

Richmond Official Community Plan



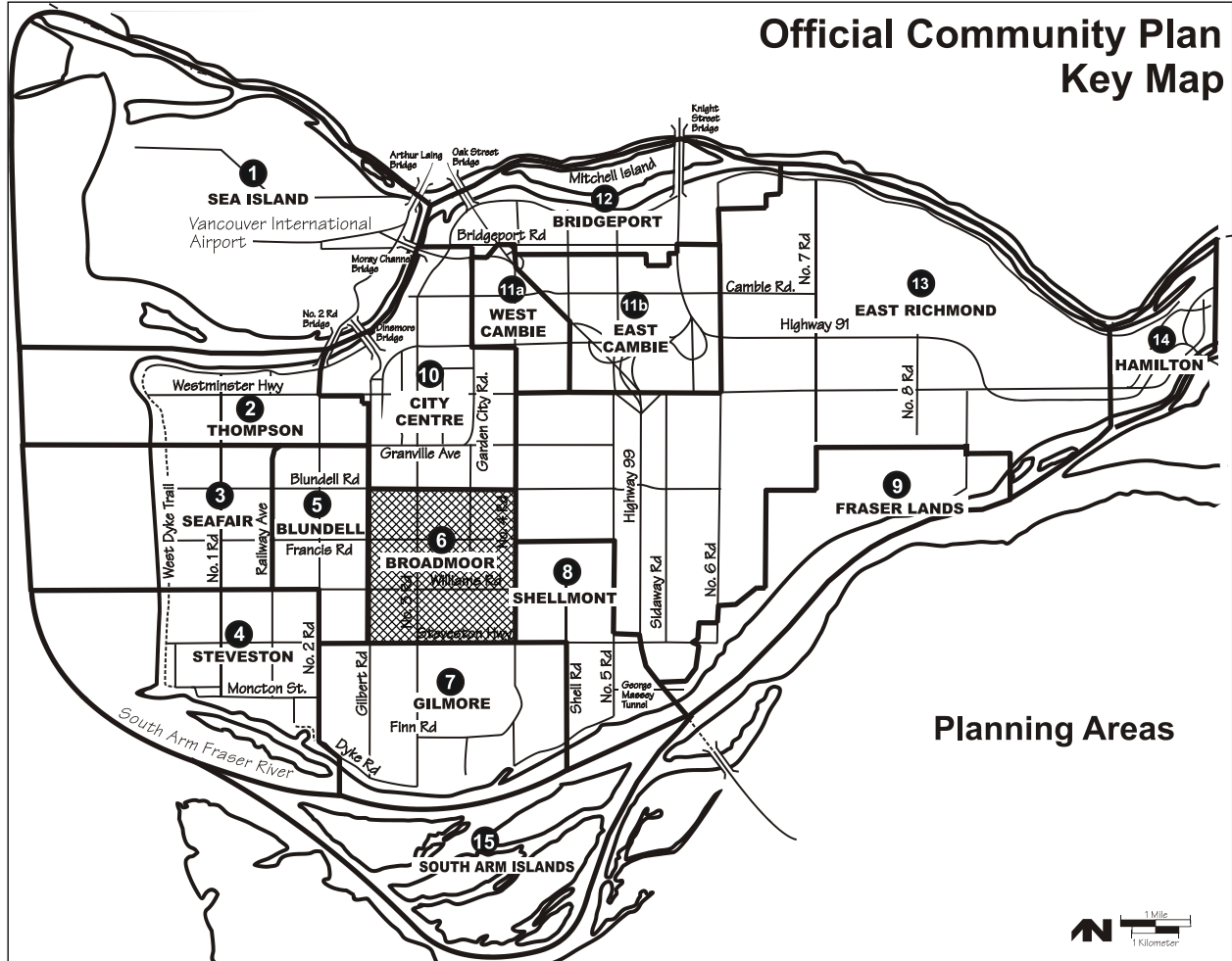
City of Richmond

BROADMOOR AREA SUNNYMEDE NORTH SUB-AREA PLAN Bylaw 7100 Schedule 2.6C



KEY MAP

Bylaw 7406
2002/10/21



DEVELOPMENT PERMIT AREA MAP

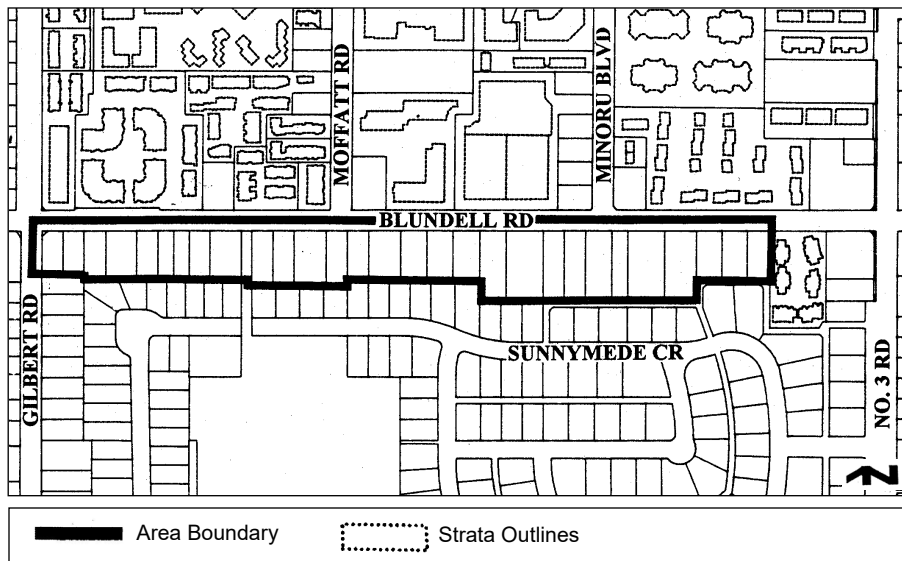


TABLE OF CONTENTS

	Page
Plan Interpretation.....	iii
1.0 Plan Overview (see OCP)	1
2.0 Jobs & Business (see OCP).....	1
3.0 Neighbourhoods & Housing (see OCP).....	1
4.0 Transportation (see OCP)	1
5.0 Natural & Human Environment (see OCP)	1
6.0 Community Facilities & Services (see OCP).....	2
7.0 City Infrastructure (see OCP)	2
8.0 Development Permit Guidelines	3
8.1 Application and Intent	3
8.1.1 Development Permit Area	3
8.1.2 Justification.....	3
8.2 Development Permit Guidelines	5
8.2.1 Settlement Patterns	5
8.2.2 Massing and Height	6
8.2.3 Architectural Elements	6
8.2.4 Landscape Elements	8
8.2.5 Parking and Services.....	9

LIST OF MAPS

	Page
Key Map	inside front cover
Development Permit Area Map	inside front cover
Access Points Map.....	4

PLAN INTERPRETATION

What is the Official Community Plan (OCP)?

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

How is the Plan organized?

The OCP (Bylaw 7100) is comprised of:

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

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

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

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

Plan Precedence

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

Changes to this Document

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

Definitions

See OCP Schedule 1.

1.0 PLAN OVERVIEW

See OCP.

2.0 JOBS & BUSINESS

See OCP.

3.0 NEIGHBOURHOODS & HOUSING

See OCP.

4.0 TRANSPORTATION

See OCP.

5.0 NATURAL & HUMAN ENVIRONMENT

See OCP.

6.0 COMMUNITY FACILITIES & SERVICES

See OCP.

7.0 CITY INFRASTRUCTURE

See OCP.

8.0 DEVELOPMENT PERMIT GUIDELINES

8.1 APPLICATION AND INTENT

8.1.1 DEVELOPMENT PERMIT AREA

This section contains Development Permit Guidelines which apply to the Sunnymede North Sub-Area as shown on the Development Permit Area Map.

The purpose of the guidelines is to supplement the City-wide guidelines contained within the Official Community Plan (OCP) with specific guidelines aimed at supporting a special character within the Sunnymede North area.

