

## VISION MANDATE:

Lively, engaging public life set in an attractive, safe urban environment is a “core value” integral to the growth of Richmond and its downtown and will help to:

- **“Build Community”:** Contribute to community health and well-being by reconnecting citizens with their city and each other;
- **“Build Green”:** Encourage people to get out of their cars and walk;
- **“Build Economic Vitality”:** Contribute to an attractive, healthy, and distinctive community that will attract tourism, investment, employees, and business;
- **“Build a Legacy”:** Support healthier lifestyles and a safe, vibrant, respectful, and adaptable community today and for future generations.

## 2.10 Public Realm & Public Life

### ISSUE:

Lively public life is the keystone of a successful transit-oriented, urban centre and a fundamental requirement of an “appealing, livable and well-managed” community that supports social cohesion and a democratic way of life.

Unfortunately, healthy, engaged civic life, including opportunities to meet your neighbours or to simply linger without raising concern or having to pay, have dwindled and been replaced by car-travel, big box stores, and shopping malls. As a result, many cities have become unwelcoming environments that make people feel unsafe and cut off from one another.

Today, however, this is changing. There is a renewed interest in urban “placemaking”, which seeks to restore city centres as the “heart and soul” of urban life.

*“Cities all over the world are rediscovering their public spaces and a general awareness has been awakened regarding the need for dignified, high-quality city environments for people.”<sup>1</sup>*

To do this, Richmond must provide for a diverse array of activities and spaces that offer people all across the City Centre “close-to-home” opportunities to take pleasure in public life, including:

- both necessary activities (e.g., grocery shopping, jobs, transit) and optional activities (e.g., recreation);
- great places (e.g., lively, attractive and safe) for social and cultural exchange, including walking, hanging out, talking, watching, and experiencing;
- a “culture of walking and cycling”<sup>2</sup> that puts all these things within easy—and enjoyable—reach by foot or bike;
- a collaborative, interdisciplinary, mixed-use approach to city building that seeks to maximize social, community, and economic benefits by knitting together activities and neighbourhoods.

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<sup>1</sup> Public Spaces and Public Life: City of Adelaide: 2002, City of Adelaide, Gehl Architects ApS, 2002.

<sup>2</sup> Gehl, Jan, No. 3 Road Streetscape Study, City of Richmond, 2005.

Bylaw 9892  
2020/07/13

**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:

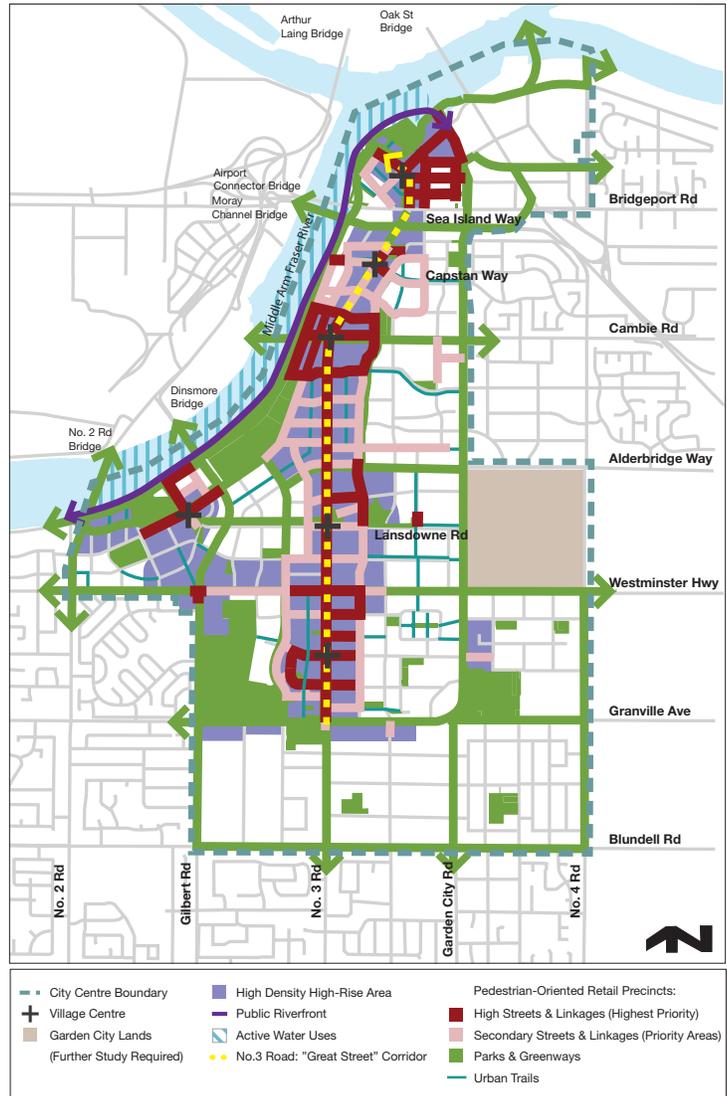
- diverse;
- engaging;
- attractive;
- safe;
- healthy;
- human-scaled.

*“... 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**

Bylaw 10154  
2023/11/27



<b>POLICIES</b>	
<b>2.10.1 Enhancing Enjoyment of the Public Realm</b>	
a)	<b>Make the Riverfront the Signature Feature of the City Centre’s Public Realm</b> Maximize public opportunities to experience, view, and celebrate the river – from the dyke, water, and upland areas – and extend the river experience into the downtown with water features, landscape treatments, public art, etc.
b)	<b>Make No. 3 Road a “Great Street”</b> Support the development of No. 3 Road and its public spaces, uses, and the buildings that line it as Richmond’s pre-eminent retail avenue, business address, and civic spine - the symbolic, social, and ceremonial centre of the City.
c)	<b>Encourage Better Places to Stay &amp; Linger</b> <ul style="list-style-type: none"> <li>• Set the stage for activities and social interaction to occur with the establishment of a network of strong “Pedestrian-Oriented Retail Precincts”, spaces and places to enjoy urban life, and a network of distinct urban villages and amenities.</li> <li>• Design buildings and spaces that incorporate attractive, durable materials, high standards of maintenance, and special features (e.g., public art) that enhance pedestrian comfort and enjoyment of the public realm.</li> </ul>
d)	<b>Protect &amp; Develop City Views &amp; Vistas</b> Take advantage of the City Centre’s expanding street grid, new parks, publicly-accessible open space, and the riverfront to provide views to the mountains, river, and important landmarks within the downtown.
e)	<b>Encourage Human-Scaled Development</b> <ul style="list-style-type: none"> <li>• Help create an interesting skyline by: <ul style="list-style-type: none"> <li>- defining compact, irregularly-shaped high-rise areas at the City Centre’s village centres and commercial core;</li> <li>- encouraging low- and mid-rise forms, especially near the river and the City Centre’s periphery;</li> <li>- investigating opportunities with YVR and Transport Canada for increased height in the vicinity of the Brighthouse and Lansdowne Village Centres.</li> </ul> </li> <li>• “Tame” tall buildings” through measures such as 3 - 5 storey streetwalls along building frontages and encouraging uses and places for people that “knit together” buildings and the street (e.g., outdoor cafe seating).</li> </ul>
<b>2.10.2 Ensuring Comfort in the Public Realm</b>	
a)	<b>Ensure that Street Frontages are Both Attractive &amp; Accessible</b> Employ a variety of urban design strategies aimed at integrating Richmond’s flood management practices (e.g., typical minimum habitable floor elevation of 2.9 m (9.5 ft.) geodetic) into the creation of attractive, accessible, pedestrian-oriented residential and non-residential streetscapes.
b)	<b>Promote Uses That Generate People/Activity on the Street &amp; Discourage Those That Do Not</b> Increase the vitality of the public realm by: <ul style="list-style-type: none"> <li>• encouraging post-secondary education and other uses that attract an active, youthful, multi-cultural demographic;</li> <li>• discouraging internal shopping malls and uses that remove people from the street and grade level public areas.</li> </ul>
c)	<b>Create a Green, Connected Urban Centre</b> <ul style="list-style-type: none"> <li>• Encourage the establishment of a green, connected, pedestrian-friendly urban community through the integration and coordination of the design (including sustainability measures), landscaping, furnishing, and programming of parks, greenways, urban trails, community gardens, plazas, streets, and other public spaces.</li> <li>• Prepare a comprehensive “great streets” strategy to guide the greening and enhancement of the City Centre.</li> </ul>
d)	<b>Don’t Forget the “Necessary” Things</b> <ul style="list-style-type: none"> <li>• Recognize signage as an integral part of the public realm and a key feature that can enhance or undermine the appeal of an area and its intended urban role.</li> <li>• Ensure that necessary uses (e.g., drugstores, larger format food stores, etc.) are situated within convenient walking distance of residents and help to enhance the viability and appeal of specialty retail areas and other activities.</li> </ul>
<b>2.10.3 Protecting for a Safe &amp; Pleasant Public Realm</b>	
a)	<b>Mitigate Traffic Impacts</b> Incorporate measures in the City Centre’s sidewalks and greenways that will enhance the effectiveness of transportation strategies aimed at encouraging walking and enhancing public spaces as places to stroll, sit, people watch, socialize, etc. (e.g., by utilizing on-street parking, landscaped boulevards, wider walkways, wayfinding).
b)	<b>Protect Against Unpleasant Weather &amp; Climate Conditions</b> <ul style="list-style-type: none"> <li>• Encourage pedestrian weather protection along all building frontages in “Pedestrian-Oriented Retail Precincts”.</li> <li>• Site buildings to minimize shadows (e.g., mid-day until early evening, March 21 to September 21) on public parks and open spaces and, over the same period, ensure sun to at least one side of each street in “Pedestrian-Oriented Retail Precincts” (especially the north and east sides, which have the best opportunity to catch the sun and attract uses such as outdoor cafés).</li> <li>• Design buildings, public parks, and open spaces to minimize and protect from unpleasant wind conditions at grade.</li> </ul>
c)	<b>Balance the Needs of a Lively Public Realm with the Needs of Residents for Quiet</b> <ul style="list-style-type: none"> <li>• Encourage most restaurants and retail activities to concentrate in “Pedestrian-Oriented Retail Precincts”.</li> <li>• Encourage noisy, late-night entertainment uses and related activities (e.g., night market, festival venues, etc.) to locate in non-residential “Pedestrian-Oriented Retail Precincts” (Bridgeport and Aberdeen Villages).</li> <li>• Limit nighttime business activity in residential areas situated outside “Pedestrian-Oriented Retail Precincts”.</li> </ul>
d)	<b>Encourage Crime Prevention Through Environmental Design (CPTED)</b> <ul style="list-style-type: none"> <li>• Incorporate activities, circulation, buildings and other features that encourage a sense of community ownership, and provide for the casual surveillance of public streets and open spaces from fronting residences and businesses.</li> <li>• Encourage high standards of materials, maintenance, and design development and provide clear boundaries between public, private, and transitional areas.</li> <li>• Provide for a vibrant mix of uses encouraging a diversity of people to make use of the City Centre’s public spaces day and night, especially in the vicinity of transit stations and areas identified for late-night entertainment uses.</li> </ul>

### 2.10.1(a) Make the Riverfront the Signature Feature of the City Centre's Public Realm

Richmond is a unique island city. Its island and river heritage have shaped the community and are a great source of pride. Like many cities, Richmond is “redefining its edge” and work is underway aiming at defining a vision of:

*Richmond's Island City Legacy – a dynamic, productive, and sustainable world-class waterfront.*

#### Challenges/Opportunities

Richmond’s waterfront is a large area and opportunities are many to build upon this Vision. The waterfront has been divided into ten Character Areas. Each area is unique and needs to be planned and managed for different forms of development that will complement each other. The City Centre, as one of these Character Areas, will be the “sophisticated urban” waterfront that acts as:

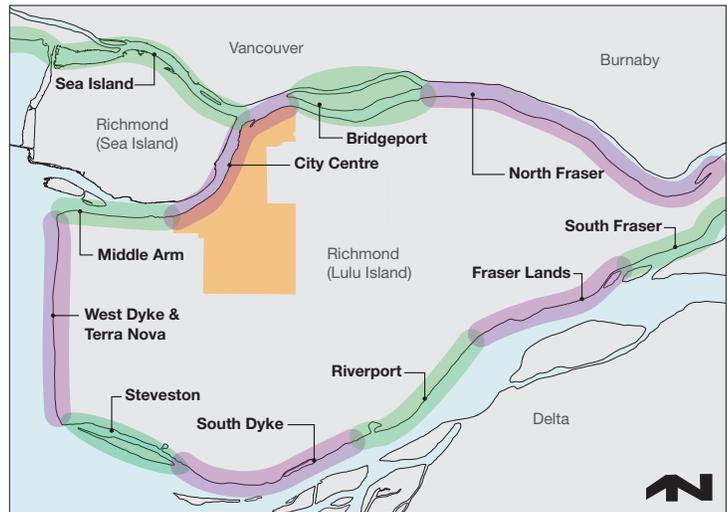
- Richmond’s front yard;
- the Gateway into the City Centre;
- an International Destination with a lively 24/7 mix of uses;
- an integral part of the daily life of residents and workers in and along the new urban waterfront villages.

