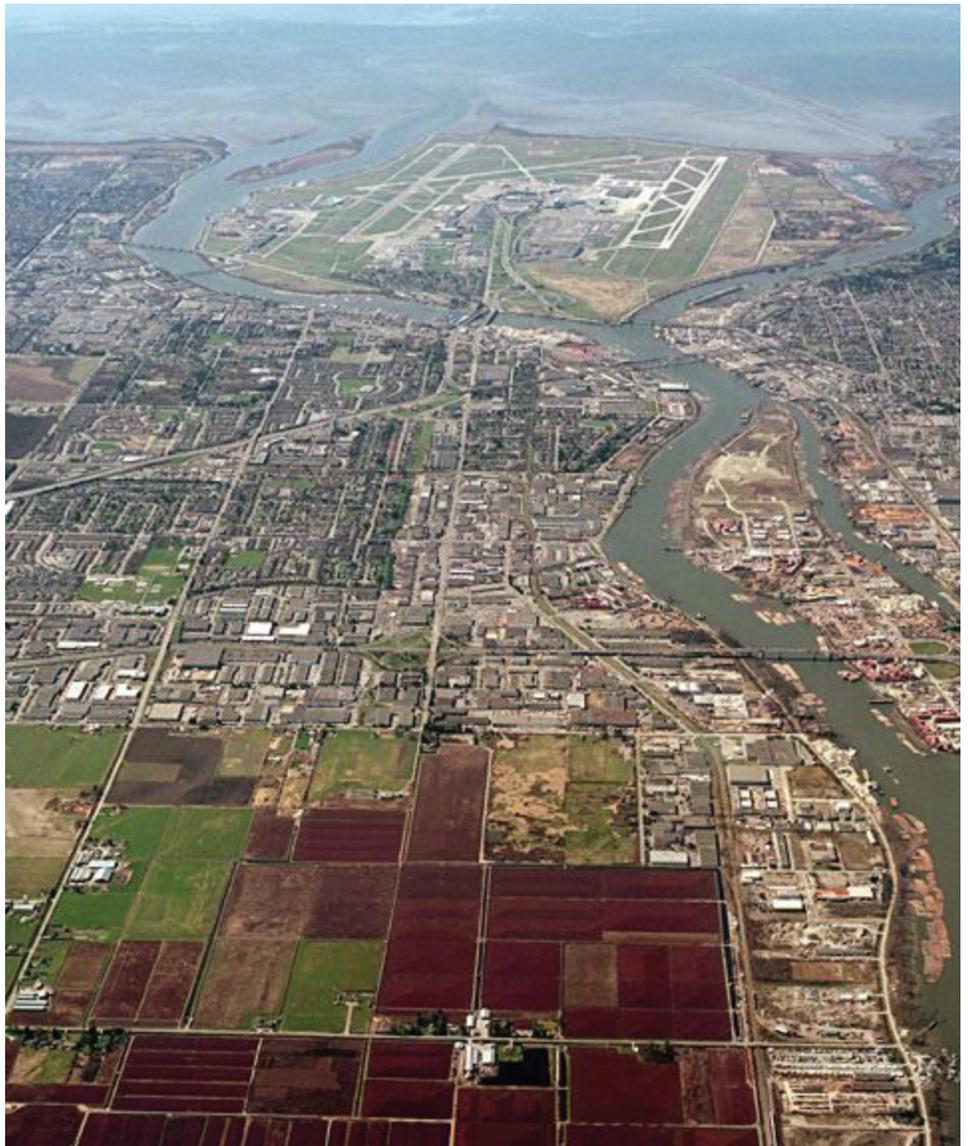


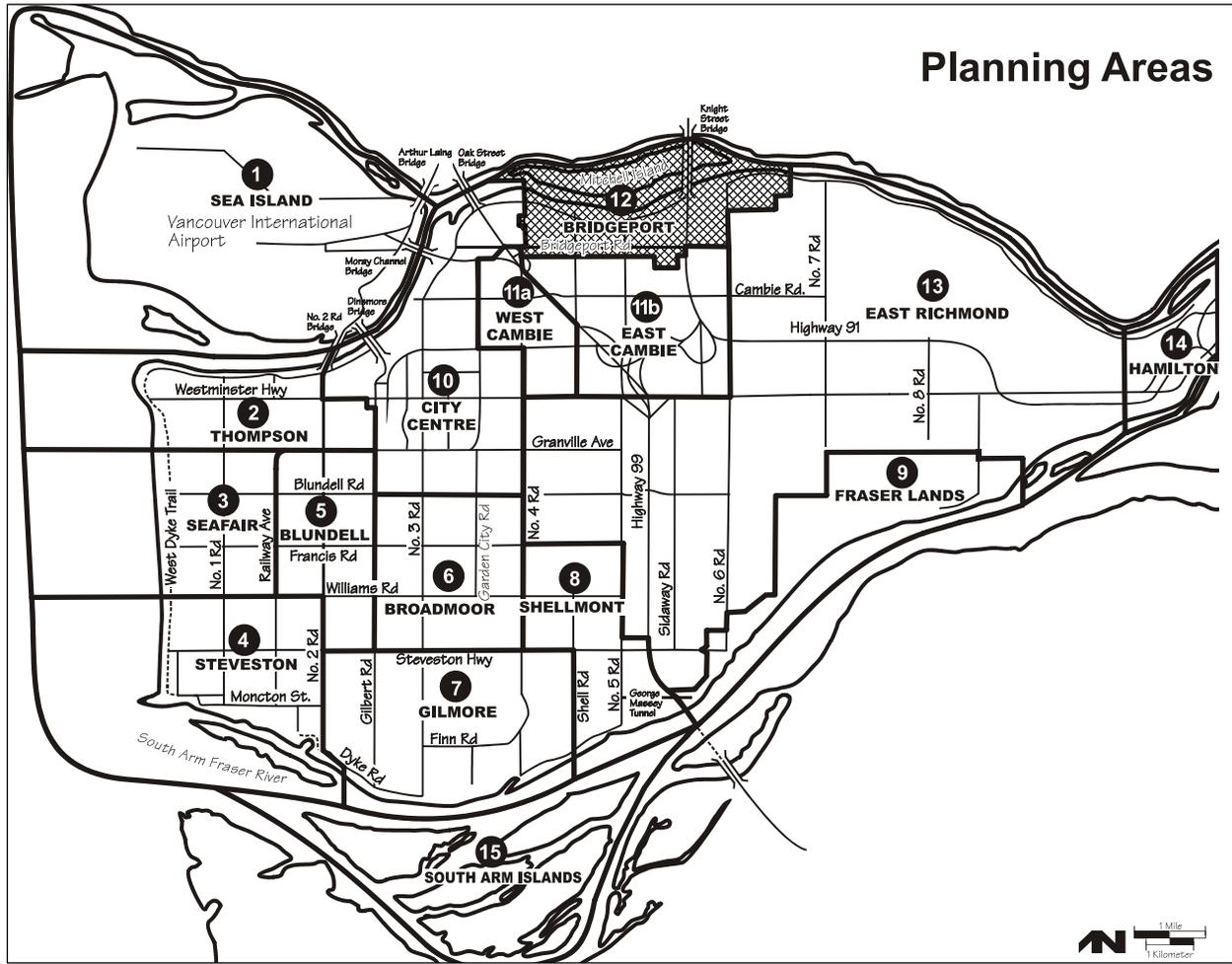
Richmond
**OFFICIAL
COMMUNITY PLAN**



City of Richmond

BRIDGEPORT AREA PLAN
Bylaw 7100 Schedule 2.12

KEY MAP



PLAN AREA MAP

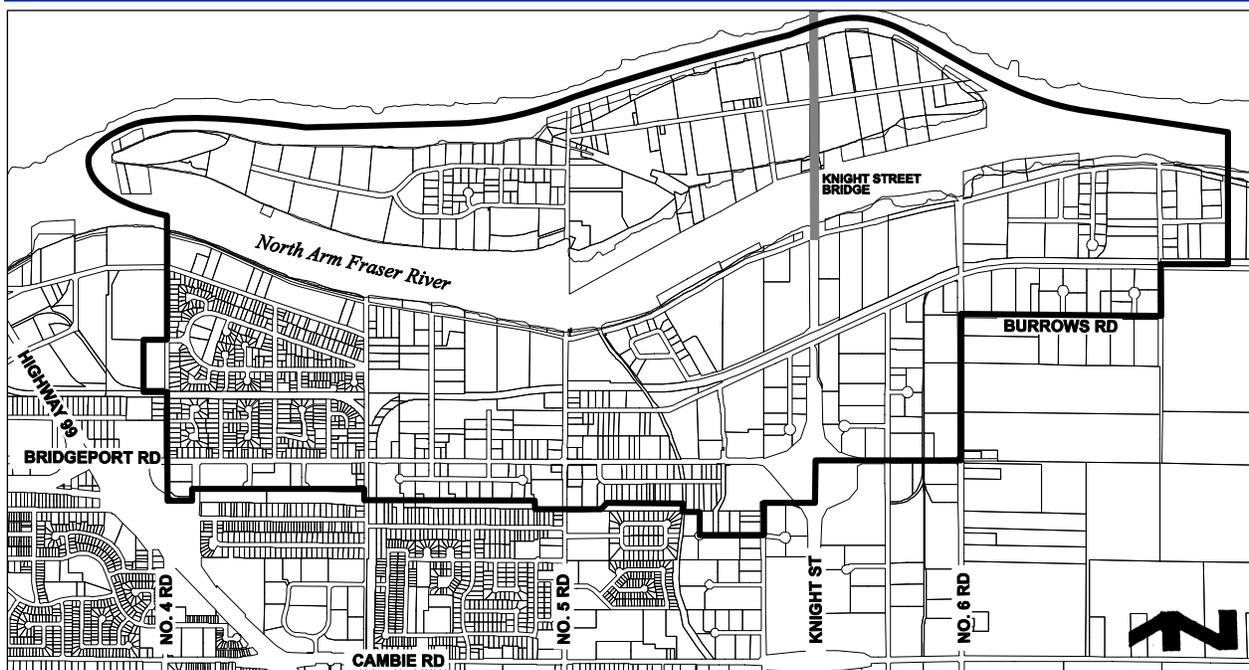


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PLAN INTERPRETATION

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 cover a portion of the 15 planning areas within Richmond (see Key Map).

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 Planning & Development Department 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

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

1.1 SETTING

The Bridgeport Planning Area is one of the oldest developed areas in Richmond. Originally settled in 1867, Bridgeport has evolved from a mostly wood products industrial area to a diverse community with a variety of industrial and commercial developments and a well established residential neighbourhood.



Marine Traffic – North Arm of Fraser River

The Bridgeport Planning Area is located in the north central part of Richmond. The area encompasses that part of Lulu Island lying north of Bridgeport Road, between the middle arm of the Fraser River and roughly No. 4 Road and No. 6 Road. The area also includes Mitchell and Twigg Islands.

The Bridgeport Area occupies a strategic position in Richmond. It abuts the North Arm of the Fraser River, which is an important and busy marine industrial corridor. It is directly linked to the City of Vancouver by the Knight Street Bridge and to the Corporation of Delta, the U.S. border and the City of Vancouver by Highway 99. It is just east of the Vancouver International Airport and the area included in the City Centre Area Plan. In a very real sense, Bridgeport is part of the northern gateway to Richmond.

