
- **placemaking**, with a mosaic of appealing, lively, and distinctive urban villages, vibrant public spaces, festivals, events, and activities;
- **an increased creative capacity** which enriches the quality of life and attracts progressive business opportunities which support:
  - the arts, heritage and cultural practitioners;
  - the identification, conservation, and interpretation of heritage resources;
  - spaces for residents and visitors to work and participate in arts, culture and heritage activities;
- **an enhanced enjoyment** of the urban realm and respect for and connectivity among citizens and cultures.

## Arts & Culture Map (2031)



### 2.4.1(b) Places to Gather & Celebrate

Public open space and streetscape will play a key role in supporting interaction within the City Centre linking people, buildings & activities. Public spaces are important “mixing places” for community residents, artists & visitors and serve as “stages” for showcasing the work of local artists.

Celebrations form an important part of vibrant urban living & provide opportunities for residents & visitors to come together bringing understanding and a sense of belonging. Many celebrations are intentionally small and community focused. In other cases however, the intent is to invite the City, the region and the world, which requires special accommodation and co-location with City facilities and private developments.

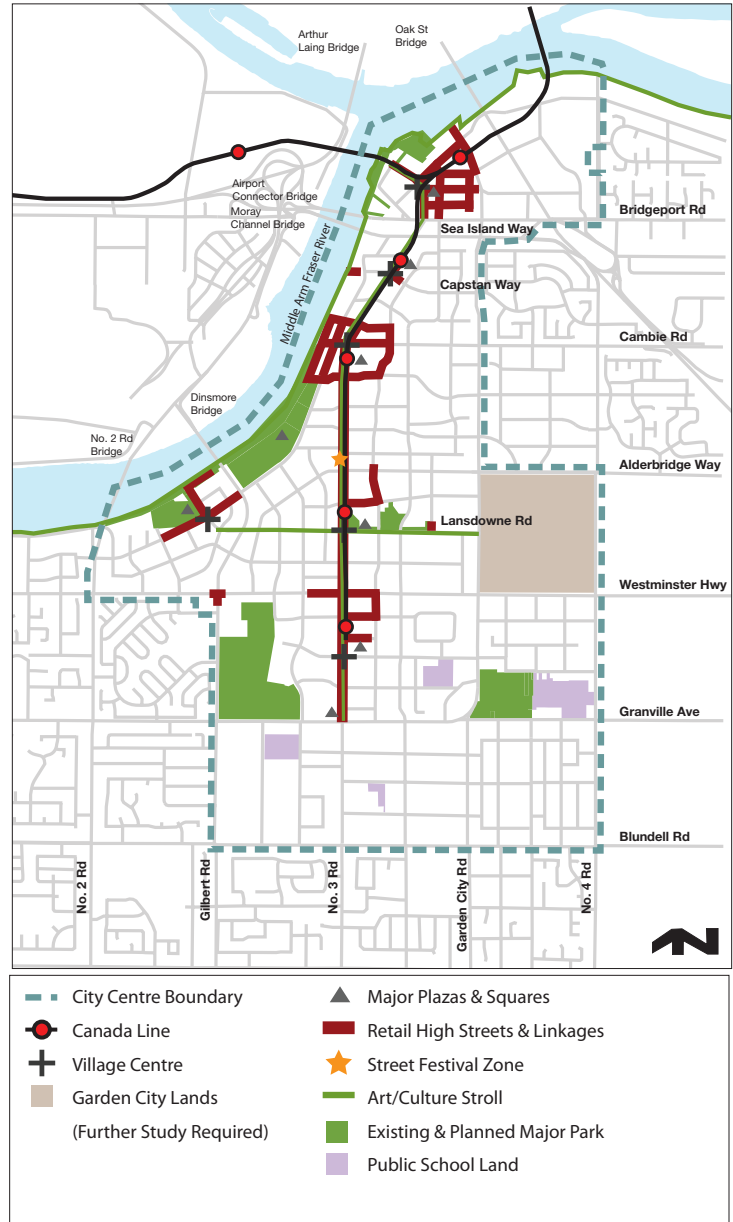
#### Challenges/Opportunities

With the Canada Line, the Oval Plaza & the Middle Arm Park in the development phase, the infrastructure to provide facilities to host events can be built into the design of the spaces instead of having to adapt spaces and bring in infrastructure for each event.

#### Proposed Strategy

- Prepare a festival/events plan including appropriately designed spaces and parade routes.
- Design spaces that ensure staging, view corridors, seating areas, power supply & lights that can flexibly accommodate events of different sizes & styles of community gatherings and festivals.
- Ensure the provision of public and private open spaces that are designed as people gathering and mixing spaces including elements such as conversation areas, public art, busker and performance space and informal play areas.

### Public Spaces & Places Map (2031)



### 2.4.1(c) Public Art

Art in everyday life brings a sense of meaning and place to local citizens, gives visitors a lasting memory and reflects a city’s long-term investment in the future. Public art provides emotional meaning to shared public spaces, increases the sense of place and belonging, builds civic pride and provides a layered cultural legacy. It helps shape the built environment and expresses universal human values.

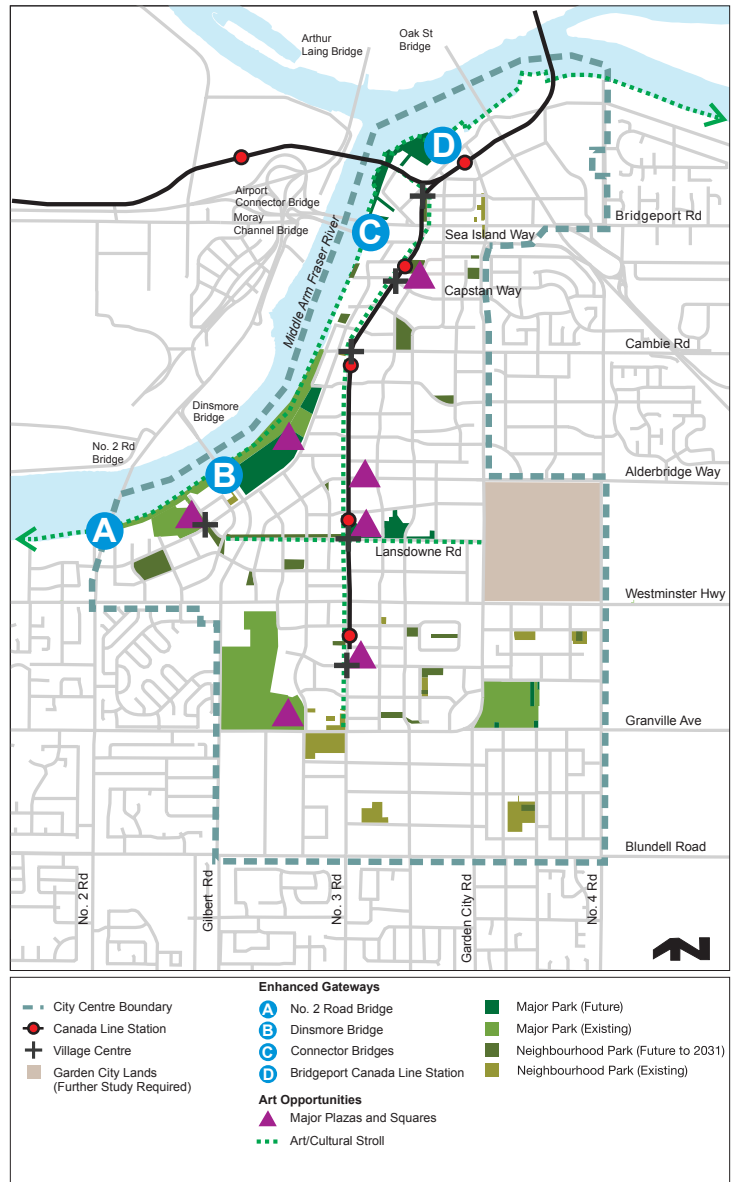
Public art is valued and supported by both the public and private sectors. It serves as a catalyst for high-quality public and private investments, stimulates economic development initiatives, supports cultural tourism and fosters a quality of place that helps attract businesses and a creative work force.

Art inspires us. Inspired citizens are engaged citizens, invested in a future with a shared commitment, mutual respect, understanding and a sense of limitless possibilities. Art plays a significant role in creating places where we feel comfortable and inspired, and where we want to return, again and again.

#### Challenges/Opportunities

In light of the opportunities with the high levels of development in the City Centre and as it is the high amenity urban area of the community, it will be important to maximize the inclusion of public art and ensure that it is a key element in shaping, animating and enriching the public realm, and strengthening civic pride and community identity.

### Public Art Opportunities Map



### Living Landscape On-The-Ground

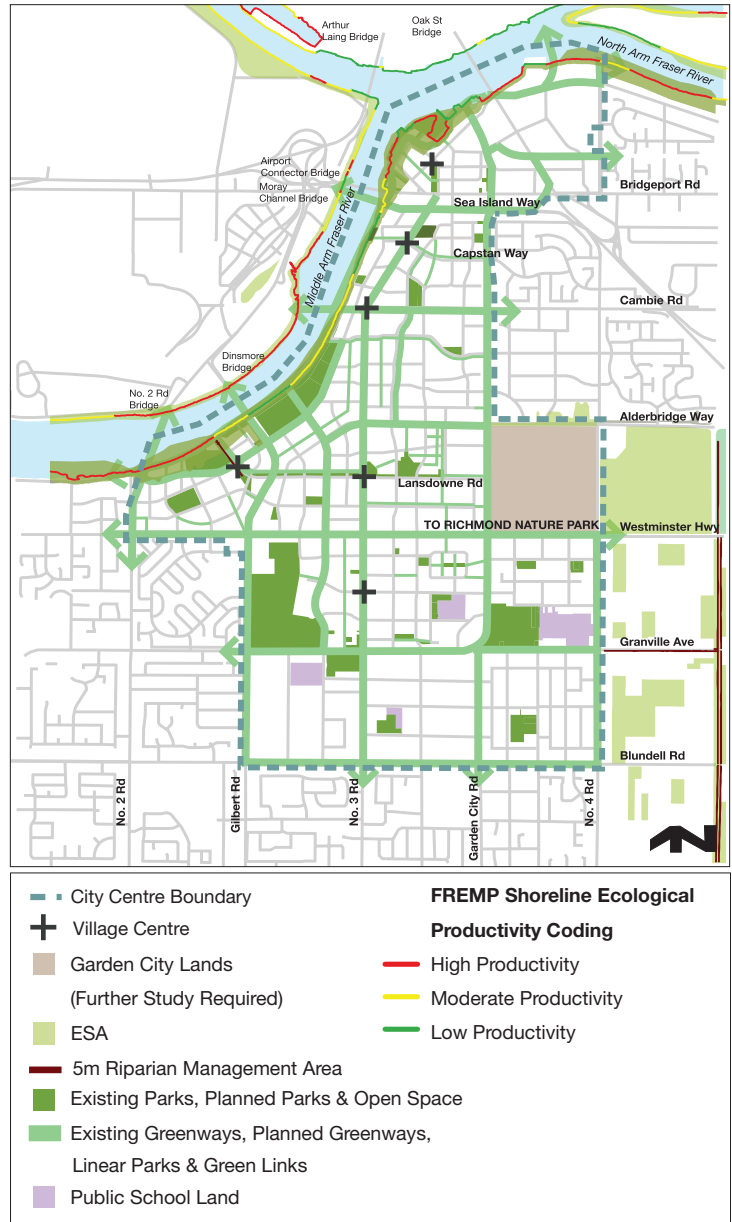
Example features that can be pieced together incrementally to build a living landscape include:

- dykes along the Fraser foreshore built to enhance ecological features;
- greenways that meet multiple objectives (e.g. connect natural areas, provide recreation and alternative transportation options, perform infrastructure services);
- boulevards that feature multi-layered habitats;
- parks and school grounds with enhanced ecological areas.