#### Proposed Strategy

To create this distinct City Centre waterfront the City will:

- Prepare a detailed City Centre Blueways Strategy that includes:
  - a) a Boating Precinct with a major international rowing centre and the potential to house multiple boating organizations;
  - b) an international Maritime Festival venue similar to the Steveston Tall Ships festival;
  - c) new modes of transportation, including aquabuses linking Sea Island, Lulu Island, and Vancouver;

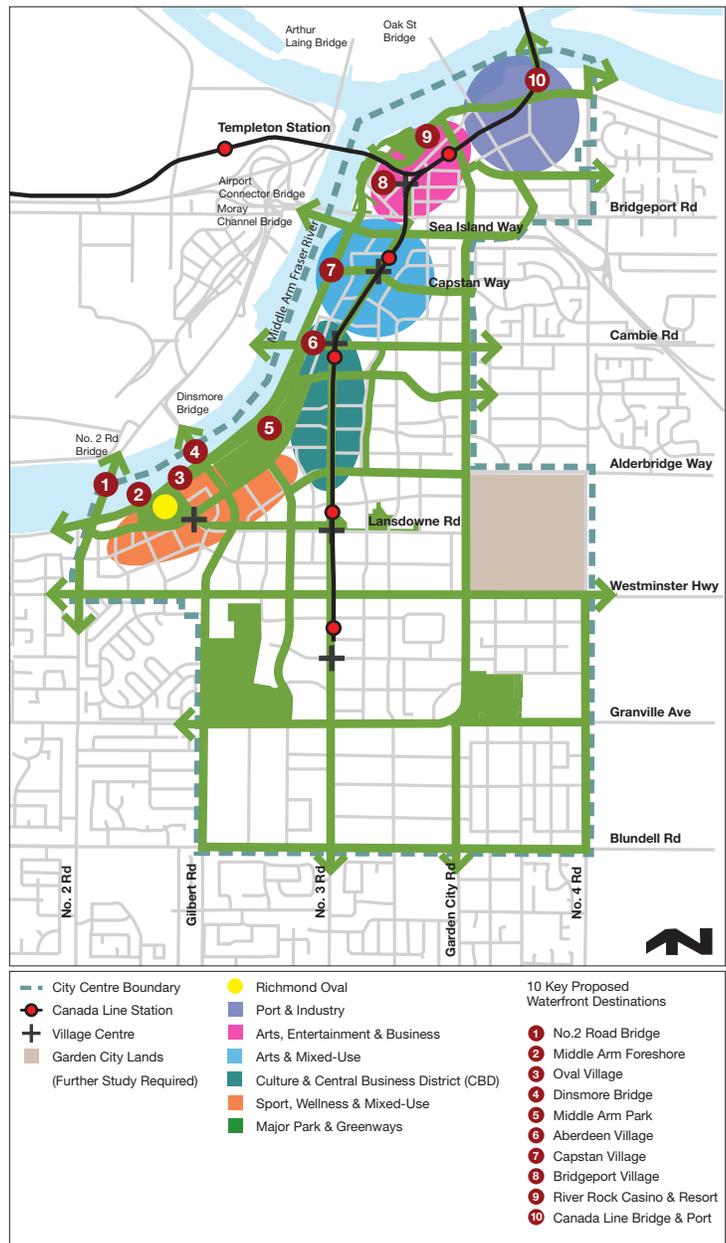
### Richmond's Waterfront Character Areas Map



## Riverfront Features & Destinations Map

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- 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.



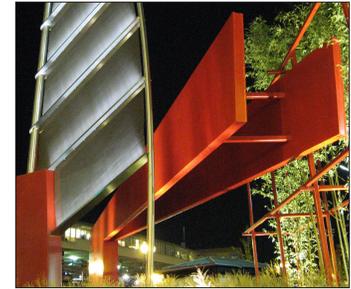
*In a team approach, Policy Planning, Parks, Engineering & Public Works, Transportation and others will lead the initiatives identified in the proposed strategies.*

## 10 Key Proposed Waterfront Destinations

1. **No. 2 Road Bridge:**
  - Richmond/airport “gateway”;
  - pedestrian/bike/car river crossing.
2. **Middle Arm Foreshore:**
  - ecology & First Nations interpretation;
  - multi-purpose pedestrian & bike route.
3. **Oval Village:**
  - Richmond Oval & festival plazas;
  - active recreational riverfront;
  - Hollybridge canal;
  - multiple-family residential;
  - shopping, dining & entertainment;
  - water taxi access.
4. **Dinsmore Bridge:**
  - City Centre/airport “gateway”;
  - pedestrian/bike/car river crossing.
5. **Middle Arm Park & River:**
  - 15 ha (37 ac.) park & festivals site;
  - Boaters’ Row, including the John MS Lecky UBC Boathouse;
  - international rowing/paddling venue.
6. **Aberdeen Village:**
  - Canada Line station & plaza;
  - a “hub” for the “Arts District” including a major civic cultural facility;
  - pedestrian bridge to Sea Island;
  - Central Business District (CBD);
  - shopping, dining & entertainment;
  - water taxi access.
7. **Capstan Village:**
  - Canada Line station & plaza;
  - recreation marinas & float homes;
  - maritime-oriented residential;
  - artists’ live/work dwellings;
  - public piers, waterfront boardwalk & related amenities;
  - water taxi access.
8. **Bridgeport Village:**
  - City Centre “gateway”;
  - Canada Line station & multi-modal transportation hub;
  - entertainment/retail precinct;
  - a “hub” for the “Arts District”;
  - a “gateway” business centre;
  - No. 3 Road terminus;
  - Duck Island Riverfront Park;
  - water taxi access and other marine services.
9. **River Rock Casino & Resort:**
  - casino, hotels & concert venues.
10. **Canada Line Bridge & Port:**
  - City Centre “gateway”;
  - “working river” activities and uses;
  - pedestrian & bike crossing.



1. No. 2 Road Bridge



2. Middle Arm Foreshore



3. Oval Village



4. Dinsmore Bridge



5. Middle Arm Park & River



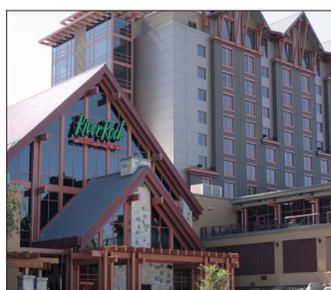
6. Aberdeen Village



7. Capstan Village



8. Bridgeport Village



9. River Rock Casino & Resort



10. Canada Line Bridge & Port

### 2.10.1(b) Make No. 3 Road a “Great Street”

The City Centre Area Plan seeks to confirm and enhance No. 3 Road as Richmond’s preeminent retail avenue, business address, and civic spine – a claim for prominence that is being made even stronger by the construction of the Canada Line transit system and its five stations (including the proposed Capstan station).

#### Challenges/Opportunities

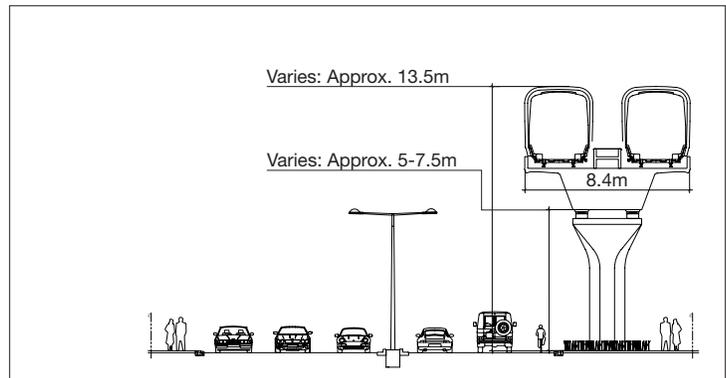
The Canada Line’s elevated, concrete guideway is currently out of scale with No. 3 Road’s largely low-rise, auto-oriented development. Proposed increases in density and building height (within existing building height limits) along the street can help to address this issue, as can the role of each transit station as an important focal point for five of the City Centre’s six urban villages. Nevertheless, this is not enough to make No. 3 Road a “great street” and special attention is required to ensure that its streetscape will be attractive, pedestrian-friendly, and supportive of a lively public realm.

#### Proposed Strategy

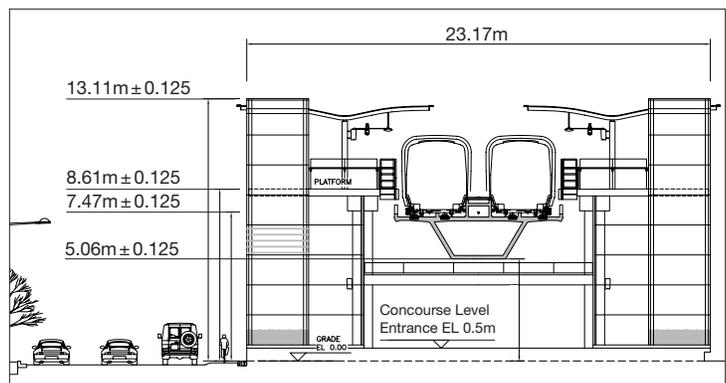
The strategy for No. 3 Road proposes:

- a fronting buildings concept;
- five distinct “character zones” corresponding to No. 3 Road’s transit stations and urban villages;
- a transit station and plaza concept.

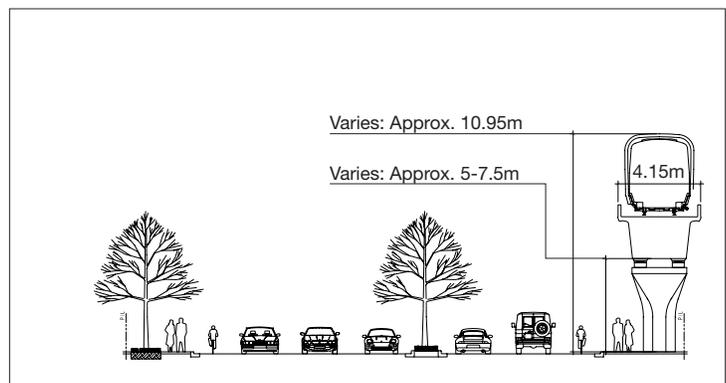
#### No. 3 Road Restoration: Dual Guideway Typical Section



#### No. 3 Road Restoration: Lansdowne Station



#### No. 3 Road Restoration: Single Guideway Typical Section



## Fronting Buildings Concept

Fronting buildings serve to define the street. Their facades create a sense of enclosure, providing both for pedestrian comfort and the walls of the “civic rooms” that make up the street and contribute to pride of place.

Six typologies define the varied relationships that can occur between fronting buildings and the Canada Line guideway along the length of the system.

While fronting buildings may encroach into the No. 3 Road right-of-way (e.g., Typology 4: “Attached”), this will not be the norm. More commonly, buildings will be setback from the guideway and stations to ensure:

- adequate openness and sunlight in the public realm;
- minimize potential overlook issues and privacy impacts on the tenants of fronting buildings.

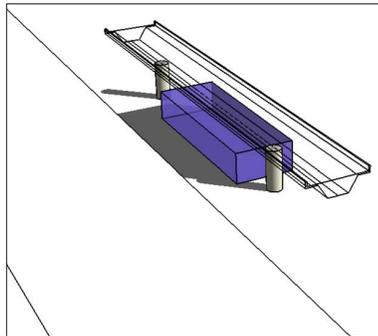
To address this, fronting buildings shall typically be setback from the Canada Line as follows:

**Typical minimum building setbacks to the Canada Line** (measured to the drip-line of the guideway or station), with the exception of parking situated beneath finished grade:

- for residential uses, the floor elevation of which is:
  - 12 m (39 ft.) or more above the crown of No. 3 Road: 10 m (33 ft.); or
  - Less than 12 m (39 ft.): 20 m (66 ft.);
- for other uses: 6 m (20 ft.).

## Fronting Buildings Concept: 6 Typologies

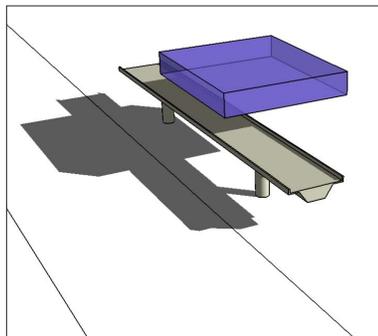
### 1. Below



*Intent* - To provide for temporary or permanent kiosks and buildings, together with open space amenities.

*Key Location* - Where it will enhance street-oriented pedestrian activity and complement adjacent pedestrian-oriented retail frontages.

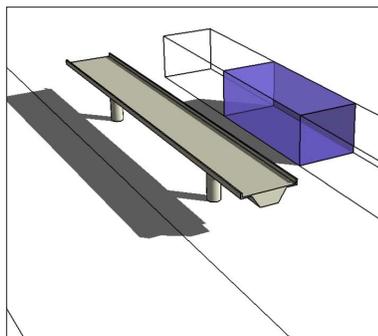
### 2. Above



*Intent* - To create architectural variety and visual interest along the line and enhance Village Centre prominence - without compromising the livability of the public realm.

*Key Location* - Typically no more than 200 m (656 ft.) from a designated Village Centre.