Because of its strategic location and accessibility, many industrial and commercial businesses and a few tourist oriented establishments have chosen to locate in Bridgeport. Industry, which is still the chief land use in the area, is mainly located in the north-east sector and Mitchell/Twigg Islands. Retail commercial is concentrated along portions of Bridgeport Road. There are two hotels located at the intersection of Bridgeport Road and St. Edwards Road (one of these hotels is within the West Cambie Area Plan).

The Fraser River is the most prominent geographic feature in the Bridgeport Planning Area and is a strong influence on land use in Bridgeport. In the past, the river was an important factor in drawing industry to the area. Today, the river continues to be important to industry, but it has also been discovered by commercial developers and recreationists.

1.2 PLAN AREA

The Plan Area Map outlines the exact boundaries of the Bridgeport Planning Area. Generally speaking, the North Arm of the Fraser River forms the northern boundary; the Agricultural Land Reserve forms the eastern boundary; Bridgeport Road forms the southern boundary; and No. 4 Road forms the western boundary. The planning area covers about 500 ha (1,235 ac.), including roads.

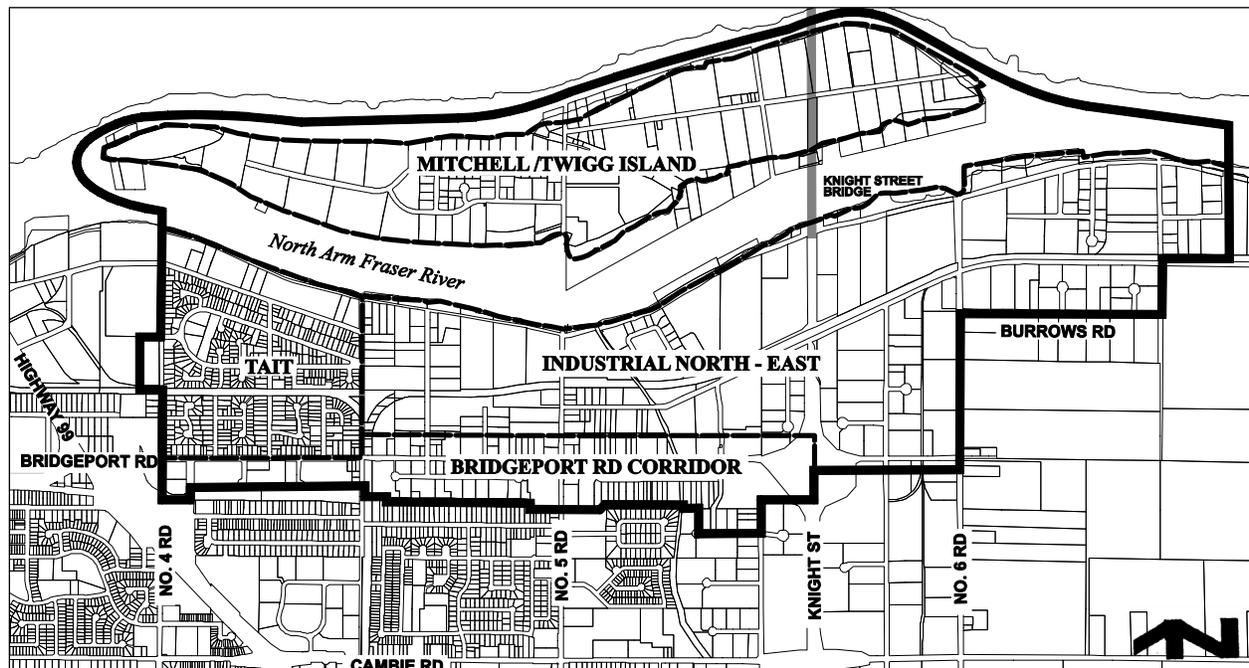
The Bridgeport Planning Area has been broken down into four separate sub-areas. This was done to reflect the diverse nature of the planning area and to facilitate the arrangement in the plan document of the objectives and policies which are germane to each sub-area. Please refer to the Sub-Area Boundaries Map.

The four sub-areas which have been identified are:

- a) Tait;
- b) Bridgeport Road;
- c) North-East Industrial; and
- d) Mitchell/Twigg Island.

It should be noted that the Bridgeport Planning Area used to include the West Bridgeport and Van Horne sub-areas. Both of these areas have been added to the City Centre Area Plan because of the location of the Canada Line, the Bridgeport transit station and their linkage to the City's downtown area.

