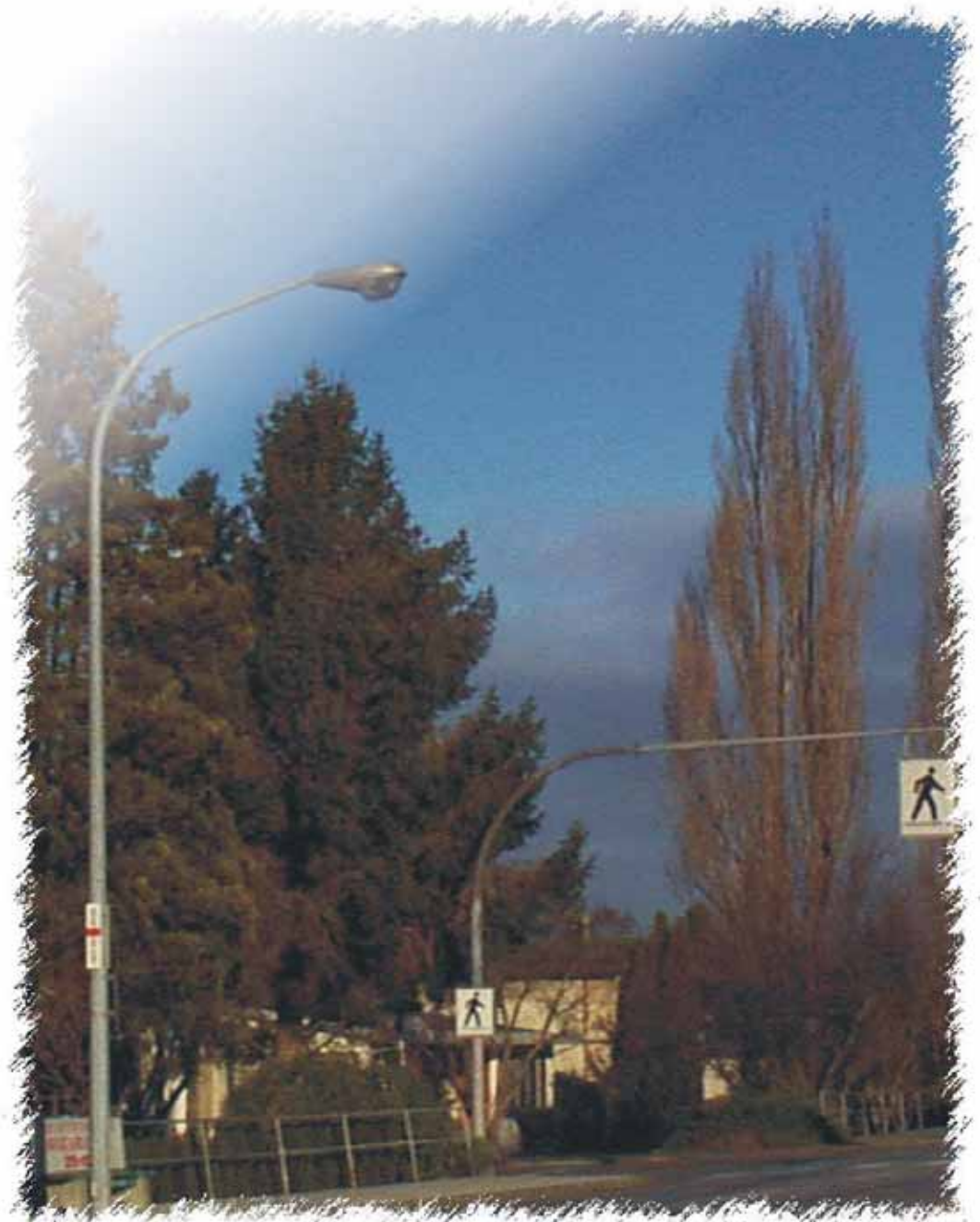


Richmond Official Community Plan



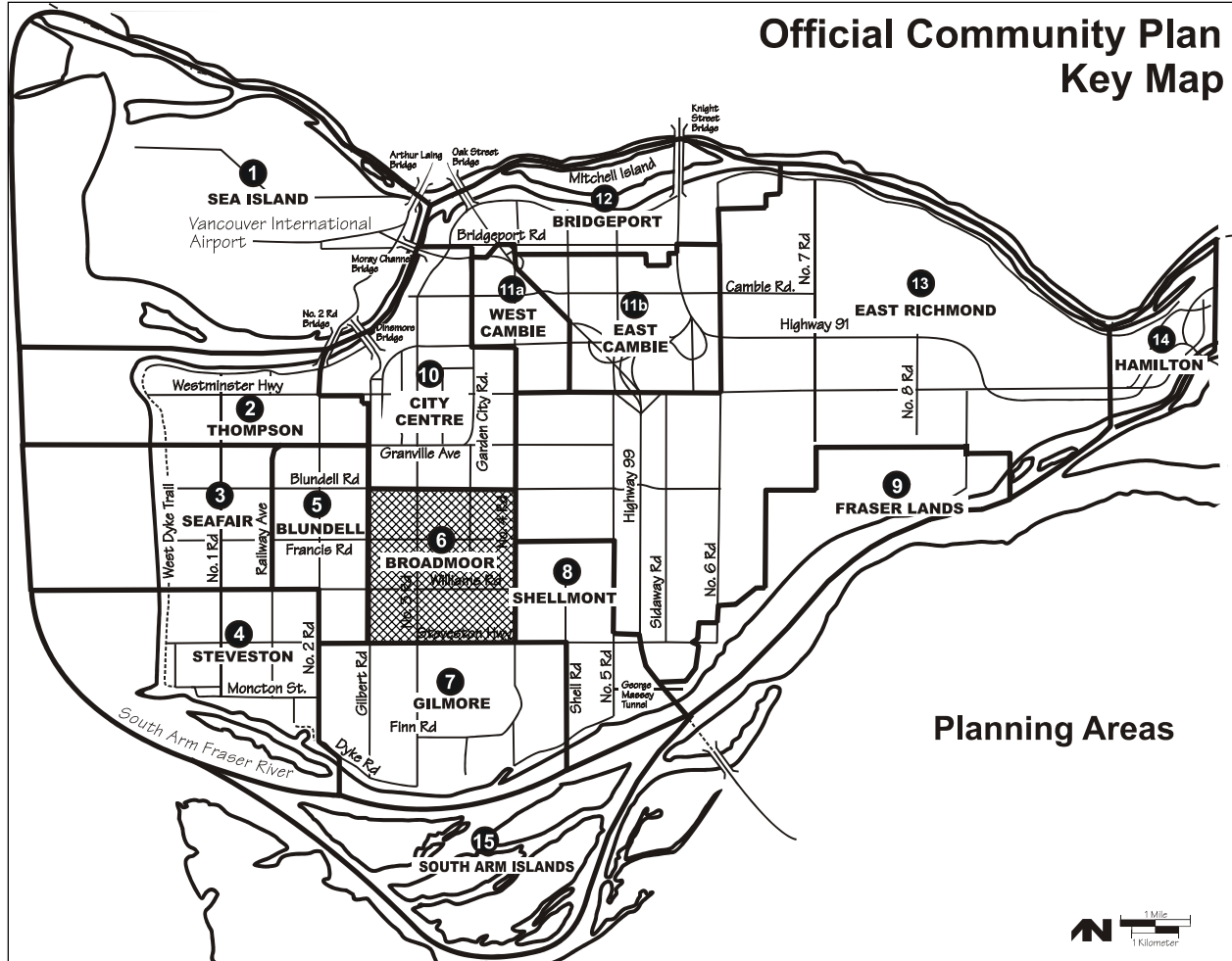
City of Richmond

BROADMOOR AREA CENTRAL WEST SUB-AREA PLAN Bylaw 7100 Schedule 2.6B



KEY MAP

Bylaw 7406
2002/10/21



PLAN AREA MAP

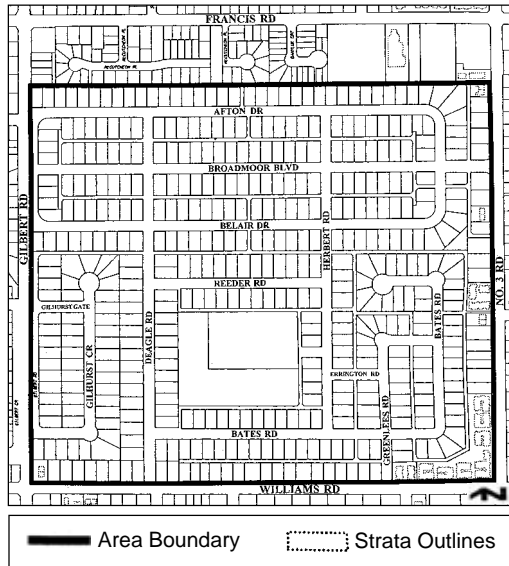


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PLAN INTERPRETATION

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

1.1 PURPOSE

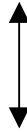
This plan applies to the area shown on the Plan Area Map.

The Central West Sub-Area is bounded by Williams Road to the south, No. 3 Road to the east, Gilbert Road to the west and to the north side of Afton Drive.

This plan contains the goals, policies, Development Permit Guidelines and land use designations for the Central West Sub-Area.

1.2 GOALS

*Bylaw 7624
2003/12/15*



To create a livable and stable family oriented residential neighbourhood while permitting distinct urban corridors along the arterial road edges with strong linkages to adjacent neighbourhoods outside Central West Broadmoor.

2.0 JOBS & BUSINESS

See OCP.

3.0 NEIGHBOURHOODS & HOUSING