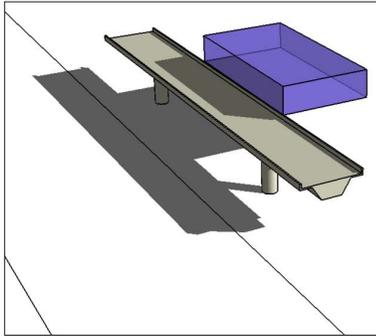
### 3. Beside Close



*Intent* - To help incorporate the guideway as an urban design element that defines and encloses a public space in conjunction with adjacent fronting buildings.

*Key Location* - Typical along most of the line.

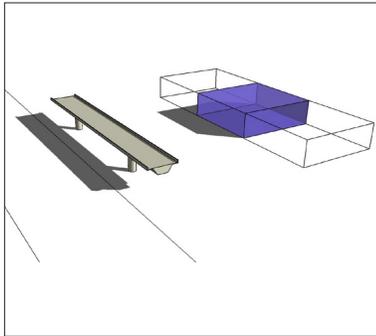
#### 4. Attached



**Intent** - To provide opportunities to integrate the Canada Line system with fronting buildings (e.g., providing direct station access, rooftop access, etc.).

**Key Location** - At station locations. (Note that bridges across No. 3 Road, including ones that link to stations, are inconsistent with City Centre public realm objectives for lively street-life and are discouraged.)

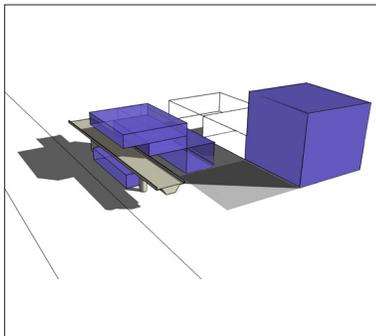
#### 5. Beside Far



**Intent** - To allow for the expansion of the public realm to include significant public gathering spaces in the form of parks or squares.

**Key Location** - Typically at transit plaza locations.

#### 6. Combination



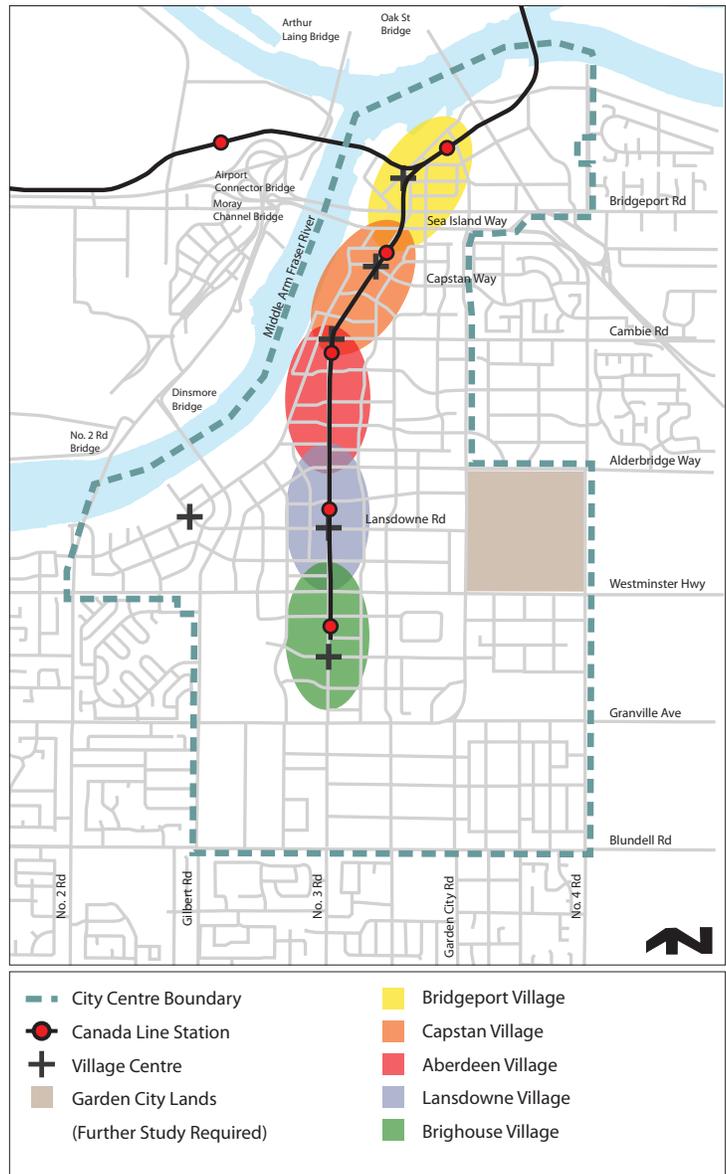
**Intent** - To use one or more typologies to create a variety of rich spatial possibilities, landmark features and experiences, and pedestrian places.

**Key Location** - Varies.

**“Character Zone” Concepts**

The concept for each of No. 3 Road’s “character zones” describes the general intent of the village, some factors affecting its development, relevant station information, and typical cross-section conditions.

**No. 3 Road Corridor Map: Five Character Zones** *Bylaw 8841 2013/02/12*



**Character Zone 1: Bridgeport Village “Aerotropolis District”**

A zone of medium- to high-density non-residential uses, including a:

- tourist, arts, and 24/7 entertainment precinct;
- centre for office and creative and knowledge-based business;
- focus for airport-related business uses;
- major transit hub, including a regional bus exchange;
- a short walk from the Canada Line, one of the City Centre’s key public waterfront locations.

**Typical Cross-Section Considerations**

- Bridgeport Station is the location where the Richmond, airport, and Vancouver legs of the Canada Line merge, resulting in guideway crossovers and the system’s highest track elevation.
- Bridgeport is an industrial area in transition and includes a mix of large and small development parcels, an incomplete street grid, and abandoned rail alignments.
- South of the Canada Line station, where the guideway parallels No. 3 Road, it defines a linear park – Bridgeport Village’s “town square” – an important village gateway and public gathering place.



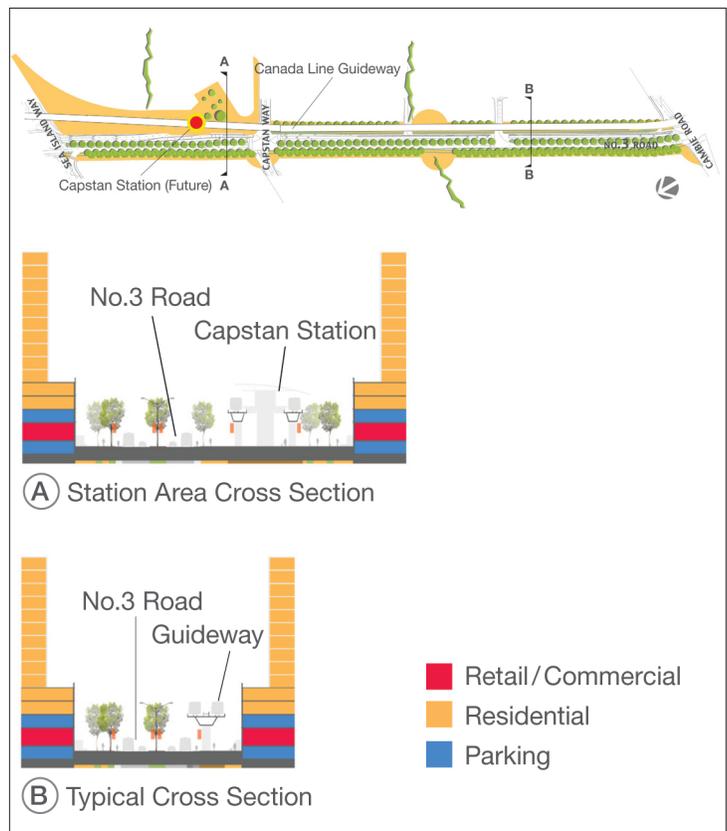
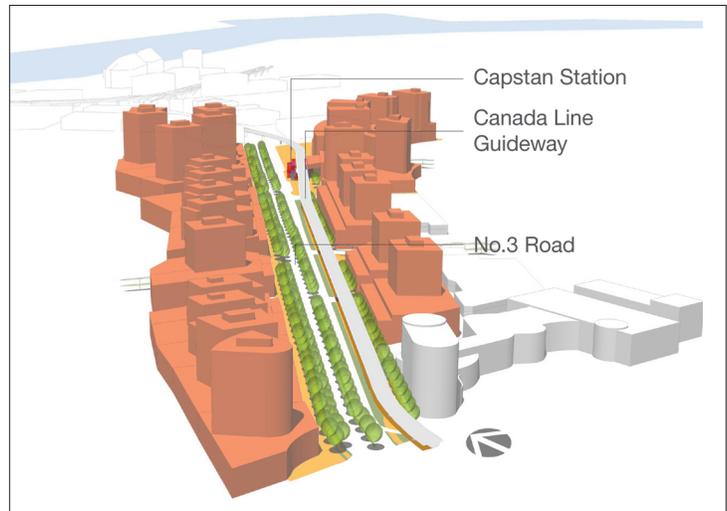
**Character Zone 2: Capstan Village  
“Artists District”**

A zone of medium- to high-density, mixed residential/commercial uses, including:

- high- and mid-rise multiple-family housing;
- artist studios, galleries, live/work spaces, and related activities;
- City Centre/airport “gateway” office uses oriented to Sea Island Way;
- Village-focussed, pedestrian-oriented retail, restaurant, and local commercial uses;
- two blocks west of No. 3 Road, a distinctive marina waterfront.

**Typical Cross-Section Considerations**

- The Capstan Station will be built after 2009. Development of Capstan Village will not proceed until the station is constructed or a strategy for its construction is in place to the satisfaction of the City. Design of the Capstan Station should complement that of other Richmond stations and be consistent with the proposed Transit Station & Plaza Concept.
- The No. 3 Road corridor narrows through this zone, expanding at the station’s transit plaza on the north side of Capstan Way.
- The treatment of No. 3 Road aims to complement the area’s strong residential component and contrast with the “hard” commercial landscapes to its north and south through the creation of a green “softscape” incorporating significant tree planting and other landscape features and amenities.



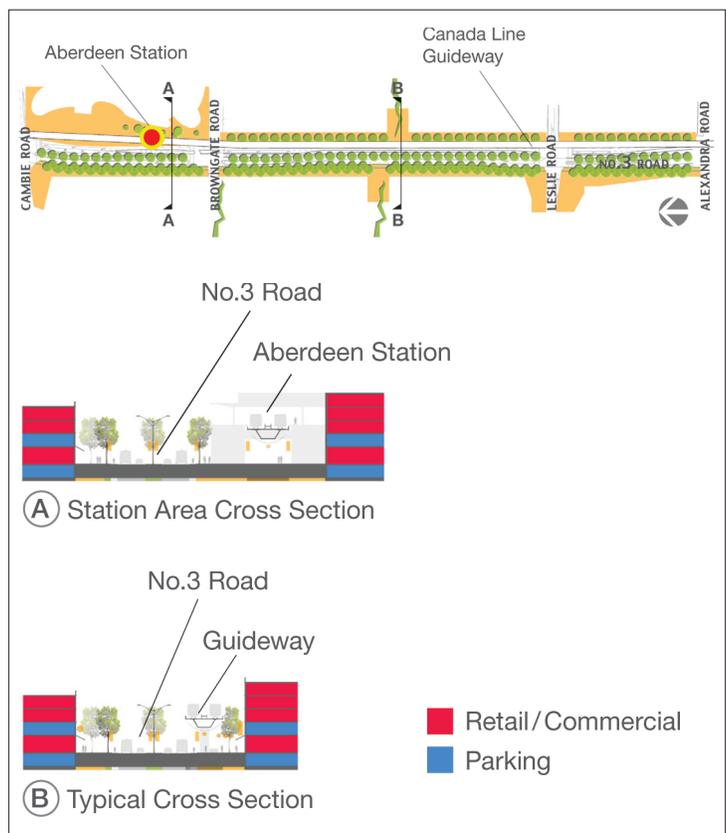
### Character Zone 3: Aberdeen Village “International District”

A zone of medium- to high-density non-residential uses, including:

- Richmond’s “Central Business District”;
- a vibrant, cosmopolitan shopping and dining precinct, offering festive nightlife and a strong international/Asian character;
- the City Centre’s pre-eminent cultural node and a key focus for the Richmond Arts District (RAD);
- one to two blocks west of No. 3 Road, a pedestrian/cyclist bridge across the Middle Arm of the Fraser River to BCIT and the airport and the Middle Arm Park – the city’s premier waterfront gathering place.

#### Typical Cross-Section Considerations

- Aberdeen Station is the closest transit station to the river and an important public gathering space along Cambie Road will link it with the riverfront.
- No. 3 Road bends at Cambie Road creating opportunities for “landmark” street-end views.
- A broad, hard-landscaped, public open space along the east side of No. 3 Road, south of the station and adjacent to fronting shops and restaurants, presents a unique opportunity to establish a large, seasonal venue for street markets, kiosks, entertainers, and day/night festivities.
- No. 3 Road’s commercial/festive buildings and uses and prominent urban location make this area a desirable one for distinctive, vibrant lighting and signage treatments.