### A Base for Building a Living Landscape Map

Purpose: This map demonstrates some of the City's current and possible ecological and open space resources upon which an interconnected ecological network can be based.



## OBJECTIVE:

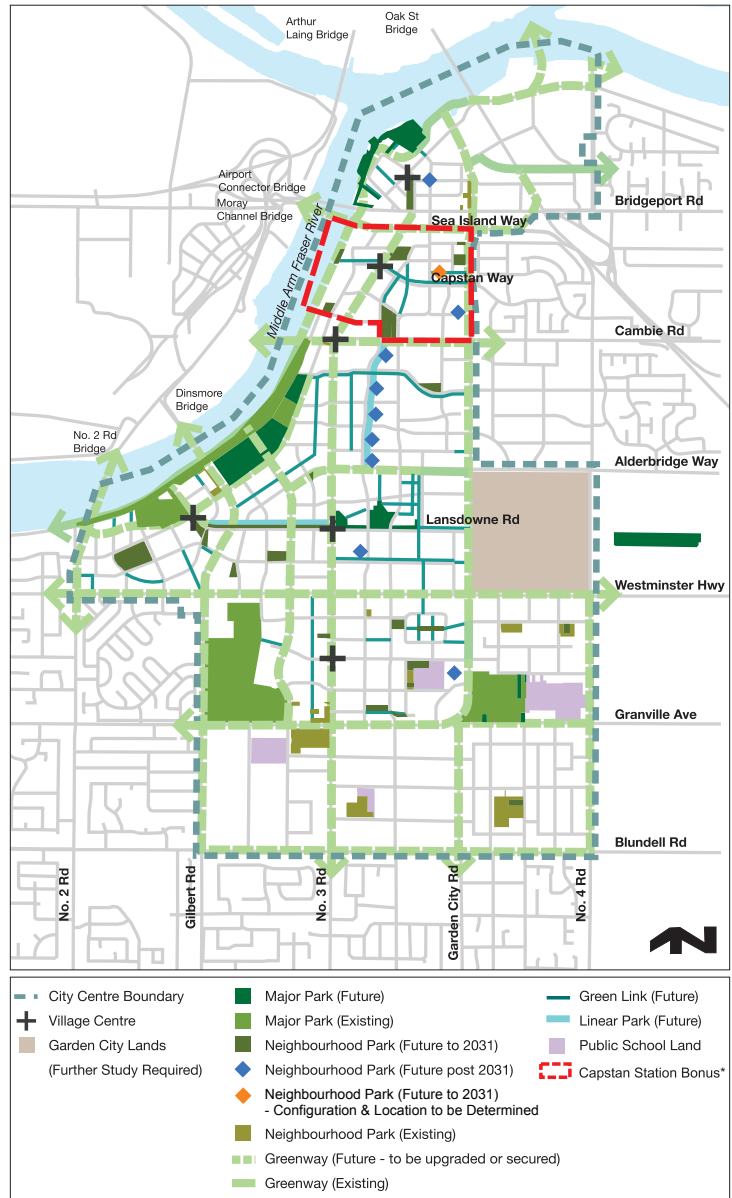
Provide a framework for a **complete parks and open space system** that will:

- provide the quantity of park and open space required to address social, recreational, and cultural needs;
- incorporate a rich diversity of experiences and landscapes that reflect the identity of the community and are rooted in local culture and environment;
- ensure an equitable distribution of parks and open space of each type;
- mitigate the environmental impacts of increasing urbanization and continually support the health of the urban environment;
- respond to the higher densities in the City Centre with a greater diversity of programming in each park and appropriate design and materials.

### Strategic Investment for City Acquisition of Open Space

*In order to optimize public resources, the strategic approach to the acquisition of City owned parks and open space is to secure investments rapidly. In the period ending in 2031, when the greatest growth and the greatest increase in land values is anticipated, 75% of the total land required to build-out will have been acquired.*

## Base Level Parks & Open Space Map (2031)



\* The Base Level Open Space Standard will be augmented in Capstan Village by publicly accessible areas secured for public park and related uses in respect to the Capstan Station Bonus.

	Year 2006	Year 2031	Build-out
<b>Population</b>	40,000	90,000	120,000
<b>Quantity of Open Space</b>	76.5 ha (189 ac.)	118.4 ha (292.5 ac.)	157.8 ha (390 ac.)
<b>Ratio of Acreage to Population</b>	4.75/1,000	3.25/1,000	3.25/1,000
<b>Quantity of Additional Open Space</b>	0	41.9 ha (103.5 ac.)	39.5 ha (97.5 ac.)



### 2.6.1 Major Parks

Major parks comprise 40% of the open space system and serve the broadest population, from the immediate neighbourhood to tourists. Major Parks include:

#### City-Wide Urban Parks

**Location:** Near the major crossroads of the Central Business District.

**Program:** Major civic events, public gatherings, informal recreation, support facilities, local storm water management features.

**Site Features:** Min. 4 ha (10 ac.), 30% urban forest & eco-amenity, plaza, high quality site furnishings, public art, covered performance venue, gathering & social spaces, multi-purpose lawn, informal recreation amenities.

#### Community Parks

**Location:** Within 800 m (2,625 ft.) of major villages, co-located with community facility where possible.

**Program:** A broad range of formal & informal recreational activities, community gathering & festivals, environmental features, local storm water management features.

**Site Features:** Min. 4 ha (10 ac.), 40% urban forest & eco-amenity, min. 20% non-permeable surface, sport courts, high quality sports fields, playground, community gathering & festival space, community garden, parking.

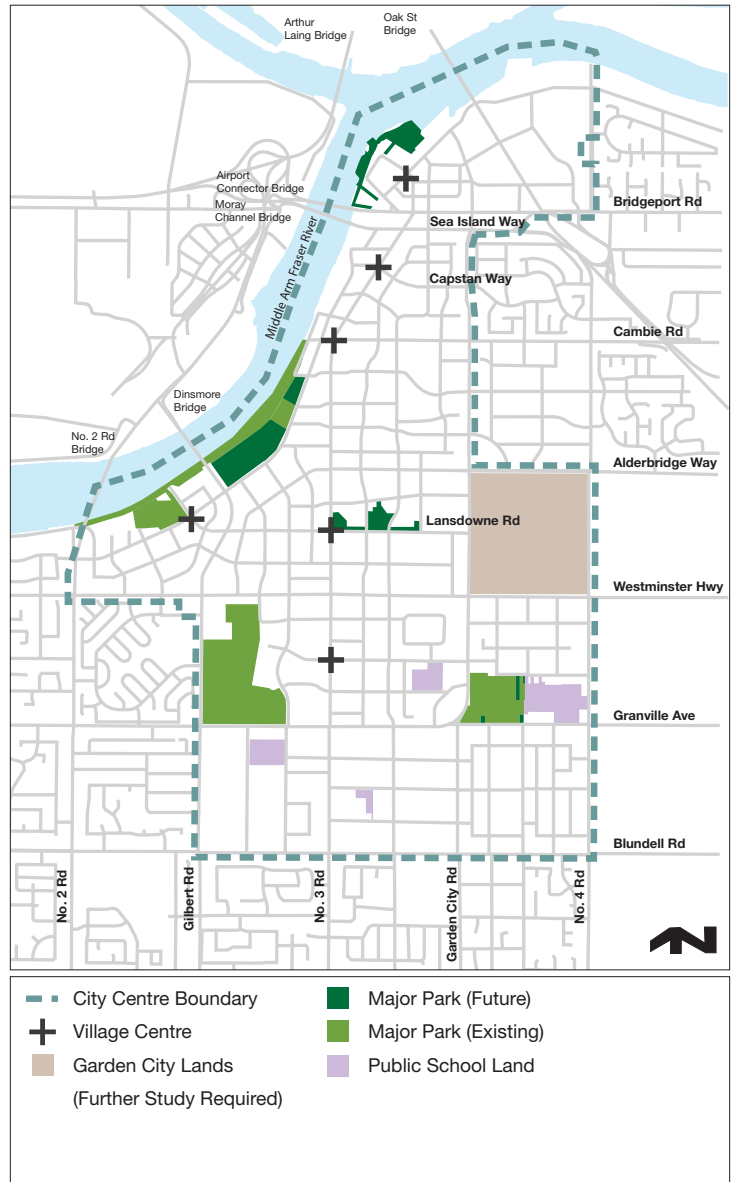
#### Natural Areas

**Location:** Where existing natural resources occur or developed in relation to existing & future resources.

**Program:** Habitat zones, interpretive & education programs.

**Site Features:** Optimum min. 8 ha (20 ac.) of riparian & upland habitat but includes smaller patches of min. 0.8 ha (2 ac.) where connection to larger system exists. Includes trails, seating, boardwalks, interpretive signage.

### Major Parks Map



#### Additional Study

*Urban Forest Strategy Update – to explore new technologies and approaches to trees in urban environments.*

*Urban Ecology Study – to determine the most effective measures for promoting and sustaining healthy environments within medium to high density urban areas.*

### 2.6.3(c) Pedestrian Linkages

The 2010 Richmond Trail Strategy provides the vision to guide continued development of the greenway system in City Centre. The intent is to “provide a variety of exciting opportunities for walking, rolling and cycling that will link people to each other, to their community, and to Richmond’s unique natural and cultural heritage”.