3.1 HOUSING AND NEIGHBOURHOOD CHARACTER

POLICIES:

Bylaw 7624
2003/12/15



- a) Maintain the large lot qualities of the neighbourhood while providing a range of housing types on the perimeter that can accommodate a variety of families and households;
- b) Strengthen the identity of the No. 3 Road corridor as part of an emerging neighbourhood village;
- c) Ensure that multiple-family residential is compatible with adjacent single-family neighbourhoods;
- d) Foster a green neighbourhood by encouraging the retention of trees on single-family properties and requiring tree retention or replacement on multiple-family properties;
- e) Ensure that the neighbourhood is well-connected by maintaining existing pedestrian connections from the centre portion of the neighbourhood through to No. 3 Road, and by providing additional pedestrian and cycling connections as opportunities arise. Ensure that these paths are attractive and safe.



Multi and Single-family Homes along No. 3 Road.



Pedestrian Connections

4.0 TRANSPORTATION

4.1 CIRCULATION

POLICIES:

- a) Ensure that vehicular access to new developments from No. 3 Road is limited;
- b) Provide vehicular access to single-family and two-family residential developments through lanes. Where possible, also use lanes to provide vehicular access to multiple-family development, to minimize the visual and physical impact of the automobile on neighbourhood streets and the pedestrian realm;
- c) Improve lane access to No. 3 Road at mid-block. Extend the lane west of Bates Road through the City-owned property directly west of 9511 No. 3 Road;
- d) Improve traffic safety on neighbourhood streets. Place stop signs in appropriate locations along Broadmoor Boulevard and consult with residents on additional traffic safety measures in other neighbourhood locations.

5.0 NATURAL & HUMAN ENVIRONMENT

5.1 PARKS AND OPEN SPACE

POLICIES:

- a) Improve access to recreational activities. Maximize the use of park space outside the neighbourhood by making access to these parks safer, through crosswalks and other measures.

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

This section contains Development Permit Guidelines which apply to the lands designated “Townhouse Residential” on the Land Use Map.