Sub-Area Boundaries Map



1.3 PURPOSE

Like most older areas in Richmond, Bridgeport has been subdivided and developed without the aid of a comprehensive plan. Developments in the past have created deficits and barriers in the area, such as the lack of public access to the waterfront, the dissection of the neighbourhood by bridges, railway rights-of-way, major roads, under servicing in terms of utilities, amenities and commercial services for residents and workers.

Like many other areas in Richmond, Bridgeport is experiencing change due to the overall growth of Greater Vancouver in general and Richmond in particular. Growth has generated a number of issues affecting all property owners in Bridgeport, but at the same time it has presented a number of interesting opportunities and challenges. The citizens of Bridgeport have shown they care about their community with their involvement in previous public discussions on the future of their area. This plan document represents an opportunity for Bridgeport citizens to address the issues now emerging, which will impact upon their properties.

This plan sets out the goals, objectives, policies and development guidelines for the Bridgeport Planning Area.

The purposes of this plan are to:

- a) Establish a vision and direction for the re-development and growth of the Bridgeport Planning Area;
- b) Provide a framework for decision making; and
- c) Develop goals, policies and objectives that will:
 - Recognize the diverse nature of the area;
 - Recognize current and potential major constraints, issues and opportunities such as the need for jobs, accessibility, recreation and environmental protection;
 - Define strategies for achieving the community's aspirations and set priorities within the time frame of this plan; and
 - Establish objectives that will not only help the community move closer towards its goals and policies, but also what the community wishes to avoid.
- d) Update the draft Bridgeport Plan first prepared in 1986, in order to reflect new information and priorities and to present it in a format that reflects the distinctive characteristics of the different sub-areas within the Bridgeport Planning Area.

Additional Conservation Area and Environmentally Sensitive Area (ESA) policies, guidelines, and locations are included in Schedule 1 of this Bylaw and its attachments (Schedule 1 is a separate document which applies to the entire City). Readers should check Schedule 1 as it takes precedence over this plan in the case of Conservation Areas and ESAs.

1.4 VISION AND GOALS

Plan Vision:

There is an opportunity for the renewal of Bridgeport, particularly as the supply of new land for development in Richmond diminishes. In order for this opportunity to be realized, Council and area citizens need to agree on goals and action plans/programs that will encourage and facilitate renewal. These goals, plans and programs in turn need to be based on a clear vision of the type of community that is desired.

The vision for Bridgeport is built upon the inherent strengths of the area and on greater public desire for environmental protection and resolution of livability issues.

Bridgeport will continue to be a mixed use area, comprised of industrial, commercial, residential and recreational uses. However, there will be a change in the nature of these types of uses, based on evolution in the market place and on concerns for the environment.

There will be a shift away from traditional industrial activities toward more technologically based and environmentally sensitive industries, with higher value added products. As well, new industries will be more labour and capital intensive.

Automobile-oriented commercial development will continue to be located along portions of Bridgeport Road.

The value of the Fraser River as a recreational and scenic resource will be recognized and enhanced by improving public access through expansion of the waterfront trail system and creation of road end parks and staging areas. At the same time, environmentally sensitive areas along the river will be protected by controlling the type and design of abutting land uses.

Good civic design principles and buffers will be implemented where residential, commercial and industrial developments abut agricultural or parklands.

The major arterial roads will continue to have heavy traffic volumes, but mobility will be enhanced through improvements to the roads, transit, bicycle and pedestrian movement system. Public utilities will also be upgraded as part of the area renewal process.

The preservation of views (especially north towards the mountains), heritage buildings, heritage trees and existing vegetation will be encouraged.

The "livability" of Bridgeport for residents, workers and visitors will be enhanced through the provision of convenient and appropriate local amenities such as social services, commercial services and open space. This will be done through both public and private development initiatives.

Where conflicts exist between the protection of the environment and the development of any site, environmental concerns will take precedence.

Plan Goals:

Specific goals for this plan are:

To guide the future development and re-development of the Bridgeport Planning Area, over the next 10 years, accommodating residential, commercial, industrial, tourist and community uses in a way that will:

- Recognize the unique needs of the distinct sub-areas that exist in the Bridgeport Planning Area;
- Recognize the area's locational advantages adjacent to the International Airport, major regional highways, the North Arm of the Fraser River and the City of Vancouver;
- Enhance the livability of the area for residents, workers, artisans and visitors to the area;
- Acknowledge the Fraser River as a resource for many uses while preserving and protecting the foreshore; and
- Maintain, enhance and preserve air, water and soil quality.

2.0 JOBS & BUSINESS

2.1 AREA WIDE

OBJECTIVE 1:

To maintain a strong industrial base in this area while being sensitive to the changing needs of industry, rising land values and recognizing the opportunity to accommodate airport-related and other higher value-added industrial uses.¹

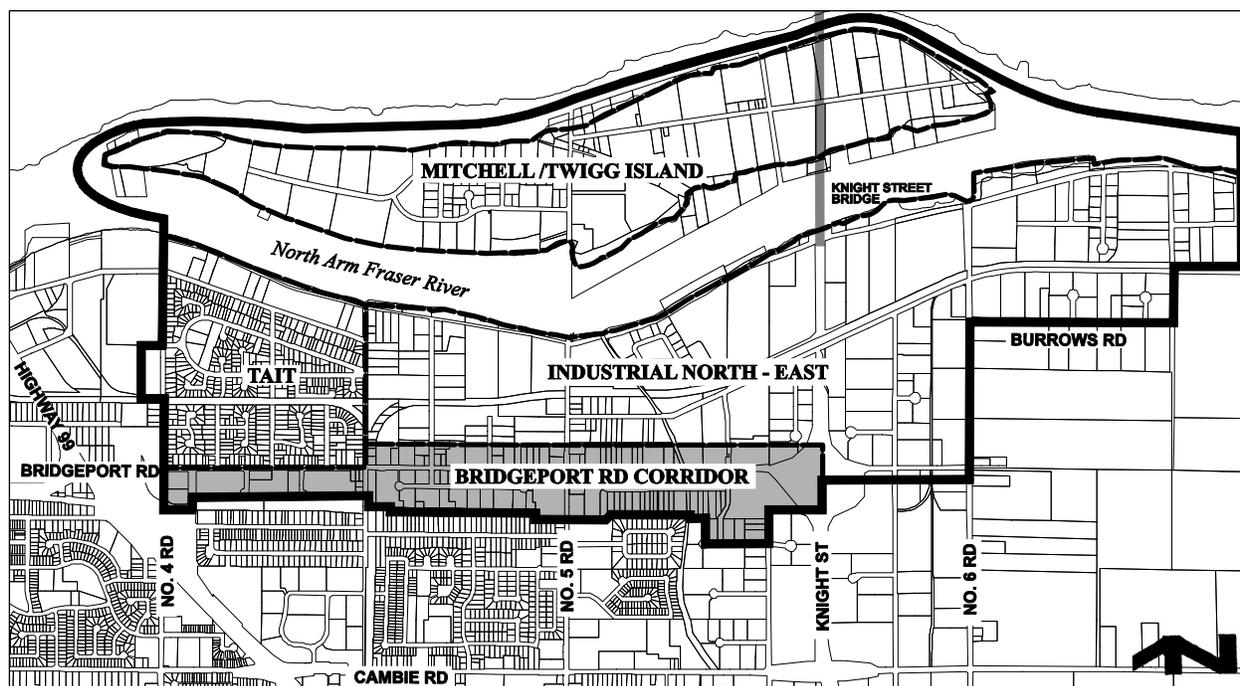
POLICIES:

- a) Continue to provide opportunities for diverse light industrial development, primarily those which provide for higher value-added applications;
- b) Encourage heavy industrial users and auto wreckers to move towards "sustainable development" principles while recognizing their immediate and long-term requirements;²
- c) Work with heavy industry and auto wreckers to assist in their efforts to redevelop and relocate;
- d) Work with specific industry associations to promote the Bridgeport Area to industry which benefits from its unique attributes;
- e) Work with the City of Vancouver to assist in relocating light industrial value-added activities from areas of Vancouver facing redevelopment.