#### Greenways

**Location:** Along major streets and important recreational corridors.

**Program:** Link multiple destinations (e.g. between major open spaces and other significant destinations) and connect natural areas.

**Site Features:** Min. 10 m (33 ft.) wide, separate pedestrian and cycling paths, rest areas with street furnishings, public art, signage & wayfinding, integrated with wetlands & storm water features, hedgerows, significant tree planting.

#### Linear Parks

**Location:** Along key streets to create significant recreational and environmental corridors linking the waterfront to the heart of the downtown.

**Program:** Combined neighbourhood park and greenway functions to encourage movement through the neighbourhood (walking, jogging) and incorporating social and physical activity nodes.

**Site Features:** 30 to 40 m (100 to 131 ft.) wide, high quality landscape, broad pedestrian promenade, playgrounds, sports courts, water features, significant tree planting and multi-layered planting, site furnishings, public art.

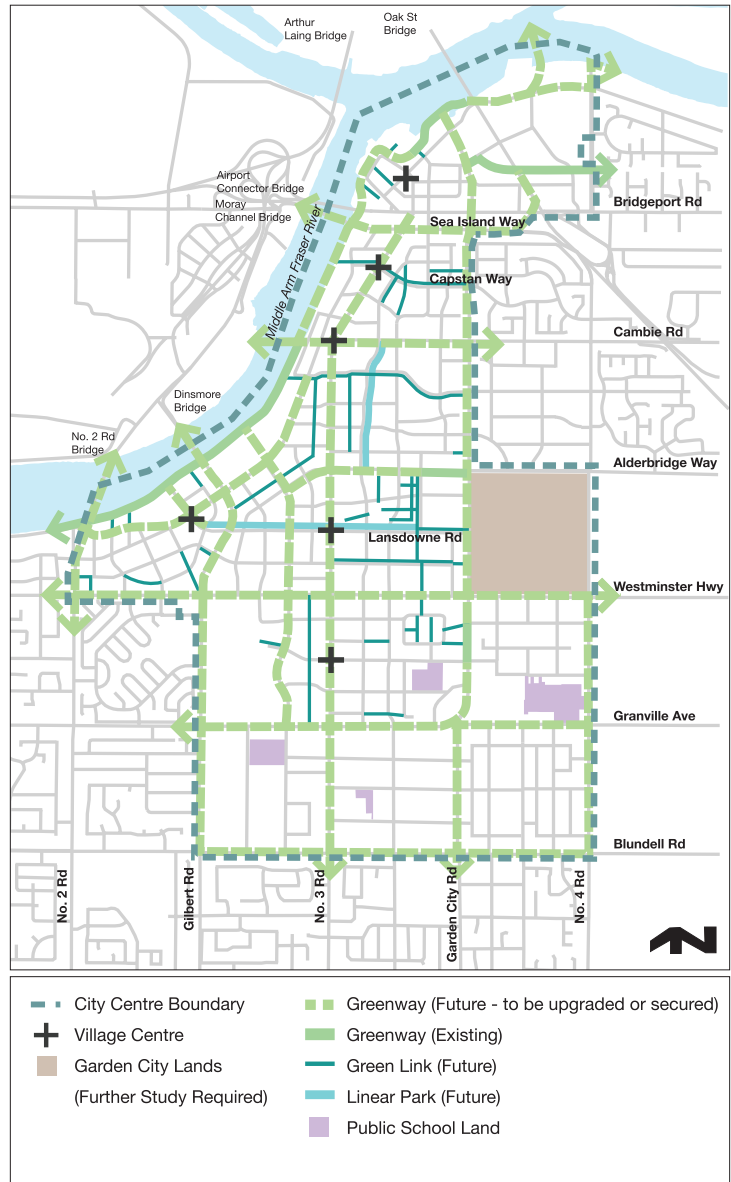
#### Green Links

**Location:** Along lanes and mews, through or between developments.

**Program:** Provide connections within neighbourhoods to support a walkable urban environment, and to support ecological areas.

**Site Features:** Min. 6 m (20 ft.) to 20 m (65 ft.) wide, broad sidewalks with special paving at nodes and intersections, rest areas with street furniture, street trees and multi-layered planting, pedestrian scale street lighting, wayfinding, community art.

### Pedestrian Linkages Map



#### Additional Study

*Storm Water Management Strategy – to develop methods to better address stormwater and permeability in parks, greenways and streets.*

## OBJECTIVE:

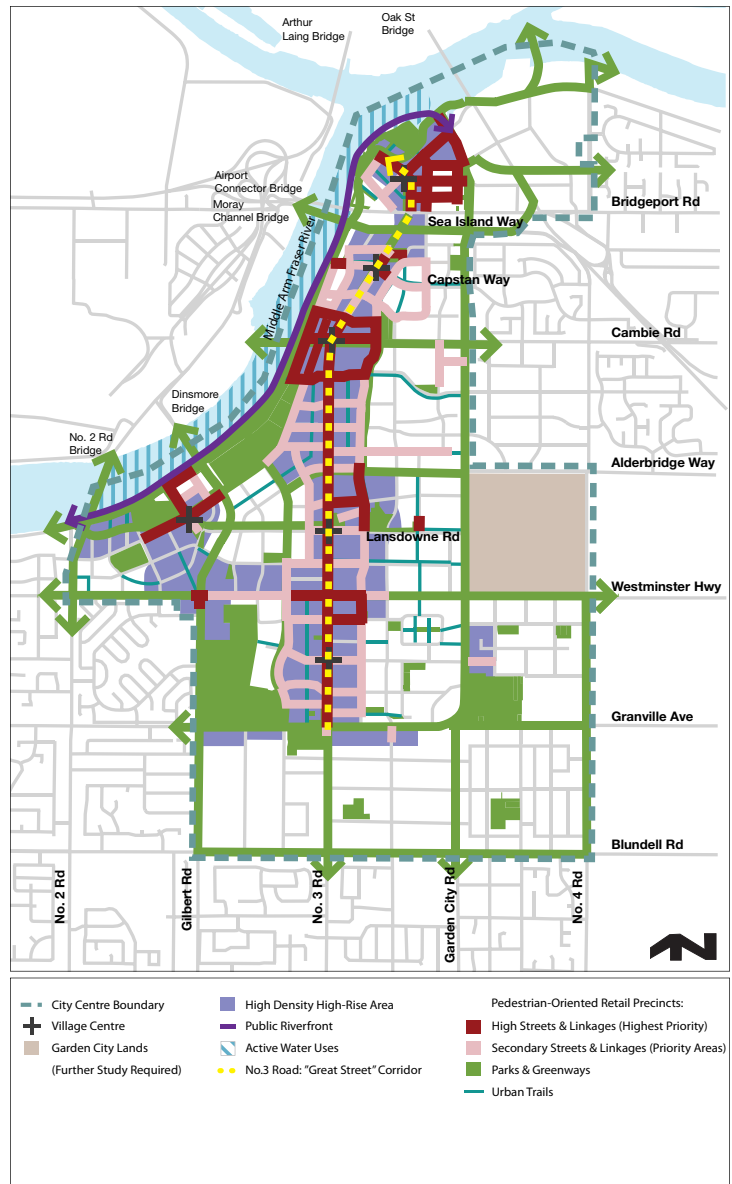
Provide a framework for a “**lively community**” that is rooted in a “culture of walking and cycling” and a collaborative, interdisciplinary approach to city building that is:

- diverse;
- engaging;
- attractive;
- safe;
- healthy;
- human-scaled.

*“... A good city can be compared to a good party-people stay for much longer than really necessary because they are enjoying themselves.”*

Public Spaces and Public Life, City of Adelaide: 2002. City of Adelaide, Gehl Architects ApS, 2002.

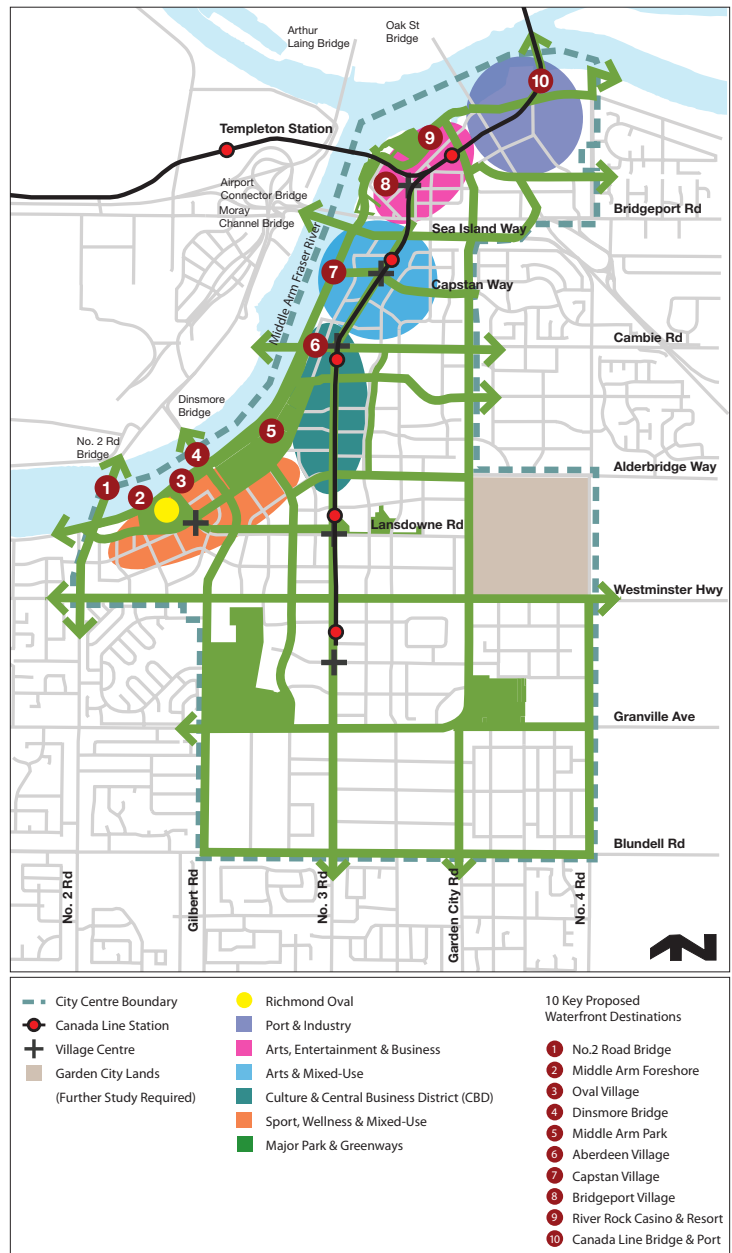
## Public Realm Areas Map





- d) a potential floating arts and entertainment venue;
- e) a marina, float home, and commercial water use master plan.
- Develop a Fraser River Experiential Walk Plan that celebrates the local geography and tells the Richmond Story of the ‘living river’ by:
  - a) developing a comprehensive Interpretation Plan using public art and site design features;
  - b) requiring high functioning native ecological landscapes and green building technology on public and private lands adjacent to the water;
  - c) building seating steps, piers, floating boardwalks, and other features to bring people onto and over the water;
  - d) pursuing a potential iconic destination cultural facility to complement the public spaces and interpretation.
- Develop a Gateway Strategy that looks at:
  - a) each bridge as an opportunity to showcase the City to the world with extraordinary dynamic design features;
  - b) the built environment of the adjacent public and private lands as integral to the ‘first impressions’ of the City.
- Develop a 10 Key Unique Destinations Master Plan that will:
  - a) provide a menu of distinct spaces, activities, and landmarks that add interest to the waterfront;
  - b) provide visual identity for continuity, cohesion, and orientation along the waterfront while allowing for distinct recognizable neighbourhoods and activity zones.