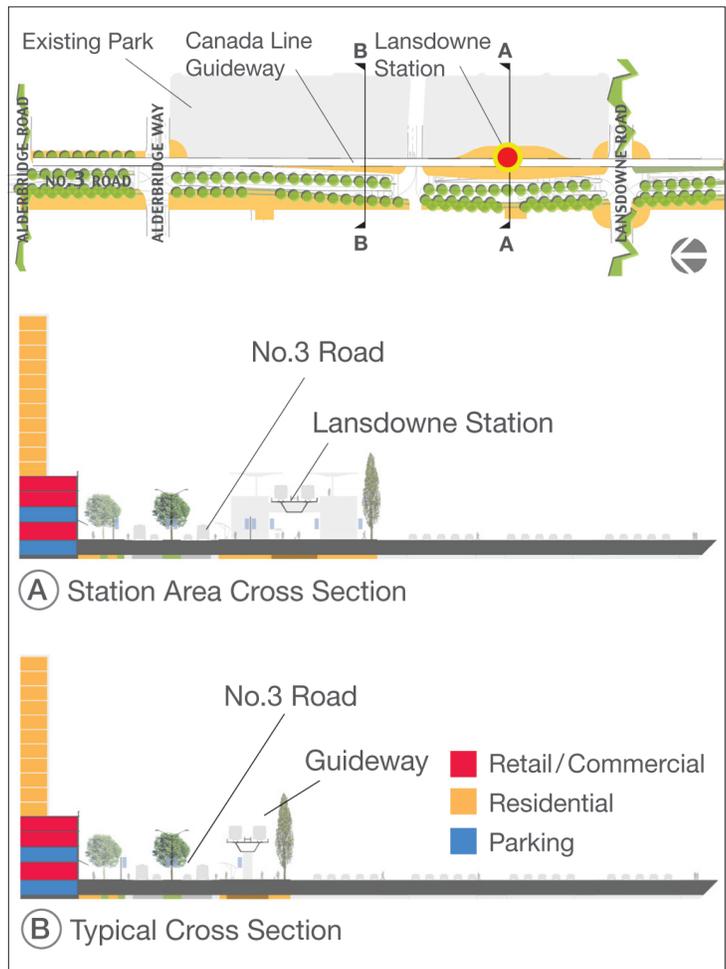
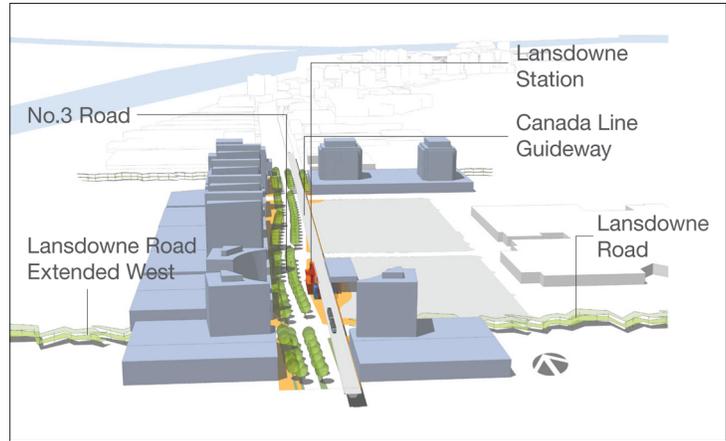
**Character Zone 4: Lansdowne Village “Centre of the Centre”**

A zone of high-density, high-rise, mixed commercial/residential uses, including:

- a vibrant, urban shopping and dining precinct;
- Richmond’s Main Library;
- high-rise multiple-family housing, office, and hotel uses;
- a major park, public gathering place, and civic space;
- at the eastern end of the park, Kwantlen University College.

**Typical Cross-Section Considerations**

- No. 3 Road gently curves within this zone and is fronted by one of the City Centre’s major park spaces, which together break up the linearity of the street and help to make it a distinctive focal point and gathering place for the city.
- Lansdowne Station is situated at the geographic centre of the downtown and No. 3 Road’s intersection with Lansdowne Road – the City Centre’s important “greenway” and “ceremonial” route leading to the Richmond Oval and the river.
- Buildings in this area are some of the largest and tallest in the downtown and are designed to strongly define the edges of No. 3 Road and the major park and contribute to their image as green, urban “rooms”.



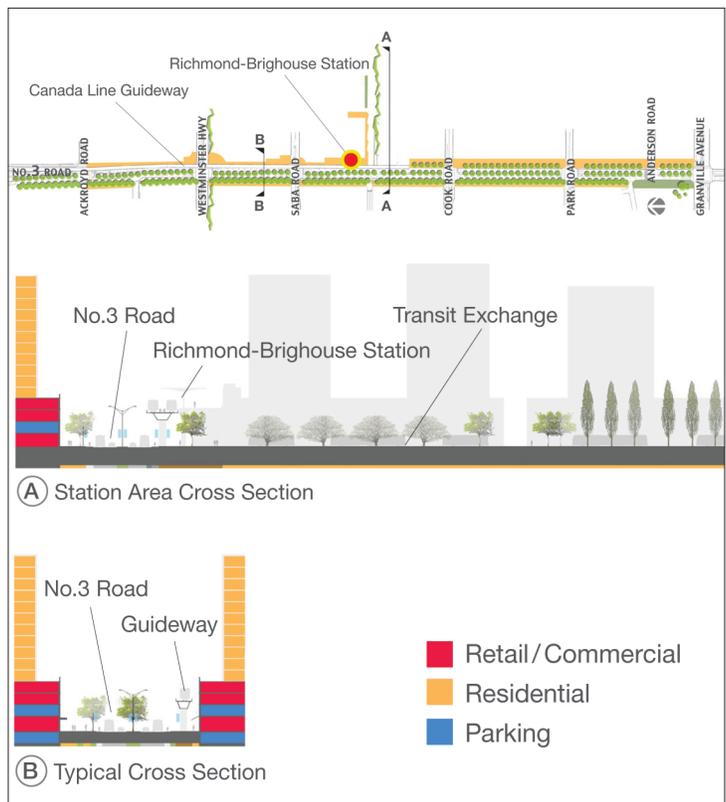
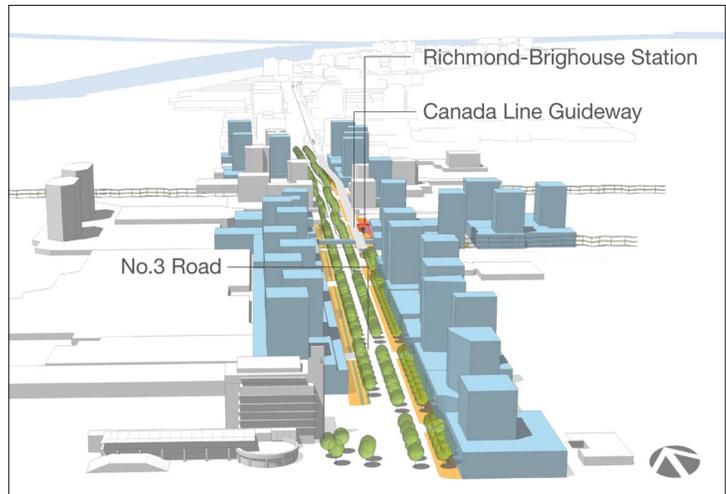
**Character Zone 5: Brighthouse Village “Civic Heart”**

A zone of high-density, high-rise, mixed commercial/residential uses situated at the traditional heart and civic focus of Richmond and the City Centre, including:

- a high-density, retail “high-street” on No. 3 Road, incorporating pedestrian-oriented, street-fronting retail and related uses;
- high-rise multiple-family housing, office, and hotel uses;
- the Canada Line terminus and local bus exchange;
- a short walk from the Canada Line’s terminus, the City Hall’s civic precinct and various important civic and institutional uses.

**Typical Cross-Section Considerations**

- The Canada Line changes from a double to a single track in this zone, and Brighthouse Station is integrated with adjacent high-rise, mixed-use development and a “mixed-transit street” (i.e., dedicated westbound bus mall functions and eastbound general-purpose traffic).
- Buildings along the east side of No. 3 Road conform to a “build-to” line that ensures the establishment of a generous, tree-lined, pedestrian promenade.
- Buildings in this area are some of the largest and tallest in the downtown and are designed to strongly define the edges of No. 3 Road and lead south to Richmond City Hall and the downtown’s south “gateway”.



**Transit Station & Plaza Concept**

Transit is at the heart of transit-oriented development (TOD) and, as such, transit facilities should be well integrated into the surrounding community. Furthermore, transit stations should not only be designed for travel to and from a community, but as an important focus of community life.

**Overall Intent**

A Canada Line station is a key public focus of five of the City Centre’s six villages (i.e., excluding the Oval Village) – all of which are to be designed to enhance the transit experience and integrate the system into the public realm.

Transit plazas are co-located with or across the street from each station, with the exception of Bridgeport Station, due to site constraints created by that location’s regional bus exchange and park-and-ride. (A park is instead located a short distance from the station at No. 3 Road.)

Both the stations and No. 3 Road’s transit plazas are intended to support easy transit use, link the Canada Line with broader pedestrian-cyclist-bus networks, and help to project an image as a “family” (i.e., sharing common elements that assist in wayfinding, etc.).

In addition, it is intended that each transit plaza should be unique and provide a distinctive focal point for the surrounding village in a way that helps to enhance its unique identity.

**Programming**

A “Great Street” can be thought of as 20% design and 80% programming. To that end, No. 3 Road’s transit plazas, as its key gathering places, will be critical to the effectiveness of City efforts aimed at an ongoing and ever-changing program of street activities, festivities, and seasonal decorations (e.g., banners).

**Transit Station Checklist**

Development Guidelines	
1	Rapid transit stations should provide safe, convenient, and efficient connections between the Canada Line and local and regional buses.
2	Stations should provide safe, clear, and efficient pedestrian connections to surrounding transit-oriented development, and ensure that pedestrian linkages are: <ul style="list-style-type: none"> <li>• universally accessible;</li> <li>• utilize paving and landscaping to enhance wayfinding (e.g., to/from the station) and help to direct circulation.</li> </ul>
3	Grade changes along pedestrian connections should typically be avoided, or where this is not possible (e.g., due to station function or flood-proofing requirements), any raised grade at the station entry should be tied “seamlessly” into the grade of the surrounding public sidewalk, such that: <ul style="list-style-type: none"> <li>• the entire sidewalk or large portions of it are raised;</li> <li>• the raised sidewalk is integrated with a raised transit plaza and circulation areas along the faces of fronting buildings;</li> <li>• station access is designed to meet the collective needs of all riders, rather than segregating the sidewalk and sidewalk users through the use of narrow and/or indirect ramps.</li> </ul>
4	Station entries should be sited in highly visible locations (e.g., along primary vehicular routes and pedestrian corridors).
5	Station areas should be designed to ensure user safety and security by: <ul style="list-style-type: none"> <li>• maintaining clear sightlines between waiting areas and the surrounding community;</li> <li>• providing good lighting;</li> <li>• ensuring alternative escape routes in the case of an emergency;</li> <li>• facilitating natural/casual surveillance (“eyes on the street”) by:                             <ol style="list-style-type: none"> <li>a) providing grade-level retail at all stations and transit plazas;</li> <li>b) discourage uses at grade in these areas that may turn their backs on the street and other public spaces (e.g., banks, office uses, residential, etc.).</li> </ol> </li> </ul>
6	Ensure high-quality and welcoming station design by providing: <ul style="list-style-type: none"> <li>• public plazas with community amenities such gathering spaces, information kiosks, public art, and convenience-retail and restaurant uses;</li> <li>• comfortable waiting and gathering areas, both inside and adjacent to the station, which include a variety of comfortable seating types and options (e.g., coffee shops, outdoor dining areas, etc.);</li> <li>• high-quality, durable, well-maintained and detailed materials and finishes;</li> <li>• pedestrian weather protection linking the station with adjacent uses;</li> <li>• noise and wind buffers;</li> <li>• green landscaping;</li> <li>• a coherent design theme reflective of local character.</li> </ul>
7	Universal design principles should inform station design.
8	Stations must provide bicycle parking (short and long term) and convenient bike access to and from trains.

### Capstan “Artists’ District”

- This plaza, which is situated at the heart of a residential-arts community, is a crossroads and gathering place for neighbours to meet, greet, enjoy a coffee, and do their grocery shopping.
- Key plaza elements include public art, flexible event space, pedestrian-scaled lighting, fixed/movable seating, and fronting ground floor cafes/shops/galleries.

### Aberdeen “International District”

- This plaza, which is situated within the Central Business District is at the focus of a high-end international shopping and hotel precinct, and near the waterfront and major cultural facilities.
- Key plaza elements include high-volume circulation spaces, weather protection, bold and festive lighting and public art, and fronting multi-storey retail/restaurant.