¹ Involve converting products to others at higher value by either providing increased physical refinement or adding knowledge. Such industry typically create significant spin-off businesses, provide high paying employment, are clean and usually technologically oriented.

²"Sustainable Development is development that meets the needs of the present without compromising the ability of the future." (United Nations World Commission, 1987.)

2.2 BRIDGEPORT ROAD



ISSUE:

Bridgeport Road is the major commercial sub-area in Planning Area. The sub-area covers about 66 ha (163 ac.) and comprises those lots lying on the north and south sides of Bridgeport Road, between Shell and Knight Roads, and lots on Vickers Way and Voyageur Way and the south side of Bridgeport Road between Shell and No. 4 Roads.

Bridgeport Road is primarily zoned for light industrial and certain retail uses, but has developed mainly as an automobile-oriented commercial strip. Uses include large retail warehouse outlets selling household durables such as furniture and carpets, kitchen cabinets and automobile services. Some multi-family residential use is located south of Bridgeport Road between Shell Road and Beckman Place.

The main concerns in the sub-area relate to traffic flow and parking. Bridgeport Road is a heavily used traffic artery and the multitude of traffic access points to individual lots, creates serious conflicts and impediments to traffic flow.

Since Bridgeport Road will continue to be attractive for automobile-oriented retail establishments, it is imperative that measures be implemented to resolve traffic flow and parking problems. The visual confusion caused by the proliferation of signs is also another issue which needs to be addressed.



*Automobile Oriented Land Use –
Bridgeport Road*

OBJECTIVE 1:

To recognize Bridgeport Road as the major east-west arterial serving the northwestern end of Richmond and connecting directly to the provincial highway system.

POLICIES:

- a) Investigate the feasibility of a secondary east-west route north of Bridgeport Road in order to relieve congestion on Bridgeport Road;
- b) Liaise with TransLink to improve traffic flow with such measures as bus pull-outs.

OBJECTIVE 2:

To maintain the corridor as an automobile-oriented commercial area.

POLICIES:

- a) Implement appropriate land use controls and landscape features to buffer the adjoining residential areas.

OBJECTIVE 3:

To encourage the clustering of retail/wholesale uses with limited access to Bridgeport Road.

POLICIES:

- a) Permit the establishment of commercial services to serve area workers and customers;
- b) Deny direct access to Bridgeport Road where alternative local roads or lanes are available or can be created;
- c) Encourage businesses and developers to reduce direct accesses to Bridgeport Road, to locate parking areas behind buildings and promote their location and routing through advertisements and good signage;
- d) Avoid situations where local roads intersect with arterial roads and reduce direct private access on arterial roads and to implement a regulated access bylaw for Bridgeport Road.

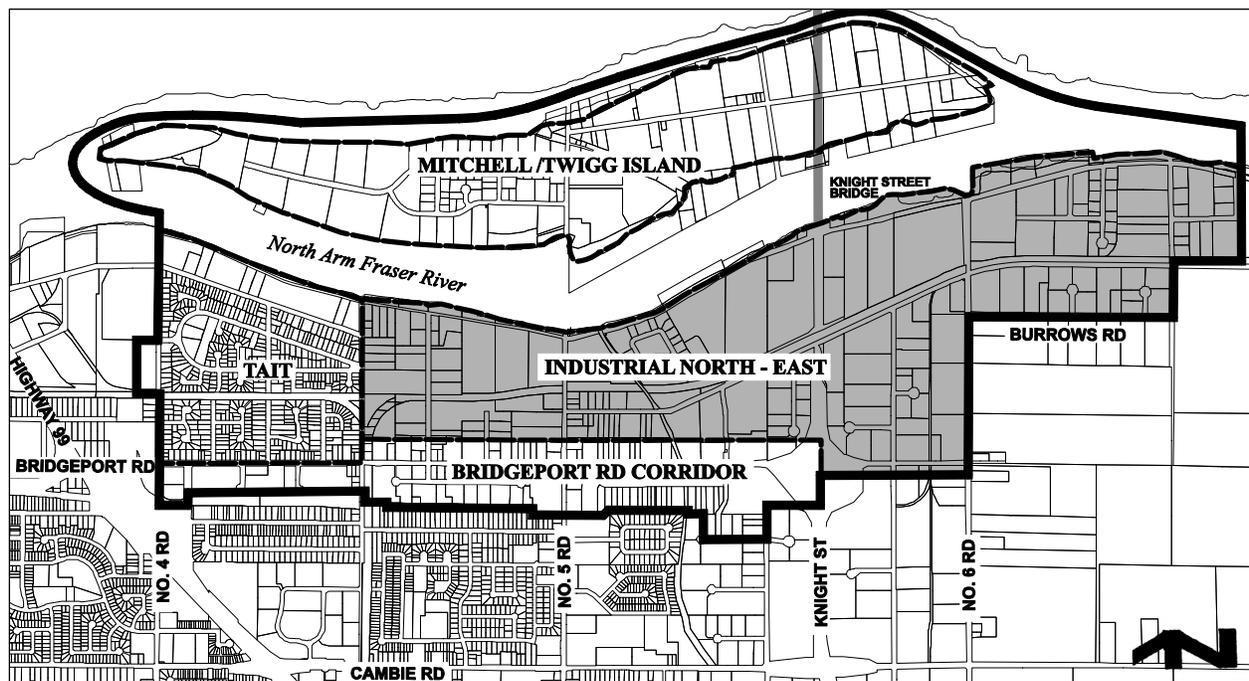
OBJECTIVE 4:

To improve the visual appearance of Bridgeport Road and improve traffic capacity and reduce accidents along Bridgeport Road.

POLICIES:

- a) Work on developing a trail along Bath Slough with a staging area at the Fraser River;
- b) Prepare an urban design study of the visual aspects of Bridgeport as seen from the road, with a view to improved land use, design controls, sign regulations, and public works as they relate to the overall "image" of the area.

2.3 INDUSTRIAL NORTH-EAST



ISSUE:

The Industrial North-East is the largest of the three industrial sub-areas in Bridgeport. The area covers 231 ha (570 ac.) and is generally bounded by the Fraser River, the Agricultural Land Reserve, Bridgeport Road and Shell Road. The area contains a mixture of manufacturing and warehousing uses of varying ages. The water frontage is utilized for log storage.

The western boundary of the sub-area abuts the Tait residential neighbourhood and the northern portion of Bath Slough lies within the area. Therefore, it will be necessary to implement measures to protect these adjacent areas in order to mitigate against any negative impacts.

OBJECTIVE 1:

Protect this area for industrial use.

POLICIES:

- a) Encourage heavy industrial users to move towards sustainable development principles while recognizing their immediate and long-term requirements;
- b) Prevent large scale retail activities from locating in the industrial areas;
- c) Investigate the feasibility of creating a continuous east-west road system between Bridgeport Road and River Road to serve truck traffic;
- d) Where waterfront lands are designated for industry, restrict industrial uses to those requiring water frontage, including log storage.

OBJECTIVE 2:

To encourage the continued development of diverse industry and employment opportunities that are compatible with and enhance air, water and soil quality.

POLICIES:

- a) Continue to provide opportunities for diverse light industrial development, primarily those which provide for higher value-added applications;
- b) Work with heavy industry to assist in their efforts to redevelop and relocate;
- c) Work with the private sector to find an appropriate site for a combined convenience shopping/bank/restaurant and childcare facility for local workers;
- d) Buffer adjacent sites from the effects of industrial activity as legally permitted and appropriate;
- e) Encourage the development of quieter industrial/commercial uses such as offices, on sites adjacent to residential areas.



Bath Slough Trail

OBJECTIVE 3:

To encourage the provision of opportunities for open space and recreation.

POLICIES:

- a) Work on developing a trail along Bath Slough with a staging area at the Fraser River.