## Riverfront Features & Destinations Map



*In a team approach, Policy Planning, Parks, Engineering & Public Works, Transportation and others will lead the initiatives identified in the proposed strategies.*

### 2.10.1(e) Encourage Human-Scaled Development

A city’s skyline is an expression of its community and a defining image of how that community wants to be seen and sees itself.

#### Challenge/Opportunity

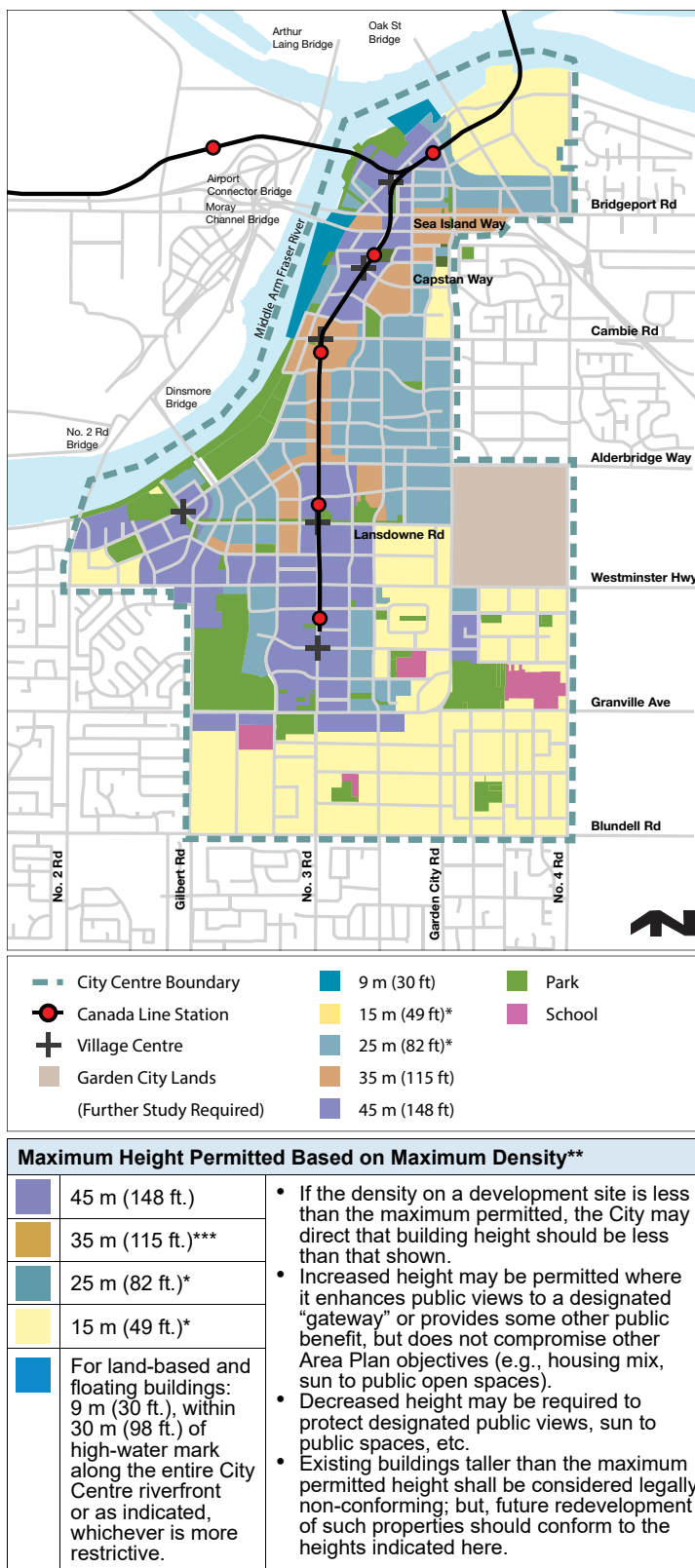
Transport Canada regulations generally restrict the maximum permitted height of buildings in the City Centre to 47 m (154 ft.) geodetic (or lower in areas affected by landing and take-off operations). This height is adequate for the City Centre’s higher density buildings, but is considered low in a region that prizes views and equates better views with taller buildings. This push to maximize height, together with Richmond’s topography, is “flattening” the City Centre’s high-rise skyline and creating an unappealing appearance.

This issue may be addressed in part with possible increases in building height, but it could take several years of study to determine if this is possible – and this will not be a solution if the result is simply a “flat top” at a higher elevation.

In addition, it is important to recognize that tall buildings can also present drawbacks, such as:

- less ability for residents to recognize people on the street, thus, reducing their sense of belonging and personal security;
- more shading of public spaces and blocked views (e.g., reducing building height towards the water and mountains can enhance private views from buildings set far back from the river);
- a more anonymous public realm.

### Maximum Building Height Map



\* Increased height may be permitted east of Sexsmith Road for developments that comply with the provisions of the Capstan Station Bonus.  
 \*\* Maximum building height may be subject to established Airport Zoning Regulations in certain areas.  
 \*\*\* Increased building height may be permitted for developments that comply with the provisions of the Lansdowne Centre (Lansdowne Village) Special Precinct Design Guidelines.

Bylaw 10020  
2019/05/21

**“Taming Tall Buildings”: Part 2  
Tower Spacing, Floorplate Size &  
Development Site Size**

Richmond’s OCP encourages a maximum tower floorplate size of 600 m<sup>2</sup> (6,459 ft<sup>2</sup>) and a minimum distance between towers of 24 m (79 ft.).

While these guidelines have been effective in encouraging a staggered distribution of point tower forms, new challenges are emerging, including a need for:

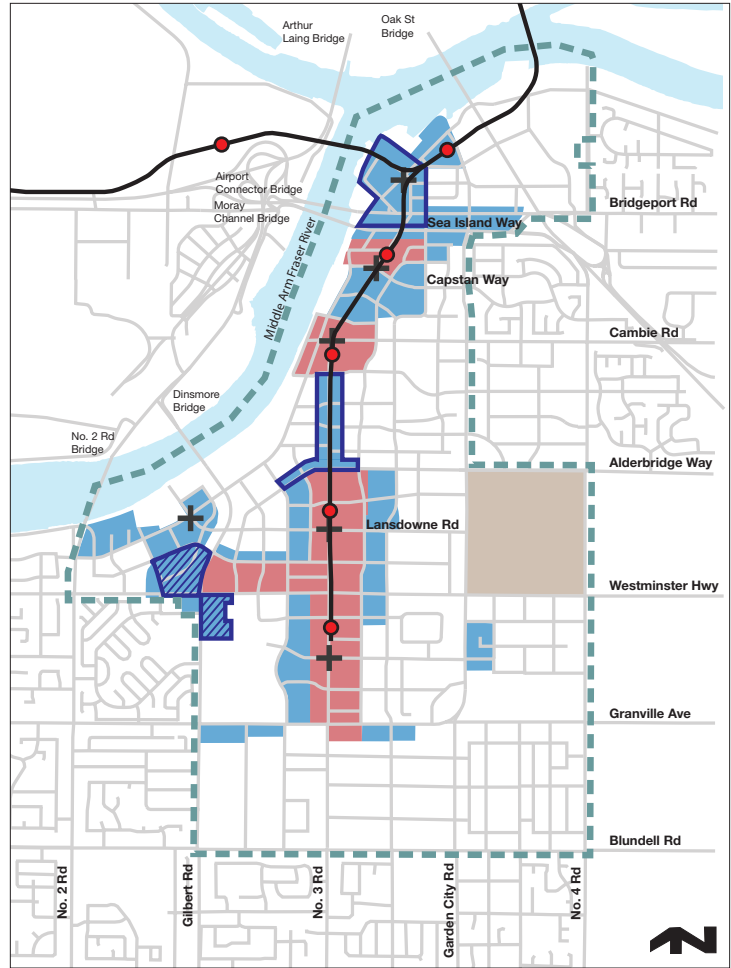
- larger floorplates that better reflect actual City Centre residential development practices (i.e., typically 650 m<sup>2</sup> (6,997 ft<sup>2</sup>)) and anticipated non-residential market needs;
- larger gaps between towers in some areas to reduce private view blockage, sunlight blockage, and the impression of a “wall” of buildings.

In addition, a minimum development site size for tower development is encouraged. This is intended to make clear that while a development site may be designated for building heights greater than 25 m (82 ft.) (i.e., towers), this form is discouraged where it may impact adjacent sites or affects the livability or attractiveness of the public realm.

**Minimum tower development site size** (i.e., for buildings taller than 25 m (82 ft.)):

- Width: 45 m (148 ft.);
- Depth: 40 m (131 ft.);
- Area:
  - a) For less than 3 FAR: 4,000 m<sup>2</sup> (1 ac.);
  - b) For 3 FAR or more: 2,500 m<sup>2</sup> (0.6 ac.).