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 Broadmoor-Central West 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

It is the objective of these guidelines to promote a co-ordinated approach to multi-family housing in order to fulfil the sub-area plan goals and objectives. Specifically, the goal of ensuring compatibility between multiple-family and existing single-family neighbourhoods needs to be addressed through design guidelines.

8.2 DEVELOPMENT PERMIT GUIDELINES

8.2.1 SETTLEMENT PATTERNS

- a) Ensure compatibility with single-family housing across the lane and to the north through complementary scale, massing and building form;
- b) Each dwelling should have a near, middle, and distant view;



Limit Access to No. 3 Road through the Use of Lanes

- c) Provide a quiet and livable residential environment by reducing the impact of traffic noise on residential units. All developments on properties adjacent to No. 3 Road must provide a minimum 6 m (19.68 ft.) setback from this road or provide other remedial measures acceptable to staff;
- d) Minimize the visual presence of, and land occupied by, motorized vehicles on sites:
 - Cover or screen resident parking from the street and encourage tandem parking;
 - Limit access driveways to 3 m (10 ft.) width and combine them where possible;
- e) Reduce parking visibility from the street by discouraging placement of garages facing No. 3 Road. Where this is not possible, driveway access to garages must be treated exclusively with special pavers and embellished with ornamental shrubs and trees;
- f) Use measures to ensure that vehicular access from No. 3 Road does not endanger or inconvenience pedestrians or the mobility impaired;
- g) Improve No. 3 Road as a pedestrian thoroughfare, and enhance its visual interest through the built environment;
- h) Enhance safety on public pedestrian paths, by orienting windows and doors towards these paths and limiting fences and hedges along such paths to 1.1 m (3.6 ft.) in height;
- i) Recognize that significant pedestrian activity will also occur on lanes, and improve their appearance and safety.

8.2.2 MASSING AND HEIGHT

- a) Encourage the orientation of front doors and windows towards No. 3 Road. Avoid facing blank building walls onto the street;
- b) Buildings should be set back from streets and open spaces in a manner that promotes continuity of local street definition, landscape, and residential character.

8.2.3 ARCHITECTURAL ELEMENTS

- a) Provide richer detailing, high quality, durable materials and special lighting which will enhance the pedestrian's close-up view of buildings along No. 3 Road;
- b) Encourage the use of sloped roof forms and visually interesting, high quality roofing materials. Heavy tiled roofing is not appropriate;
- c) Discourage the treatment of buildings with decorative patterned stucco, imitation brick, or vinyl siding;
- d) Clearly define and number entrances to each unit.



Sloped Roofs and Detailing



Encourage Retention of Mature Trees

8.2.4 LANDSCAPE ELEMENTS

- a) Reinforce the natural environment on private property:
 - Retain existing trees and mature plants, and augment them with ornamental flowering trees and shrubs;
 - Provide each dwelling unit with its own private outdoor space, and clearly demarcate this space at ground levels;
 - Permit no more than 75% of a site to be covered by buildings and non-porous surfaces. A minimum of 25% of the site must be covered with soft landscaping including plant materials;
- b) Minimize the surface area of blacktop parking and access driveways through alternate paving treatments;
- c) Use special landscaping features, such as trellises, to conceal garages and visitor parking stalls from surrounding private, semi-private and public areas;
- d) Fences and hedges along No. 3 Road should be limited to 1.1 m (3.6 ft.) in height;
- e) Provide pedestrian-oriented lighting along lanes and internal roadways on private developments;
- f) Include landscape materials, complete with necessary space, soil depth and irrigation.

8.2.5 PARKING AND SERVICES

- a) Provide appropriate garbage facilities. Erect a covered, gated structure to contain residents' garbage and recycling materials. The design of this structure should complement the design of units in the project;
- b) Place all utilities underground;
- c) Screen garbage facilities and related uses.

Land Use Map Bylaw 7624
2003/12/15