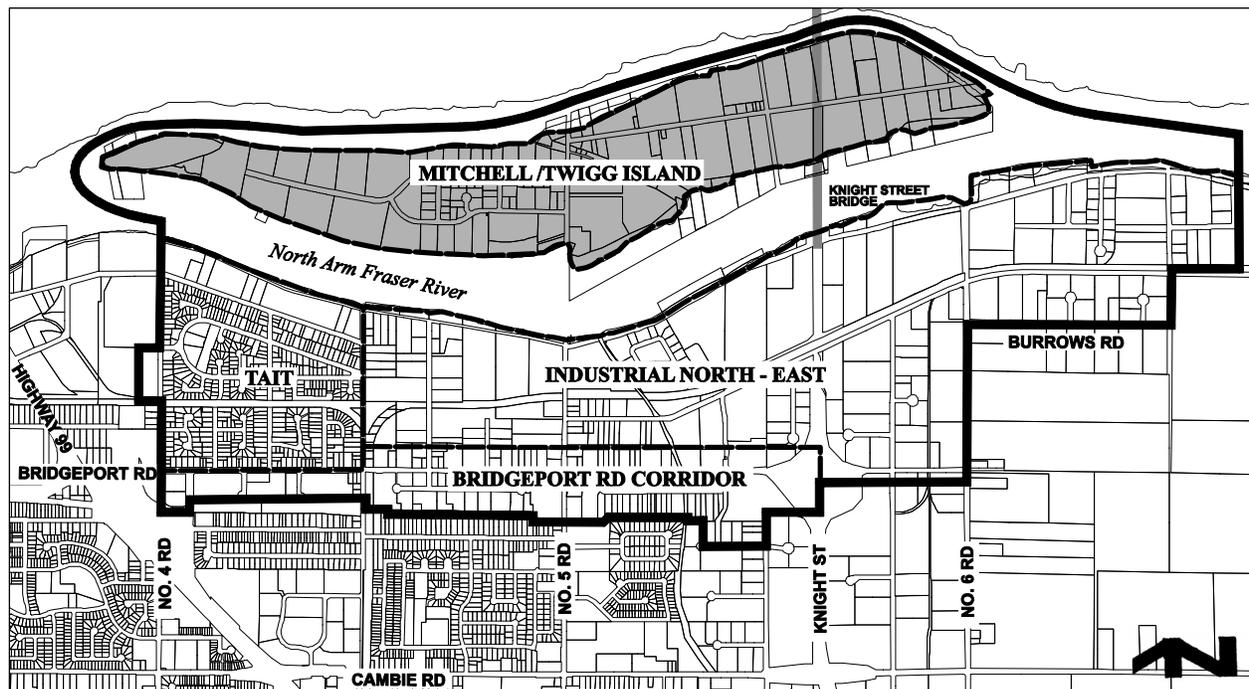
ISSUE:

Agricultural Land Reserve

As outlined in the Official Community Plan, the City is committed to protecting the supply of agricultural lands and to ensuring the viability of farm operations.

The Bridgeport Planning Area abuts the Agricultural Land Reserve at its eastern edge along No. 6 Road and Burrows Road. Developments along these areas should refer to the Policies, Objectives and Development Permit Guidelines for Agriculture outlined in the Official Community Plan.

2.4 MITCHELL / TWIGG ISLAND



ISSUE:

Mitchell/Twigg Island is the second largest industrial sub-area in Bridgeport. Covering 135 ha (334 ac.), it sits within the channel of the North Arm of the Fraser River. Mitchell Island is primarily developed with heavy industry, although a number of auto wrecking/parts establishments exist there. Twigg Island was mainly occupied by the Western Canada Steel Mill, but is being redeveloped for light industry now that the former operation has been discontinued.

Access to Mitchell/Twigg Island is limited to one entry and one exit point from the Knight Street Bridge. Services and amenities are lacking.

Like the north-east industrial sub-area, Mitchell/Twigg Island is a vital component in Richmond's Economic Development Strategy to maintain and expand employment. Therefore, industrial redevelopment is supported, particularly light industry.

OBJECTIVE 1:

To maintain Mitchell and Twigg Island for industrial uses that improve and enhance air, water, soil quality and social amenities.

POLICIES:

- a) Work with the City of Vancouver to encourage the provision of a bridge to serve Mitchell/Twigg Island from Vancouver;
- b) Ensure provision of appropriate public safety measures, buffers and setbacks between the heavy industrial, light industrial and residential uses;
- c) Work with heavy industry to assist in efforts to move towards "Sustainable Development" principles in day-to-day industry operations.

OBJECTIVE 2:

To encourage the redevelopment of Twigg Island to light industrial uses with a limited residential component and the redevelopment of Mitchell Island for light industry in the long-term.

POLICIES:

- a) Develop a zoning mechanism to encourage the redevelopment of Twigg Island as a comprehensively developed light industrial park, with provision for limited, integrated residential uses, such as caretaker suites, office/suite combinations and artisan studios;
- b) Work with heavy industry to assist in their efforts to relocate and redevelop their site.

OBJECTIVE 3:

To provide opportunities for open space and amenities.

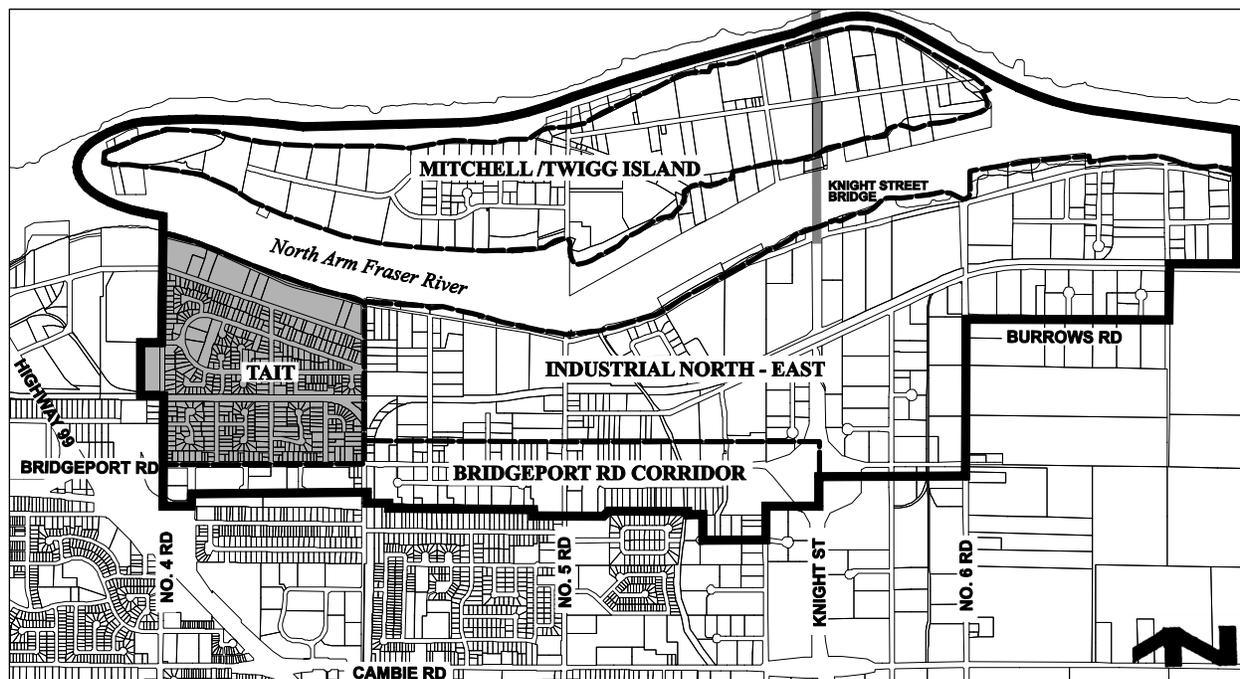
POLICIES:

- a) Work with the private sector to find and zone an appropriate site for local services such as convenience store, banking, restaurant and childcare facilities on Mitchell or Twigg Islands;

- b) Work with a local committee to investigate the feasibility of creating a park/trail plan and at least one road end waterfront mini-park, starting with the north foot of No. 5 Road;
- c) Work with Environmental Health and Vancouver Fraser Port Authority to create an interpretive site and appropriate signage and staging area adjacent to the marsh enhancement area (south of No. 5 Road);
- d) Adopt the attached Development Permit Guidelines to require new developments to provide amenity areas for workers and to preserve trees along the shoreline as a visual buffer to residential areas across the river.