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

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

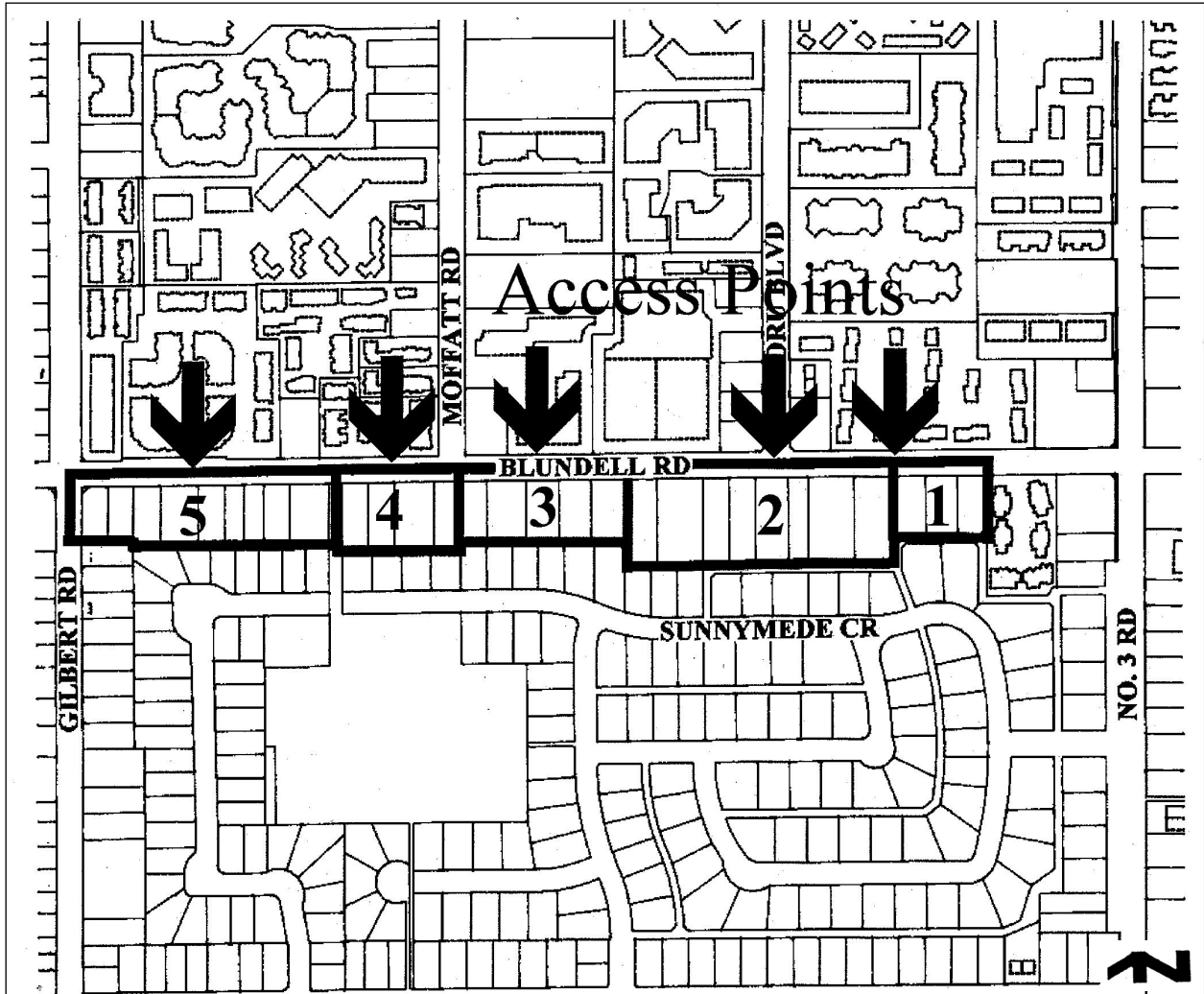
Exemptions to the Development Permit process can be found in the OCP (Schedule 1 of the Bylaw).

8.1.2 JUSTIFICATION

It is the objective of these guidelines to promote a co-ordinated approach to multi-family housing in the Sunnymede North Sub-Area.

There is a need to designate this area for special conditions in order to control access onto Blundell Road as well as to exercise greater control over the form and character of development to ensure a harmonious transition between the medium density residential district to the north in the City Centre and the low density single-family area to the south in Broadmoor.