### Lansdowne “Centre of the Centre”

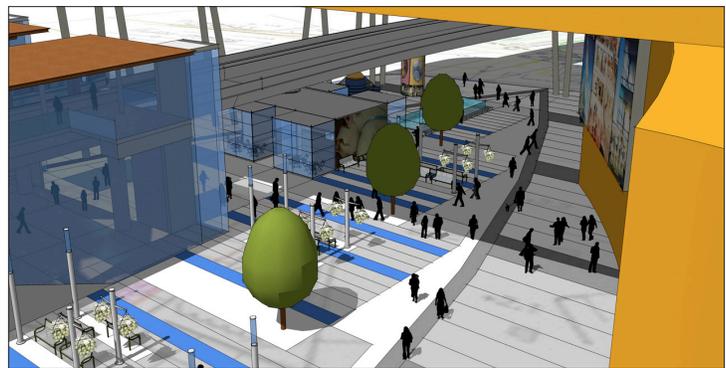
- This plaza, and the major park it forms part of, are important focal points for residents, workers, students, and visitors, providing wayfinding and spaces to gather/relax/celebrate.
- Key plaza/park elements include a large hard/soft surface event space designed for day/night use, public art, green landscaping, and large fronting retail and public buildings.

### Brighouse “Civic Heart”

- This plaza, situated at the traditional “heart” of downtown, is part of an important retail “high street” providing specialty and convenience shopping in a high-density, mixed-use setting.
- Key plaza elements include a broad, tree-lined promenade along No. 3 Road and a “town square” with display planting/seating/art and special fixed or temporary features (e.g., carousel).

### Transit Plaza Concept

*“The transit plaza is the Italian piazza of the 21st century.”*



### 2.10.1(c) Encourage Better Places to Stay & Linger

Placemaking can be defined as the act of making exceptional public places through the provision of “outdoor rooms” that support engaging uses, public art, and amenities that attract people and encourage interaction, socialization, serendipity, and a sense of community.

The City Centre’s “Pedestrian-Oriented Retail Precincts” are key areas where people should be encouraged to stay, linger, and, as a result, want to return again and again. Encouraging the development of these special areas as engaging places will rely on their:

- **uses and “retail continuity”**, in other words, the continuity of a substantial amount of ground floor frontages that are attractive, pedestrian-oriented, rich in detail, and engaging;
- **form and character**, including attention to features such as pedestrian weather protection, lighting, signage, public art, seating (both movable and fixed), etc.;
- **programming**, including buskers, street vendors, food, street markets and festivals, banners, and seasonal events and decorations;
- **standards of maintenance**, including durability of materials and design features, cleanliness, upkeep, safety, and personal security.



1. Urban Park



2. Pedestrian Promenade



3. Urban Plaza



4. Civic Plaza



5. Greenway

## Placemaking Checklist

1. **Promote a culture of walking** by ensuring continuous high quality sidewalks and amenities.
2. **Promote a culture of cycling** by incorporation high quality amenities, convenient bike racks, and continuous cycle paths or, where traffic is slower, mixed traffic routes that take cyclists all the way to their destinations – not just part way.
3. **Encourage “retail continuity”** at grade fronting public streets, open spaces, and transit plazas.
4. **Provide canopies and shelters** for sun and rain protection.
5. **Promote public art and event and performance venues** – both temporary and permanent, large and small, together with the necessary programming, throughout public areas.
6. **Provide for an integrated suite of high-quality street furnishings** that encourage pedestrians to linger and feel comfortable (e.g., good lighting, public washrooms) and enhances local character.
7. **Incorporate high-quality hard and soft landscaping** – materials, finishes, street trees, boulevard planting (e.g., low hedges where there is no on-street parking, etc.), hanging baskets, etc..
8. **Provide pedestrian-oriented signage and wayfinding** - simple, informative, timeless.
9. **Incorporate the principles of CPTED** (Crime Prevention Through Environmental Design) in all public space design.
10. **Provide for a high standard of maintenance** of both City and private buildings and open spaces, including prompt graffiti removal, frequent litter and recycling collection, adequate newspaper box maintenance, etc.



6. Streetscape



7. Movable Seating



8. Street Market



9. Public Washrooms



10. Maintenance & Furnishings

### 2.10.1(d) Protect & Enhance Public Views & Vistas

The mountains and water are signature elements of Richmond. Views of these features are prized and are key to people’s perceptions of the quality and liveability of their environment.

#### Challenge/Opportunity

Richmond enjoys spectacular views of Vancouver, the airport, the North Shore mountains, and Mt. Baker, and is surrounded on all sides by the ocean and Fraser River.

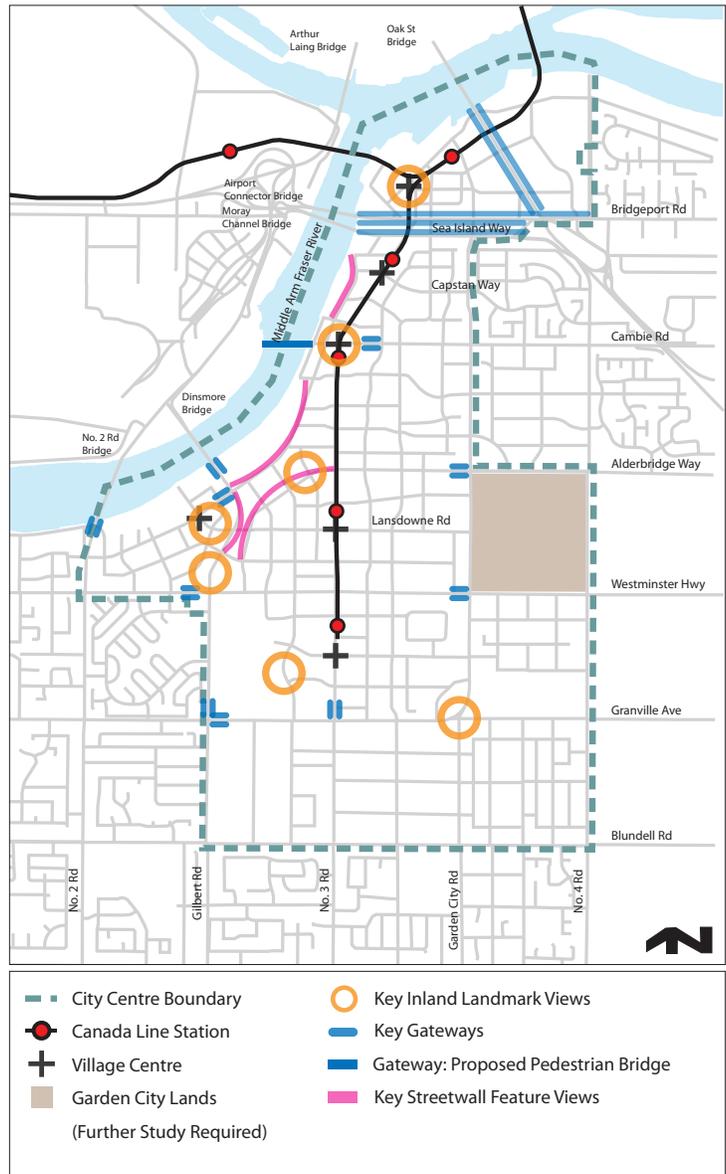
Unfortunately, Richmond’s low elevation and dykes typically prevent views of the water from grade, except along the water’s edge, and its flat topography means that even low-rise buildings can block mountain views.

This situation is not helped by the City Centre’s:

- current land use pattern and railway corridor, which have cut off much of the downtown area from the river;
- new development that is gradually blocking distant views.

Fortunately, however, the expansion of the City Centre’s street grid, pedestrian links with the riverfront, and new parks and open spaces, will create new opportunities to enjoy distant views and create new landmark views along the riverfront and in the heart of the downtown.

### Key Inland Public Views Map Bylaw 8841 2013/02/12

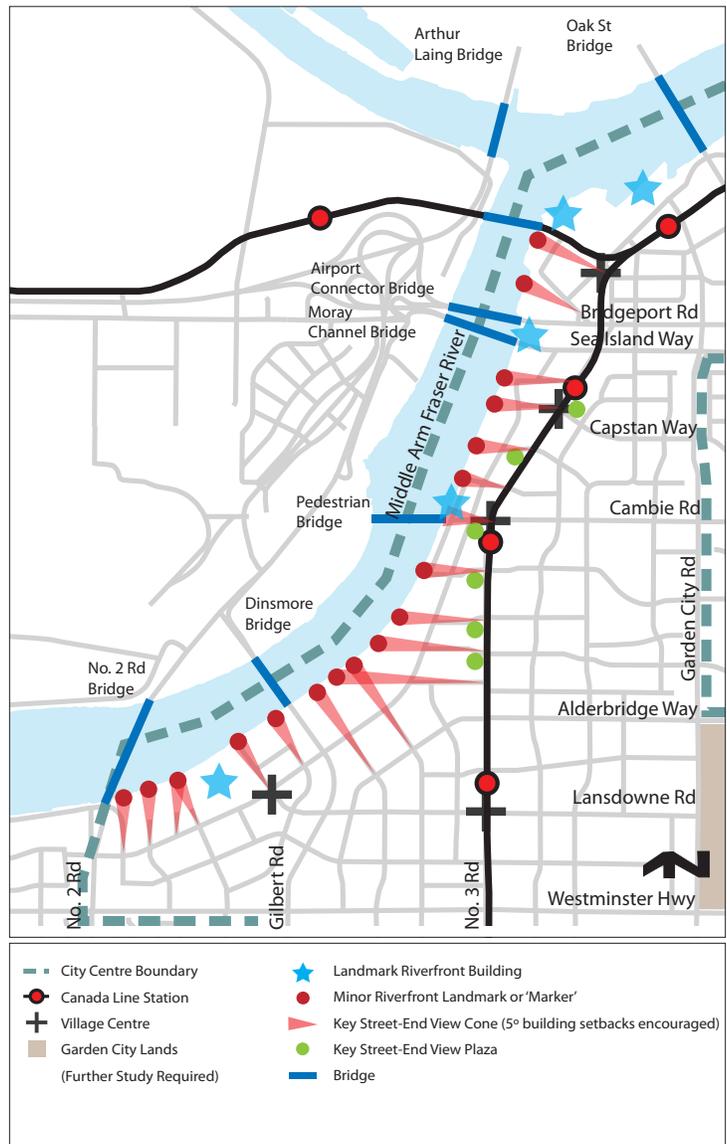


### Proposed Strategy

To support the development of an appealing City Centre enhanced by a variety of interesting and attractive public views, it is proposed:

- near the riverfront, raise the grade of development sites, parks, and public streets to reduce the view impediment posed by the dyke;
- maintain view corridors across large public open spaces where land use policy does not permit tall buildings to interfere;
- protect and enhance key street-end riverfront views from the Canada Line and grade-level public spaces by:
  - a) aligning new streets to enhance visual access to the riverfront from key downtown locations (e.g., No. 3 Road);
  - b) encouraging “view cones” on key streets leading to the river by increasing building setbacks by 5 degrees along their lengths (from No. 3 Road or other key locations);
  - c) install “markers” along the riverfront at the ends of view corridors to enhance wayfinding, etc.;
- take advantage of irregularities in the city street grid to create:
  - a) axial views to landmark buildings and features;
  - b) views to distinctive streetscapes;
  - c) “viewpoints” (e.g., public plazas along No. 3 Road);
- protect and enhance views to the Richmond Oval and other “landmark” riverfront locations;
- encourage distinctive “gateway” views (e.g., buildings, features, and bridge treatments) at key entrances to the City Centre;
- require that new development works to protect and enhance public views.

### Key Riverfront Landmarks & Street-End Views Map



### Richmond Oval View Corridor

Waterfront views of the Richmond Oval should be protected as surrounding development proceeds.

1. **Cambie Road** – Views to the Oval will not be significantly impacted by future development.



2. **Middle Arm Park** – Existing trees and the Dinsmore Bridge block views to the Oval and preclude this as a viable view corridor.



3. **Dinsmore Bridge** – This important “gateway” view should be protected as lands develop between it and the Oval.



4. **No. 2 Road Bridge** – This key “gateway” will not be impacted by future development.



### Richmond Oval View Corridor Map Bylaw 8841 2013/02/12



### Protecting Views from Dinsmore Bridge

- Building height within the Oval view corridor should be no greater than 3 storeys and may be required to be lower, pending the outcome of a site-specific view analysis to be prepared by the developer of the affected site, to the satisfaction of the City, and considered as part of Richmond’s standard development review processes.
- View corridor protection may also affect the form and character of buildings near the protected area, such that adjacent buildings “frame” and enhance this landmark view to the Oval.