**Tower Spacing & Floorplate Size Map**



	City Centre Boundary
	Canada Line Station
	Village Centre
	Garden City Lands (Further Study Required)

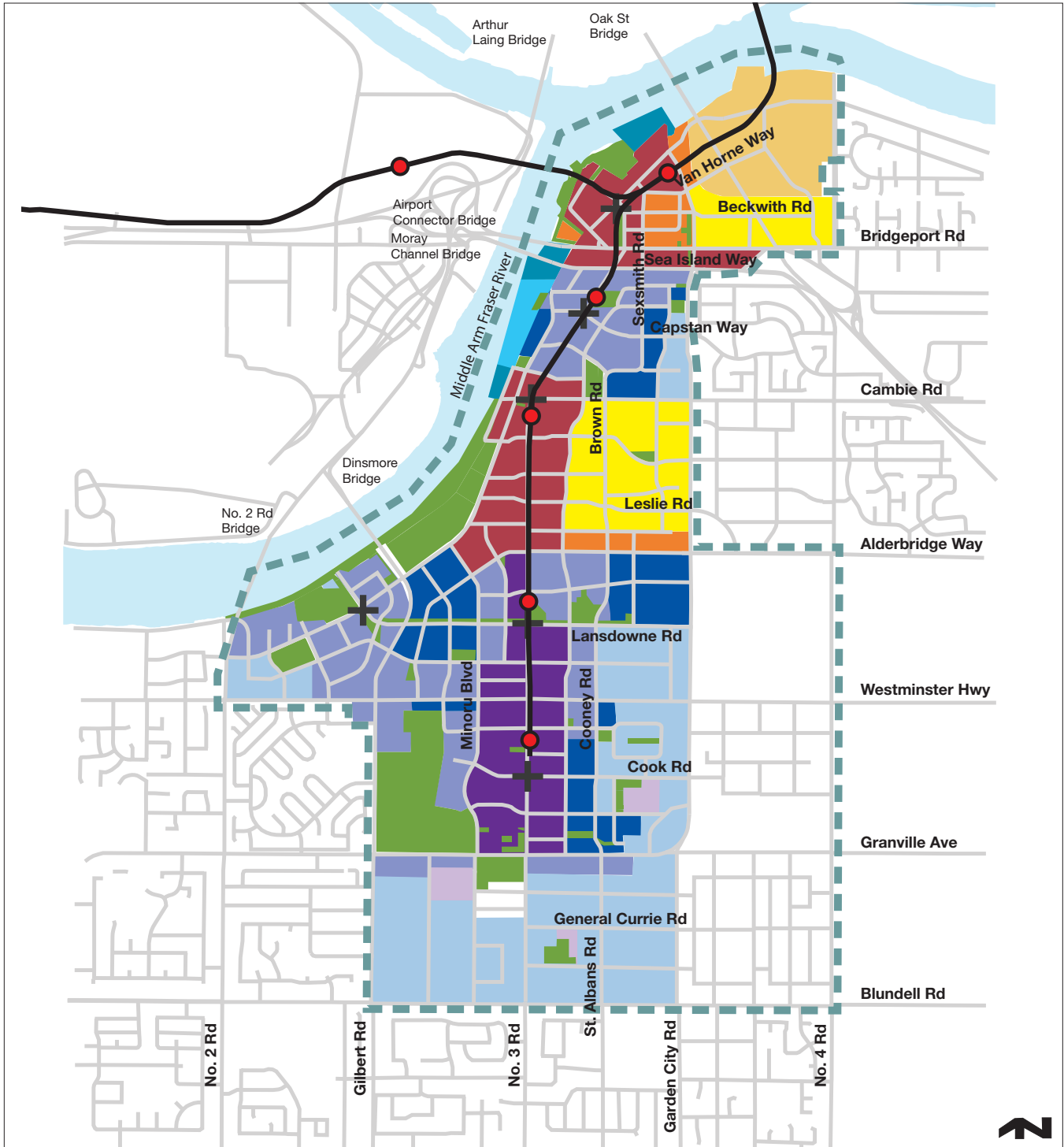
Tower Spacing: Typical Minimum Building Spacing Above 25 m (82 ft.)*	
	24 m (79 ft.)
	35 m (115 ft.)*

\* Between towers on a single development site or adjacent development sites. Towers setbacks to interior property lines or to the centre line of abutting dedicated City lanes should be a minimum of 50% of the Typical Minimum Spacing, except where it can be demonstrated to the satisfaction of the City that a reduced setback will not impact the livability of a neighbouring site or its ability to develop.  
NOTE: If tower development occurs outside the areas indicated here, the minimum spacing shall be 35 m (115 ft.).

Tower Floorplate Size: Maximum Floorplate Size Above 25 m (82 ft.)	
	For office: 1,800 m <sup>2</sup> (19,376 ft <sup>2</sup> ) For other uses: 650 m <sup>2</sup> (6,997 ft <sup>2</sup> )
	For hospital: 1,800 m <sup>2</sup> (19,376 ft <sup>2</sup> ) For other uses: 650 m <sup>2</sup> (6,997 ft <sup>2</sup> )
Elsewhere	650 m <sup>2</sup> (6,997 ft <sup>2</sup> )

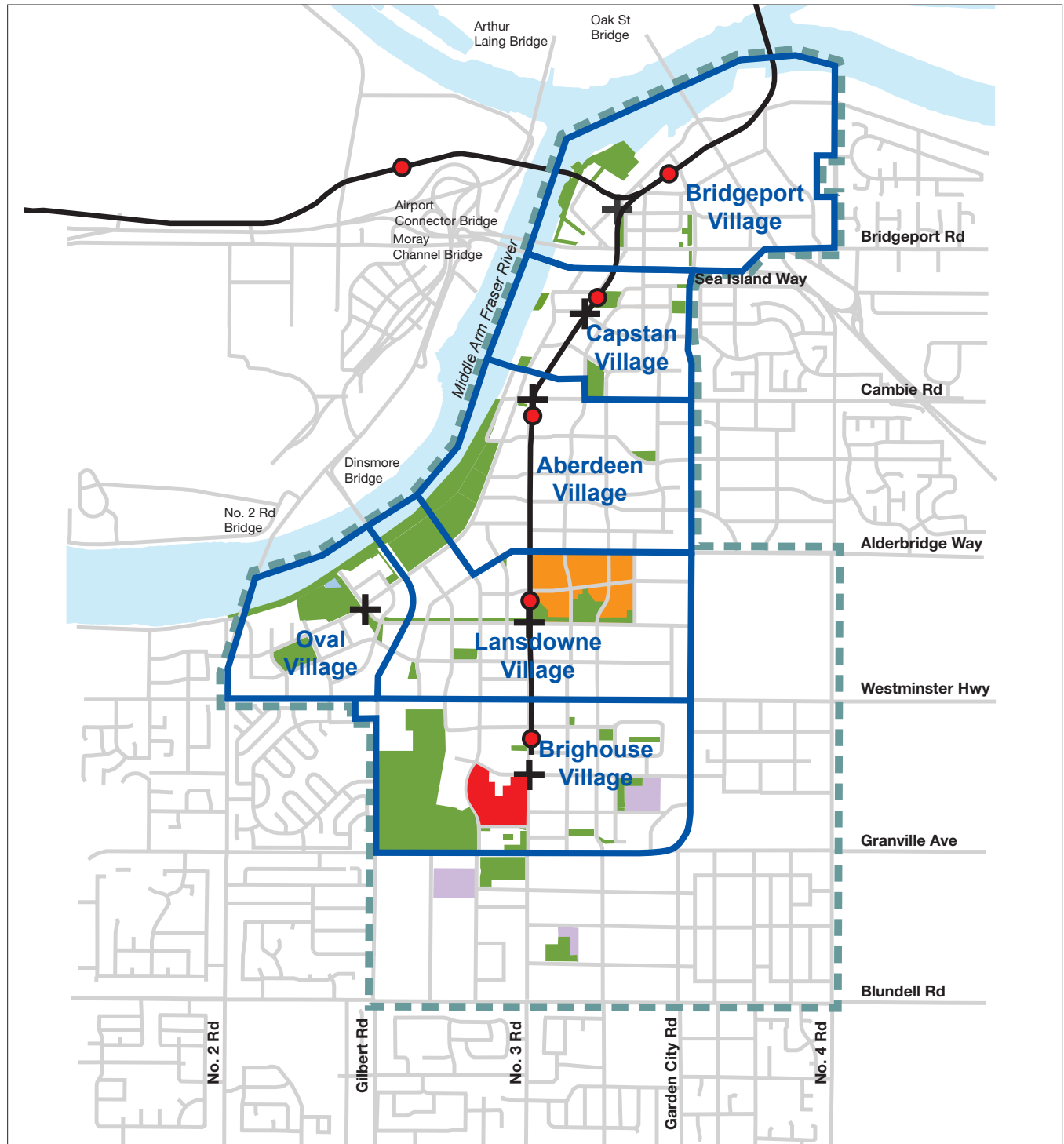
\* 24 m separation may be permitted for developments that comply with the provisions of the Lansdowne Centre (Lansdowne Village) Special Precinct Design Guidelines.

### Development Permit Sub-Areas Key Map



- |                      |  |  |
|----------------------|--|--|
| City Centre Boundary | A1 Industrial Reserve - Industry Only                    | B2 Mixed-Use - Mid-Rise Residential & Limited Commercial     |
| Canada Line          | A2 Industrial Reserve - Limited Commercial               | B3 Mixed-Use - High-Rise Residential, Commercial & Mixed-Use |
| Village Centre       | A3 Commercial Reserve - Mid-Rise                         | B4 Mixed-Use - High-Rise Commercial & Mixed-Use              |
| Parks                | A4 Commercial Reserve - Mid-to High-Rise                 | C1 Marina - Commercial                                       |
| School               | B1 Mixed-Use - Low-Rise Residential & Limited Commercial | C2 Marina - Commercial & Waterborne Residential              |