Access Points Map



8.2 DEVELOPMENT PERMIT GUIDELINES

8.2.1 SETTLEMENT PATTERNS

Building Treatment



Internal Roadway

- a) Design buildings with a main orientation towards Blundell Road and the internal roadways of the projects. Fenestration in facades facing the internal roadways and open spaces should be carefully arranged to provide for internal unit privacy, yet convey a perception of "eyes of the street" enhancing safety and security for residents;
- b) Create highly visible and identifiable principal building entrances through the use of landscape and prominent architectural components such as gateways and covered porches to emphasize the transition from public and semi-private spaces to each unit's private space. Entrances should provide protection from the elements of the weather. Use low level landscaping and/or consider the use of changes in grade to ensure the privacy of an individual unit's private open space without the use of high fences. (The grade change should be no more than .61 m (2 ft.) to .91 m (3 ft.) and should occur between the curb and the main door of each unit);
- c) Stagger units along main east-west internal roads;

Pedestrian Treatment



Prominent Building Entrance

- d) Establish clear and appropriate pedestrian connections between private residences and semi-public areas;
- e) Ensure that the units located directly adjacent to Blundell Road have their front doors facing Blundell Road with a pathway connecting from the sidewalk to each doorway. All of the other units in each development should have their front doors facing the internal roadways;
- f) Locate secondary entrances from private residences onto common walkways located between developments;
- g) Provide internal walkways extending from Blundell Road through each development area to the internal east-west road systems. Define the entrances to the internal north-south walkways by providing arrival plazas. The arrival plazas should consist of the following elements: widened hard surfaces with distinctive paving patterns, arbours, and accent planting;
- h) Use walkways, rather than fences, to separate the development areas. Provide low level landscaping and lighting on both sides of the walkways;

Vehicular Treatment

- i) Minimize the number of vehicular access points from Blundell Road as shown on Attachment 2.
- j) Consider the use of traffic circles or landscaped medians to visually and physically direct people to the separate projects included in each development area;
- k) No gates are permitted at the main vehicular accesses to the internal roadways or between projects within each development area;
- l) Use "gentle" tangent curves along internal road systems to create more interesting roadways;
- m) Traffic noise should be screened from residential units in order to maintain acceptable ambient indoor sound levels. All Development Permit applications shall require evidence in the form of a report and recommendations prepared by a person trained in acoustics. This report shall demonstrate that noise levels in a weighted 24-hour equivalent sound level (defined simply as noise level in decibels) will not exceed:
 - bedrooms – 35;
 - living, dining and recreation rooms – 40;
 - kitchen, bathroom and hallways – 45.

8.2.2 MASSING AND HEIGHT



Secondary Roof Elements

- a) Reduce the scale of building forms adjacent to semi-private open spaces, pedestrian walkways, main vehicular entrances and adjacent to the Sunnymede single-family neighbourhood to the south through the use of secondary roof elements of a human scale such as covered porches or trellis elements;
- b) Units should have their massing designed to provide articulation to the streetscape both vertically and horizontally. Flat street fronts are unacceptable, as are continuous cornice lines;

8.2.3 ARCHITECTURAL ELEMENTS

- a) Incorporate human scale elements (windows, doors, roof elements, trellis, etc.) into the building facade visible from the street;
- b) Ensure that balconies to upper floors facing Blundell Road are small and cantilevered, giving minimal exterior access. Their design should be treated like a decorative exterior element enhancing the building's articulation and massing;

Roofscapes

- c) Construct pitched roofs of various heights with a minimum slope of 6 to 12 with gable ends and dormers to create diversity;
- d) Provide soffits with overhangs to add interest and help protect the siding of the buildings;
- e) Select roofing materials which are suitable for the level of articulation desired in the roof forms. Cedar shingles would facilitate this, whereas heavy-tiled roofing would not;

Exterior Finish

- f) Use natural building materials such as wood, stone, brick or stucco on building exteriors. Unacceptable finish materials include imitation brick and highly patterned stucco;
- g) Employ a combination of two exterior materials on facades to help maintain a human scale, create texture and enhance design;
- h) Account for the effects of the Richmond climate in the choice of material and detailing. Stucco should be treated to prevent discolouration and particular care should be taken in detailing the north facades facing Blundell Road;
- i) Use a wide range of natural earth tones commonly produced as "heritage series" by a number of commercial paint manufacturers on the main exterior of the buildings. Compliment and coordinate the range of colours used on the various units with accent colours on the trim. Reserve the use of vivid colours to "highlighting" areas such as the trims and doors;
- j) Use decorative trim, cornices, reveals and projections where appropriate;

Windows

- k) Express a residential character by using a variety of appropriately scaled and proportioned windows;
- l) Articulate building facades through the use of various forms of specialty window projections such as sky lights, bay windows, and dormers to achieve design interest and improved interior light;
- m) Encourage the provision of window treatments such as flower boxes and shutters;
- n) Orient windows of living spaces towards pedestrian walkways and streets to help facilitate supervision of the street and increase pedestrian safety;