### 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

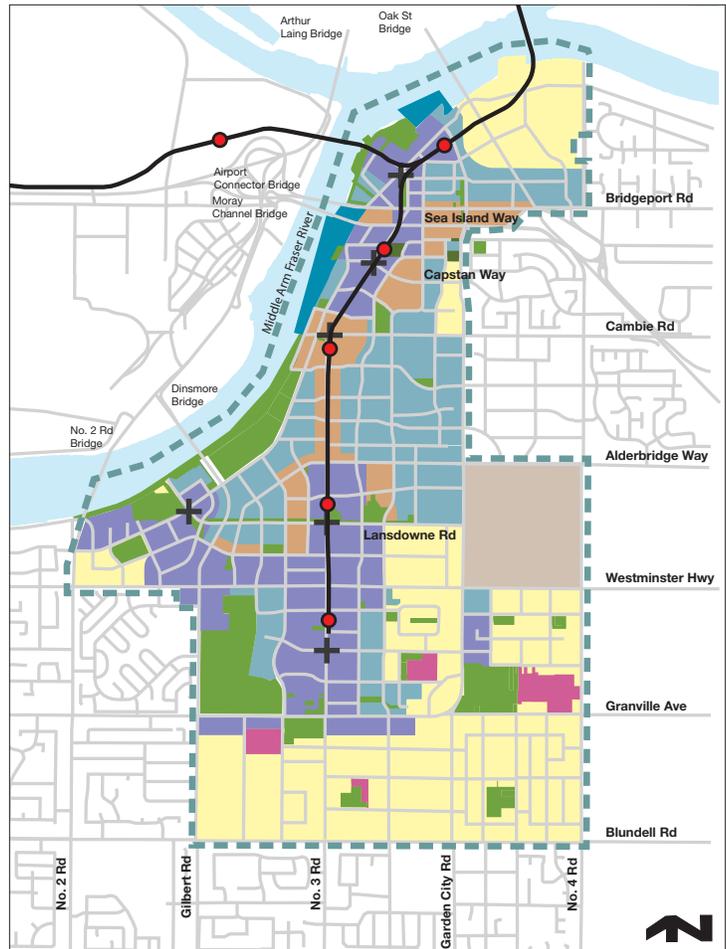
Transport Canada regulations generally restrict the maximum permitted height of buildings in the City Centre to 47 m (154 ft.) geodetic (or lower in areas affected by landing and take-off operations). This height is adequate for the City Centre’s higher density buildings, but is considered low in a region 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 Bylaw 10154 2023/11/27



City Centre Boundary	9 m (30 ft)	Park
Canada Line Station	15 m (49 ft)*	School
Village Centre	25 m (82 ft)*	
Garden City Lands (Further Study Required)	35 m (115 ft)	
	45 m (148 ft)	

Maximum Height Permitted Based on Maximum Density**	
45 m (148 ft.)	<ul style="list-style-type: none"> <li>• If the density on a development site is less than the maximum permitted, the City may direct that building height should be less than that shown.</li> <li>• Increased height may be permitted where it enhances public views to a designated “gateway” or provides some other public benefit, but does not compromise other Area Plan objectives (e.g., housing mix, sun to public open spaces).</li> <li>• Decreased height may be required to protect designated public views, sun to public spaces, etc.</li> <li>• Existing buildings taller than the maximum permitted height shall be considered legally non-conforming; but, future redevelopment of such properties should conform to the heights indicated here.</li> </ul>
35 m (115 ft.)***	
25 m (82 ft.)*	
15 m (49 ft.)*	
For land-based and floating buildings: 9 m (30 ft.), within 30 m (98 ft.) of high-water mark along the entire City Centre riverfront or as indicated, whichever is more restrictive.	

\* Increased height may be permitted east of Sexsmith Road for developments that comply with the provisions of the Capstan Station Bonus.

\*\* Bylaw 10020 2019/05/21 Maximum building height may be subject to established Airport Zoning Regulations in certain areas.

\*\*\* Bylaw 10154 2023/11/27 Increased building height may be permitted for developments that comply with the provisions of the Lansdowne Centre (Lansdowne Village) Special Precinct Guidelines.

## Proposed Strategy

To support the development of an appealing City Centre skyline, a strategy is proposed aimed at:

- **maintaining large low-rise areas** around the perimeter of the City Centre, as per Area Plan objectives for lower-density development, a public waterfront, and a good “fit” with neighbouring areas outside the City Centre;
- **encouraging new mid-rise forms** supportive of Area Plan objectives for transit-oriented development, housing diversity, urban office uses, and distinctive, pedestrian-scaled, urban neighbourhoods – including the riverfront;
- **limiting the extent of the City Centre’s tall buildings** to its proposed Village Centres and traditional Westminster Highway and No. 3 Road spines to:
  - visually reinforce key hubs;
  - accommodate higher density development;
  - create an irregularly-shaped area of tall buildings to lessen the visual impact of their consistent height;
- **investigating options with YVR and Transport Canada for towers greater than 45 m (148 ft.)** in the Lansdowne and Brighouse Village Centres, where this might:
  - reinforce the prominence of these Village Centres;
  - help to accommodate their higher permitted densities;
  - encourage architectural excellence;
  - provide community benefits and amenities;
- **“taming tall buildings”** by considering how they:
  - meet the ground;
  - are spaced;
  - are sculpted.

### Low-Rise: 9-15 m (30-49 ft.) Maximum



*Typically low-density, 2-4 storey townhouses, light industry, and commercial development near the perimeter of the City Centre and near the river. Roof treatments should take into account views from taller buildings, bridges, and the Canada Line. Tar and gravel roofs are discouraged.*

### Mid-Rise: 25 m (82 ft.) Maximum



*Typically medium-density, 4-8 storey apartment, office, and mixed office-retail buildings built around large, landscaped courtyards situated either at finished grade or the roof of the parking podium.*

### High-Rise: 35-45 m (115-148 ft.) Maximum



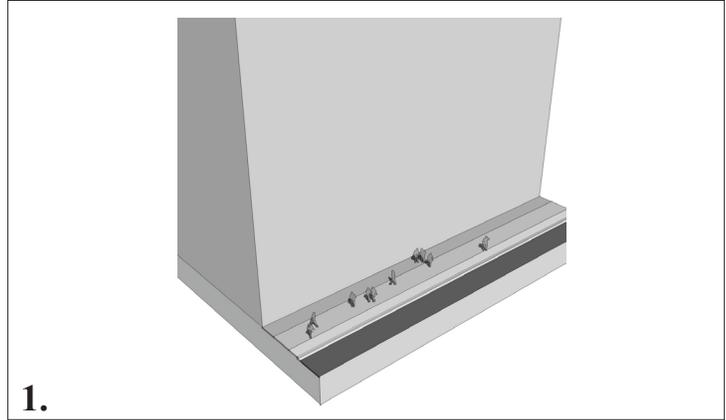
*Typically high-density, mixed-use, Village Centre development incorporating landscaped podium roofs and varied tower forms and roof top treatments. Sculpting of upper tower floors is encouraged.*

### High-Rise: Over 45 m (148 ft.) – Detailed Study Required

*Increased building heights may be considered in the Lansdowne and Brighouse Village Centres. (Maximum height yet to be determined.)*

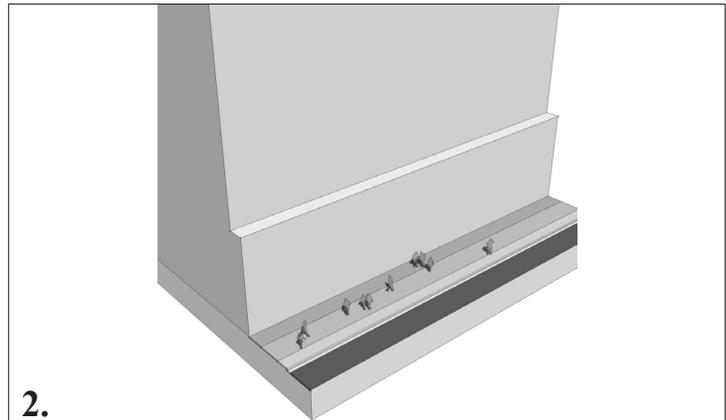
**“Taming Tall Buildings”: Part 1  
How Buildings Meet the Ground**

Towers (i.e., buildings greater than 25 m (82 ft.)) are a basic building block of a contemporary, urban centre, but their form and scale can work counter to the establishment of an attractive, comfortable, pedestrian-oriented environment. This can in part be addressed with some fundamental design principles that consider how towers – and other buildings too – meet the ground.



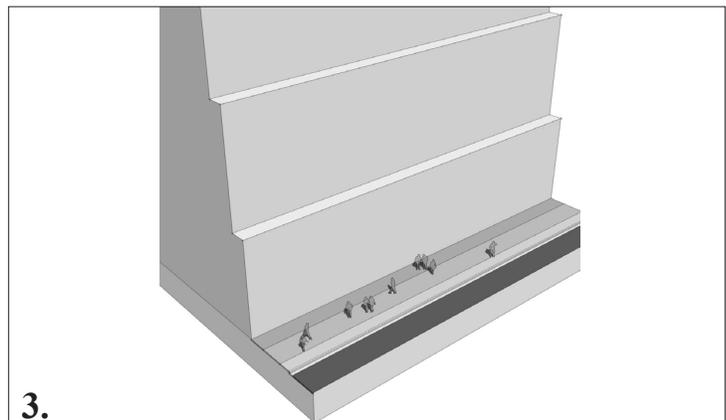
**1.**

*Buildings should be aligned with the sidewalk, and lobbies and building entries should be oriented toward the primary sidewalk frontage.*



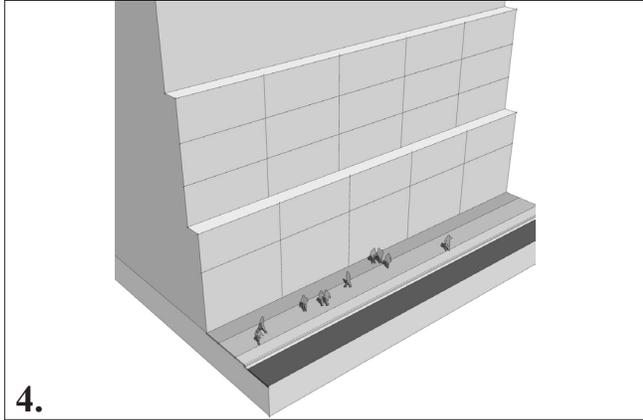
**2.**

*Building elements higher than 3 storeys should be stepped back a minimum of 1.5 m (5 ft.) from the building frontage.*



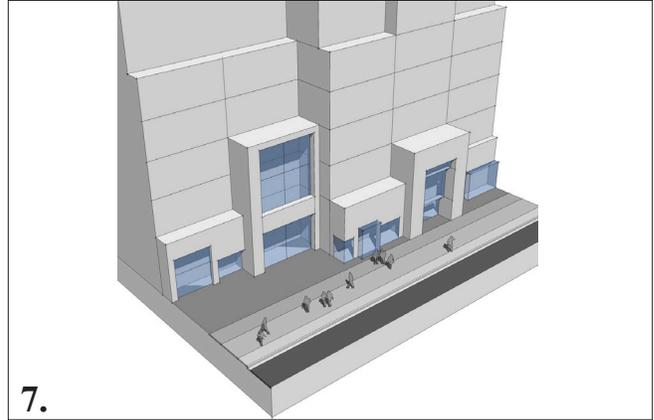
**3.**

*Building elements higher than 5 storeys should be stepped back a minimum of 3 m (10 ft.) from the building frontage.*



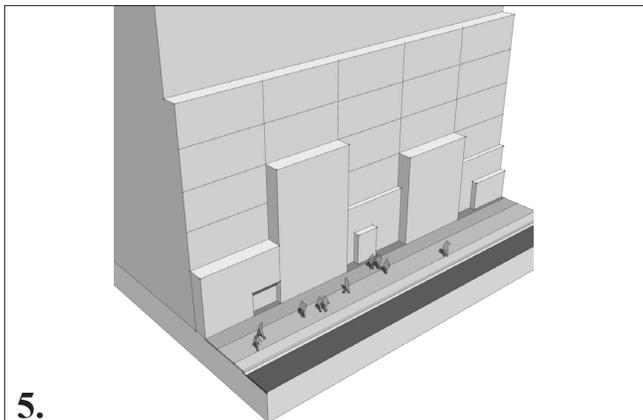
4.

*Use small unit frontages (10 m/33 ft. maximum) to create visual interest and help impart a “human scale” along the streetscape. Screen large tenant frontages (e.g., large format stores, residential amenity spaces, etc.) with smaller units or locate them above the ground floor.*



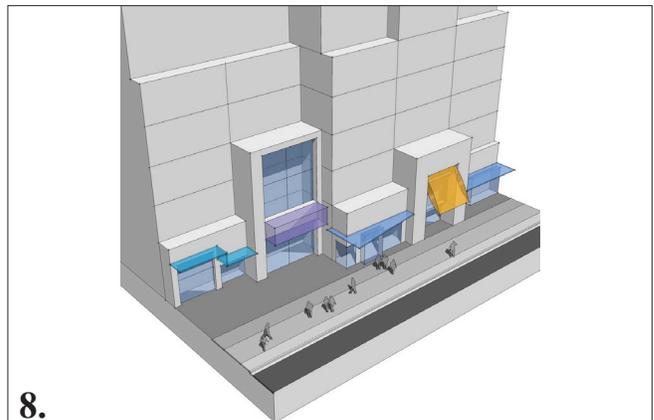
7.

*Enhance the public-private interface with substantial areas of clear glazing at the ground floor (e.g., a minimum of 70% along commercial frontages), and ensure that views are not merely into display windows or other uninhabited spaces. (Ensure residential privacy via changes in grade and landscaping.)*



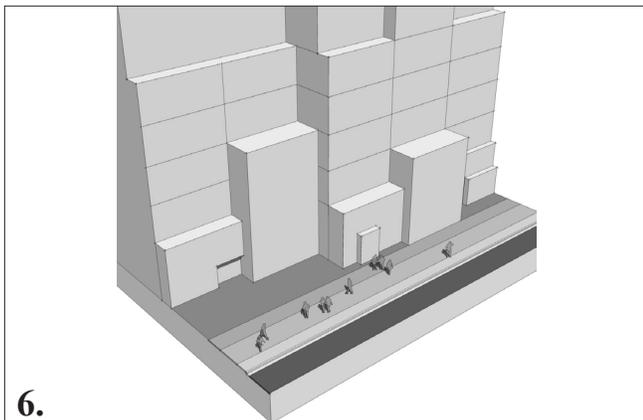
5.