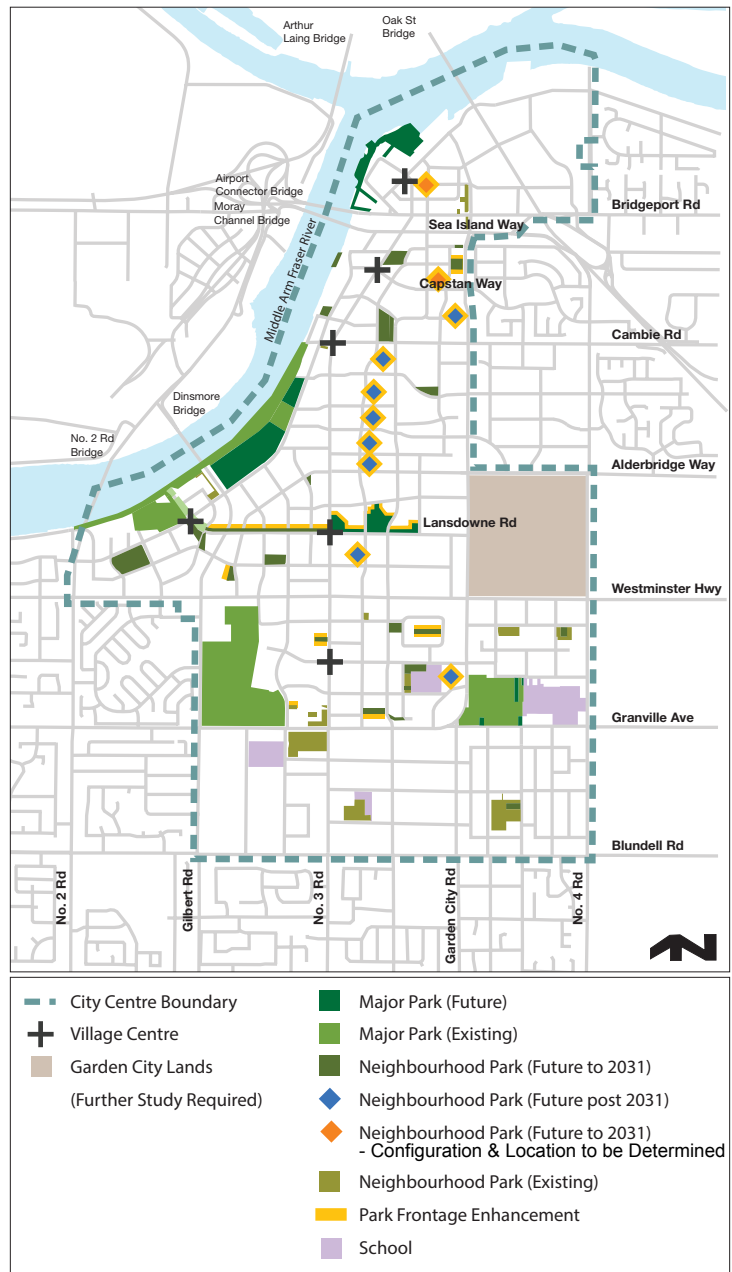
### Development Permit Special Precinct Key Map



- City Centre Boundary
- Canada Line
- + Village Centre
- Parks
- School
- 1.0 Richmond Centre South (Brighthouse Village) (Pending adoption of Bylaw 9892)
- 2.0 Lansdowne Centre (Lansdowne Village)

PH – 179

### Park Frontage Enhancement Areas Map



#### 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.

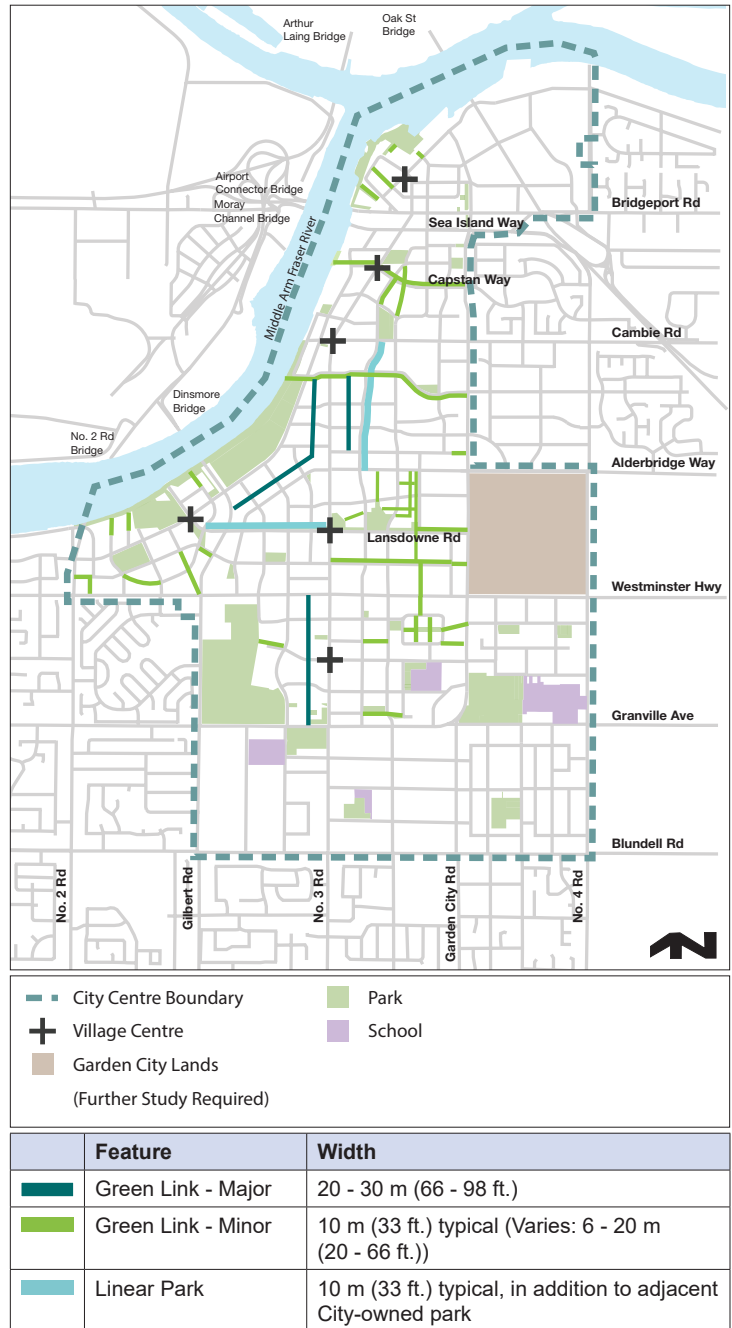
**Size:** Varies. Preferably 0.1 ha to 0.8 ha (0.25 - 2.0 ac.), but may be smaller.

**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.



## Designated Green Link & Linear Park Location Map

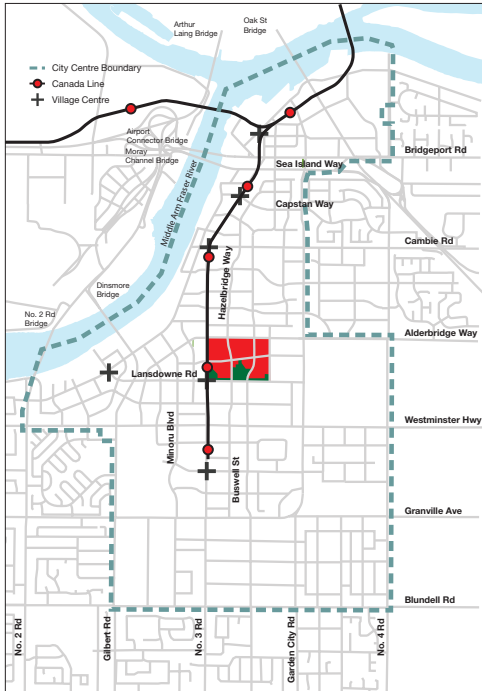


**Orientation:** Varies

**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).

### 3.3.2 Special Precinct 2.0

#### Lansdowne Centre (Lansdowne Village)



This special precinct is intended to provide significant public amenities and to animate a high/medium density, mixed use development at the “Centre of the Centre”.

#### Predominant Land Use:

- Mixed Residential Commercial, with 73% of development concentrated within 400 m of Lansdowne Station

#### Key Land Use Restrictions:

- Small commercial units along designated Pedestrian-Oriented Retail frontages

#### Maximum Net Density:

- Varies. 2.77 FAR blended over the subject site

#### Maximum Typical Height\*:

- Station District: 45 m (147 ft.)
- Centre Park Neighbourhood: 35 m (114 ft.), except a limited number of buildings may be 45 m (147 ft.)
- Kwantlen Neighbourhood: 25 m (82 ft.)

\*unless otherwise restricted by Airport Zoning Regulations (AZR)

## Special Precinct Character Areas

The special precinct is comprised of three distinct character areas that are linked together along their south edges by a contiguous network of parks and public open spaces.



#### Station District

A mixed residential-commercial node that is anchored by Lansdowne Station and Civic Plaza, and framed by two pedestrian-oriented retail precinct high streets.



#### Centre Park Neighbourhood

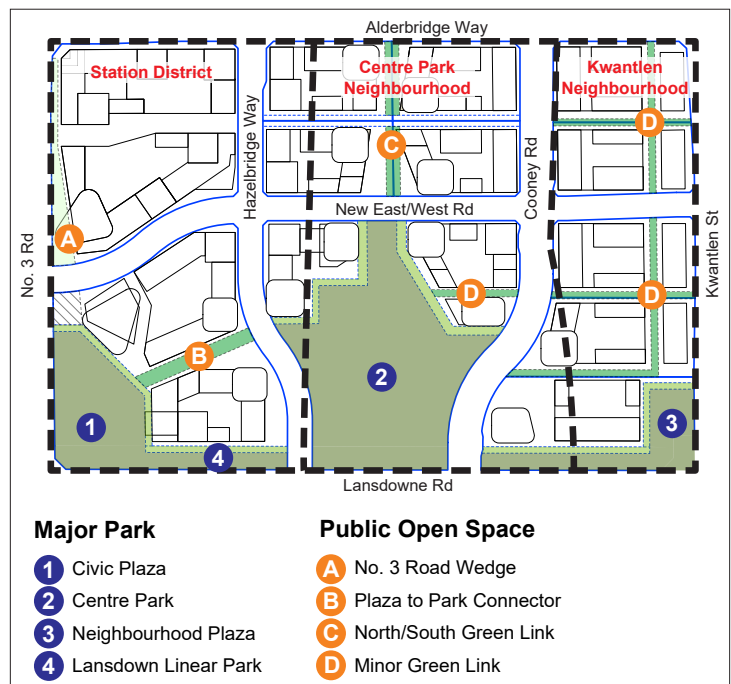
A primarily residential neighbourhood that is characterized by its relationship with the precinct’s major city servicing green space, Centre Park.



#### Kwantlen Neighbourhood

A medium density, quieter neighbourhood near Kwantlen Polytechnic University (KPU).