Garage Doors

Garages

- o) Incorporate front door entry features that extend 0.61 m (2 ft.) beyond the garage doors;
- p) Minimize the width of garage doors to a maximum of 4.87 (16 ft.) x 2.13 m (7 ft.);
- q) Incorporate decorative architectural treatments, such as windows, on and above garage doors that are complementary to unit finishes;
- r) Ensure that the garage door encompasses no more than 60% of the building width as visible from the internal road systems;
- s) Where units have both the front and back facade fronting a public road or pedestrian access route, ensure that:
 - No more than two garage doors are placed in a row without interrupting with a portion of the building or side yard equal to the width of one garage door;
 - No building block has more than six garage parking spaces;
- t) Where units have only one facade fronting an internal road system road or pedestrian access route, ensure that:
 - For 50% of the units, no more than one garage door is placed in a row where units are attached without interrupting with an amount of building or side yard equal to the width of one garage door;
 - No building block has more than four garage parking spaces.

8.2.4 LANDSCAPE ELEMENTS

- a) Provide each unit with a private outdoor space that is at least 37 m² (398.28 ft²) in area and 5.25 m (17.22 ft.) in depth;
- b) Design decks and patios as natural extensions of each unit into the landscape. A maximum of 40% of each unit's private space may have a deck, with the remainder in soft landscaping including grass, shrubs and trees. The provision of decks and patios developed at a maximum of 45.72 cm (18 in.) above grade are preferable to second-storey balconies on units located adjacent to the existing Sunnymede single-family neighbourhood;
- c) Separate each unit's rear private open space with a fence no higher than 1.8 m (6 ft.). Consider the importance and the safety of small household pets by ensuring that a gap no larger than 5.08 cm (2 in.) is provided between the ground and the base of the fence;



Private Outdoor Space

- d) Create visual focal points by providing landscaped areas at both the curves of the internal roads, and at the "dead-ends" of each of the development sites east-west internal road. Allow for future pedestrian access to adjacent development areas within the landscaped areas at the east-west road ends;

Tree Planting

- e) Use changes in paving materials such as decorative pavers or cobblestones near entrances to walkways and children's play areas;
- f) Soften hard surfaces through the use of landscaping, trellises and tree planting;
- g) Install pedestrian-oriented lighting along the internal roadways of the developments.
- h) Incorporate mature trees and landscaping into the development area. Where one or more existing trees are being removed, the City's tree replacement policy requirements as specified in Tree Protection Bylaw 8057 must be met;
- i) Enhance the main shared vehicular/pedestrian entry into each of the development areas by planting large specimen trees and accent planting without obstructing sightlines. Trees should frame the main entry driveways as seen from Blundell Road to each of the development area's internal road system;
- j) Plant large feature trees with a minimum calliper of 150 mm (6 in.) measured 1.4 m (4.7 ft.) above grade along with appropriate low level accent planting in the middle of traffic circles or medians;
- k) Plant street trees spaced no more than 9 m (29.52 ft.) apart within landscaped boulevards along the internal roadways;
- l) Separate the individual garages with landscaped areas including trees with a minimum calliper of 100 mm (4 in.) measured 1.4 m (4.7 ft.) above grade and/or with the careful siting of the residential portions of the buildings;

Bylaw 10339
2022/03/21



Mature Tree

8.2.5 PARKING AND SERVICES

- a) Locate enclosed garbage container buildings away from pedestrian accesses and children's play areas. The area should be easily accessible for collection purposes and should provide adequate manoeuvring space for 13.7 m (45 ft.) long garbage trucks. A covered recycling area 2.4 m (7.9 ft.) by 3.5 m (11.5 ft.) should also be provided near garbage areas. It should be wheel-chair accessible;

- b) Locate a highly visible amenity space in each development area along with an indoor amenity space in projects which include more than 70 bedrooms.
- c) Locate children's play apparatuses and benches within the open space along with other urban design features such as gardens, fountains, arbours and art.
- d) Locate the outdoor amenity area to take advantage of sun and natural shelter from the elements of the weather.
- e) Ensure that surveillance of the area is provided from adjacent units and the area has barrier free access.
- f) Provide a mixture of hard-surfaced and natural landscaping in the outdoor amenity area.