*Further articulate building faces vertically and horizontally (e.g., punched windows, changes in materials, setbacks, projections, etc.) to visually break up large walls.*



8.

*Provide continuous pedestrian weather protection along commercial building frontages, wherever possible.*



6.

*Increase building setbacks in some areas to create usable plazas, display gardens, front yards, etc.*



9.

*In Pedestrian-Oriented Retail Precincts, frontages should be dedicated to pedestrian-oriented retail, personal services, restaurants, and outdoor cafes.*

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

Bylaw 9892  
2020/07/13

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.

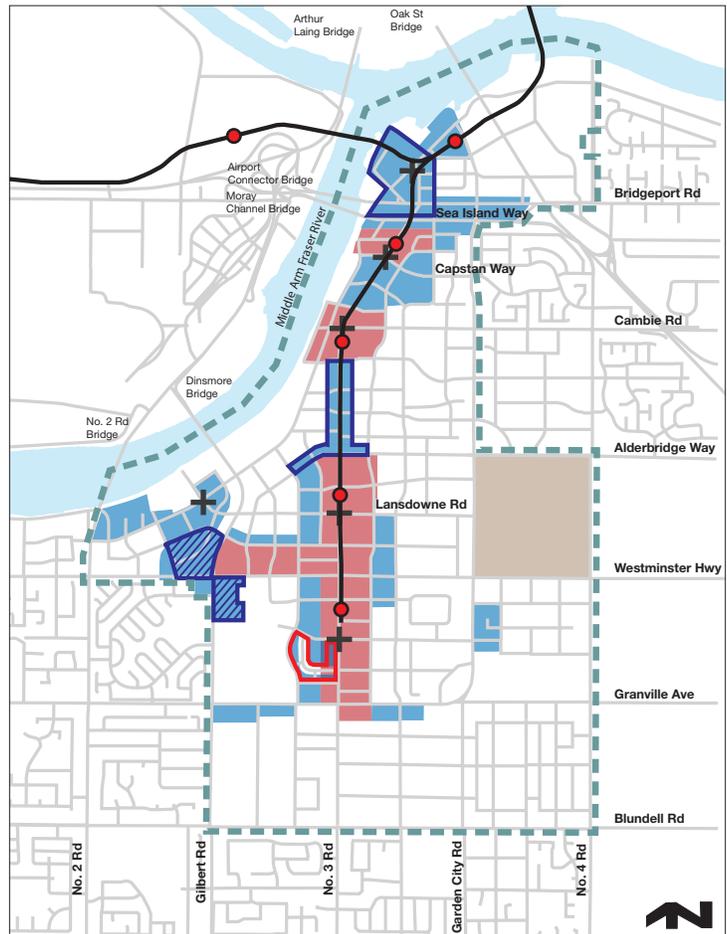
In addition, a minimum development site size for tower development is encouraged. This is intended to make clear that while a development site may be designated for building heights greater than 25 m (82 ft.) (i.e., towers), this form is discouraged where it may impact adjacent sites or affects the livability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

Bylaw 10154  
2023/11/27



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

Tower Spacing: Typical Minimum*			
Above 25 m (82 ft.)		Above 30.5 m (100 ft.)	
	24 m (79 ft.)		24 m (79 ft.)
	35 m (115 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: Typical Maximum	
	For office: 1,800 m <sup>2</sup> (19,376 ft <sup>2</sup> ) above 25 m (82 ft.) For other uses: 650 m <sup>2</sup> (6,997 ft <sup>2</sup> ) above 25 m (82 ft.)
	For hospital: 1,800 m <sup>2</sup> (19,376 ft <sup>2</sup> ) above 25 m (82 ft.) For other uses: 650 m <sup>2</sup> (6,997 ft <sup>2</sup> ) above 25 m (82 ft.)
	650 m <sup>2</sup> (6,997 ft <sup>2</sup> ) above 25 m (82 ft.), EXCEPT may be increased to 1,200 m <sup>2</sup> (13,000 ft <sup>2</sup> ) above 30.5 m (100 ft.) where the Typical Minimum Tower Spacing is provided
Elsewhere	650 m <sup>2</sup> (6,997 ft <sup>2</sup> ) above 25 m (82 ft.)

Bylaw 10154  
2023/11/27

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

### “Taming Tall Buildings”: Part 3 Encouraging Varied & Sculpted Tower Forms

High-density, high-rise buildings can take many forms, but in Richmond’s City Centre these options are limited by the city’s airport-related height restrictions and high water table (which discourages conventional, multi-storey underground parking).

The City Centre’s predominant high-rise form is a point tower with a parking podium wrapped in street-fronting, non-parking uses (e.g., townhouses). And, while this form has merit (e.g., landscaped podium roofs, buildings set close to the street):

- its repetitive use is making Richmond’s downtown less visually interesting;
- its towers can appear squat;
- it is contributing to the City Centre’s “flat top” – which is reinforced by a lack of significant building articulation (e.g., “sculpting”) in the upper portion of the towers.

### Strategies for Tall Buildings



**1. Underground Parking**  
*Reduce bulk and enhance design flexibility by raising the finished grade to conceal parking.*



**2. Stepped Skyline**  
*Vary building height across the City Centre and on multiple-tower sites.*



**3. Strong Horizontal Expression**  
*Encourage a “Richmond” look with strong horizontal lines and massing.*



**4. A “West Coast” Look**  
*Generous balconies, natural materials, and other features complement a horizontal expression and project a “casual-sophisticated” urban image.*



**5. A “Garden City”**  
*Generous planting on roofs, walls, and grade-level spaces make urban buildings attractive and welcoming.*



**6. “Green” Design**  
*Sustainable design is intelligent design that presents a progressive image and innovative ways to achieve high standards of livability.*



**7. Slim Tower Profiles**  
*Strategic use of strong vertical expressions can create the impression of taller, slimmer towers.*



**8. Distinctive Roof Forms**  
*Strong tower rooflines, integrated appurtenances, and complementary lower-level forms create an attractive, cohesive image.*

### 2.10.2(a) Attractive, Accessible Street Frontages

The frontage of a development site is the area between the building and the curb of the fronting public street (or the boundary of a park). How this area is designed is critical to the pedestrian experience and the liveliness of the public realm – but in the City Centre, the design of this space is complicated by Richmond’s flood management policy that generally requires a minimum habitable floor elevation of 2.9 m (9.5 ft.) geodetic – which in many places is as much as 1.5 m (4.9 ft.) above the grade of the fronting street.

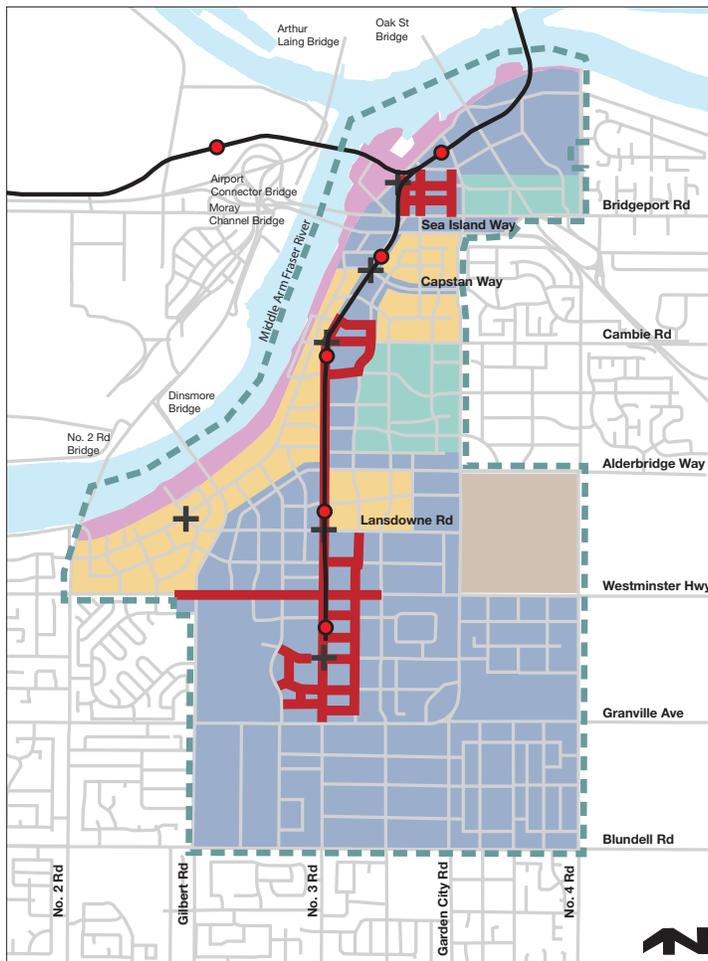
#### Challenge/Opportunity

The grade differential between the street and the minimum habitable floor elevation can enhance privacy for street-fronting dwellings; however, it can also impede pedestrian access, impair retail viability, and present other urban design challenges (e.g., concealing parking).

#### Proposed Strategy

- Raise riverfront areas to the level of the dyke or higher.
- Raise grades to 2.6 m (8.5 ft.) geodetic or higher wherever possible (e.g., transit plazas, new streets and parks, large sites).
- Relax minimum habitable floor elevations for select retail and industrial areas to 0.3 m (1.0 ft.) above the crown of the fronting street.
- Elsewhere, employ a variety of alternative frontage treatments, alone or in combination.

### Preferred Frontage Conditions Map



	City Centre Boundary		Riverfront
	Canada Line		Major Redevelopment Areas
	Village Centre		Key Retail Exempt Areas
	Garden City Lands (Further Study Required)		Industrial Exempt Areas
			General

Typical Area Descriptions & Minimum Recommended Elevations (Geodetic)	
	<b>Riverfront</b> <ul style="list-style-type: none"> <li>• Parks &amp; Streets: 4 m (13.1 ft.) (i.e., dyke crest).</li> <li>• Habitable Floor Elevation: 4 m (13.1 ft.).</li> </ul>
	<b>Major Redevelopment Areas</b> <ul style="list-style-type: none"> <li>• Parks &amp; Streets: 2.6 m (8.5 ft.).</li> <li>• Habitable Floor Elevation: 2.9 m (9.5 ft.) minimum.</li> </ul>
	<b>Key Retail Exempt Areas</b> <ul style="list-style-type: none"> <li>• Parks &amp; Streets: Existing grade maintained.</li> <li>• Street-Fronting Commercial Habitable Floor Elevation: 0.3 m (1.0 ft.) above the crown of the fronting street.</li> <li>• Residential Habitable Floor Elevation: 2.9 m (9.5 ft.).</li> </ul>
	<b>Industrial Exempt Areas</b> <ul style="list-style-type: none"> <li>• Parks &amp; Streets: Existing grade maintained.</li> <li>• Industrial Habitable Floor Elevation: 0.3 m (1.0 ft.) above the crown of the fronting street.</li> <li>• Non-Industrial Habitable Floor Elevation: 2.9 m (9.5 ft.).</li> </ul>
	<b>General</b> <ul style="list-style-type: none"> <li>• Parks &amp; Streets: Existing grade maintained, but may be raised where this is feasible and it enhances livability, form of development, etc.</li> <li>• Habitable Floor Elevation: 2.9 m (9.5 ft.).</li> </ul>

**Alternative Frontage Treatments**

The Plan proposed six generic frontage treatment types that may be applied in the City Centre.

**Application**

Some types, such as “Shopfront & Awning”, are intended for a specific type of application; while others, such as “Stoops & Porches”, may be adapted to both residential and non-residential settings. Furthermore, some types may be best suited to special development conditions, such as “Terraced Units”, which is adaptable to the incremental development of small commercial frontages, or “Dual Walkways & Stramps”, which can accommodate large pedestrian volumes (both walking and sitting) and is intended for high-density, pedestrian-oriented retail locations on major streets and thoroughfares (e.g., No. 3 Road).

**Interpretation**

Note that the interpretation of the various frontage treatment types may vary with land use. For example, a “Lawn & Garden” frontage in a lower-density residential area may take the form of a series of small private yards with picket fences, while in an industrial area it may simply be an open lawn and display planting.

**Street-Oriented Dwelling Units**

Throughout the City Centre, regardless of frontage treatment, dwellings with individual unit entries oriented to fronting public streets and spaces (including mid-block linkages) should be the typical form of development along all site frontages where residential uses are on the ground floor.

**Concealing Parking Below Grade**

If parking is set below finished grade, but above the crown of the fronting street or open space, it may project into the building setback, provided that this does not compromise the appearance or accessibility of the frontage and enhances local character and livability.