## Special Precinct Character Areas & Major Park and Public Open Space Plan





	Station District	Centre Park Neighbourhood	Kwantlen Neighbourhood
A. Typical Distribution of Uses	<ul style="list-style-type: none"> <li>Underground: Parking (1-2 levels).</li> <li>Ground: Pedestrian-oriented retail, restaurant, entertainment, community uses and limited lobbies. Excludes large floor plate commercial units.</li> <li>Above: Retail, commercial, office, community uses, residential.</li> </ul>	<ul style="list-style-type: none"> <li>Underground: Parking (1-2 levels).</li> <li>Ground: Townhouses and limited lobbies.</li> <li>Above: Residential.</li> </ul> Pedestrian-oriented commercial and community uses permitted.	
B. Maximum City Block Size	As defined by public streets, mews, Major Park and/or public open space areas.		
C. Minimum Net Development Site Size	Minimum 6,000 m <sup>2</sup> (1.4 ac.).		
D. Net Development Site Coverage	90% exclusive of public open spaces and mews secured for public access with Statutory Right-of-Ways (SRW).		
E. Maximum Building Height <ul style="list-style-type: none"> <li>Except where Airport Zoning Regulations (AZR) apply.</li> </ul>	45 m (147 ft.).	35 m (114 ft.), except may increase to 45 m (147 ft.) in accordance with the 45 m Tower & Landmark Building Location Plan.	25 m (82 ft.).
F. Tower: <ul style="list-style-type: none"> <li>Spacing</li> </ul>	24 m (78 ft.).	35 m (114 ft.), except may be 24 m (78 ft.) where towers do not impact public spaces and design contributes toward more animated public spaces and built forms.	Not applicable.
<ul style="list-style-type: none"> <li>Distribution</li> <li>Floorplate</li> </ul>	As defined by 45 m Tower Location Plan.		Not applicable.
G. Habitable Floor Elevation	<ul style="list-style-type: none"> <li>Retail &amp; lobbies: 0.3 m (1 ft.) above crown of fronting street.</li> </ul>	<ul style="list-style-type: none"> <li>Lobbies: 0.3 m (1 ft.) above crown of fronting street.</li> <li>Other residential: 2.9 m (9.5 ft.) GSC.</li> </ul>	Not applicable.
H. Minimum Setbacks: <ul style="list-style-type: none"> <li>Underground</li> <li>Roads/Mews</li> <li>Major Park</li> <li>Public Open Space</li> </ul>	Nil.	Nil.	Nil.
I. Build-to-Lines	<ul style="list-style-type: none"> <li>Setbacks should typically be treated as build to lines.</li> <li>More varied and animated built forms along pedestrian-oriented retail streets, Major Park and public open spaces.</li> </ul>		
J. Preferred Frontage Treatments	<ul style="list-style-type: none"> <li>Shopfront and Awning. Options along perimeter roads include Dual Walkway and Stramp (No. 3 Road, Lansdowne Linear Park).</li> </ul>	<ul style="list-style-type: none"> <li>Stoops and Porches, Lawn and Garden, an option of Terrace Units along Alderbridge Way, and limited Shopfront and Awning.</li> </ul>	
K. Landscape Considerations <ul style="list-style-type: none"> <li>Character</li> <li>Public Open Space</li> <li>Major Park</li> </ul>	<ul style="list-style-type: none"> <li>Civic oriented urban spaces that can accommodate large pedestrian volumes, temporary/seasonal activities, and casual surveillance by fronting uses.</li> <li>Support pedestrian and cycling routes, including prioritizing crossings (increased room at ground level for waiting and circulation, special paving, etc.).</li> <li>Maximize functional use of building rooftops (landscaping, green roofs, etc.).</li> </ul>		<ul style="list-style-type: none"> <li>Intimate urban spaces that encourage lingering and socializing and provide casual surveillance of the street and public open spaces.</li> </ul>
	<ul style="list-style-type: none"> <li>Urban plazas accommodate daily use and large crowds during festivals and events.</li> <li>No. 3 Road Wedge: Include feature trees to frame the space while maintaining sightlines between Alderbridge Way and Civic Plaza.</li> <li>Plaza to Park Connector: Maintain sightlines between Civic Plaza and Centre Park. Common furnishing, paving and tree canopy.</li> <li>Accommodate a city scale mobility hub (above and below ground elements).</li> </ul>	<ul style="list-style-type: none"> <li>North/South Green Link: Park-like character visually and physically extends Centre Park. Accommodates full depth planting, a neighbourhood oriented mobility hub, and spaces for small groups to gather (community garden, play spaces, seating).</li> <li>Minor Green Link: Cohesive park-like character with spaces for small groups to gather.</li> </ul>	
	<ul style="list-style-type: none"> <li>Incorporate on-site rainwater management provisions (slow &amp; filter, capture &amp; store, celebrate &amp; educate).</li> </ul>		
L. Building Form Considerations	<ul style="list-style-type: none"> <li>Continuous, smaller scale commercial units at ground level along pedestrian-oriented retail streets. "Feature" buildings with associated forecourt spaces may overhang No. 3 Road setback.</li> <li>"Landmark" building elements may overhang Civic Plaza.</li> </ul>	<ul style="list-style-type: none"> <li>High density residential with dynamic architecture framing park and public open spaces and a distinct park like quality (on-site "breezeway", rainwater management strategy).</li> </ul>	<ul style="list-style-type: none"> <li>Intimate residential character and semi-transparent relationship with area's parks and public open spaces. A range of mid-rise building forms.</li> </ul>

### 3.3.2 Special Precinct 2.0

#### Lansdowne Centre (Lansdowne Village)

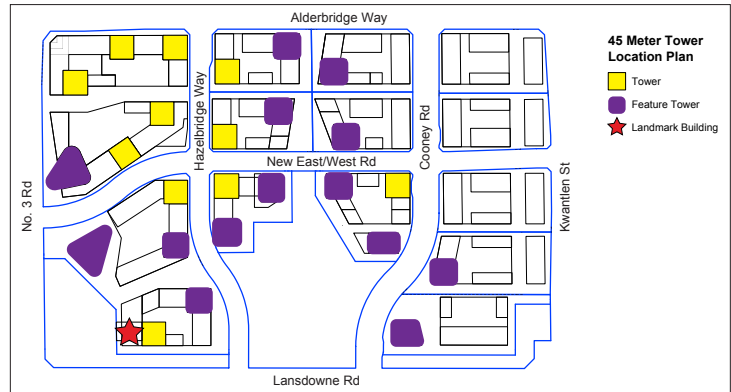
##### Tower Form and Landmark Building Fundamentals:

1. **Massing and Streetwall:** Shall enhance the public realm (solar access, façade modulation, design to promote pedestrian comfort).
2. **Towers (Height: 25 m to 35 m (82 to 114 ft.)):** Stepping and varied building articulation is encouraged to create visual interest, preserve solar access and frame streets and public spaces.
3. **Towers (Height 35 m to 45 m (114 to 147 ft.)):** Shall be located to define park edges and public open spaces, and to create navigation cues.
  - Locations shall be generally as indicated in “45 m Tower & Landmark Building Location Plan” and within a 5 minute walking distance (400 m) of Lansdowne Station.
  - “Feature” towers shall frame park and open space areas (Centre Park, North/South Green Link) and accentuate and draw attention to public gathering spaces along No. 3 Road.
  - “Feature” towers shall be identified by highly unique architecture that goes beyond façade treatments and are encouraged to become signature wayfinding elements and neighbourhood identifiers.
  - Where appropriate, limited portions of towers may extend uninterrupted to grade to engage with the public realm (to announce entry to a public space, mark a visual terminus, highlight an architectural feature).
4. **Landmark Building:** Shall be prominently located at the intersection of No. 3 Road and Lansdowne Road adjacent to Civic Plaza and demonstrate exceptional architectural design (distinctive form and detail, exceptional quality standard, defined skyline, scaled and designed to relate to Civic Plaza).

## A. Tower Form and Landmark Building Fundamentals

*Lansdowne Centre (Lansdowne Village) is intended to use towers, architectural elements and a landmark building to define and enhance the public realm experienced by park and public open space users.*

### 45 m Tower & Landmark Building Location Plan



*Stepped and varied building articulation.*



*“Feature” towers, exhibit unique architectural design.*





### 3.3.2 Special Precinct 2.0

#### Lansdowne Centre (Lansdowne Village)

##### Development Features:

##### 1. Pedestrian Retail Oriented

**Streetscape:** Shall contribute to a lively public realm and pedestrian experience, and create transparent relationships with active retail interiors.

- Large building blocks shall be expressed as smaller, pedestrian-scale commercial storefronts with varied frontages and storefront rhythm.
- Buildings shall be serviced from within the building and blank walls avoided.
- Storefront widths should be limited (6 m (20 ft.) where possible).
- “Feature” building elements may overhang the No. 3 Road setback at/after the third storey.

##### 2. Major Park Frontage:

Adjacent development shall encourage visual and physical connectivity.

- Uses along Lansdowne Linear Park shall be active (dining, eating, commercial, public amenity).
- Commercial and civic uses shall front Civic Plaza and design should include high, transparent floor to ceiling materials and “indoor/outdoor” zones.
- “Landmark” building elements, that support city programming objectives, may overhang Civic Plaza.

##### 3. Public Open Spaces:

Shall be flexible, year-round outdoor spaces:

- A minimum 1,700 m<sup>2</sup> (0.42 ac.) wedge shaped plaza (No. 3 Road Wedge).
- A broad pedestrian promenade connecting Civic Plaza and Centre Park (Plaza to Park Connector).
- An above and below grade mobility hub to support efficient transfer between transportation modes.

## B. Station District

*Lansdowne Centre (Lansdowne Village) is intended to reflect its key location at the “Centre of the Centre” and to contribute toward No. 3 Road’s designation as a “great street”. Well-defined pedestrian-oriented retail high streets, the prominent Civic Plaza, and transportation options will encourage commerce, gathering, cultural activities, and use of alternative modes of transportation as part of everyday urban life within Station District Neighbourhood.*



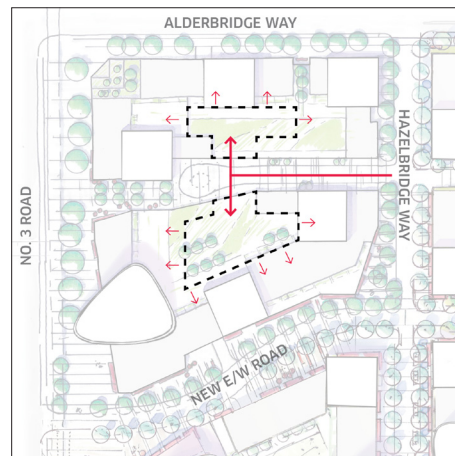
*Urban mixed use high density development.*



*Flexible festival zone uses along No. 3 Road.*



*“Indoor/outdoor” zones.*



*Service large blocks from the “belly” of the building.*



*City Scale Mobility Hub*

### 3.3.2 Special Precinct 2.0

#### Lansdowne Centre (Lansdowne Village)

##### Development Features:

1. **Residential Streetscape:** Shall introduce ground level vibrancy and a close, yet comfortable relationship between developments and abutting street, Major Park and public open space.
2. **Major Park Frontage:** Adjacent development shall frame and enhance the character and quality of the park space.
  - Development should be oriented towards and relate to Centre Park.
  - Where possible, development should incorporate ‘breezeway’ connections to Centre Park and prioritize on-site rainwater management strategies.
3. **Public Open Space:** Shall be accessible and designed for all seasons.
  - North/South Green Link shall include large trees, (unencumbered by parking slab below) and spaces for small groups to gather (seating, play space, community garden).
  - North/South Green Link shall accommodate a neighbourhood oriented mobility hub.
  - All green links shall use high quality, cohesive materials, and incorporate wayfinding cues and spaces for small groups to gather.
  - Building façades along green links shall be designed as a street fronting elevation, project a human scale and be visually interesting (architectural variety, sensitive detailing).
4. **Mews:** Shall be designed and constructed to prioritize pedestrians and cyclists (flanked by residential patios, miniature plazas, secondary lobbies, unified, high-quality hard surface treatment).