3.0 NEIGHBOURHOODS & HOUSING

3.1 TAIT



ISSUE:

Tait is the principal remaining residential neighbourhood in Bridgeport. Covering an area of 68 ha (168 ac.), it is located between River, Shell, Bridgeport and No. 4 Roads and includes one multiple-family residential property on the west side of No. 4 Road. Much of the land was originally subdivided in the mid-1940's under the Veteran's Land Act.

The area is impacted by aircraft noise. Noise levels will range between 25-35 N.E.F. by the year 2011.

Tait abuts industrial lands on No. 4, River and Shell Roads. Objectives for those industrial areas include recommendations to implement appropriate land use controls and landscape features along their edges to protect adjoining residential areas. This plan proposes that the industrial area on the north side of River Road be redeveloped for housing and park use.

OBJECTIVE 1:

To allow for the densification of the existing community and the addition of a new residential area along the north side of River Road between No. 4 Road and Shell Road.

POLICIES:

Bylaw 8521
2011/10/11



Bylaw 9024
2013/11/18

- a) Permit single-family residential infill, which is integrated with the existing single-family areas;
- b) Permit residential mixed-use development along the north side of River Drive between No. 4 Road and Shell Road. Land uses may include townhouses, apartments, community uses, public parks and limited commercial uses;
- c) Permit the land in “Residential Area 1” to be developed primarily for single-family lots (as per the Lot Size Policy);

Low density townhouses may be considered in “Residential Area 1”, subject to the following development requirements:

i) Permitted Density

- The maximum floor area ratio (FAR) is 0.40. This may be increased to a higher density of 0.60 subject to compliance with the City’s Affordable Housing Strategy;

ii) Land Assembly/Adjoining Area

- Involve a minimum land assembly of 3,000 m²;
- Involve a land assembly with at least 50 m frontage on Bridgeport Road;
- Involve a land assembly with at least 40 m frontage on Shell Road;

iii) Residual Sites

- Residual sites should be avoided;
- Where a residual site is permitted, the residual site must enable viable future townhouse development with frontage to Shell Road, as demonstrated through a preliminary plan presented with the prior rezoning;

iv) Access

- Vehicle access may be preferably off McKessock Avenue or secondly, off Shell Road (with no primary access permitted off McKessock Place);
- Vehicle access off Bridgeport Road is discouraged;
- Pedestrian connectivity is to be coordinated between development sites by means of a statutory right-of-way or other suitable arrangement acceptable to the City, to provide a linkage between McKessock Place and Bridgeport Road;

Bylaw 9024
2013/11/18



- d) Permit the land in “Residential Area 2” to be developed for low density townhouses, subject to the following development requirements:
 - i) **Permitted Density**
 - The maximum floor area ratio (FAR) is 0.40. This may be increased to a higher density of 0.60 subject to compliance with the City’s Affordable Housing Strategy;
 - ii) **Land Assembly**
 - Involve a minimum land assembly of 2,500 m²;
 - Involve a land assembly with at least 50 m frontage on Bridgeport Road;
 - iii) **Residual Sites**
 - Residual sites should be avoided;
 - Where a residual site is permitted, the residual site must enable viable future townhouse development with frontage on McKessock Avenue or Shell Road, as demonstrated through a preliminary plan presented with the prior rezoning;
 - iv) **Access**
 - Vehicle access may be preferably off McKessock Avenue or secondly, off Shell Road (with no primary access permitted off McKessock Place);
 - Vehicle access off Bridgeport Road is discouraged;
 - Pedestrian connectivity is to be coordinated between development sites by means of a statutory right-of-way or other suitable arrangement acceptable to the City, to provide a linkage between McKessock Place and Bridgeport Road;
- e) Encourage builders of new residential buildings to comply with Canada Mortgage and Housing Corporation guidelines for acoustical insulation;
- f) Encourage builders of new residential buildings along heavy traffic corridors, such as Bridgeport Road, to provide noise mitigation measures to minimize vehicular noise impacts;
- g) Close River Road to truck traffic between No. 4 and Shell Roads, if the north side is developed for housing.



Residential Area – Tait Neighbourhood



Tait Elementary School

OBJECTIVE 2:

To enhance the liveability of the community through the provision and retention of amenities.

POLICIES:

- a) Retain the Tait School/Park site as the neighbourhood open space site;
- b) Ensure a balance of formal and informal recreational opportunities are available at the Tait School/Park site;
- c) Acquire and develop lands along the north side of River Drive between No. 4 Road and Shell Road for a foreshore park for neighbourhood and city purposes;
- d) Encourage the Richmond School Board to continue to provide community access to Tait School during non-school use hours;

*Bylaw 7794
2004/11/23*

4.0 TRANSPORTATION

OBJECTIVE 1:

To achieve a safe, effective and integrated mobility system for road vehicles, transit, pedestrians and bicycles, consistent with the growing needs of the community and the resources of the City.

POLICIES:

- a) Upgrade roads and intersections to full City standards where appropriate, according to the priorities and phasing of the City's Capital Works Program process;
- b) Implement plans for improving the road network especially the continuity of River Road;
- c) Avoid situations where local roads intersect with arterial roads and reduce direct private access on arterial roads and to implement a regulated access bylaw for Bridgeport Road;
- d) Request Translink to improve transit service in the Bridgeport Area, including Tait residential area and provide more frequent bus service along Bridgeport Road to serve the industrial area workers;
- e) Continue to support transit service system for disabled persons and other innovative and custom transit services;
- f) Continue to support the commercial bus shelter program and provide covered seating at all key bus stops along Bridgeport Road;
- g) Improve sidewalks, pedestrian areas and walkways (in conjunction with new developments or infrastructure improvements);
- h) Designate safe and convenient locations for pedestrian movements across arterial streets, in consultation with the R.C.M.P. and Richmond School Board;
- i) Continue to support improvements to accessibility and ease of movement (such as sidewalks and ramps) for disabled persons;
- j) Design trail/pedestrian connectors within the Bridgeport Plan Area and acquire the necessary rights-of-ways as shown on the Trails and Open Space Map;
- k) Acquire the necessary rights-of-ways to complete the C.N. trail;
- l) Create a continuous bicycle pathway system throughout the Bridgeport Area;

Bylaw 9024
2013/11/18



- m) If the land adjacent to McKessock Place is developed for single-family lots (as per the Lot Size Policy), McKessock Place is to end in a cul-de-sac, with a secondary emergency access;
- n) If the land adjacent to McKessock Place is developed for low density townhouses, McKessock Place is to have an adequate turnaround for vehicles and a secondary emergency access, as approved by the Director of Transportation.