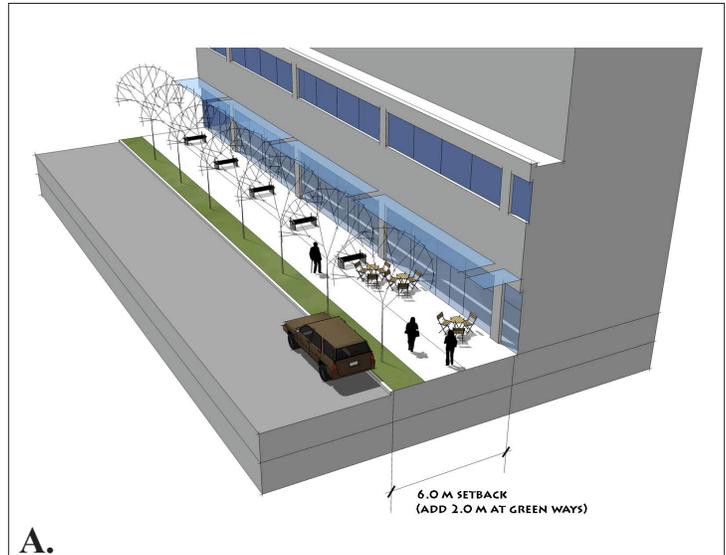
**Typical Preferred Frontage Treatments**

Alternative Frontage Treatments	Pedestrian-Oriented Retail Precincts		General Non-Residential	General Residential
	“High Streets”	“Secondary Retail Streets”		
A. Shopfront & Awning	Yes (Preferred)	Yes	Yes	
B. Dual Walkway & Stramp	Yes	Yes		
C. Terraced Units	Yes (Generally limited to Bridgeport)	Yes	Yes	Yes
D. Landscape Ramp & Terrace		Yes	Yes	Yes
E. Stoops & Porches			Yes	Yes
F. Lawn & Garden			Yes	Yes

**Alternative Frontage Treatments**

**A. Shopfront & Awning**

- The public sidewalk extends to the building face.
- Building entries are a maximum of 0.3 m (1 ft.) above the crown of the fronting street and are typically close to the sidewalk.
- The façade incorporates substantial glazing in the form of shop windows.
- Pedestrian weather protection is provided along the building face.



**B. Dual Walkway & Stramp**

- The public sidewalk extends to the building face.
- Building entries are a maximum of 1.5 m (5 ft.) above the crown of the fronting street and are set close to the upper walkway.
- The façade incorporates substantial glazing in the form of shop windows.
- The stair/ramp design may be varied to provide for street trees, planting, water features, seating, outdoor dining, etc.
- Continuous pedestrian weather protection is provided along most of the length of the building face.



**C. Terraced Units**

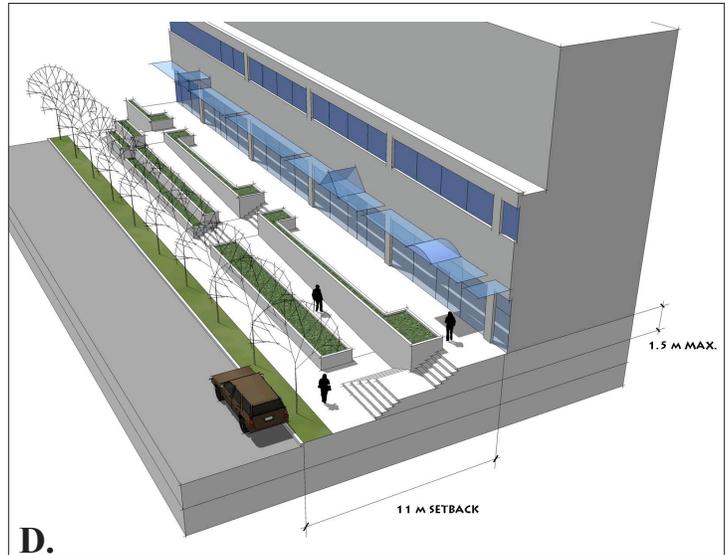
- The public sidewalk extends to some combination of building face, terraces, courtyards, etc.
- Building entries are a maximum of 1.5 m (5 ft.) above the crown of the fronting street and are set back from the sidewalk to accommodate a variety of stairs, ramps, terraces, etc.
- The façade incorporates substantial glazing (e.g., shop windows) designed to enhance the relationship of the raised commercial units with the sidewalk.
- Where possible, weather protection shelters the sidewalk.



**Alternative Frontage Conditions**

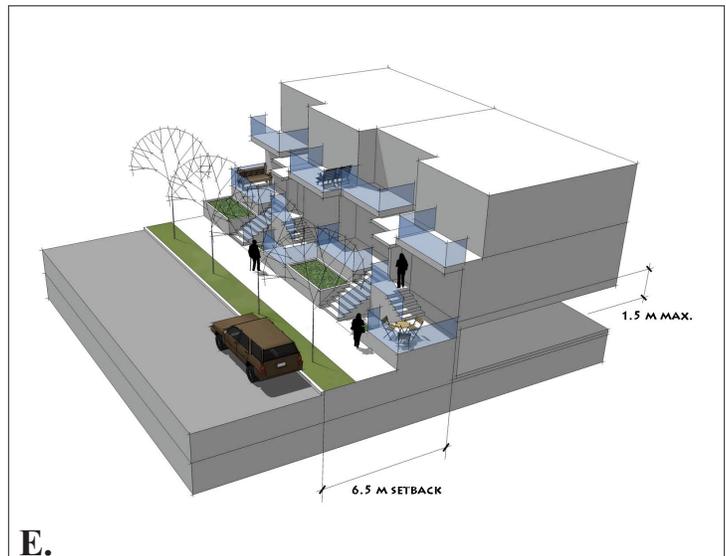
**D. Landscaped Ramp & Terrace**

- Most typical of office or hotel in medium- to high-density non-residential and mixed-use areas with moderate pedestrian volumes.
- The public sidewalk extends to the ramp/stairs.
- Building entries are a maximum of 1.5 m (5 ft.) above the crown of the fronting street and are set close to the terrace.
- Terraces on adjacent properties should provide for continuous public movement.
- The façade at the terrace level incorporates substantial glazing (e.g., shop or restaurant windows, building or hotel lobbies, galleries, etc.).
- Weather protection at entries.



**E. Stoops & Porches**

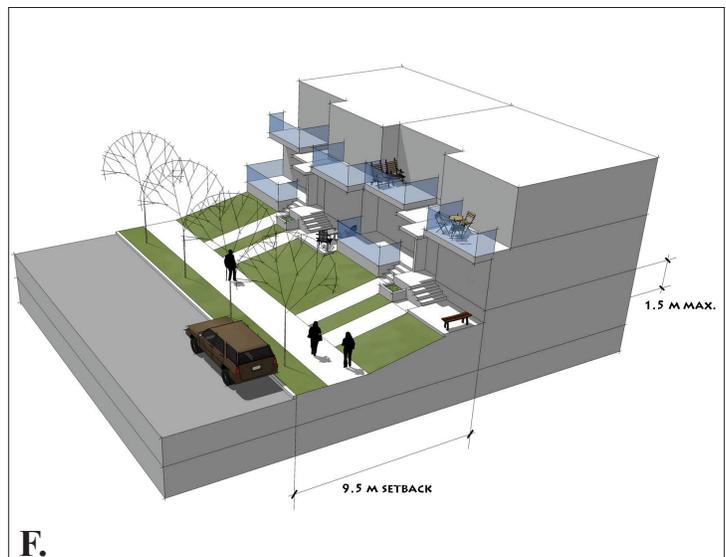
- Most typical of residential uses.
- Building entries are typically at 0.6-1.5 m (2-5 ft.) above the crown of the fronting street and are reached by an exterior stair.
- Where the façade is set back less than 6 m (20 ft.) from the public sidewalk, the front yard is typically set 0.6-0.9 m (2-3 ft.) above the crown of the street.



- Landscaping of the front yard should enhance the pedestrian enjoyment of the sidewalk and accommodate the needs of the building's tenants.

**F. Lawn & Garden**

- The façade is setback a minimum of 6 m (20 ft.) from the public sidewalk.
- The front yard is graded to allow pedestrian access to the building with minimal use of stairs or ramps.
- Landscaping of the front yard should enhance the public realm and meet the needs of building tenants.
- Weather protection at entries.



### 2.10.2(d) Signage

Signage makes an urban area livable. It keeps you safe, it helps you find your way, and it tells you what’s around you. Signage is everywhere in the public realm, but it is not always attractive or effective and is often an overlooked aspect of city design.

#### Challenges/Opportunities

For the most part, Richmond’s signage bylaw effectively directs the amount, form, and location of residential and business signage. However, as the City Centre grows and becomes more pedestrian-oriented, the design and nature of some of the downtown’s signage will likewise need to change in order that it can better:

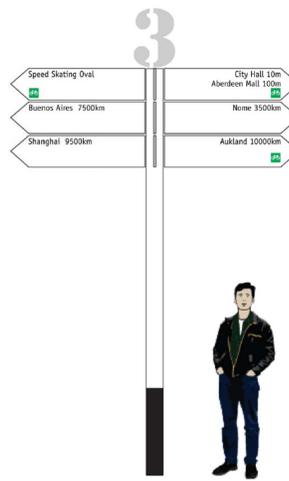
- address the needs of the City Centre’s increasing number of visitors – many of whom will arrive via the Canada Line and be on foot rather than in a car;
- “fit” with higher-density, urban forms and functions;
- play a “feature” role in the character of key locations.

#### Proposed Strategy

Three key strategies are proposed to address signage in the City Centre:

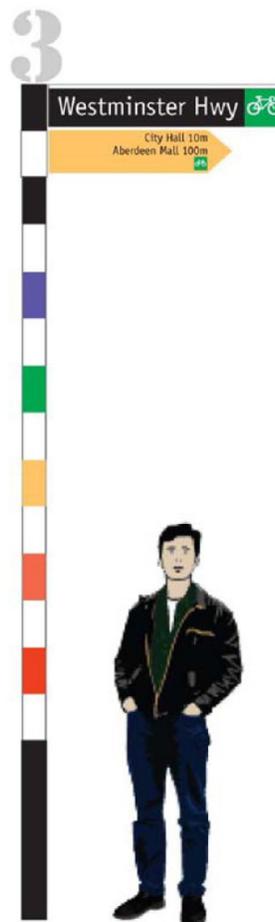
- **Development Review:**  
through Richmond’s standard development review processes, include signage in the consideration of form and character, and work to ensure that it is an integral and attractive part of project design;
- **Wayfinding:**  
enhance wayfinding through its incorporation in the design of key public areas (e.g., Canada Line, riverfront, Richmond Oval, etc.);

#### Wayfinding Signage: Proposed Strategy for No. 3 Road



*As part of the No. 3 Road Streetscape Study, undertaken by Richmond in connection with Canada Line design and construction, a strategy for wayfinding signage has been proposed.*

*This strategy provides for a distinctive family of street name and directional/distance signage providing information about nearby cross streets and key civic destinations, such as City Hall. In addition, at each Canada Line station plaza, a larger wayfinding sign indicates points of interest further afield, including major international cities.*



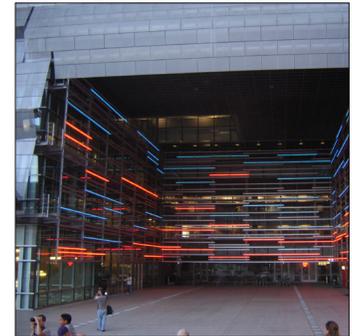
*Each sign post is marked with a series of coloured bands and topped with a whimsical “3” finial cap to reinforce the importance of No. 3 Road as a key corridor and present a unique, engaging, and pedestrian-friendly image.*

- **Village Design:**  
prepare design guidelines, including commercial and public realm signage and related features, for the Aberdeen and Bridgeport Village retail-arts-entertainment nodes to support their development as unique, vibrant, and high-quality urban environments.

Options to be considered will include ones that:

- a) build on the roles of these areas as centres for shopping, the arts, and nightlife;
- b) create a contemporary, fun, pedestrian-oriented, urban image;
- c) depart from the suburban, automobile-oriented image characteristic of these areas today.

**Potential “Signature” Signage Options:  
Aberdeen & Bridgeport Village**



### 2.10.3(d) Encourage Crime Prevention Through Environmental Design (CPTED)

The physical layout and design of a community can contribute to the safety and security of its residents, workers, and visitors. Designing for safety is particularly important near transit stops – including the Canada Line – and other locations where citizens may be required to wait during evening hours.

#### Key Principles of CPTED

CPTED techniques should be considered at all stages of community development and are aimed at enhancing peace of mind and reducing the potential for improper behaviour, undesirable users, and random crime by:

- creating “defensible” spaces with clearly visible public/private boundaries and transition areas;
- reducing blind spots, providing adequate pedestrian-oriented lighting, and encouraging “eyes on the street”;
- locating public gathering spaces where they will complement adjacent uses and attract a diversity of users throughout the day and night;
- encouraging a sense of ownership towards the public realm by nearby residents and workers;
- taking advantage of natural boundaries and features to enhance the effectiveness of other CPTED measures, create a better “fit” with the community, and reduce security costs.

#### Application of CPTED Principles



- Large windows promote casual supervision of sidewalk.
- Porches and sidewalk encourage interaction between neighbors.
- Paving and architectural treatments define public and private zones.
- Good pedestrian-scaled lighting on street.
- Low landscaping and fences define property lines without creating hiding places.



- Large windows at upper levels promote casual supervision of street.
- Clear building signage.
- Exterior of building well illuminated.
- Large windows at-grade promote surveillance from street.
- Clearly defined private and public space.
- Good pedestrian-scaled lighting on street.