## C. Centre Park Neighbourhood

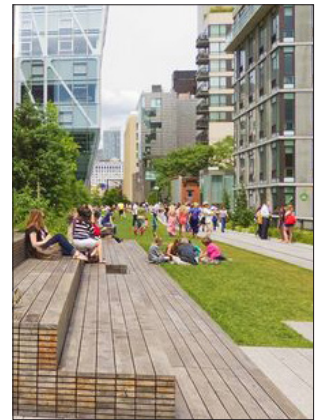
*Lansdowne Centre (Lansdowne Village) is intended to contribute toward a healthy, connected system of parks and public open spaces and includes introduction of Centre Park, the precinct’s major city-wide serving green space that will accommodate daily users as well as large events.*



*Central Park*



*Green Links*



*Neighbourhood Mobility Hub*



*Mews*



### 3.3.2 Special Precinct 2.0

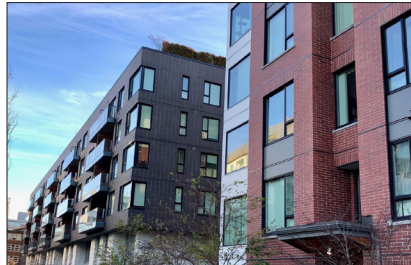
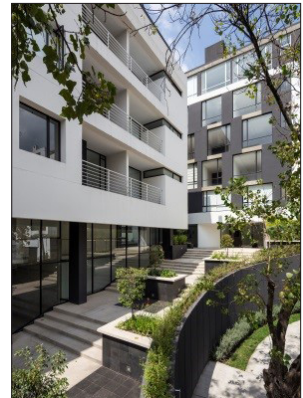
#### Lansdowne Centre (Lansdowne Village)

##### Development Features:

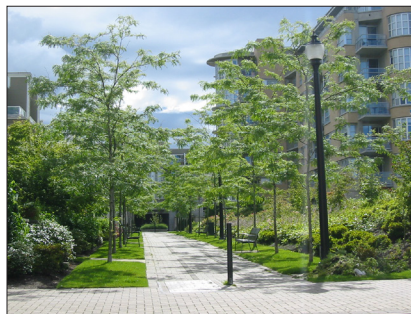
1. **Residential Streetscape:** Shall introduce partial transparency to interior spaces and building massing variety and detailing to keep pedestrians' interest along streets, Major Park area and green links.
2. **Major Park Frontage:** Adjacent development shall enhance the active use and quality of the public realm.
  - Development abutting Neighbourhood Plaza shall incorporate active elements along the park edge (active interior uses, patios, stoops, material/color variation, and neighbourhood servicing commercial uses).
  - Adjacent on-site open space and setbacks shall read as an extension of Lansdowne Linear Park landscaping on-site and include pollinator species and year round interest.
3. **Public Open Space:** Minor Green Links (minimum 6 m (19 ft.) width) shall prioritize pedestrians and include high quality, cohesive materials and wayfinding.
  - Minor Green Links shall meet streets and parcel boundaries at grade to prioritize accessibility.
  - Abutting development shall include transitional semi-private outdoor spaces between the public and private realm to provide appropriate separation and privacy.
  - Minor Green Links should include wider pockets to encourage people to linger, sit, and relax.
4. **Built Form:** Shall include a variety of well-articulated urban mid-rise residential building types with varying building heights and architectural forms, including variation within each development site.

## D. Kwantlen Neighbourhood

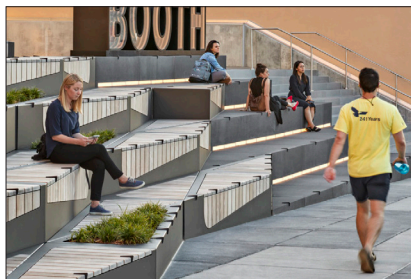
*Lansdowne Centre (Lansdowne Village) is intended to supply a range of housing options, including mid-rise development that is characterized by lower density and building heights, generous park area, a network of green links and semi-transparent relationships between public and residential uses.*



*Varied mid-rise building forms.*



*Green Links, Major Park frontage.*



### 4.1.3 Park & Open Space

The appropriate amount, size and location of park and open space for the City Centre is based in part on the size of the resident population as expressed as a ratio of acres to population (i.e., 7.66 ac. per 1,000 residents City-wide, of which 3.25 ac. per 1,000 residents is required in the City Centre).

Using this base level of park and open space, an additional 42 ha (103.5 ac.) needs to be added to the existing inventory of 76.5 ha (189 ac.) by the year 2031.

Of the 42 ha (103.5 ac.) of new park and open space required to service a population of 90,000 residents in the City Centre, approximately:

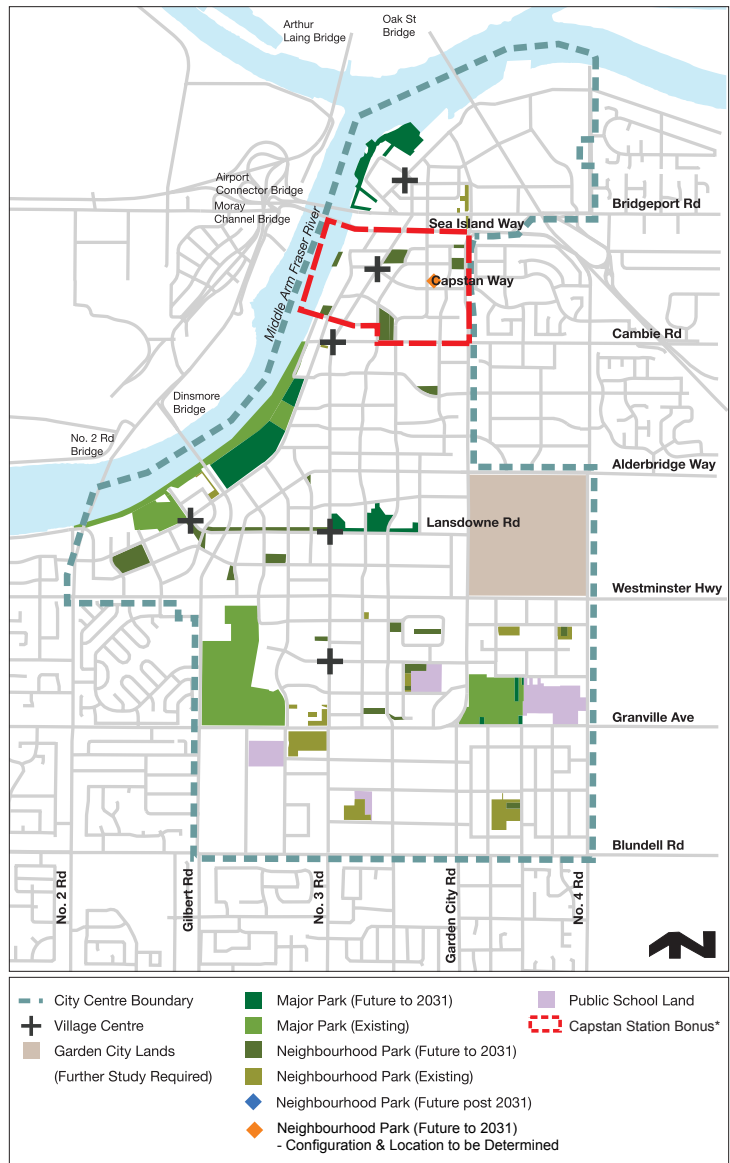
- 9 ha (22 ac.) is already owned by the City in 2008;
- 11 ha (27.5 ac.) is proposed to be acquired as privately owned publicly accessible areas (POPAs) or right-of-ways;
- 22 ha (54 ac.) is proposed to be added to the DCC Program, which has a time frame to the year 2031.

At this time, the City includes the existing School Board lands in the City Centre (e.g. 43 ac.) in the supply of City Centre park land as they are regarded as needed and complementary assets, and to minimize costs, acquisition and disruption. The City intends to explore options regarding the disposal of any surplus School Board lands.

Developers will be required to fund all of the new park and open space not already owned by the City.

For example, linear greenways to be acquired as POPAs or right-of-ways are to be obtained as part of the development approval process and would not be purchased by the City.

### Park & Open Spaces Map (2031)



\* The Base Level Open Space Standard will be augmented in Capstan Village by publicly accessible areas secured for public park and related uses in respect to the Capstan Station Bonus.

### 4.1.4 Density Bonusing

Density bonusing is the primary way under the Local Government Act for municipalities to secure affordable housing and amenities.

The CCAP is striving to create a “complete community”, which involves providing affordable housing and a range of other amenities.

The *CCAP Implementation Strategy* identified the following priorities based on Council’s approved policies and because of their need:

- First Priority – affordable housing as per Richmond Affordable Housing Strategy;
- Second Priority – child care as per the Richmond Child Care Needs Assessment.

The density bonusing approach is being fully utilized by the City to encourage developers to either provide a cash contribution towards or to build affordable housing, child care and community benefit items (e.g., artist studios; heritage conservation). In the Capstan Station Bonus area, density bonusing is utilized to encourage voluntary developer contributions to the Capstan Station Reserve (as per the Richmond Zoning Bylaw) and publicly accessible areas secured for public park and related uses.

There may be circumstances where it will be desirable to use density bonusing for community amenities rather than child care. The possible alternate community amenities include items such as community centres, libraries, and heritage. PRCS will identify these circumstances and provide funding options for Council at that time.

Bylaw 8837  
2012/03/12

### Density Bonusing Map (2031)