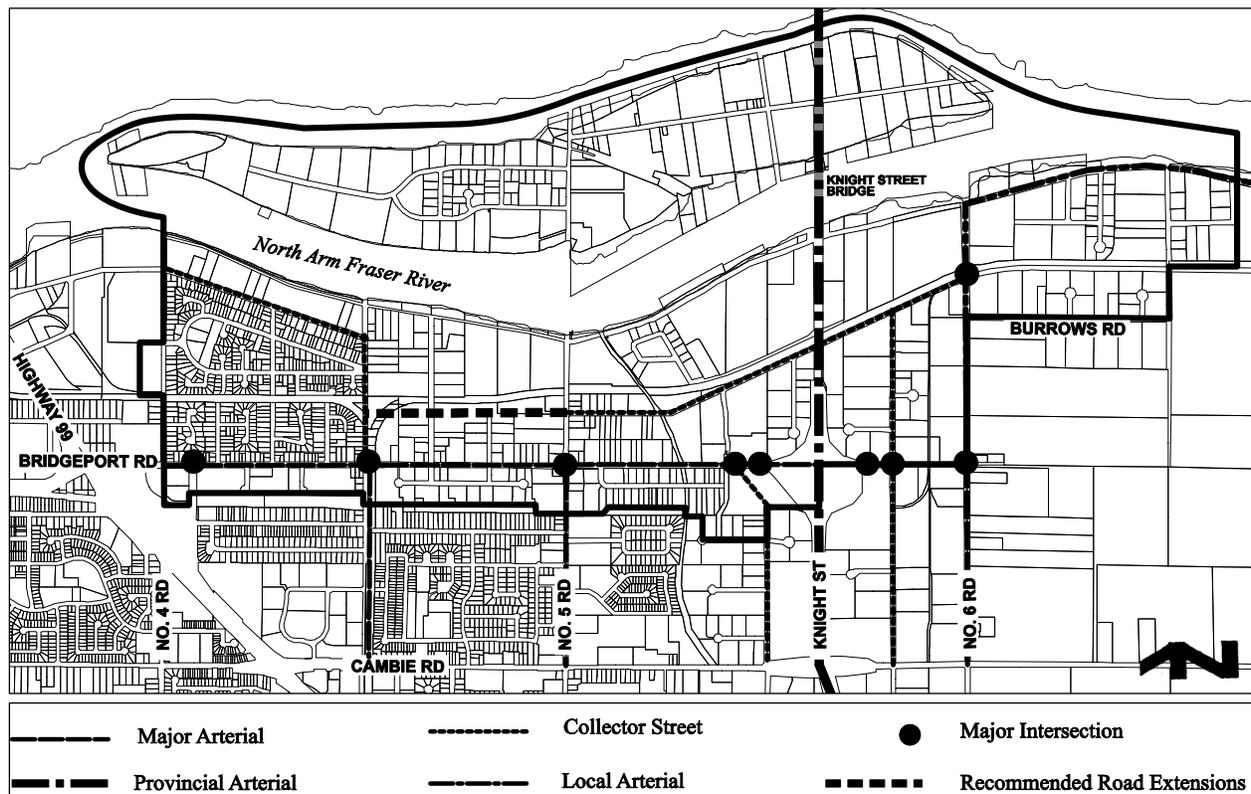
OBJECTIVE 2:

To emphasize the "gateways" into Richmond at Knight Street Bridge and onto Highway 99, in order to reinforce the Official Community Plan.

POLICIES:

- a) Work with Ministry of Transportation to improve the appearance and to place appropriate signs to emphasize the Gateways to Richmond;
- b) Prepare an urban design study of the visual aspects of Bridgeport as seen from the road, with a view to improving land use, design controls, sign regulations, and public works as they relate to the overall "image" of the area.

Traffic Circulation Map



5.0 NATURAL & HUMAN ENVIRONMENT

OBJECTIVE 1:

To support land uses that take advantage, wherever possible, of the proximity to the Fraser River while preserving and enhancing air, water, and soil quality and the natural environment for fish and wildlife habitat.

POLICIES:

- a) Support the efforts of the Federal and Provincial Environmental Agencies to improve the water quality of the North Arm of the Fraser River;
- b) Support the Fraser River Estuary Management Program in their efforts to preserve marsh areas, fish and wildlife habitats along the North Arm of the river;
- c) Work towards incorporating public access to the river through as many areas as possible, including the development of existing road ends;
- d) Ensure river front development is integrated with a continuous open space system along the river.

OBJECTIVE 2:

To maintain the mixture of land uses in the Bridgeport area while minimizing conflicts between these different uses to ensure a high quality of life for area residents and workers.

POLICIES:

- a) Ensure that the character and scale of all new development is compatible with the surrounding land uses;
- b) Prepare plans and landscape/fence the residential buffers where necessary.

OBJECTIVE 3:

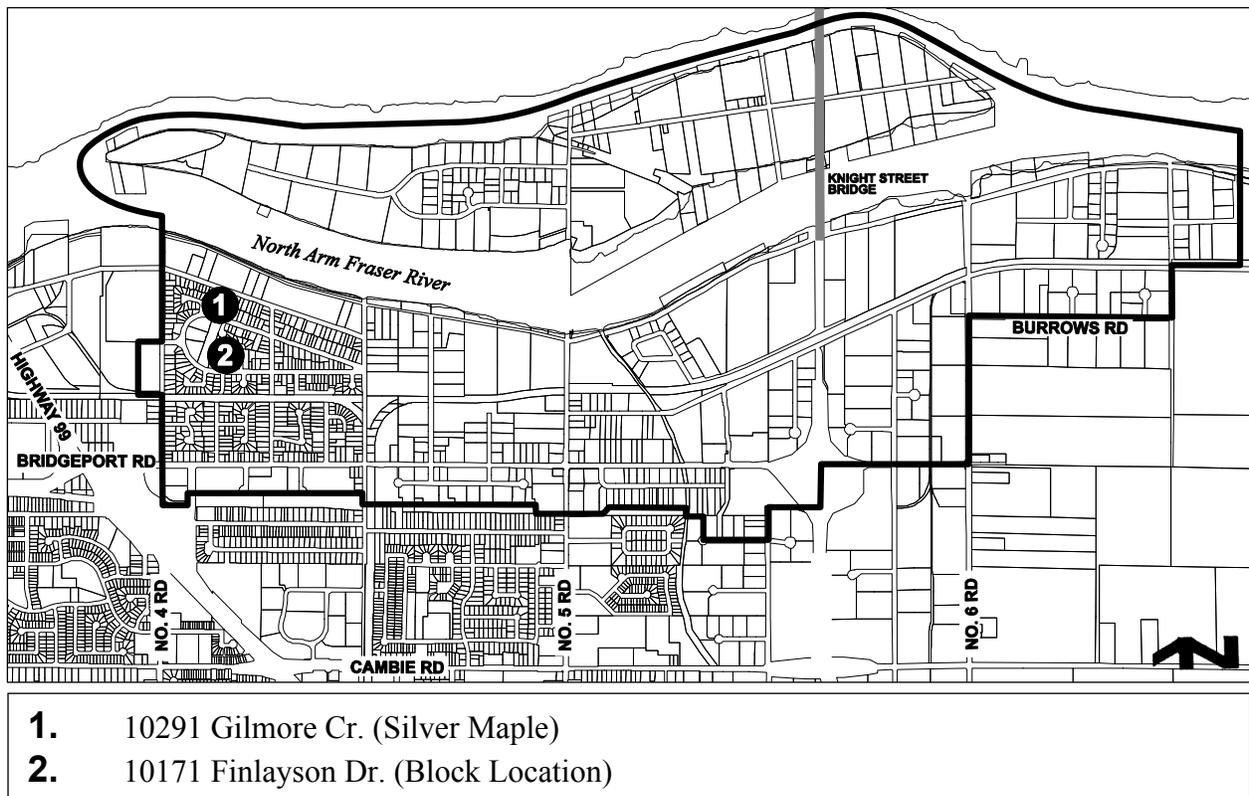
To encourage development and redevelopment that is sensitive to the preservation of views, the heritage of buildings, trees and mature landscaping.

POLICIES:

- a) Reserve road ends and other waterfront public lands and retain riparian rights in order to preserve unobstructed views of the waterfront;
- b) Request the Vancouver Fraser Port Authority to consider views and recreation potential when leasing water lots;

- c) Encourage preservation of heritage trees during the subdivision and development process and consider Heritage designation for those heritage trees shown on the Potential Heritage Trees Map;
- d) Encourage the protection of heritage buildings;
- e) Protect potential pre-historic archaeological sites by requiring prior to development, investigation of fossil slough beds with assistance from the museum curator as per current Council policy;
- f) Protect waterfront trees for a scenic corridor.

Potential Heritage Trees Map



6.0 COMMUNITY FACILITIES & SERVICES

OBJECTIVE 1:

To ensure the provision of adequate, convenient and appropriate local amenities, community services and open space for area residents and workers.

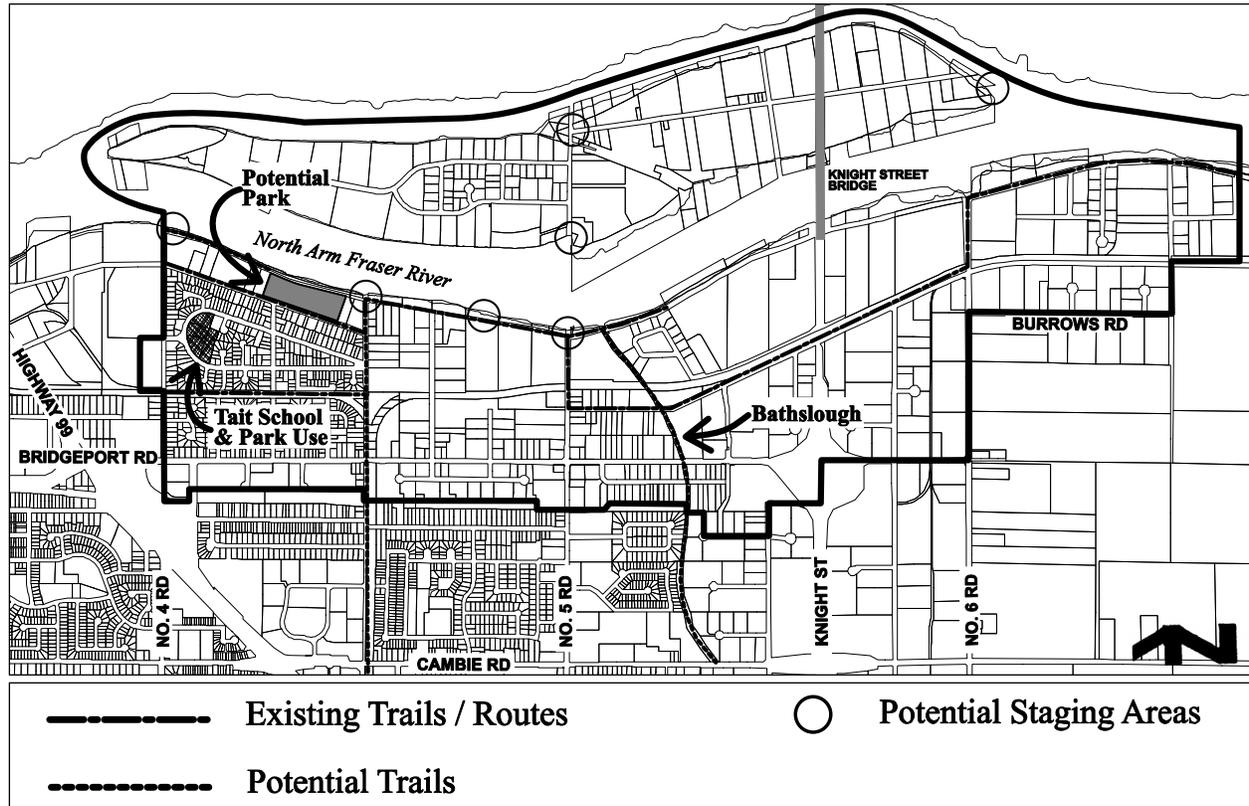
POLICIES:

- a) Encourage the development of new space for local amenities and community services in public and private residential, recreational, commercial, and industrial developments;
- b) Acquire land for public open space and recreational facilities in the Bridgeport Planning Area;
- c) Encourage the establishment of social, recreational and other programs in the Bridgeport Planning Area to serve a growing population;
- d) Create and develop a continuous open space system for recreation purposes along the Fraser River and Bath Slough, without impeding the drainage function of the slough;
- e) Encourage the provision of childcare services in the Bridgeport Area;
- f) Identify unused City properties for development as parks or trails or for sale and re-investment in parks in the area;
- g) Request the Ministry of Transportation to landscape unused rights-of-way, where appropriate, for greenways or parks, or to transfer the lands to the City for park and community use purposes;
- h) Prepare industrial development guidelines to provide local amenities for workers.



Dyke Trail – North Arm of Fraser River

Trails and Open Space Map



7.0 CITY INFRASTRUCTURE

OBJECTIVE 1:

To provide the area with improved public utilities in response to the growing needs of the community and in accord with the financial resources of the City.

POLICIES:

- a) Provide improved public utilities in a cost-efficient manner;
- b) Phase new development and redevelopment to take account of current utility constraints;
- c) Improve the quality of roads and utilities, such as storm sewers and sidewalks, in older subdivisions through such mechanisms as Local Improvement Programs, the Works and Services Bylaw, the Subdivision Bylaw and the Development Cost Charge Program, as appropriate.

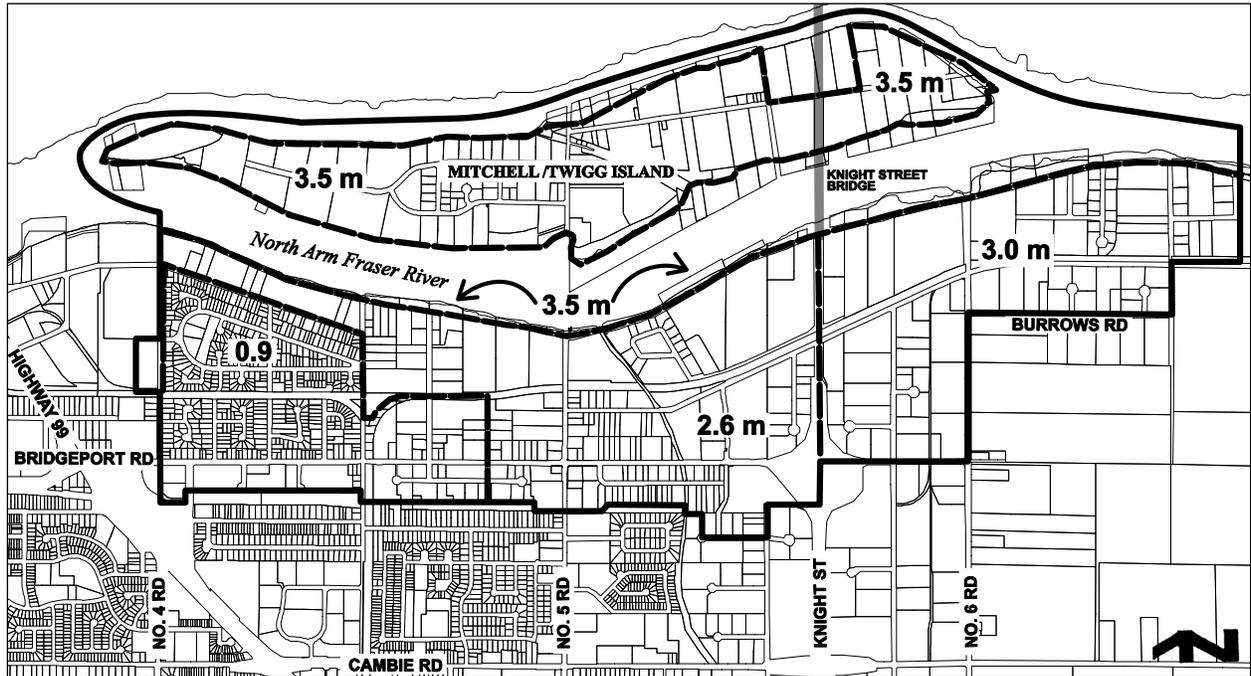
OBJECTIVE 2:

To minimize the impacts on life and property from the potential threat of fire, floods and earthquake.

POLICIES:

- a) Provide the necessary improvements to fire protection services concurrent with population expansion;
- b) Require all new development to be constructed in a manner that will provide flood protection consistent with the City's flood plan management policies and agreements. Recommended minimum habitable floor elevations are as shown in Floodplain Elevations map;
- c) Encourage all structures to be constructed or retrofitted in a manner that will provide earthquake protection.

Floodplain Elevations Map



8.0 DEVELOPMENT PERMIT GUIDELINES

See OCP.

Land Use Map – Bridgeport

